



THE 20-GHOST CLUB RECORD

Vol. 16 1974



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Views expressed in editorials and articles appearing in The 20-Ghost Club Record are not necessarily those of the Committee.

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FROM YOUR EDITOR

As you glance quickly through the pages of this issue I hope you will see much to interest and please you. I hope you will notice the thickness of the volume – the extra number of pages and illustrations. Above all I hope you will be encouraged to read on and enjoy the variety and quality of its contents.

Our Master's "thank you" to Fred Watson is an epitome of all our gratitude and appreciation for the wonderful work he has done for the Club during its first twenty-five years of existence. We are indeed fortunate that he is continuing to be our Treasurer.

Despite great pressures of work John Craig has provided us with a fascinating and illuminating account of the inception of the Silver Cloud. We are, I feel, greatly privileged to be the first to publish this article and the accompanying pictures.

Our Vice-President made yet another of his mammoth trips to enhance the history of the marque. This time competing in the Rallye Monte-Carlo des Voitures Anciennes. With his quiet modesty GAR 21's story gives little evidence of the significance of his achievement. I am indebted to Stanley Sedgwick for his kindness in providing me with fuller details of the Rally and photographs of the Club's competitor.

Most members will remember the years John Dymock-Maunsell was with us and the many events he so successfully organised. When I met John in July at Silverstone he enquired after my progress with the Record and a few weeks later telephoned to ask if I would like a contribution recalling his recollections of the Club's growth during his period with us. I jumped at his offer and I hope, as I did, when reading his article you will experience a sense of nostalgia mixed with pride in the Club's progressive development.

Dr. Allyn Roberts promised me an article a year ago when he was visiting some friends in Shropshire. This year he renewed his promise and I am sure you will appreciate his story from America.

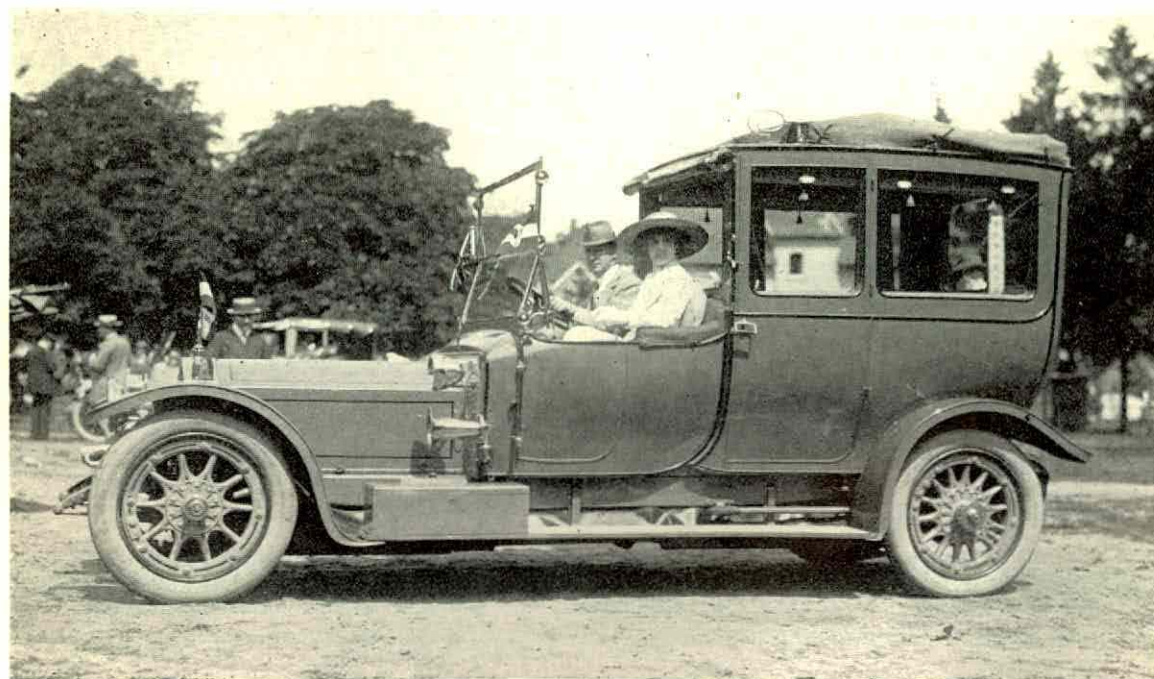
On page 44 is news of a new Club tie. Do make a note to get in touch with the Treasurer to ensure you get one before supplies run out!

As you will read in the Chairman's notes I have had, most regretfully, to resign from the editorship. Unfortunately pressure of work, which is going to escalate rather than decline in the next few years, has made me feel it is not fair to the Club to continue with so little time to give to such an important part of the Club's future. It has been a challenge and a most rewarding one and I thank members for all their support and encouragement.

Ivan Yates sent me some exciting records and documents on the Tour of The Imperial Automobile Club of Germany and The Royal Automobile Club of Great Britain for The Prince Henry Cup in 1911 in which his father, Mr. James Yates, was driver for Mr. Edward Rosenberg in a 40/50. A picture of the car is shown below and I hope in a future issue members will be able to learn more of this unique event.

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The Chairman writes . . .

Envy has probably caused many wars and troubles throughout the course of history. However, I do feel guilty of a little envy towards my predecessors – the former Chairmen of The 20-Ghost Club. There are several reasons for this envy:

- the problem of inflation, which has always been with us but not to such a galloping degree. The property around Piccadilly Circus would still be worth its 10 pence or so value in the Domesday Book;
- the problem of fuel shortages affecting events;
- the problems of security which have led to the cancellation of the Driving Tests at The Royal Military Academy, Sandhurst, and the visit to Portsmouth Dockyard;
- the retirement of Fred Watson from the post of Honorary Secretary and the retirement of Iris Terry from editorship of the Record.

I feel a tiny bit of envy would not be completely out of place!

However, to look on the better side of life – we still have the most wonderful cars in the world and with so many enthusiastic members we cannot go far wrong. We have the tour of Norway to look forward to in June 1975 amongst other events.

I must add a word or two about Fred Watson, although one really needs the gift of words to do justice to his talents. When I first joined the Club Fred Watson was there and throughout the years he has remained the same; so kind, so thoughtful and so efficient. Thank you Fred (and thank you, too, Joan) for all you have done. We do appreciate your efforts.

PHILIP TAYLOR

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TROPHY COMPETITIONS

The Committee has decided that a member who has won the same Trophy three years in succession shall not be eligible for that competition for the following year but thereafter can again compete for that Trophy.

Accordingly a member who won the same Trophy in the years 1972, 1973 and 1974 will not be eligible for the competition in 1975 but can enter in 1976.

Thank you Fred

It is with great regret that we hear that Fred has decided to relinquish his appointment as Honorary Secretary of our Club after 25 years in office but we are glad that he is continuing as our Honorary Treasurer.

The actual foundation of the 20-Ghost Club by Adrian Belsey took place on the 26th May 1949, and the Inaugural Dinner was held at the Café Royal, London, in February 1950. Fred Watson has been our first and only Honorary Secretary and Treasurer until now.

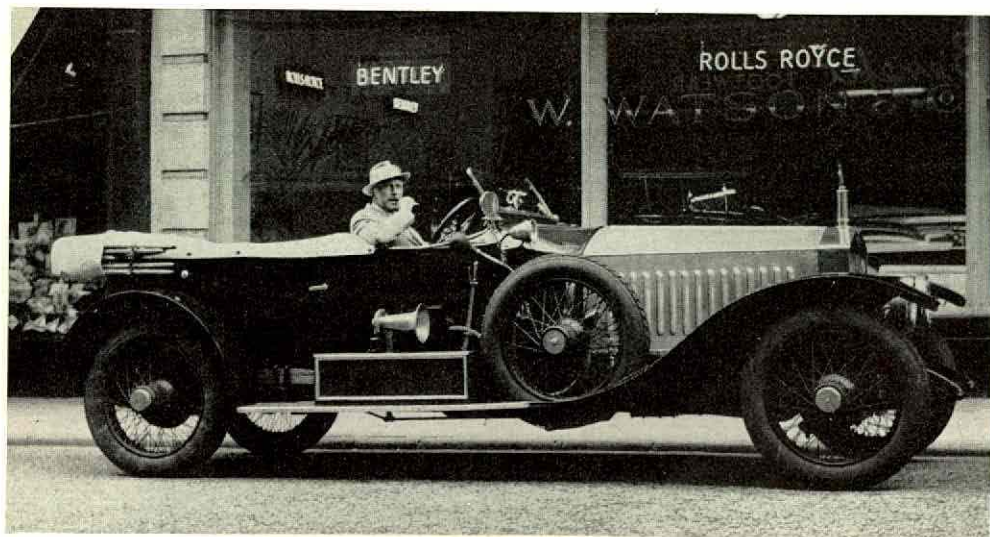
When I left England to live in Bermuda in 1966 he was appointed as President in addition, until at his own request he retired after a five-year period in office.

No one could have fulfilled these "Mikado" type roles in a more distinguished, dignified and efficient manner. He has been ably assisted by his lovely wife, Joan, who always has a ready smile and a friendly word for everyone she meets.

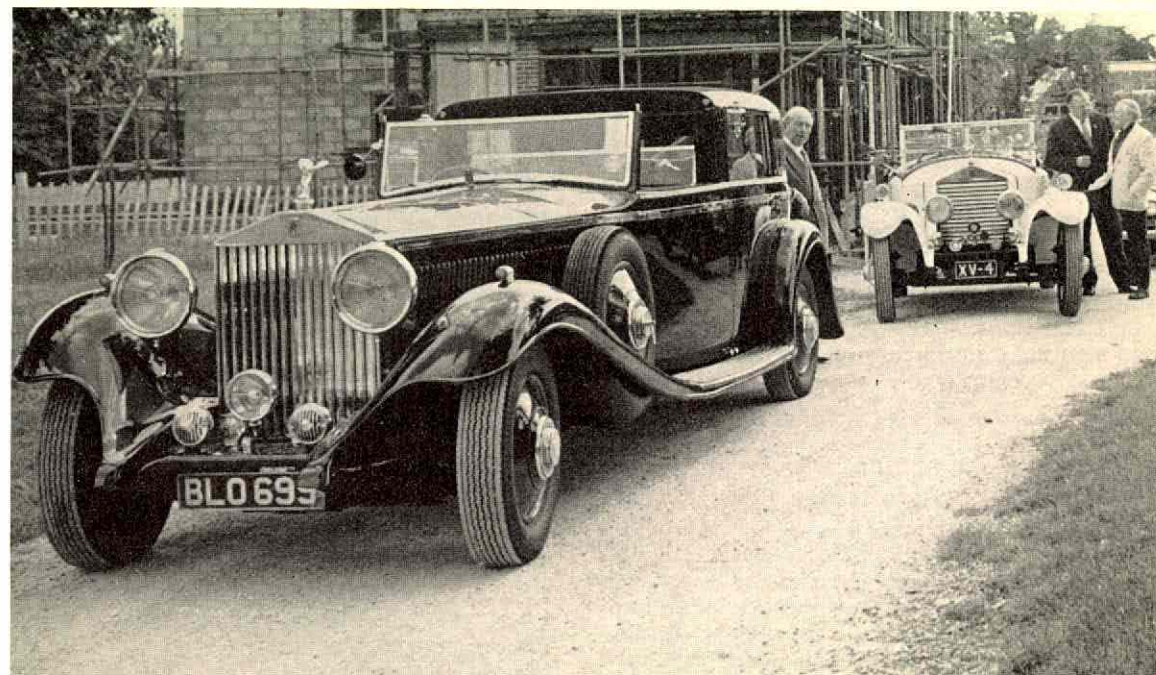
Twenty-five years of devoted and unstinting service to the Club is a record of which anyone could be proud – and we as members profoundly thankful. If any man deserved the Biblical saying "Well done thou good and faithful servant..." it is Fred. His superb filing system, his careful attention to detail, and his meticulously typed Minute Books are a worthy legacy of his many hours of work, often far into the night, in the snug little study of his beautiful home at Aldwick.

Patience and tolerance have been his watchwords because I know that he has been near to resignation on one or two occasions – when greatly angered by members' apathy in not replying to his letters, not paying their subscriptions or sending the wrong amounts. All this gave him an enormous amount of extra work on top of the burden of his many duties. His wise counsel at Committee Meetings has been of great benefit to the Club.

It was Fred, who, in 1964, inaugurated dancing after the Annual Dinner at the Hyde Park Hotel. A band is an expensive item, and at that time we were trying to keep down the cost of tickets. He provided this out of his own pocket – anonymously – as befits his modesty. I must admit I was somewhat opposed to the idea at the time, but it has certainly proved to be a most successful innovation.



Fred Watson at the wheel of 2260E, which he has owned and driven for 25 years.



Fred's Phantom II at Avoncroft Open-Air Museum, Bromsgrove, during the Heart of England Tour in June 1974.
(Photograph: Berrows Newspapers Ltd.)

Fred has a splendid trio of cars, as you well know, and he is able to select the one most appropriate for each event bearing in mind the type and the mileage involved. Fred and Joan set a fine example to all members by taking part in almost every event at home and abroad, often entering two cars, one of which is driven by his close friend Skit Poulter.

Fred drives in a most spirited manner. His skilful driving has gained him many major awards – the Dymock-Maunsell Trophy in 1965, 1967, 1968, 1969 and 1971 and the Stanley Sears Trophy in 1967 and 1969 – surely a shining example of leadership in the Club's affairs.

I do not wish to belittle for one moment the excellent work done by our other Officers when I say that over 25 years Fred, with Joan's help, has been the *backbone* of the Club. No one could have its well-being and progress closer to his heart. At Events, even when eating a sandwich or sipping his favourite Dry Martini (which he carries in a little bar case in his car) he always made time to listen to a member's complaint, give advice on many matters, or welcome new or prospective members.

Fred hates making speeches, but when it is necessary, he stands up, speaks up so that all can hear, and then shuts up – what more could one want?

Having known Fred for over 54 years – since we were at Cambridge together – I am delighted to be able to make this little tribute to the inestimable contribution which he has made to the Club over the years, and to convey to him, on behalf of all members, our most grateful thanks for everything that he has done to uphold and enhance the aims and objects of the Club – a Club which gives us all so much pleasure. Fred has endeared himself to all our hearts, and we hope that he and Joan will still take an active part in the affairs of the Club for many years to come.

Stanley Sears

The Dawn of The Cloud

It was in April 1949 that the Silver Dawn (Fig. 1) was introduced and it was the first Rolls-Royce car to have the coachwork designed and constructed by the Company. All previous Rolls-Royce cars had, of course, had their bodywork constructed by various coachbuilders on the Rolls-Royce chassis so that the year 1949 was indeed an important year, marking, as it does, the formation of the 20-Ghost Club and also the introduction of this first complete Rolls-Royce motor car.

The Silver Dawn was a development of the Mark VI Bentley and which was fitted with an all-steel body introduced first in 1947 as the Company's first post-war car. Logically, because the Company was so much involved in the war effort, the first car after the 1939/1945 War bore a considerable resemblance to the coachbuilt cars that had been in production in 1938/39. For this reason the Silver Dawn could clearly claim to be descended from the last of the pre-war cars.

With the cessation of hostilities in 1945 it was decided to re-enter the car market and since many of the pre-war coachbuilders had ceased to exist it was decided that an all-steel

engineered body shell could be produced in the right numbers to enable Rolls-Royce to produce, for the first time, a complete car, the Mark VI Bentley and then the Silver Dawn. However, as early as 1945 consideration was already being given to the design and styling for a car to take the place of these two cars. The objective was to provide within a structure externally no larger than that of the then current orthodox car, a new one with a new look in which more intensive use could be made of the available space. Waste space was to be suppressed and the mechanical features condensed.

Apart from a few of the earlier motor cars and those few of normal design which had streaked across the automobile horizon to fade out like a meteor, the design of the motor car was based upon the popular conception of the horse drawn carriage, the engine replacing the horse between the cart shafts.

Although there had been a steady tendency to depart from this original conception even as late as 1940, a good looking car was considered to be synonymous with a long and tapered

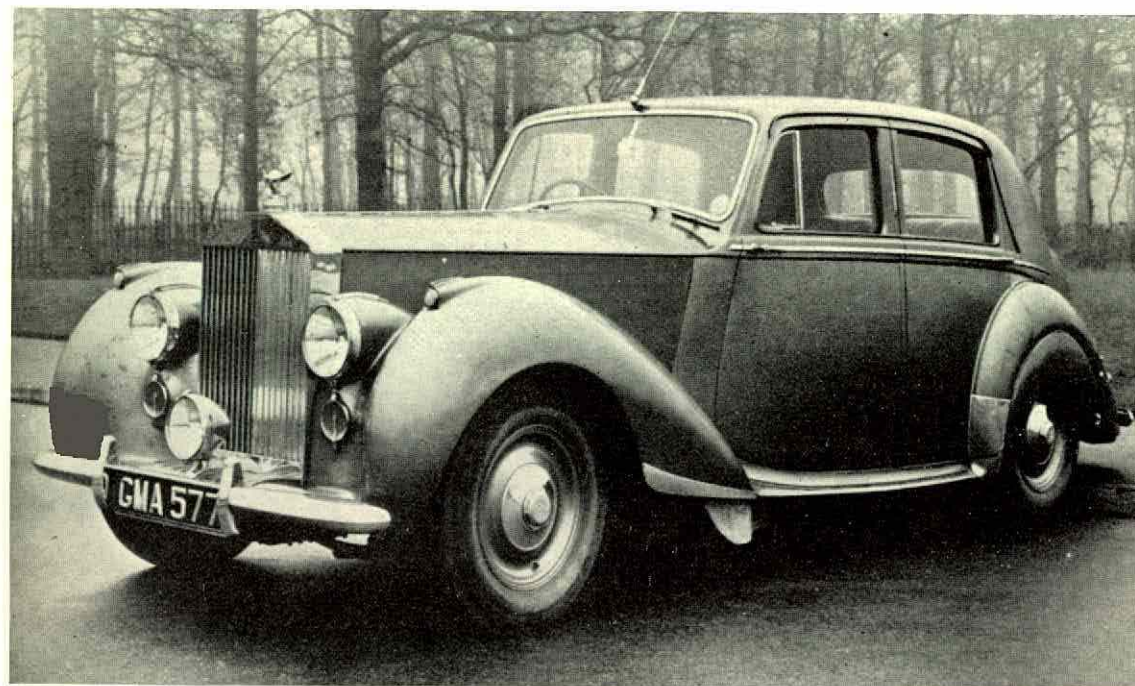


Fig. 1. 1949 Silver Dawn.

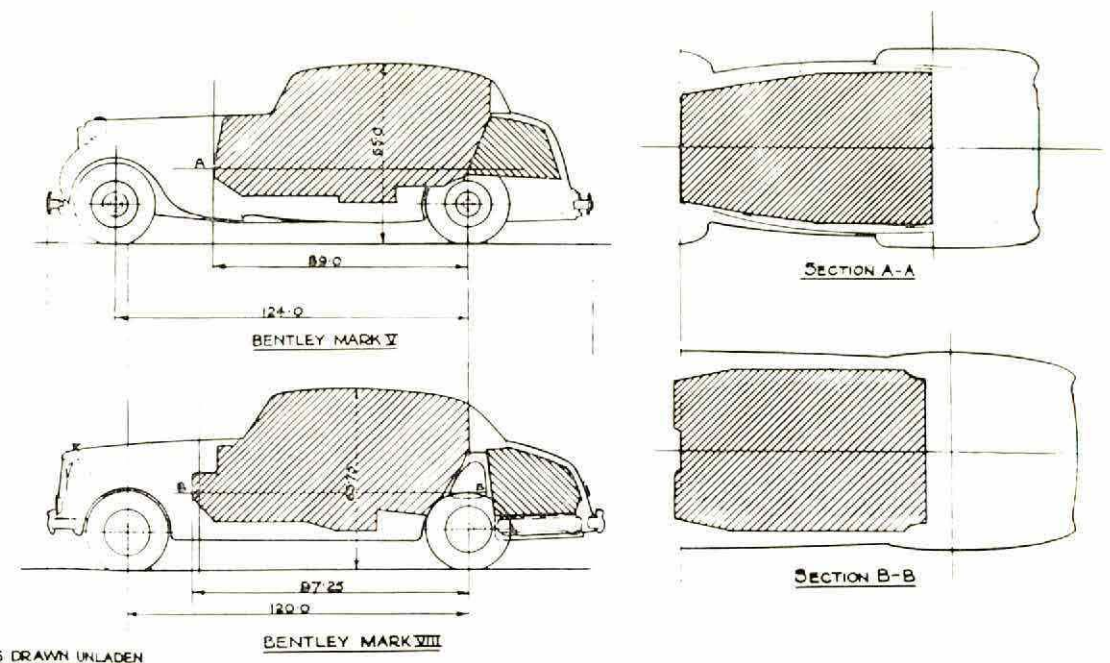


Fig. 2.

FORM COMPARED 1939 WITH 1950.

bonnet giving the "greyhound look". The Packard Clipper which had appeared at about that time was, perhaps, the first car to break with tradition in adopting a design in which a logical conception of the form was given precedence. The customer was no longer asked to sit over the rear axle, "steerage class"

in shipping circles. The maximum percentage of the length and width were to be for the occupants and their luggage. Other manufacturers soon followed and the car grew no bigger, in fact in many cases it was reduced both in size and in weight whilst giving increased accommodation.

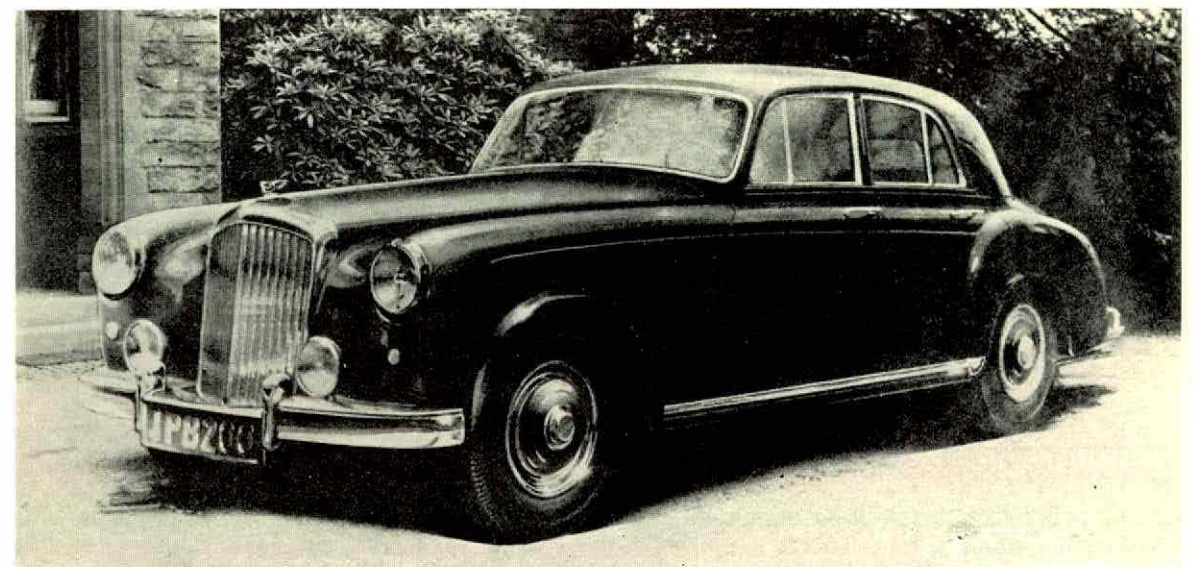


Fig. 3. Mocked-up Bentley Mk. VIII.

Figure 2 shows the Bentley Mark V 1939 compared with a similar car designed to the new objectives. It will be noted that the capacity of the new design is greater and that the occupants are positioned more nearly amidships, so enabling the rear seat pan and hence the whole car rear seat to be lowered. The luggage boot capacity can be increased in spite of lowering the luggage boot top. The waste space between the radiator grille and the bumper has been occupied by the moving forward of the engine and radiator and the moving rearwards of the front wheels and front bumper. Consequently the overall length of the car is lessened and its wheelbase is reduced. The latter gives a diminished turning circle and an increase in the overall rigidity of the car. In plan the body has been widened out at the base to the full width of the car whilst the width at the screen pillars is little less than that at the centre pillars. This change in general shape was termed at the time, the "new look". Although popular opinion regarded it as a new style, first and foremost it was a new form based on the principle that the best use must be made of the available space. It was true that this new form could not be given a pleasing appearance merely by attempting to cut it in to the old style chassis, and therefore with the advent of this new form a new style had been born. It was logical that the first examples of this new form should appear in America where the motor car had long since ceased to be a luxury toy of an amateur mechanic. The American looks upon his automobile as yet another sitting room of his house which engineers have commissioned

to make mobile for his personal transportation. Like his house he expects it to be centrally heated and air conditioned. To provide room for these accessories some economy in the use of space for purely engineering purposes became essential.

It took some time after the upset of a world war to sort out and to appreciate the real value of this new look and to decide to what extent its fundamental features could be included in the design of the new steel body to replace the Silver Dawn, bearing in mind the peculiar requirements of Rolls-Royce markets both at home and abroad and the size of the Company's production plans.

A misunderstanding of the true meaning of this new look had been the cause of the relatively poor reception accorded to certain coachbuilt bodies purporting to be of this form which had been built on the existing Mark VI chassis. Because of the limitations imposed by this old chassis they could not have this new form and in consequence were incongruous and unpleasing.

However, the valuable experience gained by these experiments formed a background upon which to base the design of the new car, a full scale mock-up of which is shown in figure 3.

In the design of the car to replace the Silver Dawn the following objectives were laid down:

1. A car which would be materially no longer or wider than the Silver Dawn.

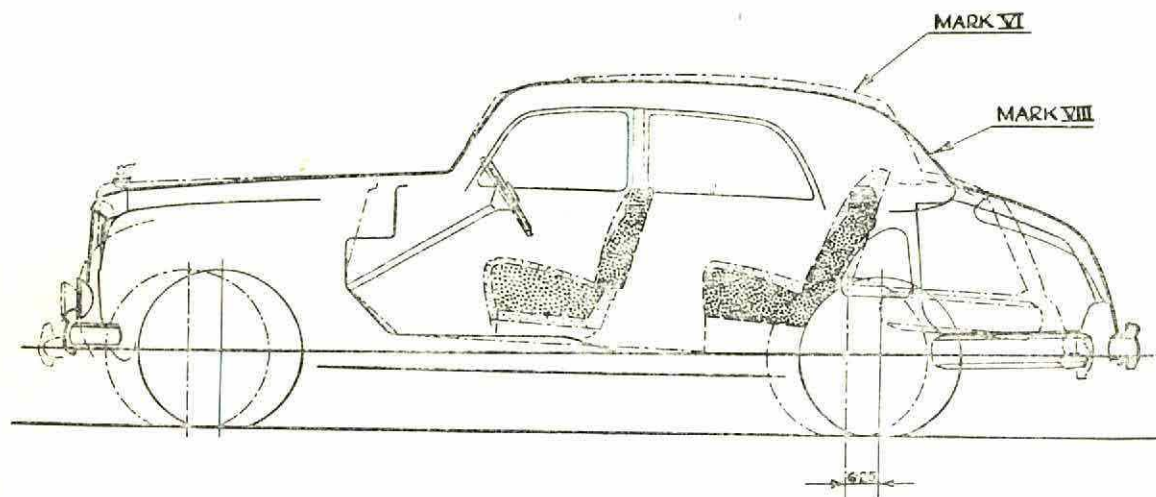


FIG 4 BENTLEY MK VI & MK VIII SUPERIMPOSED

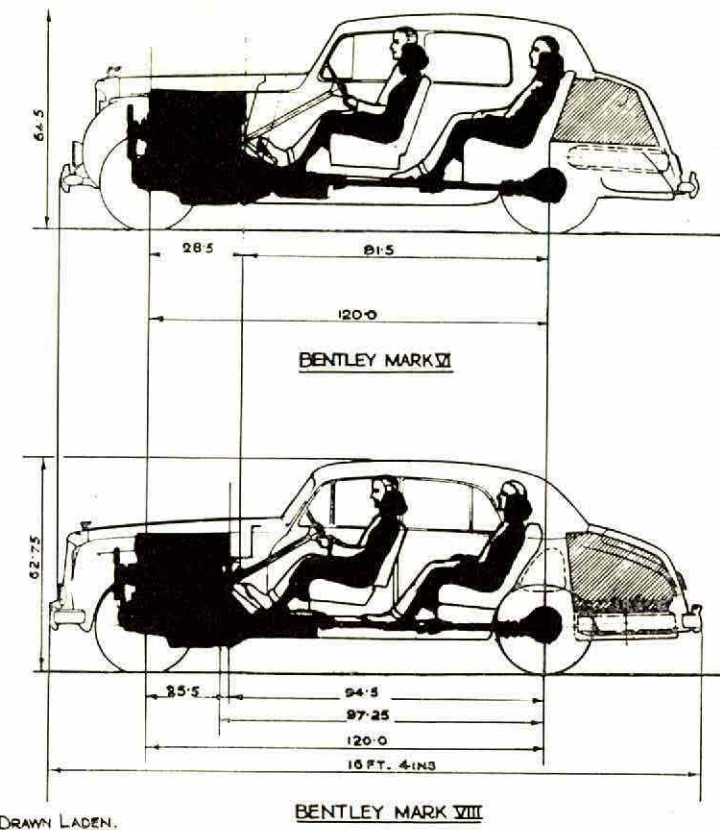


FIG 5 BENTLEY MARK VI & MARK VIII

2. An overall height $1\frac{1}{2}$ " less than that of the Silver Dawn with the same headroom over the seats.
3. Increased leg room for the rear seat passenger.
4. The body width at the windscreen pillars to be materially the same as that at the centre pillars, giving a wider front seat and a wider angle of driving vision, an increase in the scuttle width to provide space for a modern air conditioning plant and a larger wireless set with a separate speaker and large cubby holes.
5. Improved forward visibility over the bonnet, radiator and wings despite the driver's lowered seating position.
6. Increased and improved space for luggage even though the lowered car and deeper back light reduced the boot height.
7. Increased front wheel vertical movement notwithstanding the lowered bonnet and a ground clearance on maximum bump greater than that of the Silver Dawn.
8. A total weight no greater than that of the latest Silver Dawn.
9. The load on the front wheels not to exceed that of the Silver Dawn which was a maximum consistent with the use of 6.50 in. x 16 in. tyres and safe cornering at speed.
10. A front end style which, given a small modification to the bonnet and a few extra tools, would produce both the Rolls-Royce and Bentley saloon.
11. A saloon body capable of being turned into a coupé with the inclusion of the maximum number of standard body pressings and fittings.



Fig. 6. Rolls-Royce version of Mk. VIII.

In order to lower the car and yet to preserve the same headroom the rear seat had to be moved forward relative to the rear axle. The dashboard and steering wheel were moved forward a comparable amount in order to maintain the same body space. Increased leg room for the rear seat passengers was achieved by the lowering of the rear floor more than that of the front floor, thereby the space under the front seats into which the rear seat passengers could extend their feet was increased (Fig. 4).

If the engine and the front wheels had gone forward with the body the wheelbase would have been increased, however the front wheels were not moved, the wheelbase remained unchanged although the engine was moved forward. The dashboard was moved with the body and had to curl itself around the back of the engine to accommodate the difference in travel.

The demise of the time-honoured front apron occurred when the radiator and grille moved forward with the engine, whilst the front bumper and front wheels stayed put. Special treatment was needed for the back of the car owing to the lowered roof of the luggage boot, necessitated by the lowered car and the lowered deeper back light. No longer was it feasible to stack the luggage upon the spare wheel which in turn was over the petrol tank. One layer of the cake had to be taken away and

housed in the space above the rear axle, vacated by the moving forward of the rear seat cushion and squab.

The petrol tank, because of its relative freedom from shape restriction, and the need of easy accessibility, was the obvious candidate for this position. The spare wheel was lowered to the limit set by the specified ground clearance, taking with it the luggage boot floor. In spite of its lowered roof caused by the new design of lowered car, the luggage boot could be given greater capacity and a better shape than that of the Silver Dawn. To carry out these changes in the general layout of the vehicle an entirely new chassis frame had to be envisaged. Relative to the rear wheels the frame cross had to move forward with the engine and the pan of the front suspension backwards with the front wheels. See figure 5. In the plan view the body changes called for few chassis modifications, the screen and front seat sections were widened out to swallow up the tail of the front wing so causing useless air space under the front wing to be absorbed into the bonnet, scuttle and body space.

The moving outward of the screen pillars and the consequent widening of the scuttle made possible the hinging of the front doors upon the screen pillars without any loss of space for the occupants' legs and feet during egress from the car.

Doors hinged in this manner gave a feeling of safety to the driver of the fast car and of course this configuration is now mandatory to both front and rear doors.

By moving the mass of inhabitable portion of the body proper together with the occupants forwards from the rear axle and also by moving the engine, gearbox and clutch forward as well, a very considerable increase in weight would occur on the front wheels if nothing were done to compensate for it.

It was also found that the body of this new car would weigh approximately 108 lb. more than that of the Silver Dawn due to its greater bulk, unless design changes were effected in its construction. Further a very high percentage of this increase would fall on the front wheels.

Experience had shown that for a light steering and stable cornering characteristic the front wheel loading of the Silver Dawn should not be exceeded, particularly if the current 6.50 in. x 16 in. tyre was to be used at the pressure which would give a comfortable ride. (The reader should note that the design of this new body was taking place in 1945 to 1950 and the eventual tyres 8.20 in. x 15 in. had not been designed at that time. Indeed they only just became available for the production car when the Silver Cloud was introduced in 1955.)

Therefore it was imperative to save weight in the design of the car and particularly weight which would be carried over the front wheels. The need for lightened chassis components particularly an aluminium engine, lightened clutch, front brakes and suspension were very real if the new car was to handle as well as the older one. The automatic gearbox had not been fitted to the Silver Dawn until 1952.

Savings in weight of the body, chiefly by the use of light alloy, in places such as the bonnet, front wings, doors and luggage boot lid were needed to compensate for the increased size of the body shell.

Having determined the form which the vehicle should take and having solved the engineering problems which the new form involved, the stylist was able to embark upon the task of tailoring the form.

Certain limitations were imposed upon the style to be used. The front end had to be capable of making both a Bentley and a Rolls-Royce car without a serious increase in the tool charge involved. Both of the world renowned radiator shapes had to be preserved so that either car would be immediately recognised by the small boy in the street.

The style chosen had to be modern yet restrained, whilst the new look form imposed certain limitations which made inevitable some

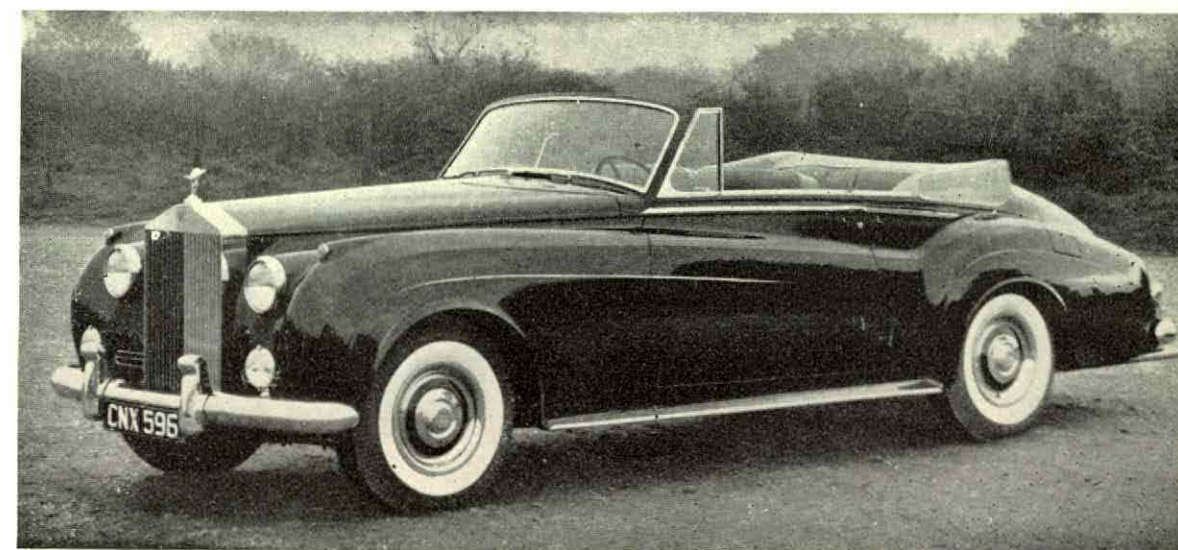


Fig. 7. Drophead Coupé Silver Cloud I.

resemblance to the then latest American and Italian cars, yet the style adopted had to be one which could become, with the passage of time, distinctly British. A degree of modernity seemed essential since the car might not meet the buying public until 1955 and would have to last for quite a few years without becoming outmoded. For this reason thin pillars, a relatively low waist line giving deep window glasses, and a large back light were adopted.

The polished metal frames for the window glasses which had been a feature of the best of the coachbuilt cars were the subject of a special design and production investigation. Their inclusion added just that necessary relief to the design without the addition of useless chromium plated mouldings. A further advantage they possessed lay in the fact that their fabrication might well be feasible only on a car in the price range and production rate of the Rolls-Royce and Bentley. Figure 6 shows the Rolls-Royce version of this new car in wooden mock-up form. The reader will know that detailed changes occurred before the Silver Cloud was unveiled in 1955.

The interior styling received special attention particularly with a view to giving an air of luxury to the seats. A type of cushion and squab construction was evolved and tested which economised in the space occupied by the trimming. Although bucket or armchair front seats were projected the alternative of a bench type front seat was eventually standardised.

The provision of adequate door seals to exclude draught and dust from the body interior entailed the use of a modern type of door lock of higher efficiency than that of the time honoured spring-loaded bolt design. At the same time twisting exterior door handles were not convenient to instal and might well be an illegal protrusion on such a wide body. In the event a modern design of push button handle was used and was further developed in the final version of the car. The curved windscreen, whilst not moving the glass in the line of normal vision further from the driver's eyes, provided just that requisite increase in room to enable the central portion of the instrument board to be

part of the screen capping. This, in turn, enabled the radio set to be raised, giving more freedom for the occupant's knees and allowing the inclusion of a separate and larger speaker. Commodious cubby holes and a glove box were also a feature of this design.

A modern car heater and demister had to be incorporated into the design of the dashboard and scuttle and on the Silver Cloud the upper and lower systems were housed under each front wing with a vacuum operation to enable the driver to have good control over the whole system and to ensure that adequate fresh air could be taken into the body.

One of the design parameters was the requirement for the production of a drophead coupé and in order to make the maximum use of the body tools and in order to have a coupé body which could be offered for sale at a price not materially greater than that of the saloon, the car was constructed with a high percentage of the saloon body pressings as well as a large proportion of the hardware, seats and trimmings.

The new form with its almost parallel side in the plan view made this task relatively easy in the case of the Silver Cloud compared with the Silver Dawn in which the contraction of the hood towards the windscreen caused the hood, when folded, to narrow unduly the rear seat width (Fig. 7).

The rear seat, being much further forward of the rear axle than that of the Silver Dawn, was lower, enabling a low and sleek appearance to be given to the design of the hood.

The evolution from these early design studies resulted in the introduction of the Silver Cloud in 1955 and finally the Silver Cloud III which continued in production until 1965 – the final development from the 1939 Mark V Bentley and fitted with a V8 engine, triplicated braking system, air conditioning, power assisted steering and what is perhaps more interesting from the safety point of view, capable of passing the 1968 impact barrier test at the conclusion of which three of the four headlamps still illuminated!

John H. Craig.



Fig. 8. 1955 Silver Cloud I.

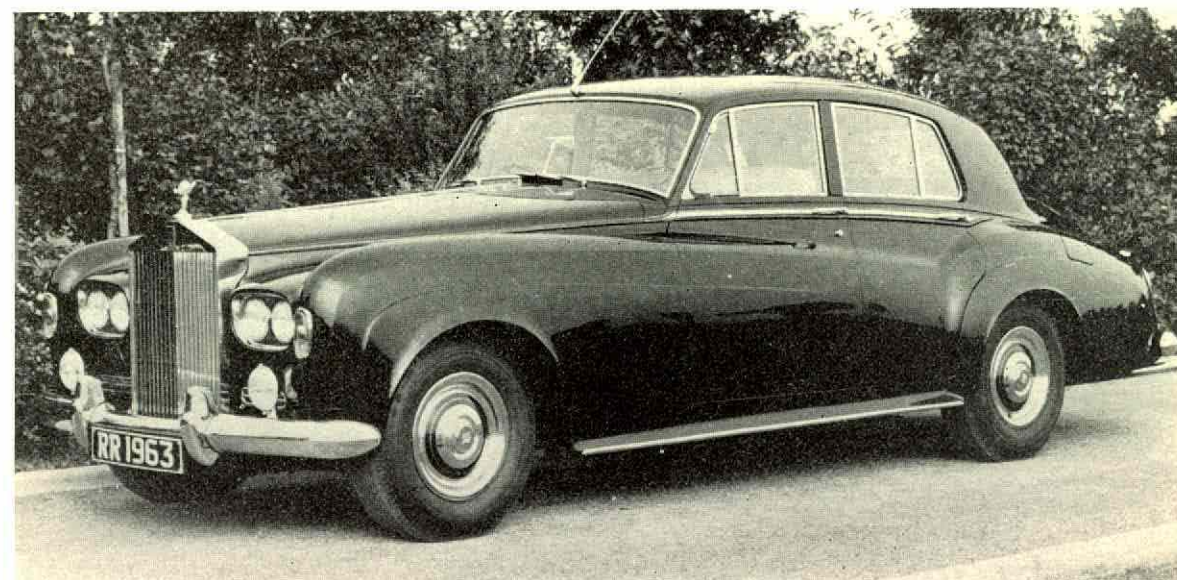


Fig. 9. 1963 Silver Cloud III.



1st to 7th July 1974

*Commemoration of the 25th anniversary of the Accession of
His Serene Highness Prince Rainier III of Monaco.*

This year the Automobile Club of Monaco organised a special running of the Monte-Carlo Rally – the usual annual event having been cancelled. The course was similar to the usual Rally but in addition included a *Course de cote* (or Speed Hill-climb) which took place over a section of the Grand Prix circuit, only in a reverse direction. Entry to the Rally was restricted to “interesting” cars – those built between 1st October 1923 and 30th September 1939. There were 137 entrants from 16 countries. They set out from 17 different starting points. At Besançon entrants from 10 starting points met up, including those from Stockholm, Copenhagen and Vienna. At Annecy all participants joined together and included entrants from Athens, Palermo, Almeria and Porto.

The hill slalom took place on Saturday, 6th July 1974, and included six of the famous bends of the Grand Prix circuit (Virage du Portier, Virage du Mirabeau inférieur, Virage de l’Ancienne Gare, Virage du Mirabeau supérieur, Virage des Boulingrins and Virage du Casino) and followed the Restoration Competition in which cars were judged for the quality of restoration. Both these events were compulsory and were taken into account for the final classification.

Several Rolls-Royce cars took part in this historic event – among them our Vice-President (14th overall) in his 25/30 with our Honorary Secretary, Skit Poulter. It has been recorded that Anthony’s masterly stroke of choosing a co-driver with the *christian* name Heathcote threw the organisers into disarray! Among the Rolls-Royce entrants were Demetre Bacacos (6th overall) from Greece in his 1928 P1, William Pene du Bois from the USA in a 1931 P11 and from France, Alain Rouhard in a 1930 P11, Edgar Bensoussan in a 1929 “20” and Gérard-Jacques Foussier in a 1933 P11. Also among the entrants was another of our members, Stanley Sedgwick, President of the Bentley Drivers Club, in his 8-litre Bentley UL7, who took three of the photographs illustrating the story that follows, written by GAR 21.

There were 32 awards, the first 14 overall winners being as follows:

1st	Modeste Trehin (France)	Hispano Suiza	1926	Started from
2nd	Eric Koux (Denmark)	Bugatti	1926	Athens
3rd	Philippe Vernholes (France)	Bugatti	1929	Stockholm
4th	Alain Spitz (France)	Bugatti	1934	Athens
5th	Gerhard von Raffay (Germany)	Mercedes	1927	Athens
6th	Demetre Bacacos (Greece)	Rolls-Royce	1928	Bad Oeynhausen
7th	Maurice Teisserence (France)	Bugatti	1939	Athens
8th	John Gustafsson (Sweden)	Ford	1929	Stockholm
9th	Peter Rae (Great Britain)	Bentley	1925	John O’Groats
10th	Constantin Phostropoulos (Greece)	Mercedes-Benz	1938	Athens
11th	Michel Seydoux de Clausonne (France)	Isotta-Fraschini	1928	Paris
12th	Berthold Ruckwarth (Germany)	Mercedes	1938	Bad Oeynhausen
13th	Henri Chambon (France)	Bugatti	1926	Vienna
14th	Anthony Heathcote (Great Britain)	Rolls-Royce	1938	John O’Groats

Journey to the Riviera

– or why I went to Monte-Carlo via John O’Groats – by GAR 21

Dear 20-Ghost Club Record

You seemed to show some interest when I last wrote to you in 1972 (Vol. 13 No. 1) about my journey to Cyprus and Palestine, so I thought you might be interested to hear about my last journey.

At the beginning of June 1974 I heard from a dear friend of mine who lives on the Côte d’Azur (a most handsome Hispano Suiza) that there was to be a RALLYE MONTE-CARLO DES VOITURES ANCIENNES and as I was thinking of having a short holiday there it seemed a good idea; so I wrote to Monsieur Ferry at the Automobile Club de Monaco and said I would be coming – the event was organised to celebrate the 25th anniversary of the accession of Prince Rainier and was the first of its kind to be held including as it did all automobiles (of the right social class, of course!) born between October 1923 and September 1939. My entry having been graciously received I had to choose my drivers and settled on your Vice-President and your new Honorary Secretary, whose combined age being 135 years gave me some reassurance that they would not be too rash or frivolous.

So it came to pass that I found myself on the 1st July 1974 in John O’Groats with new tyres, sparking plugs and all my tappets in fine trim, bearing the number 127 and a co-efficient of 0.57, this latter figure being based on my age and the distance I was to travel, namely, 2644 kilometres. I may say that it was with some trepidation that we entrants from the North of Scotland faced the mass departure due at 21.18 hours. Shortly before this the starter from the Royal Scottish Automobile Club (looking very handsome in full Highland dress) had given us a small bottle of the local medicine brand “White Label” and a gallon of Essolube. I made my drivers sign the pledge until our arrival in Monte-Carlo and as for the lubricant I still have most of it, seldom touching the stuff as my piston rings are in excellent condition.

At the appointed time the flag was raised and the starter having wished us *bon voyage* and warned us to “gang warily”, dropped his flag and we were off one minute before No. 128, the rather



Anthony Heathcote’s 25/30 followed by Peter Rae’s 3-litre Bentley.



EYT 363 (GAR 21) between Grenoble and Aspres-sur-Buech.

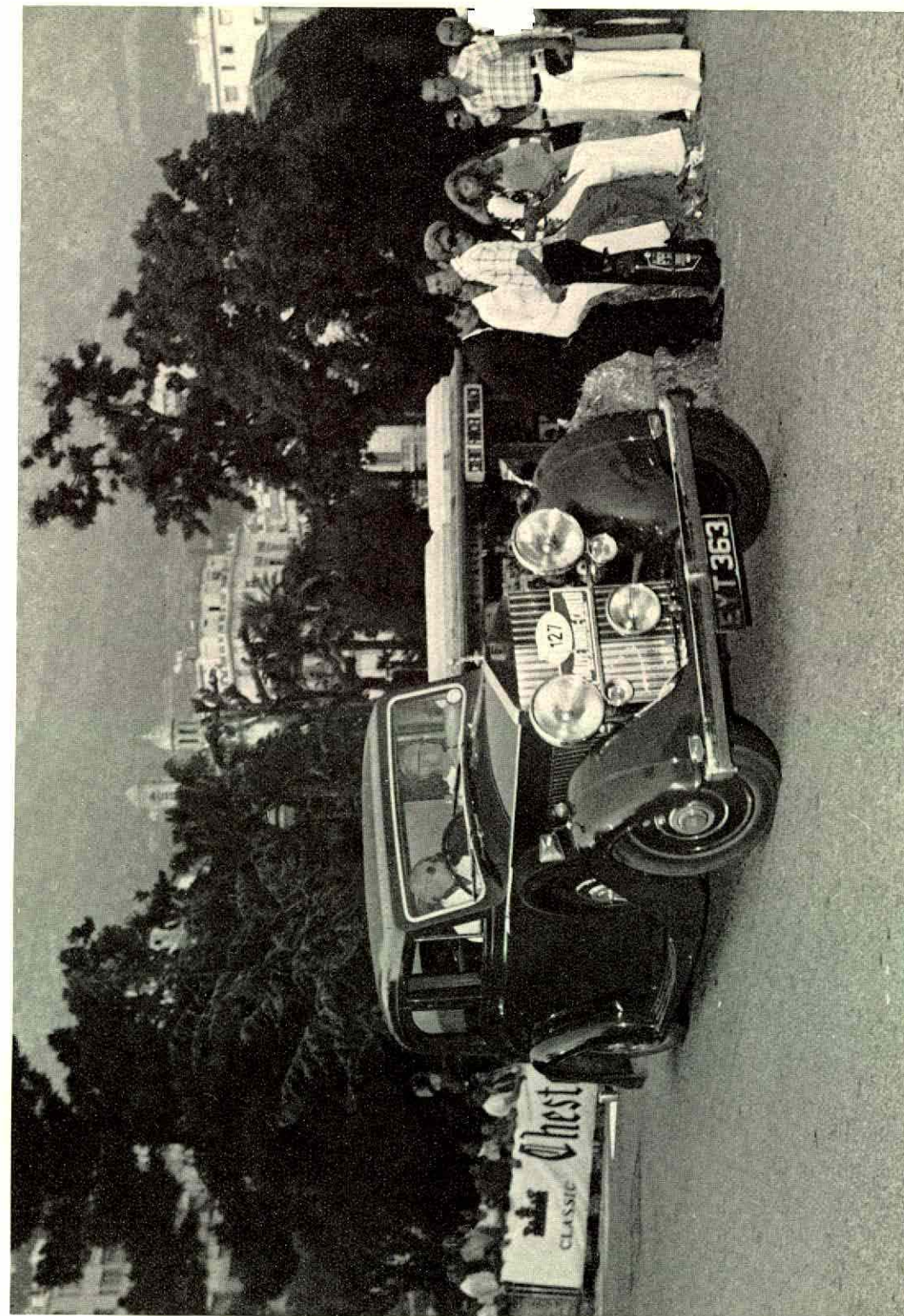
good-looking 3-litre Bentley. Naturally we glided gently away as I have been brought up to disapprove of the revving up of the engines and screeching of tyres as both ill-mannered, ostentatious and unladylike.

We were then interviewed and photographed by the "John O'Groats Journal" – yes it does exist, and I have a copy of it with me to prove it and a very nice photograph of all of us. Here I should mention that the gallant drivers of the 3-litre Bentley, Mr. Peter Rae and Mr. Douglas Macfarlane, told me later that they felt that the Bentley as a gentleman should not pass us on the way to London, especially as they had noticed my drivers' grey hairs and the fact that their combined age added up to 135 years – as already mentioned – but, in the event, we showed them a clean pair of heels and though only one minute in front of them they never caught up with me until we reached London – we ladies have hidden reserves!

An uneventful run south through beautiful Highland scenery with the sun high up on the horizon and only a few hours of darkness led us to Edinburgh, which we reached easily. After a bath and a shave for my drivers we departed at 11.14 hours for London and as most of the route was motorway I reached London at 19.40 hours in time to let my drivers have a good dinner and short sleep. (Needless to say I had a snooze myself.)

In the morning we went to Belgrave Square where we met further entrants, including a most attractive 8-litre Bentley, dressed all in black, with Stanley Sedgwick at the wheel – *Très formidable*. At 05.24 hours (yes, 5.24 a.m.) we were off to Dover, where a hearty breakfast was had by all and I filled up my tank to the brim. Over to Calais and then followed a long and rather uninteresting run through Rheims and Besançon to Annecy where we were joined by all the other entrants.

This was most impressive. We had arrived amongst the earliest and were able to sleep in a guarded parking by the side of the lake, so it was with great interest we watched our fellow competitors arriving. It was now the 4th July and over 130 cars had been leaving departure points all around Europe from Spain, Sweden and Greece, some on the 1st July, some on the 2nd July and some on the 3rd July – some even from New York (via Le Havre) and Canada. There were 38 different makes among us representing one of the finest cross sections of "real" motor cars that have ever been gathered together.



Anthony Heathcote and Skit Poulter on the Grand Prix circuit.

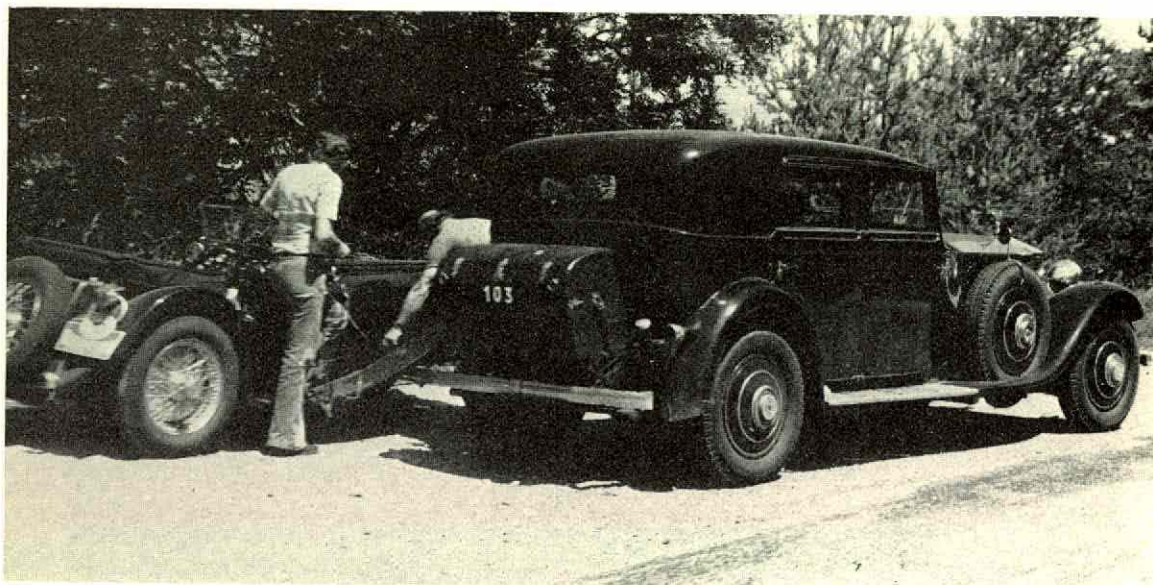
After our all night rest we felt refreshed and able to face the next day which we were told was to be our hardest test, split into three timed sections over more mountainous country. Leaving Annecy at one-minute intervals we started climbing up to the Col de Leschaux and on to the Col du Frêne during which, with discreet toots on my horn, we passed several of the earlier starters and it was not until well beyond Grenoble and some 175 kilometres later that the shape of my friend the 8-litre Bentley, who had started two minutes behind us and was being ably conducted by Stanley Sedgwick, appeared in my rear view mirror.

We were all checked at Aspres-sur-Buech, 200 kilometres from Annecy where, having enjoyed myself over the mountains and having made good time, we had an hour or so to spare. Then on through Sisteron, Digne and Castellane to our penultimate check point at Grasse, where I could not help noticing that, no doubt knowing that the final timed section was eliminated due to traffic congestion, your new Honorary Secretary was enjoying draughts of beautiful cool wine from the hospitable hands of Pat Moss-Carlsson and her husband Erik.

I did not much enjoy the final run to Monaco due to the heavy traffic and I was rather thankful to arrive outside the Casino at Monte-Carlo at about 20.00 hours to the warming applause of the assembled multitude.

Saturday morning produced a well-earned rest for me as I just sat and basked in the sun whilst various people examined us all for beauty of restoration – my drivers enjoyed themselves wining and dining. In the afternoon we all went down to the Avenue Princess Grace where, at one-minute intervals, we were released to do a timed section of the Grand Prix course. I was pleased with myself as in spite of my heavy body I only took two seconds more than my friend in the 8-litre Bentley (1932) and one second more than my Scottish friend, the 3-litre Bentley (1925).

On Sunday morning we were all taken up to Monaco for the prize-giving, where I was presented with a handsome cup in recognition (I was told later being *très sympathique*). Thus ended my official duties in which I had come 14th overall out of 137 entries, which made me feel quite happy. Monday morning saw me on my more leisurely way home, spending the first night at a pleasant little place over 6,000 feet up the Col de Cayolle, driving through superb mountain scenery and on up to the snow line. On Tuesday and Wednesday we travelled along the motorway to Dunkirk and home.



Alain Rouhard's 1930 PII from France.

Heart of England Tour

16th to 21st June 1974



Members' cars outside The Lygon Arms, Broadway.

For those of us who arrived in Birmingham during the late afternoon of Sunday 16th June for the next day start of the Heart of England Tour our reception by the weather was, to say the very least, more than boisterous. It is in fact true to say that the rain was so heavy that despite all efforts of the screen wipers it was at times impossible to see through the screen. However, the comforts of the bar at the Holiday Inn soon put matters right.

The tour officially started with a pleasant lunch on Monday at the Plough and Harrow at which some 8 cars and 18 members were present. We had experienced starter motor trouble with Fred Watson's PII on the previous day, with the result that she was a non-starter on the Monday morning, and as hand-starting a PII is not a particularly exhilarating pastime, transport to lunch was kindly given by Anthony Heathcote, while the PII was put in charge of P. J. Evans, the Rolls-Royce specialists, for rectification.

The absence of the car was explained to Philip Taylor on arrival at lunch with the result that, in about five minutes, he informed us that the car had been collected by P. J. Evans and that outside

a 20/25 was awaiting our pleasure for the rest of the day. This was very kindly lent by Andrew Taylor, a gesture the generosity of which speaks for itself.

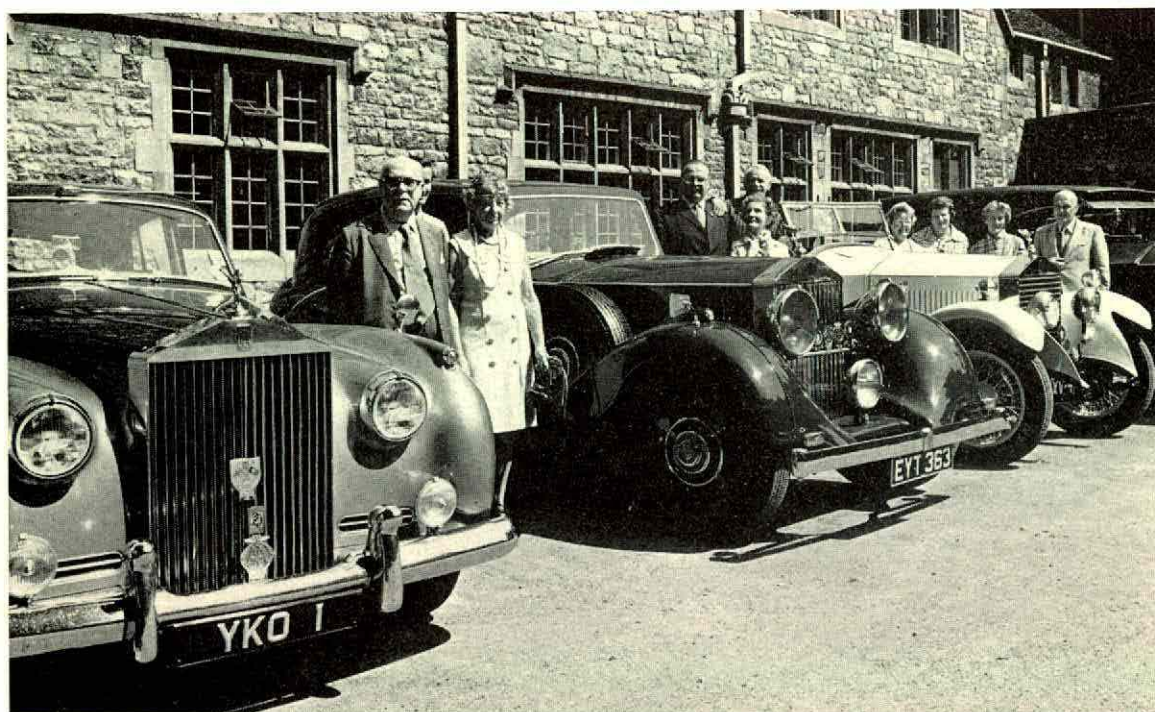
After lunch the cars proceeded to the Pebble Mill Studios of the B.B.C. over which we were shown and given tea. Somewhat later, while Phil Taylor was being interviewed by Tom Coyne of the Nationwide team, the cars were televised while driving slowly past.

The day was concluded by a trip over part of the Birmingham Canal Navigation system in the converted narrow boat "Euphrates Packet" (named after a passenger boat service between Tipton and Birmingham in the nineteenth century), aboard which members became guests of our Chairman and his wife to the most generous buffet supper of all time. At the conclusion one felt that no further meals would be necessary for the remainder of the tour!

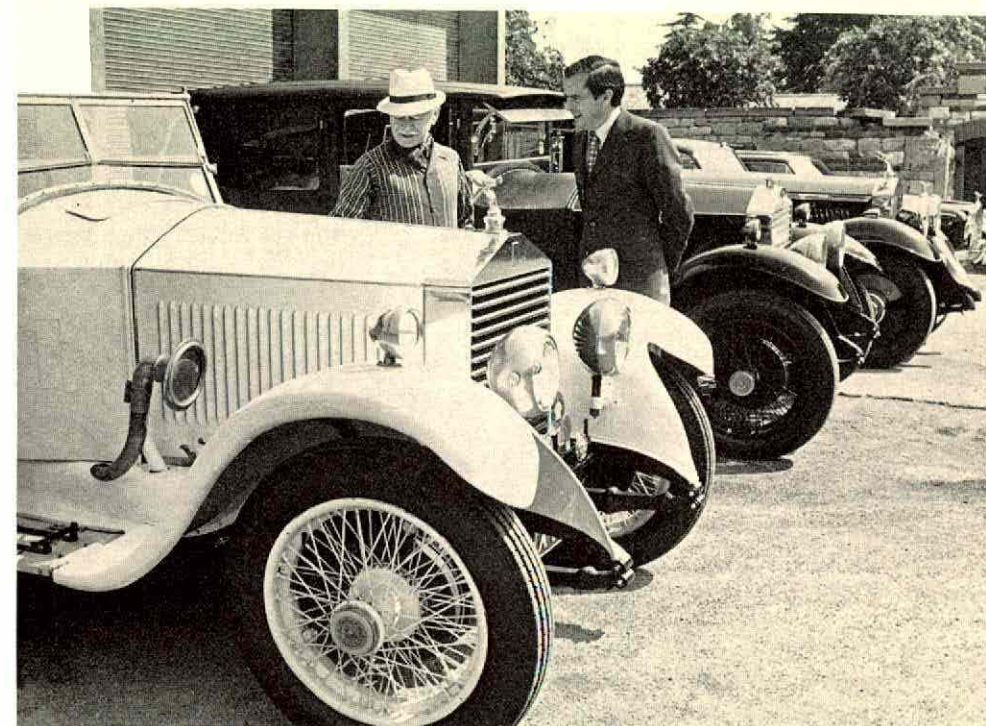
On Tuesday morning we drove to the Worcester Porcelain Factory, all cars arriving in good order by about 10.45 a.m., where we were joined by Frank and Dorothy Hellings. After a tour of the Factory, and a comforting sherry in the Boardroom, we proceeded to lunch in Droitwich.

After lunch a move was made to the Avoncroft Museum at Stoke Prior where buildings of interest, saved from demolition, are re-erected for posterity. This open-air museum included in its collection a windmill, a granary and a chainmaking workshop. On return to Droitwich the pleasures of the brine baths were enjoyed by many.

Wednesday morning saw the cars making their own way to the village of Harvington where a tour of Harvington Hall was made, a moated Tudor mansion of great interest. This was followed by lunch at Stone Manor Hotel nearby. In the afternoon Hartlebury Castle, home of the Bishops of Worcester, was visited and a tour of the Museum of Country Life in the North Wing was well worthwhile.



Claude and Peggy Curtis beside YKO 1, Philip Taylor with Anthony and Clare Heathcote between EYT 363 and XV 4.



Anthony Heathcote points out the details at the Gordon Russell Factory, Broadway.

(Photograph: Gordon Russell Limited)

That night a dinner-dance was held at the Worcestershire Hotel in Droitwich to which a delightful touch was added when it was seen that every table was decorated with a gold plated miniature Flying Lady, mounted on a wood plinth. These had been supplied by our Chairman who, again with the greatest generosity, presented them to the various drivers.

On Thursday morning the cars headed for Stourbridge where we assembled at the Works of Stuart Crystal Glass Limited. The tour around the Works, where all phases of glass making was witnessed, was of exceptional interest. A picnic lunch followed in good weather and pleasant surroundings. It was interesting to see the various methods adopted by individuals to remove the cork from the bottle of wine provided in each picnic, but from which corkscrews had been omitted. A pleasant day ended at Alveston Manor Hotel in Stratford-upon-Avon.

On Friday, our final day, cars gathered at the Gordon Russell Furniture Factory in Broadway where, after a tour of the Factory, members lunched at The Lygon Arms. In the evening, for those who wished, there was a presentation of "Cymbeline" at the Royal Shakespeare Theatre, and so we came to the end of a very pleasant and interesting tour.

I know that all those taking part would wish me to express our thanks and appreciation to the organisers of this tour and especially to Susan Taylor who, I am given to understand, did all the "donkey work".

H. B. P.

The First Twenty-five Years

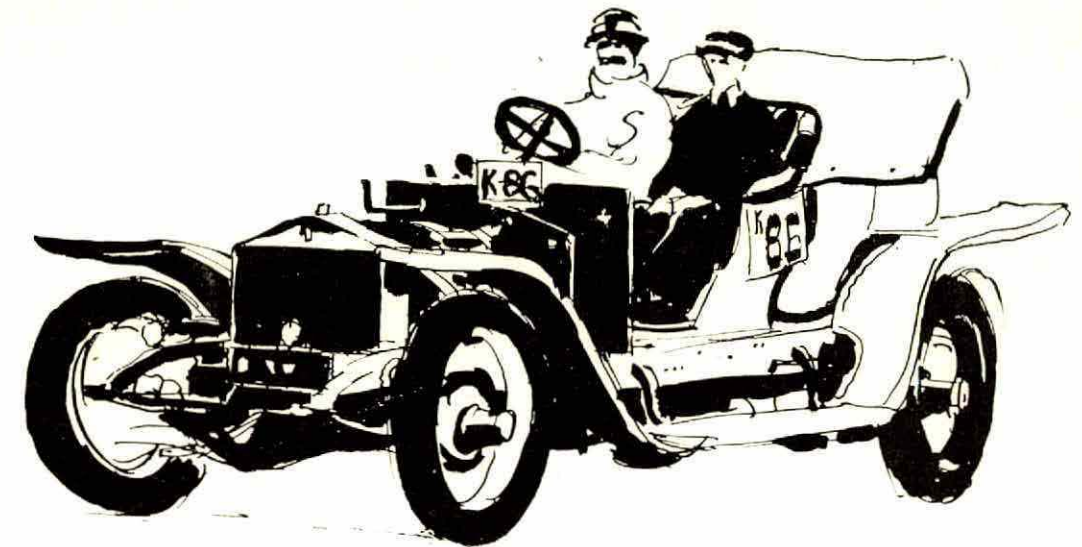
1949 — 1974

On the 26th May 1949 The 20-Ghost Club stirred in its embryonic state when Robin Barnard and Peter Fawcett met, as the former stated in a previous issue of the Record, "in a head-on collision in Hyde Park on Sunday morning. Fortunately we were both on foot at the time". Six of the founder members then met for dinner in November of that year when the Club's name was born.

The first minuted meeting of the Club was held at a dinner at the Café Royal on the 18th February 1950. Those present were Adrian Belsey (in the Chair), Mr. and Mrs. Peter Fawcett, G. L. Frost, Captain and Mrs. John Castle, Mr. and Mrs. Stanley Sears, Mr. and Mrs. E. A. Horsman, E. Boyes Lee, J. O. Attlee, Dr. and Mrs. W. O. Attlee, Professor A. H. Smith, Lord Keyes, W. F. Milestone, H. F. L. Nockolds, F. R. B. King and Michael Fawcett. The objects

of the Club were explained by the Chairman and it was agreed that all those present at the meeting should be founder members with the addition of Mr. and Mrs. Roy E. Brooks, who were unable to attend owing to illness. At this meeting it was agreed that the Committee, consisting of Adrian Belsey, John and Beryl Castle, Peter and Helen Fawcett and Jack Frost, should continue in office and Stanley Sears was unanimously elected President. Of the founder members Stanley Sears, Beryl Castle, J. O. Attlee and F. R. B. King alone remain, but from their initiative we have a thriving Club. Below are listed some of the major events in the Club's history and on the next pages some pictorial records of a few of the many outstanding and memorable occasions. May the next twenty-five years of the Club's life be as happy and progressive as its first.

- 1951 First Driving Tests at Sandhurst
- 1953 Concours d'Elegance at Kensington Gardens
- 1957 Silver Ghost Jubilee at Derby and Buxton
- 1962 First Continental Tour to Monte-Carlo via Paris
Blenheim — open Concours d'Elegance
- 1963 International Rally — Brighton, Bognor, Goodwood
Scottish Tour
- 1964 Rolls-Royce and Bentley 60th Anniversary Pageant at Goodwood — Dinner at Portsmouth
Scandinavian Tour
- 1965 The Welsh Tour
- 1966 The Loire Valley Tour
- 1967 Rolls-Royce and Bentley International Pageant at Goodwood
- 1968 The Ulster Tour
- 1969 Tour to the United States of America via the Queen Elizabeth 2
- 1970 Tour of Scottish Border Country
Cross-Channel by Hovercraft and visit to Champagne country
- 1971 Tour of Southern Ireland
- 1973 Tour of Portugal
- 1974 Heart of England Tour



ROLLS
GOLDEN

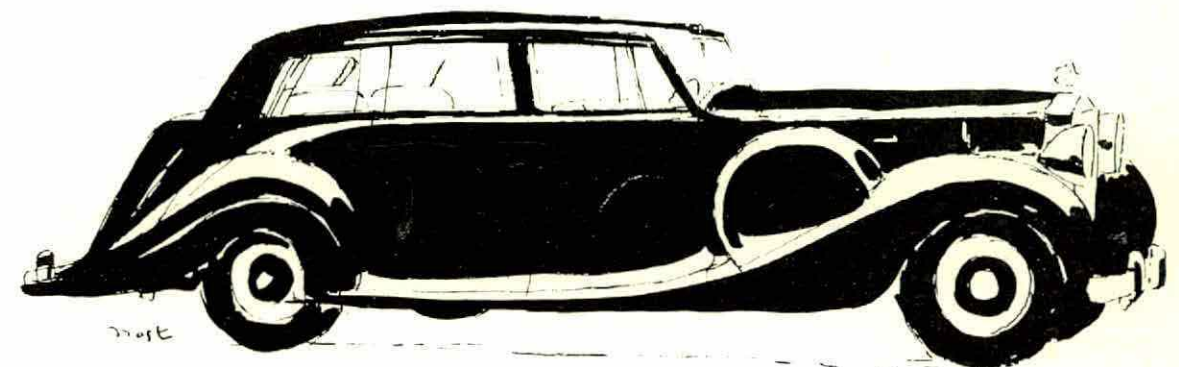


ROYCE
JUBILEE

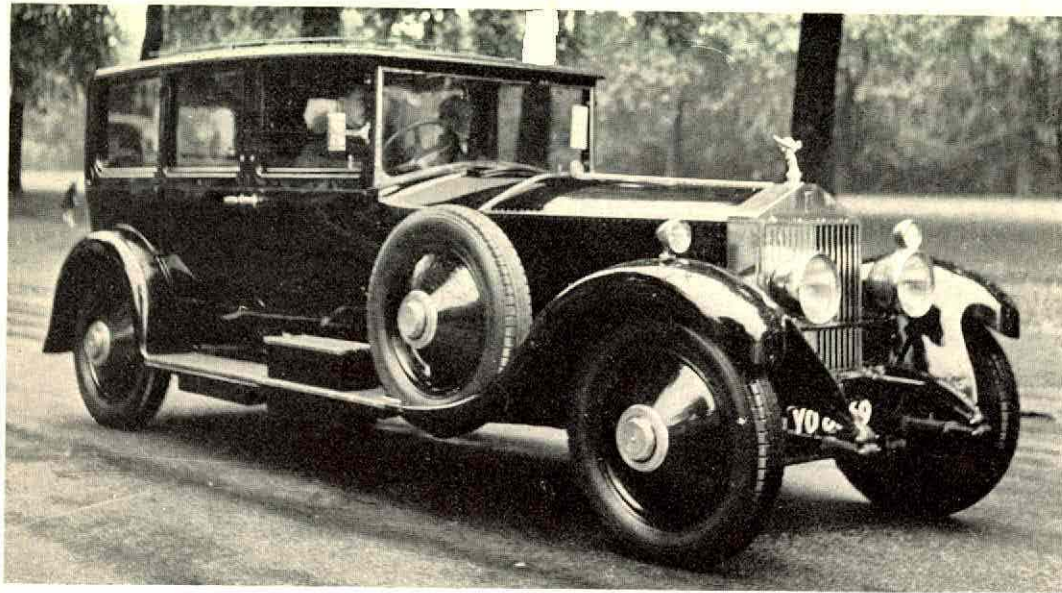
CONCOURS d'ELEGANCE
KENSINGTON GARDENS

OFFICIAL PROGRAMME

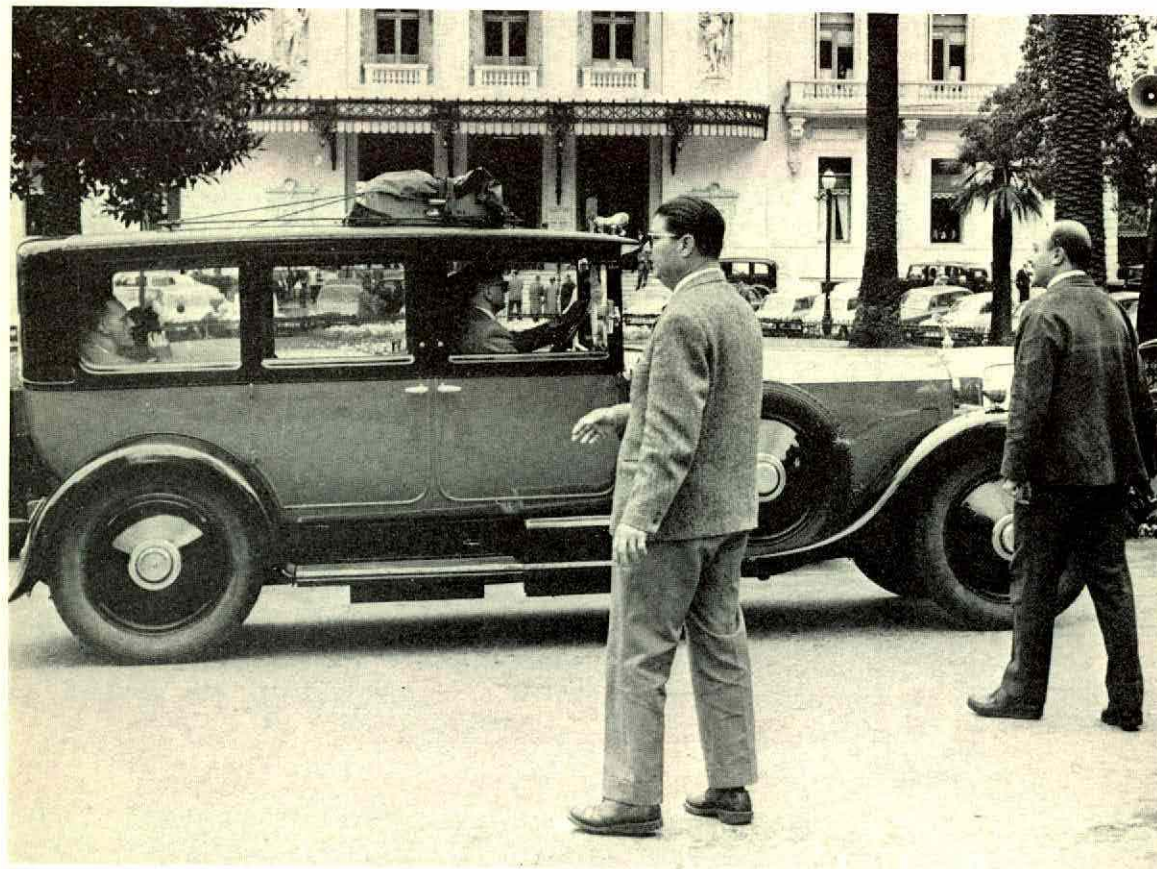
TWO SHILLINGS



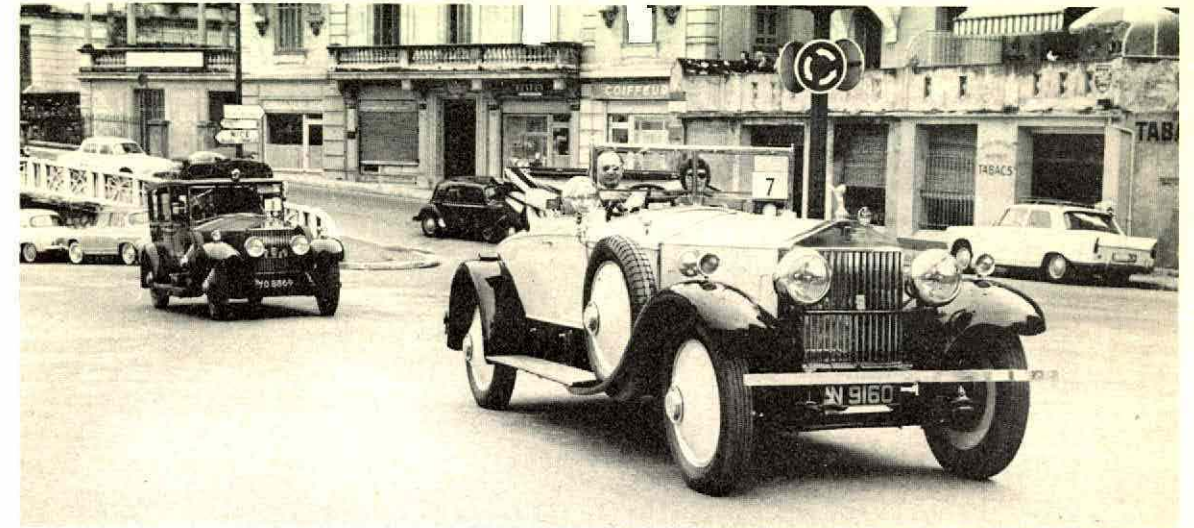
Cover of the programme for the 1954 Kensington Gardens Concours d'Elegance, copies of which may still be purchased from Dr. Robin Barnard.



1953 – John Dymock-Maunsell arrives at Kensington Gardens in his Phantom I.



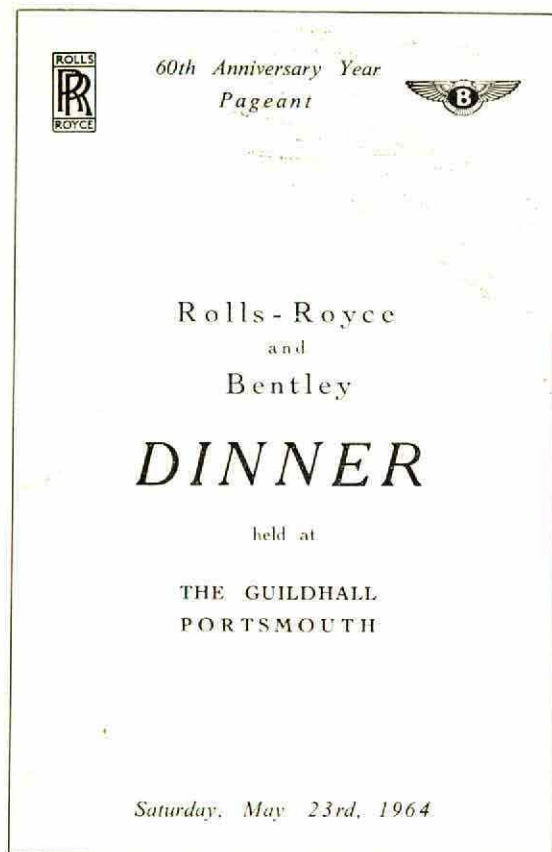
1962 – Continental Tour – Michael Neale watches John Dymock-Maunsell arrive at Monte-Carlo in his Phantom I.



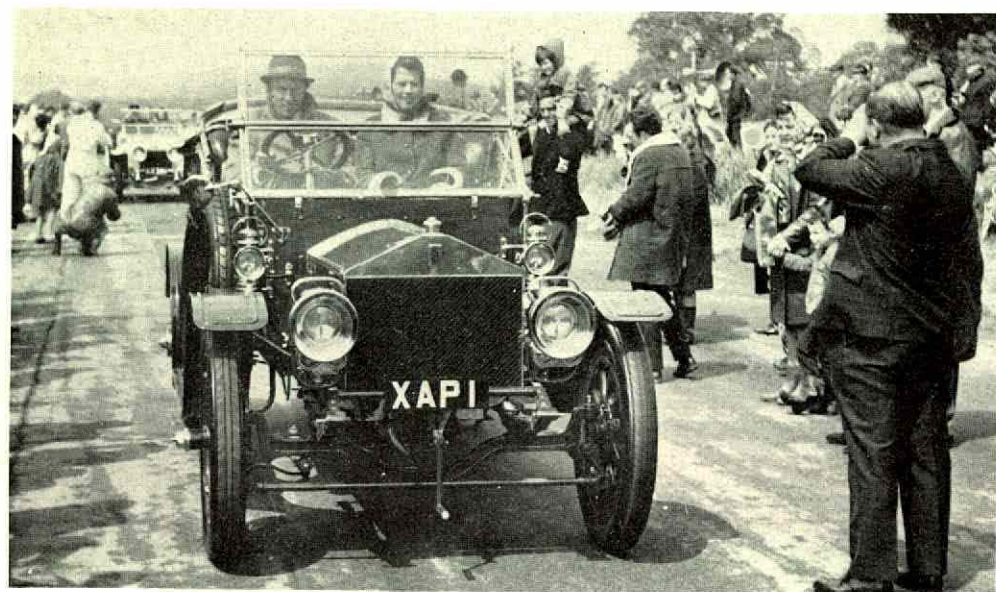
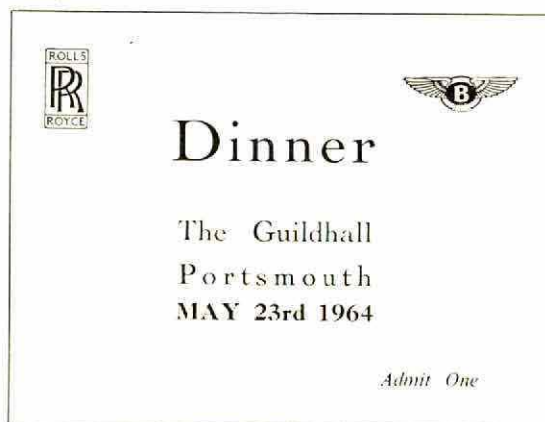
1962 – Continental Tour – Philip's Phantom I precedes YO 8869 into Monte-Carlo.



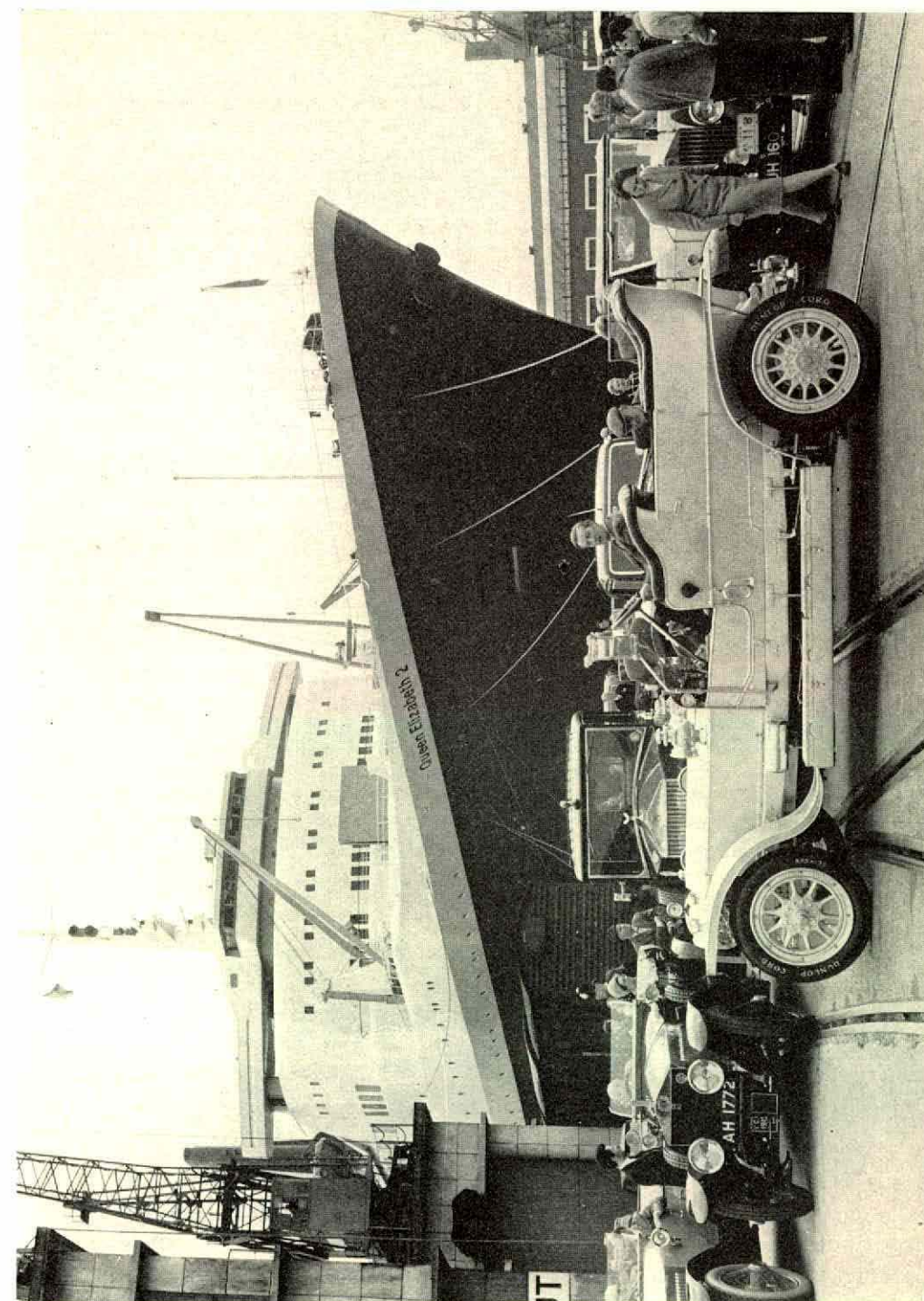
1962 – Blenheim – 25/30 Prize-winner (S. R. Terry) receives a trophy from Lady Blandford.



Cover of the menu for the 1964 60th Anniversary Year Pageant Dinner at which the speakers were Mr. Stanley Sears, Dr. Llewellyn-Smith and Mr. Stanley Sedgwick.



1967 – International Pageant at Goodwood – Jack Sears drives the 1905 6 cylinder 30 h.p.



1969 – U.S.A. Tour – Dennis Miller-Williams with the "Silver Ghost" before members left Southampton on the Queen Elizabeth 2.

The Club's Library

by Robin O. Barnard

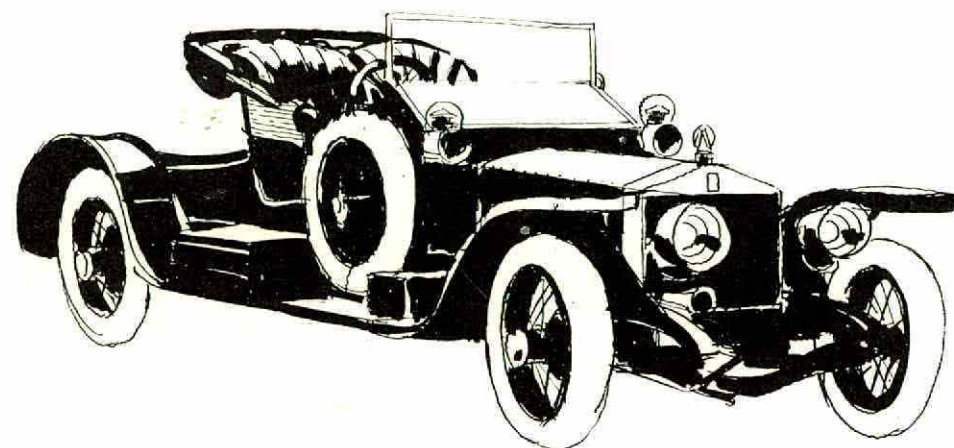
From its earliest days The 20-Ghost Club has had a library. Frank King, the original Honorary Librarian, started a series of files on different models of Rolls-Royce, and collected newspaper cuttings and magazines: anything relevant to the Club or to Rolls-Royce cars he retained. We have, for instance, a copy of *The Times* for 20th February 1950 in which Mr. Attlee's election speech received headlines and Mr. Bevan referred to Mr. Churchill as a "piece of political cheese", but which also managed a small item "Preserving the Early Rolls-Royce" referring to the inaugural dinner of The 20-Ghost Club; and the *Daily Mail* for 10th July 1957, which ran three columns on the Club saying it was in the highest tradition of English eccentricity. Our own periodicals start with John Anderson's Newsletter (1959) beginning, "In the event of the sight of this publication causing a state of apoplexy among some of our members . . . a few words of explanation seem desirable". No apoplexy was, in fact, attributed to this broadsheet to the best of our knowledge.

But clearly a small club with a low subscription (10/- for years) could not afford to buy books on any scale and to a great extent we have relied on the generosity of people able to help with gifts of books, souvenirs, photographs. Individuals such as Roney Messervy and Shane Chichester presented rare catalogues preserved from their early days

with the company; Rolls-Royce Motors provided back numbers of the R-R bulletin; from across the Atlantic came "The Flying Lady". Where possible early handbooks and parts lists were obtained without straining finances.

Early experiences with the non-return of books forced the present Honorary Librarian to the view that items not easy to replace should not be lent out, and the less scarce only against a deposit. So, if not a lending library, what functions does this accumulation serve? Principally it has provided help both for writers such as C. W. Morton, Ian Hallows and John Oldham and for owners who have queries about a particular model. Knowledge of individual cars is also quite extensive since Ken Steel organised the photographic records, collecting data and pictures supplied by owners and mounting them in albums to form a remarkable record now in the library.

One or two unusual or historic items are retained including the original badge design. For some years we kept the collection of medals won by the Hon. Charles Rolls in motoring events; very sensibly the family eventually decided that they should be presented to Monmouth for the museum. And there is the 1953 Coronation Rally programme signed by Sammy Davis, Laurence Pomeroy, Roney Messervy and others (see Record Vol. 10 No. 1). Incidentally, while 1953 programmes were sold out in the first hour of the rally, the 1954 Kensington Gardens meeting was swamped by rain and in consequence the library can still supply programmes decorated with Jack Frost's admirable drawings at the original price of 2/- (10p) plus postage (6½p).



1910 Silver Ghost

Illustrations by G. L. Frost — reproduction of a page from the 1954 Concours d'Elegance Kensington Gardens programme.

Recollections of my days with The 20-Ghost Club

by John Dymock-Maunsell

When I agreed to philosophise on the past I did not realise how much material I had collected — I found suitcases, boxes, drawers full of letters, forms, photographs and so on which contain sufficient information for a book. I am also continually reminded of so many happy occasions by the beautiful silver and glass given to me by members and subsequently, as well as the array of tankards, ashtrays, medallions, etc. that every active club member collects over a period of time. I only hope that my comments and personal impressions will be of interest.

I see that in the period 1960–1969 I attended some 84 20-Ghost events (counting tours as one) and my motor-car participation at such events amounted to 177. I must pay tribute, albeit brief, to my faithful steeds, who always got me there and back on time — in many cases this was important as I carried the necessary documents. Throughout, Bill Savage most generously and successfully undertook most of the maintenance.

Joining the Club

I attended my first event, as others on probation, on 25th July 1954 at The Kensington Jubilee Concours; it must have been one of the wettest days The 20-Ghost Club experienced and I should think the anti-pluvial policy paid off handsomely. Looking through the rules the other day I observed "Cars which were awarded prizes in last year's Rally are not eligible for prizes this year". My mount managed to get round this one somehow as I had not owned it the previous year. Of course, the real winner of the class in both years was Stanley's "Pansy's Parlour". Naturally I met Stanley and Fred — they haven't changed much you know! I hate to think what the Committee thought of me because as soon as I had collected my prize I rushed off to Victoria Station to pick up the daughter of an admiral (who had commanded the "Hood") to take her to Cheltenham to join her dance troupe. Anyway a little later I received an invitation to membership and subsequently attended my first event as such at Goodwood for the Anglo-American Rally.

Joining the Committee

Being abroad most of 1955, 1956 and 1958 I did not participate much in these years, particularly as the rallies of the VSCC attracted me equally at that time. As I recall it was in the autumn of 1959 that I noted in a circular that replacements, if only temporary, were required for John Anderson, who was Chairman of the Events Committee and the Editor of the Newsletter. As it looked as if I would be ashore during 1960 I volunteered for the former, as did Ian Hallows for the latter. I was asked to attend a Committee Meeting and, to say the least, I must have been thought eccentric, for I recall saying I could not give them much time but I would call on my way to a reception. I arrived dressed in white tie, tails and red cummerbund. Stanley Sears, the President, had taken over Chairman and dealt with me first. He asked if I would do the job and then gave me the problem of sorting out the proposed visit of 150 RROC members in the ensuing spring. Of course what happened is well written up in the Record (Vol. 1, No. 2). Somehow, I doubt today, for instance, if you could get special parking space at Heathrow for 80 Rolls-Royce motor-cars, nor encourage successfully 25 per cent. of the Club's cars for a week-end's taxi-work based on London.

Reflections on Committee Work

Although naturally there were differences of opinion at Committee Meetings I do not ever remember a vote being taken on any issue. About the time I joined the Committee my thoughts had crystallised as to the ownership of Rolls-Royces and I am sure these were similar to many others who also served the marque. Briefly they are as follows – "I am of no importance but my car is; or if not, there is no point in my owning it. Although the cars I own are legally mine I do not look on them in that light, realising that I am purely custodian for the benefit of the marque (I hope!) and for preserving and displaying our national heritage". (Although at this time I only owned Rolls-Royces I appreciated I was at heart a Rolls-Royce and Bentley devotee.)

But to get back to the Committee – I had the privilege of serving as Chairman of the Events Committee through the years 1960–1968, Club Chairman 1963–1968 and Chairman of the combined Rolls-Royce and Bentley Club Committee 1962–1967. I attended all meetings of these Committees and I must admit that because of my inherent loyalty to the marque rather than to a club and the fact that I am not a great believer in the principle of Committee procedure I find it rather surprising that I lasted so long on any of them!

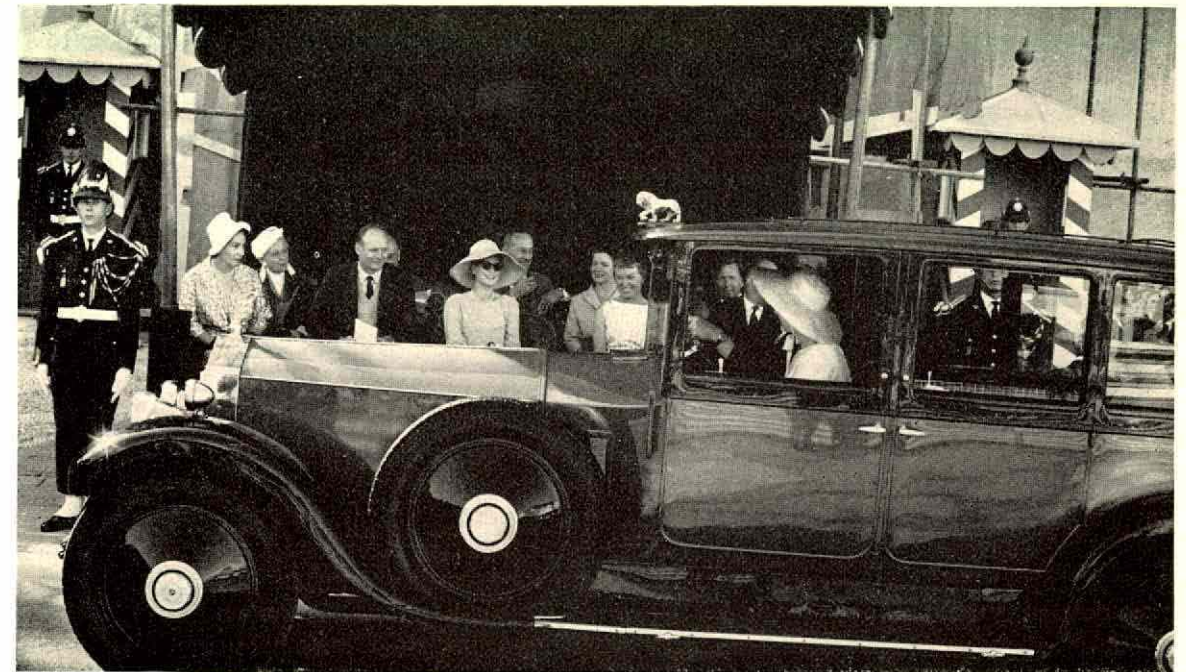
Looking back I believe that the peak of the Club's standing was reached in 1964. At that time close inter-club co-operation existed and it would have been the opportune moment to form an association of Rolls-Royce (and possibly Bentley) Clubs. As it was the combined Rolls-Royce and Bentley Club Committee continued, but only just managed to hold together until after the 1967 Pageant, when it dissolved.

A Club – not an Association

One of the principal merits of the 20-Ghost Club is that it has come nearer to being a club than any other one make car club. The majority, if not all the other so-called clubs are really associations. This is due to its size, limitations on membership and standards. I am not saying that a club necessarily contributes more to the pride in the marque than an association but because of its greater sense of unity it should contribute more per member. For example, if 200 motor-cars are taken as the Club's United Kingdom contingent – and I do not believe this estimate is far out – then 25 per cent. welcomed the RROC at London Airport in 1960 (the other 30 cars coming from other clubs and Rolls-Royce Limited), 50 per cent. came to Goodwood in 1964 and 20 per cent. have been the norm at major events of Concours and Driving Tests. How many other "clubs" or even "club regions" get anywhere near such a percentage turnout?

The Club's High Standard – (too high to hold?)

There is no doubt that the standard of The 20-Ghost Club has been higher than any other. (Yes, and in my experience I include the RROC of America) and this is to be expected. Whilst other club motor-cars were winners in inter-club competitions on numerous occasions there was a minimum standard below which a car could not be accepted. On occasions members have been told their cars were not up to standard; some apologised and agreed to do something about it; others resigned. No club has a better record as regards lack of anachronisms. In ten years of Event attendance I could count on the fingers of one hand when a member turned up in a vehicle other than an "authorised Club car". Failures to proceed were even more rare. The Committee led by example, the majority attending most events. Equally the reliability of members in keeping their word as regards attendance or non-attendance at events was far higher than in any other "club" that I have experienced.



Monte-Carlo, 1962 – passing Princess Grace during the Concours d'Elegance.

Club Leadership

The Club certainly showed leadership in many directions – Snowball rally tours at home and overseas, definite and detailed marking data for concours d'elegance and d'etat, liaison with Americans resulting in visits to the United Kingdom in 1960, 1962, 1964 and 1967 and on the other side in 1969, liaison with the Historic Flight RAF, visits to schools and homes for handicapped people as well as playing a leading part in collaboration with other clubs in the monster events of 1962, 1964 and 1967. Certainly at the time I joined the Committee there was a great desire to organise events where the cars were used, and rules were drawn up for the existing trophies and others to be shortly presented, with this in mind. Annual tours at home and abroad became the vogue, starting with the run to Monte-Carlo in 1962. Many thought we were "bonkers" and *The Times* reported, I am told, the progress of the twenty-five motor-cars across France. No incidents occurred but maintenance and spares were easier then. As a means of flying the Rolls-Royce flag these tours had no peer. Looked at in commercial terms the "free advertising" given in the papers, periodicals and TV on the USA tour in 1969 would have cost £ $\frac{1}{4}$ million. The Club took the Flying Lady into most corners of the UK, France, Belgium, Holland, Germany, Denmark and the Eastern seaboard of the USA.

Reminiscences

When I look back, and I do not do this much, I have a mass of wonderful memories, as I am sure have many other members, of our great motor-cars undertaking long journeys through delightful countryside in many lands; of grand assemblies and parades in majestic grounds; of television interviews (Oh! that one in Amsterdam!?!); of receptions, speeches – the list is unending. Apart from the Pageants, where so many apart from Club members were involved, two occurrences of a very different nature stand out for me. Firstly the drive through Paris on 15th May 1962, when there

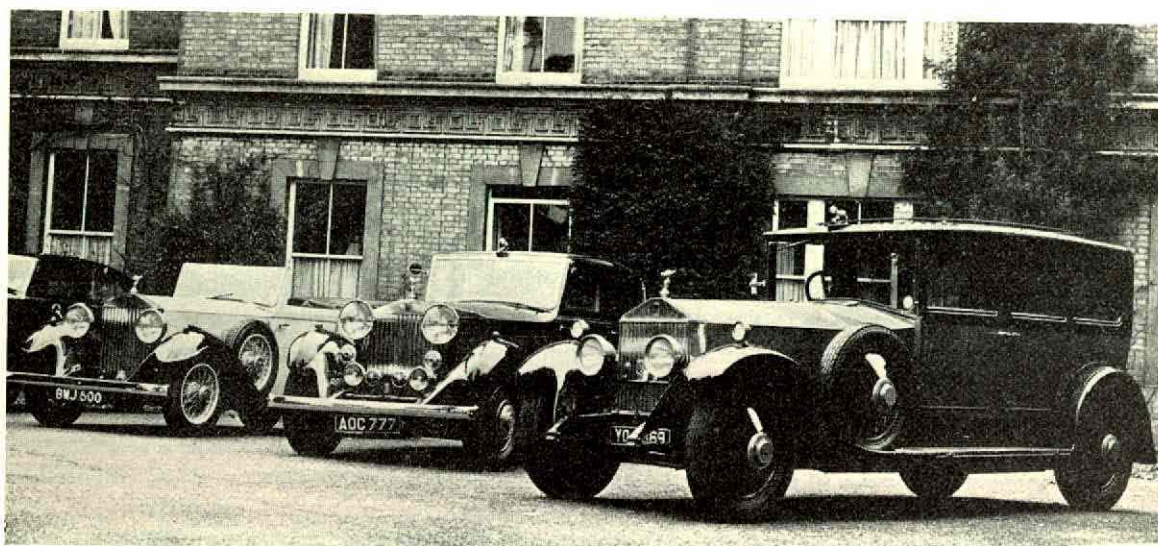
was a rail strike. I went back last November and climbed to the top of the Arc de Triomphe. Could I visualise that police escorted motorcade as it sped up La Rue de la Grande Armee, halted for five minutes in La Place de l'Etoile to pay respects to Le Soldat Inconnu, then proceeded once again at speed down Les Champs Elysee through La Place de la Concorde with lights flashing, sirens blaring, fists shaking, ever onward from Versailles to Fontainebleau. It was perhaps foolish, but it was fun! And secondly when Mr. Riemer, that great Dutch gentleman, went to a drawer in his house, where he was entertaining us, and pulled out and unfolded the sheet on which he had painted the Union Jack a couple of decades before, under pain of death, so that it could be flown as a welcome to the liberating British troops on arrival. Looking around the room at the time it was apparent that not a few were having difficulty in keeping a dry eye.

Activities since 1969

The 20-Ghost Club and I parted company some five years ago: it seems like five decades to me. In the four years up to the end of 1973 my Rolls-Royce and Bentley rally participation has been 69. I have taken part in a mild way in some races and competitive events. I believe all would call these tame, some would call them pathetic! (*No, John, as a spectating marshall at Silverstone I strongly disagree! Ed.*) I have also achieved a lifelong ambition – to travel in my own car (a V12 E-type) at a greater timed speed than the world speed record the year I was born! Some 20-Ghost Club members took part in the private venture Rolls-Royce and Bentley pass-baiting rallies I organised in 1971 and 1972, encompassing 42 passes. No one was "allowed" to come unless mounted in motor-cars of one or other of the makes. Four of mine took part the first year and three the second. In 1973 I organised a team of Bentleys for a tour of Canada and the United States of America and this year I helped organise the Bentley Drivers Club Overseas Members Tour of the UK, which was similar in basic concept to that of the RROC of the UK in 1967.

My Main Passenger

I still live alone, very happily with my dog, now facing her fifteenth winter. Like an old Twenty she is still full of fun, faithful, continent, normally silent and has two speeds – dead slow and stop. She

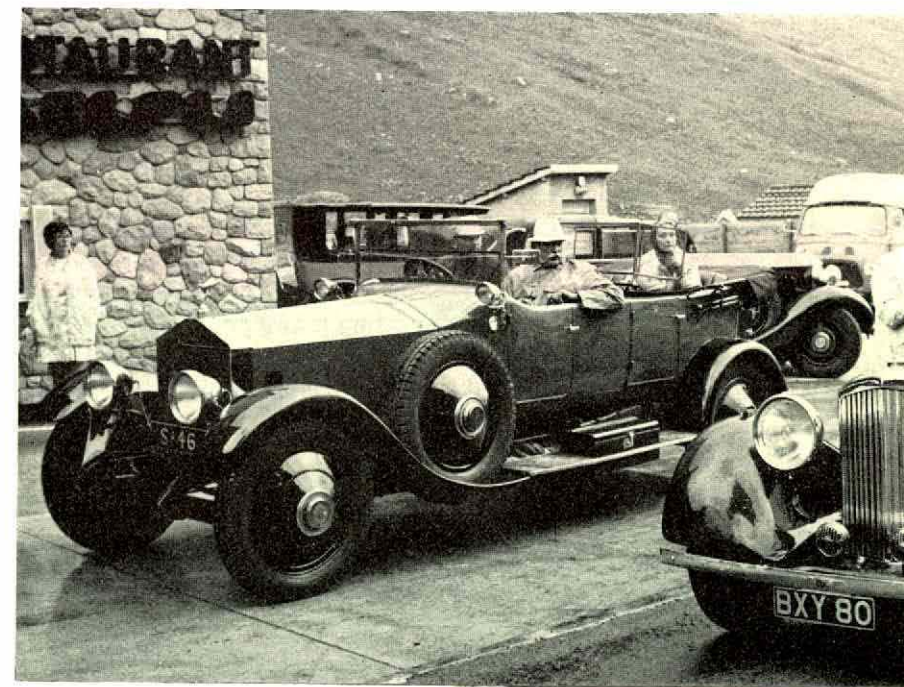


Three of a stable – from left to right: 1936 20/25, 1934 Phantom II and 1936 Phantom I.

still comes to rallies and only last year got shaken off the rear seat by violent braking in the driving tests at Dartmouth. Although she has tried hard, she has never repeated the feat she achieved at Leonardslee in 1962 when she managed to grab the Chairman's (Adrian Belsey's) sandwich from his hand with one end and knock over his gin with the other end!

The Future

My Rolls-Royces and Bentley are laid up because I cannot believe that at the present time it is in the national interest (nor international interest for those countries with whom we have inter-dependent problems) to use high petrol consumption vehicles for non-essential purposes – some will possibly disagree with me – but I do believe the day will come when we can once again fly the Rolls-Royce and Bentley flags for pleasure and with pride. Some distant day I would love to lead a Rolls-Royce and Bentley rally to Prague to coincide with the annual Czech Vintage Rally. Next I would like to run a Rolls-Royce and Bentley rally across the Continent to Gibraltar and then along the North African coast to somewhere like Cairo, to meet similar devotees from Africa, who also appreciate that it takes more than money to make you love a car.



Andematt, 1971 – Major Harvey Jamieson's 1924 Silver Ghost after descending from the frozen St. Gotthard.

The Ghost with human blood in it

by Allyn Roberts

(Editor's Note: Dr. Roberts with his wife, Arline and twins, Patti and Cathe, visited this country in June in their 1929 4½-litre Bentley. Members who met Allyn and his delightful family will, I am sure, more than appreciate the poignant reality in the title he has chosen.)

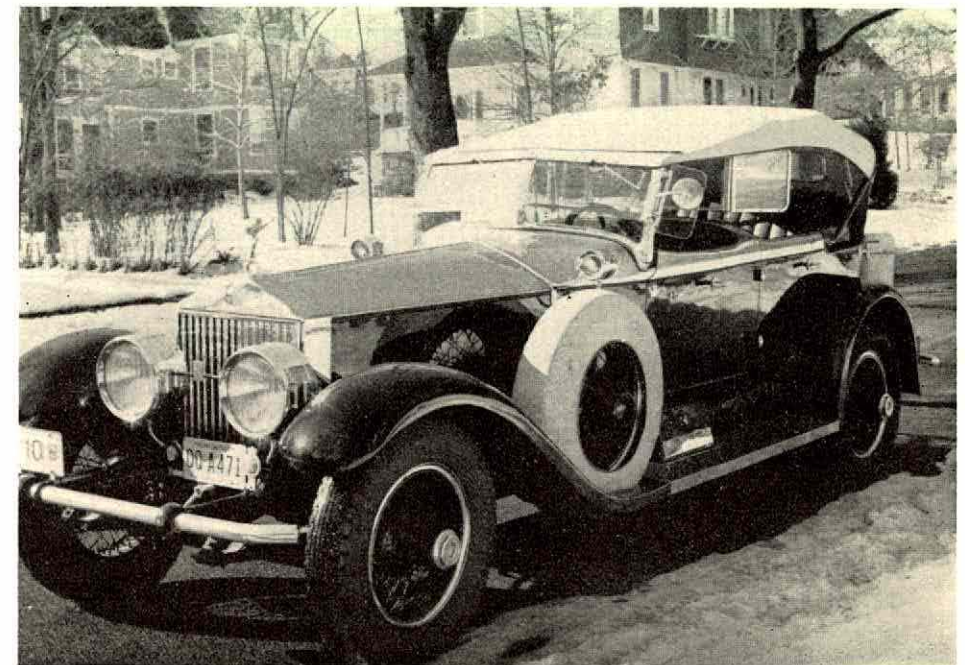
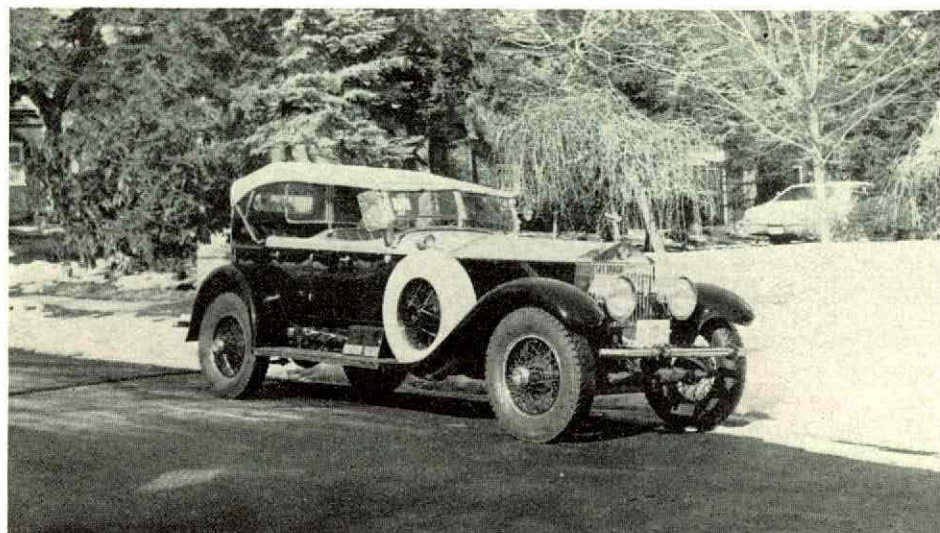
It all started in 1923 when a Rolls-Royce salesman attempted to sell my father an automobile. In those days a prospective buyer was given a demonstration which consisted of a test drive for a complete day if desired. You could even keep the car for a week to really test it. At this time my father was driving a 48 h.p. Pierce Arrow and my mother a Cadillac, thus showing their good taste in cars, and probably this marked them as potential Rolls-Royce owners.

As it turned out they didn't buy a Rolls-Royce (much to my disappointment) but the salesman left a pamphlet entitled "Rolls-Royce; Design, Workmanship, Materials". This had been published by Rolls-Royce of America in July 1922 and briefly told of the design of various components and the care taken in the manu-

facture of the cars. But it was the pictures that thrilled me at that time – even the covers have an outline drawing of a touring car embossed on them. I still have this pamphlet and still enjoy reading it.

In 1923 I decided that one day I would have one of these great cars, but it wasn't until 1938 that I again rode in one and again it was through my father. He had a friend on Cape Cod who drove a PI Playboy Roadster and he gave me a memorable ride in it one summer.

It was 1940, I was an intern and one of the attendings drove to the hospital in his new car – a 4-door convertible sedan PI! I was inspecting it at a respectable distance when the doctor came over and allowed me to see the engine, interior, and even let me sit behind the



wheel! When he found out about my long-standing interest in Rolls-Royce he told me where there was one for sale.

On my next day off I hurried to New York City and on the fifth floor of the Liberty Storage Warehouse I met Ray Gilhooley, the night watchman who somehow or other had acquired a Ghost, a PI, a Duesenburg, and a Hispano-Suiza, – all big, beautiful, exotic cars. I didn't ask how or where he obtained them – I only asked how much for the Ghost. One hundred and twenty-five dollars! My income at that time was \$40.00 a month and I had no idea how I'd get the money but I told Ray I would be back in two weeks. I only had enough money to get back to the hospital in New Jersey so I'm sure I didn't even give him a deposit!

How could I raise \$125.00 in two weeks? I'd do anything so I could buy my Rolls-Royce – and I finally found the solution. In those days blood was given as a direct transfusion, taken out of the donor and given directly to the

recipient. Luckily (for me) two patients needed my type of blood and by giving each a little over a pint I was able to get \$60.00 each – the usual rate was \$50.00 a pint.

On 12th October 1940, my dream of owning a Rolls-Royce became a reality. My father went with me to collect the car. I was afraid I'd be too weak from blood loss to drive it and besides he'd pay the toll on the bridge back to New Jersey.

Just a word about the car. It is a 1926 Springfield Ghost, originally ordered by Tommy Manville and fitted with a 4-door touring body by Fleetwood. The second owner was a Mr. W. C. Taggart and I am the third. When I acquired the car it had 14,000 miles on it and the side curtains had never been taken out of their locker.

All of us love our Rolls-Royce cars and most of us think our cars have a feeling for their owners, but my car and I have even a closer relationship – my very blood is in it!

Driving Tests at RAF Base, Greenham Common — 1974

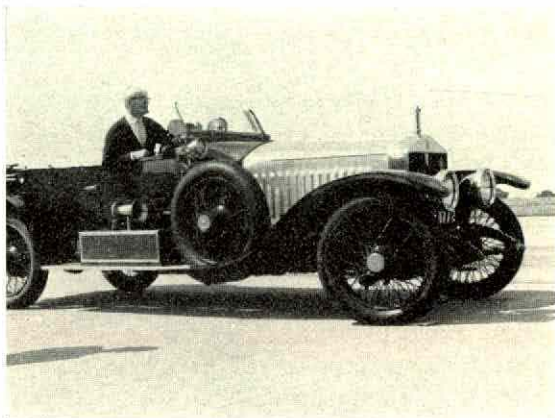
This year, owing to national security, the driving tests, usually held at Sandhurst, took place at the RAF Base, Greenham Common, near Newbury on the 14th July.

Overall winner	S. Poulter	229½
Pre-war	A. Taylor	252
Post-war	J. Hamilton-Fish	280

Competitor	Car	Turning Circle	Wobble Wobble	Width Judging	Parking	Minute	Cats-eyes	Pedes-trian	Re-action	Total
C. Chapman	20/25	120	147	30	92	20	40	2	22	473
I. Yates	Silver Cloud	232	85	12	94	8	50	6	22	509
D. Dale	20/25	135	72	10	78	30	30	100	30	485
J. Hamilton-Fish	Silver Cloud	55	81	30	43	10	30	13	18	280
A. Taylor	20/25	132	39	4	32	3	20	7	15	252
S. Poulter	Silver Ghost	36	53	6	68½	12	30	5	19	229½
C. Meachen	Silver Cloud	34	103	24	131	12	60	9	21	394
C. Curtis	Silver Cloud	142	139	4	107	10	30	6	21	459
S. Taylor	Silver Cloud	120	69	20	55	1	40	100	21	426
J. Squire	20/25	88	111	10	45	11	30	2	16	313



Mr. Hamilton-Fish competing in the Reaction Test.



"Skit" drives the Alpine over the Cats-eyes.



Members gather for a picnic lunch and noggin.



A good score for Mr. Chapman on the Miss-the-Pedestrian.



A good try but not good enough!



Members viewing the score sheet.



Two of the winners chatting.



Mr. Hamilton-Fish receiving his prize from the Chairman.

Concours d'Elegance Broughton Castle – Sunday, 19th May 1974



This annual event was, once again, held at Broughton Castle. There was a good entry and members had an opportunity to partake of a tasty snack at the Saye and Sele Arms nearby before the judging. Fred Watson's photograph shows the stately setting with the cars around the grass forecourt.

CONCOURS RESULTS MAY 1974

				Interior	Exterior	Under bonnet cleanliness	Chassis	Originality	Mechanical	Elegance	TOTAL
Pre 1930											
M. Sapsford	1921	Silver Ghost	XK 5169	90	91	97	98	150	250	72	*848
L. Williams	1929	20	RR 5320	43	78	87	62	135	240	70	715
P. Gibson	1930	20/25	GP 4	74	86	88	84	150	240	63	782
1931-1940											
A. P. Taylor	1934	20/25	VH 7842	48	84	83	83	110	240	88	706
W. F. Watson	1935	Phantom II	BLO 699	42	84	63	72	150	205	67	683
R. D. Dale	1935	20/25	BYX 244	Arrived too late for judging							
A. Heathcote	1938	25/30	EYT 363	76	82	92	67	150	230	69	*766
Post-War Cars – 6 cylinders											
I. Munro	1950	Silver Wraith	VHX 459	62	80	66	61	150	250	76	745
N. M. Raylor	1952	Silver Wraith	XHR 3	49	70	62	72	150	240	59	702
E. C. Flynn	1955	Silver Wraith	PYM 579	66	89	85	61	150	235	60	746
C. J. Curtis	1957	Silver Cloud I	YKO 1	78	86	80	67	150	235	73	†769
C. Meachen	1958	Silver Cloud I	7203 PP	71	82	79	67	150	225	69	743
J. I. Yates	1958	Silver Cloud I	KGW 308	81	84	84	62	150	240	68	†769
Post-War Cars – 8 cylinders											
R. M. Harrison	1963	Silver Cloud III	4045 DP	76	81	69	66	150	230	78	750
J. G. Hampton	1970	Silver Shadow	BPF 2H	82	89	89	77	150	235	81	*803
Championship Cars											
Cars which have won their class in previous years compete for two following years in the Championship Class and in the third year revert to their original model class.											
D. F. Willis	1924	20	ND 7562	85	89	95	99	150	240	66	*824
R. W. Colton	1951	Silver Wraith	NBD 2	83	85	88	83	150	220	70	779

* Class winner.

† Class winners – Tie.

Stop Press News Letter

Dear 20-Ghost Club Record,

My interest in R.R. dates from my childhood (I was born in 1920), as my uncle acquired a SG 1919 in the early twenties. The bonnet was shining aluminium, and the car had two bodies (though not simultaneously) so that it was a limousine in winter and a tourer in summer. The body that was not in use was hung from the ceiling in the garage, and I think that I can remember that the bodies were so constructed that the chauffeur could change them himself and bolt them to the frame.

My uncle had no children and took my older sister and brothers with him on trips abroad, and my brother can tell about a trip to France where one of the tyres jumped off without causing any accident in spite of the fact that the speed was so high that the tyre could not be found again.

The car does not exist any more.

In 1950 I had my first R.R., a Phantom I from 1930 with a Sedan de Ville body from Letourneur & Marchand of Paris. The engine had only run 45,000 km and the car had been looked after extremely well by the Danish owner's chauffeur.

In 1950 the attitude was different from what it is today, for my preconceived criminal plan was to fit the car with a new four-seat cabriolet body to be made by a Danish body-builder of outstanding ability, who was my client (I am a barrister). He did the thing thoroughly: besides constructing a wonderful, altogether hand-made body he moved the radiator forward, renewed the bonnet, and mounted a modern sports wheel, etc. all with my irreverent approval.

I have only a few photographs of the car before, during, and after the reconstruction, but they are not fit for reproduction.

My wife very soon gave me the choice between her and the car, and of course I made the wrong decision and sold the car, which I know is now in Great Britain where it has been put up for sale within the last twelve months.

In 1966 I bought a 25/30 Hooper Limousine for £300. It was delivered roadready on the quay in Copenhagen one grey November day, and I could drive it home to my totally unprepared wife, who immediately threatened with divorce, but the low purchase price and the enthusiasm displayed by our thirteen-year old son mollified her. The car had belonged to Messrs. John Croall & Son Ltd., originally R.R. agents, later undertakers, and now wound up. The car had been used for the transportation of the mourners at funerals and the seats were stained by their tears, and I think that it had only been driven in the second gear. I was still not possessed of the right R.R. spirit and had the car fitted with absurd newfangled installations such as a heater, windshield washers, etc.

We got a lot of fun out of that car and took it for one thing on a very nice trip to South England in 1970. The car is still in Denmark and gives me a sort of friendly nod when we meet. During the summer of 1974 it took part in a Monte-Carlo Rally on the occasion of Prince Rainier's silver jubilee.

In 1970 my mind had been mellowed and I acquired a PI 1929 Coupé-de-ville Cabriolet also from Letourneur & Marchand. The car had been especially designed and built for a Dane, now dead, who was an acquaintance of mine, and it was delivered by the principal R.R. dealer in Paris. On the dashboard it has a plate giving information in French about chassis No., etc.

The chassis number is OR 91 in spite of the fact that the number of the PI manufactured last, according to the statements of the factory, is OR 90. I suppose that my car was made in Paris of spare parts.

The car is genuine in all respects except that the headlamps have been replaced by contemporary Marchal headlamps which are considerably prettier. Through the years I have renewed the black oxide on the front seats and the front doors, renewed the grey cloth in the coupé, and renewed the hood.

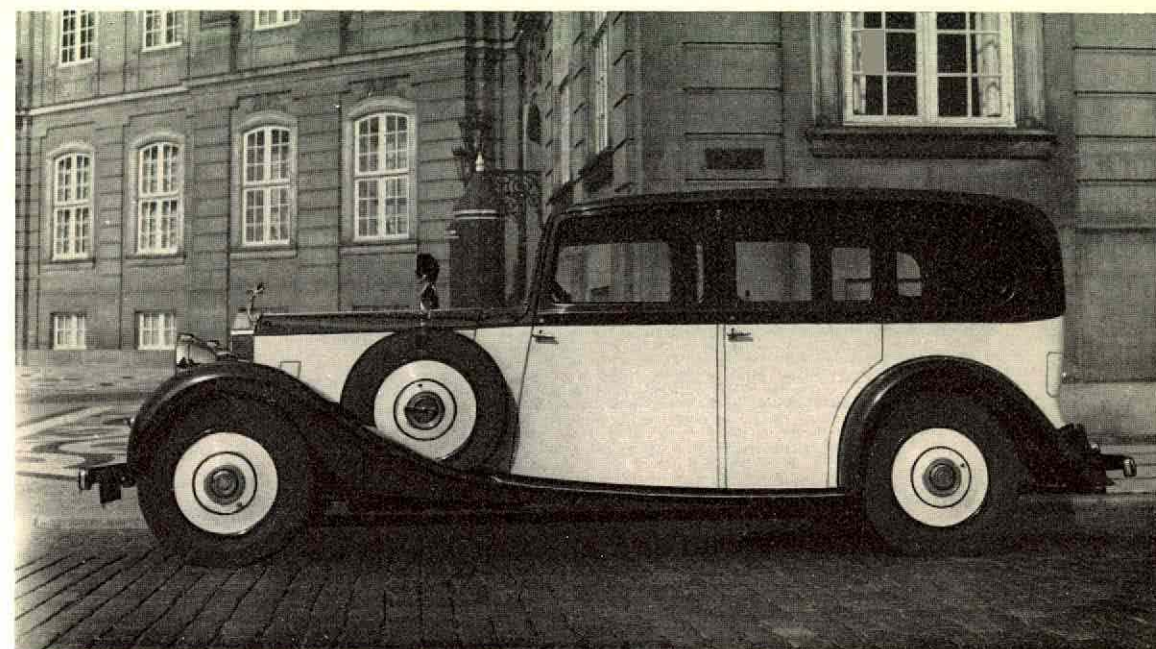
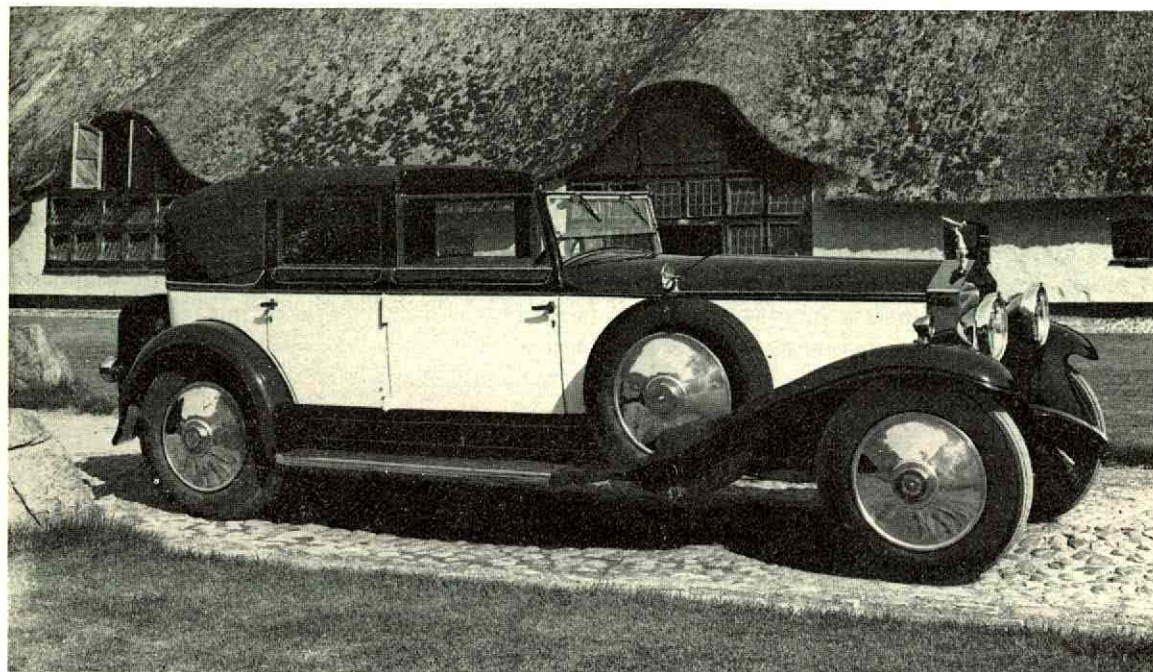
In 1973 it had a complete overhaul, but otherwise the car has not been changed since birth. There is, for instance, in addition to a foot switch for dipping, on the dashboard a knob which, when it is pulled out, is a continuously variable resistance by which the lights can be dimmed totally.

In spite of having run only 125,000 km the car has been to Eire, Norway, Sweden, and has crossed the Alps four times.

In 1973 my wife and I took part in the Alpine Rally, and in Salzburg I relapsed to the sins of my youth and bought a melody horn that can play "Quando, quando". It has been mounted so that it cannot be seen (but it can be heard). Melody horns are prohibited in Denmark, so I hope I can count on my readers' discretion.

The car has had the honour of adorning the front page of the Rolls-Royce Enthusiasts' Club Bulletin for March 1972, and the still greater honour that when Jimmy Skinner saw it for the first time he said spontaneously to me, "I'll give your car five stars".

The car will figure in Lawrence Dalton's next illustrated work and in the new book that Melbourne Brindle is preparing.



In 1967 I bought in Birmingham a 3½-litre Bentley 1935 with a Park Ward drophead body for £250. It was a bit the worse for wear, but could nevertheless go to Denmark under its own steam. I put it aside, but a few years ago I set to work on the restoration of it which is now completed. The car is very dark green with a black hood and black leather upholstery. Also the Bentley has been fitted by me with contemporary Marchal headlamps which this type of car had from birth.

My last problem was to get a correct rear window, but I discovered from a club list that Mr. Richard Broster in Surrey had a car like mine, which was supposed to be original.

When one evening I phoned him from Copenhagen and put my problem before him, he asked me to wait a moment while he went out in the garage and measured the rear window. One has friends everywhere.

My wife likes to drive the Bentley and refuses on various pretexts, such as leg length, to drive the PI, so it will probably be put up for sale.

EBBE SUENSON.

PADDON BROTHERS LTD.—continued

Chassis No.	1938
6-GX	Freestone and Webb coupé — changed to open sporting 4-seater by Carlton. We sold it eight times before it went to America. Now back in Great Britain.
137-XT	Barker flared wing open tourer.
GOS-47	Park Ward foursome fixed head coupé.
GRJ-54	Park Ward 4 light saloon.
GAW-12	Windover single drophead coupé.
GSY-77	Connaught 4 light sports saloon.
GBT-66	Barker special — boat type — 2-seater drophead coupé.
65-GX	Mulliner Continental sports saloon — similar to 58-GX.
82-JS	Park Ward Continental sports saloon — similar to 60-GX and even more beautiful.
GAU-31	6 light owner driven saloon by, I think, Mann Egerton.
GUJ-49	6 light owner driven Weymann saloon by Mulliner — very high and ugly.
GHO-67	Thrupp and Maberley standard enclosed limousine.
GWL-32	James Young single drophead coupé. Spare wheels mounted forward with hubs on outside.
	1939
GPS-29	Park Ward 4 light standard saloon.
GRW-63	Mulliner 4 light foursome coupé with triangular rear quarter lights. Similar to GAW-18.
GKC-1	Park Ward 4 light standard saloon.
58-GX	Mulliner 4 light Continental saloon. Sold new. Similar to 65-GX.
GLR-24	Barker 4 light sports saloon. Exhibition car with white dial instruments, white steering wheel and stainless steel radiator.
GAJ-57	Saloon. Foursome coupé fitted.
GEN-30	Hooper foursome fixed head coupé — high and ugly.
GSY-40	Park Ward foursome fixed head coupé. Extremely pretty and very fast.
GMU-36	Park Ward 4 light standard saloon. Overhauled by Paddon Brothers Ltd. and used by me for my last holiday before war was declared.
GOH-54	Barker sports saloon — small and very compact.
GTL-30	Windover limousine. Sold to Governor of Bengal.
129-RY	Windover limousine. Sold to Governor of Bengal. Built specially high and used by the Governor on state ceremonial occasions.
	Specially Remembered
54-EM	First Weymann on Rolls-Royce chassis.
GXL-74	Fastest and one of the best 20 h.p.
GEN-45	Mine since 1949 and sold new originally.
263-AJS	Only Phantom II with left-hand steering I have seen with British coachwork.
58-WJ	First Phantom II Weymann.
1-MC	First Phantom I.
GLN-53	Probably only fabric covered saloon built by Croal of Edinburgh.
21-CL	Actual Hooper show car sold new off their stand at Olympia.
GFN-8	20 h.p. with special features — afterwards made standard.
GFN-21	
GEN-51	Bought from Rolls-Royce at mileage of 13,000 and used by me for summer holiday.
GKT-2	A Phantom II Continental in miniature.
83-JS	Sold new in 1932 and exported to France. Hidden from Germans until 1945 — taken to United States and brought back to us for renovation in 1970. Same family ownership.
GEN-9	It took me three days to get from Taunton to London owing to chronic starvation.
60-GX	Lord Iveagh's 21st birthday present to his son, who was killed in the war.
GFN-63	Foursome coupé } Years ahead in coachwork design with built-in boot as opposed to separate
GBM-61	
GPK-29	Saloon } trunk.
GSK-39	We have had this car five times.
GYZ-8	First 20 h.p. Weymann.
GLR-31	The most attractive foursome coupé I have ever seen.
GLR-29	Probably the first 25 h.p. with stainless steel radiators.
GSY-58	
58-GX	A magnificent example of unusual coachwork superbly constructed. Still in Great Britain and will, I hope, be shown.
GSY-40	One of the prettiest Continentals ever built — sold new by us and incorporating many of the owner's special fittings.
	Fastest and best 25 h.p. I have ever driven.

Commander Hugh Keller — March 1974.

CHANGES IN MEMBERSHIP

New Members

BAILEY, J. C., 6 High Point, Richmond Hill Road, Birmingham 15.

SW	1947	WTA-71	200 MWP	Sedanca-de-ville	Hooper
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JENNINGS, Mr. and Mrs. J. A. W., The Shaw, Brasted Chart, Westerham, Kent. Tel. Westerham 63763.

PI	1928	72-CL	XV 8015	Chassis only	
20	1928	GKM-48	YX 9722	Fabric saloon	Park Ward
PII	1934	105-SK	BLA 208	Sedanca-de-ville	Windover
20/25	1934	GMD-2	BGO 803	Limousine	Park Ward
PIII	1938	3CM-17	EXW 78	Sedanca-de-ville	Hooper

REICH, Mrs. Theodore E., 4980 S.W. Boulevard, Portland, Oregon 97221, U.S.A.

Change of Address

BRUMMER, G. E. R., Laarderweg 9, Eemes, Netherlands.

FERGUSON-WOOD, H. F., Oat Hill Farm, Snowhill, Broadway, Worcestershire, WR12 7JU. Tel. 038-681 2669.

FRANCIS, Mr. and Mrs. P., 799 Harrow Road, Wembley, Middlesex.

KARRASS, Conrad, 1030 Galleon Drive, Naples, Florida 33940, U.S.A.

TOWNSLEY, Mrs. J. D., 16 St. Martins Approach, Ruislip, Middlesex, HA4 7QD.

WILLS, Mr. and Mrs. D. F., 17 Kingston House East, Princes Gate, London SW7 1LJ. Tel. 01-584 6818.

Resignations

HELLINGS, D. W.

HONNYWILL, Mrs.

NEVE, Kenneth

POAG, B. M.

SMITH, J. L. E.

FURTHER NEWS ON PHANTOM IVs

Additional information as to the whereabouts of some of the Phantom IVs listed in the last issue has been supplied by John Dymock-Maunsell and is set out below:

4 AF 10	Fairly certain it was sold to America but Pryce had it in 1964.
4 BP 3	Now belongs to W. Maxwell Davis, President of the RROC.
4 BP 5	Has been for many years the property of Her Majesty The Queen. Known as the Jubilee Landaulette body and was last seen in 1971 by the roadside after hitting a pylon!
4 BP 7	Belonged to Adams, who took it to the 1967 Goodwood Pageant.
4 AP 2	Owned by Her Majesty The Queen, which she refers to as "My Old Rolls". Her Majesty also owns 4 BP 5.



Officers and Committee

MASTER:	S. E. Sears
PRESIDENT:	Frank Hellings
VICE-PRESIDENT:	Maj. A. Heathcote
CHAIRMAN:	Philip Taylor
SECRETARY:	H. B. Poulter ("Silverwood, Golf Club Road, Hook Heath, Woking)
TREASURER:	W. F. Watson (Aldwick Hundred, Bognor Regis, Sussex)

COMMITTEE:

Philip Taylor (Chairman)
R. W. Colton
David Dale
H. Fergusson-Wood
Frank Hellings
C. Meachen
F. A. B. Valentine
J. I. Yates

OTHER OFFICERS:

Historian and Librarian:	Dr. R. O. Barnard
Trophies:	C. J. Curtis
Recorder:	Clifford Meachen
Editor:	Mrs. Iris Terry
Membership List:	F. A. B. Valentine
Honorary Solicitor:	Frank Hellings

GENERAL NOTES

LIBRARY – Members are reminded that the Club Library contains a considerable amount of Rolls-Royce literature, most of which may be borrowed from the Librarian. This includes issues of "The Flying Lady", instruction books, Rolls-Royce Bulletins and files of cuttings.

INSIGNIA – Club insignia are available from the Secretary and includes lapel brooches (for ladies and gentlemen) in sterling silver, Club ties, silver cuff-links and car badges.

MAGAZINE – Back copies of the Record may be obtained from the Editor.

CLUB TIE – A new silk tie in blue, embroidered with the Club badge in red, may be purchased from the Treasurer, price £4 each.

FUTURE EVENTS 1975

25th January	Dinner-Dance at the Hyde Park Hotel, London
4th May	Spring Luncheon at Great Fosters
May/June	Concours d'Etat
16th June	Tour of Norway
July	Driving Tests
October	Autumn Luncheon
December	Annual General Meeting