

The 20-Ghost Club Record



Volume 18
1976



FROM YOUR EDITOR

No doubt it is a sign of advancing years but the dust seems scarcely to have settled over Volume 17 when the next issue is upon us. One consoles oneself that this is merely an indication of an active life (or trying to do too many things at once).

That Volume 17 turned out as well as it did is a matter of some surprise to me and credit to Christopher Curtis, whose indulgence I shall no doubt once again crave as publication date draws near and maybe even passes. If this edition seems a somewhat slim volume, the fault, dear readers, lies in ourselves, for some hoped-for articles have not materialised. I assure you an Editor prefers the problem of what to leave out to that of how to fill the empty spaces.

I am most heartened by the comments of Members, almost all of them appreciative to the point of being laudatory. I hope we can do as well again though with less lucubration.

As the pound takes a pounding on the Foreign Exchange, dare one offer a comment to our friends overseas?

There are substantial numbers of people in these islands who do not subscribe to the views of the doom-merchants. Whilst acknowledging the difficulties into which an over-ambitious Social Welfare programme has led the country, the fact that those charged with the responsibility of running the nation's affairs have ignored the basic philosophy of Mr. Micawber, does not mean that the remaining inhabitants have become bereft of their senses or incapable of work. We believe in this country and its people: the soup kitchens are not yet here. We are far from complacent but the newspaper and radio pundits do us no service by spreading alarm and despondency. No doubt the dedicated apathy of some individuals will finally be overtaken by economic reality, and one does hear a great deal of commonsense talked as well as a lot of blether.

I see from an article in The Times that the Company goes from strength to strength, with car production running at a level higher than ever before. While wishing the Company every success, one trusts that neither the exclusivity nor the quality will suffer as a consequence. Please, Mr. Plastow, don't have too much of a good thing. One would hate to see Rolls-Royces debilitated in the same way as Cadillac, say, or Packard. I know some of the big Americans had funny little brakes and extraordinary steering ratios by European standards but even into the Thirties they were very well made. In

the end they sank into badge-engineered obscurity. I have heard that Cadillacs have plastic upholstery. Never mind Ghoulies and Ghosties, but from plastic seats and rubber mats, Good Lord deliver us! (Plunging off at a tangent, wasn't one of the works prototypes with a big engine called "The Beast"? If it had a high ratio axle, it must have been the original "long-leggetty Beastie." And Harry Grylls is a Cornishman).

Despite considerable efforts on our behalf, it is possible that the mailing list for the Record is incomplete, and we do not yet have a Member's Register. If, therefore, there is anyone who knows of a Member who has not had his or her copy of Volume 17 or 18 please let us know. If you are not on our list we can't send you copies.

One is glad to see that there are moves afoot to bring to an end the futile 50 and 60 mph speed limits imposed here some time ago, and that the RAC supports such moves. Two points are relevant. Firstly that the saving that an individual car driver can make on his overall fuel consumption is about 10% without resorting to extremes. Since only about 10% of the nation's oil consumption is used by private cars, this means that a National campaign was aimed at saving 10% of 10% which is 1% of the whole. It would be better to aim such efforts elsewhere, surely? Secondly, whilst there are alternative fuels for electricity generation, gas production, heating and so on, there is, with one exception, no satisfactory alternative fuel for road vehicles as yet. Does not commonsense suggest, then, that use of petroleum for other than road transport uses should be, if not discouraged, taxed at the same rate as petrol? Likewise, tax on the use of alcohol for road transport should be abolished, for the simple reason that many sources of alcohol are renewed every year at harvest time, whereas the world's petroleum stocks are a once-for-all-time source. Finally, is there any good reason why the extravagant squandering of fuel on non-military jet aircraft is not taxed at the road transport fuel rate?

Retournons à nos moutons! While pondering a future article for the 'Record' it occurred to me that Rolls-Royces in India was a fascinating but little recorded topic. Can any member enlighten us? There is scope for a major article here.

In conclusion if there be those who find I draw out the thread of my verbosity finer than the staple of my argument, I call Horace to my defence, "Brevis esse laboro, Obscurus fio".

Nigel Fredrick,
66 Alcester Road, Lickey End, Bromsgrove
Worcs B60 1JQ Bromsgrove 74163

Note: Opinions expressed in articles, letters or editorials may not be construed as being necessarily those of the 20-Ghost Club.



20-Ghost Club Record Volume 18 ~ 1976

Cover photo shows Autumn meeting at Greenwich Naval College. Photo: Christopher Curtis

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The Chairman Writes...

The year 1977 promises for us two great anniversaries. We celebrate the Silver Jubilee of Her Majesty Queen Elizabeth II, and a Rolls-Royce rally is expected to be held at Windsor some time in May, although at the time of writing in mid-November, I have not heard from Rolls-Royce, who, I understand, are sponsoring the rally.

The Bentley Drivers Club and the other Rolls-Royce clubs did have meetings to try to arrange a pageant along the lines of those previously held at Goodwood. Unfortunately, agreement could not be reached and so the Bentley Drivers Club and the 20-Ghost Club decided not to try and organise a pageant without complete involvement of everyone.

The second anniversary is, of course, the centenary of the birth of the Hon. C.S. Rolls on 27th August, 1877, and we, that is the 20-Ghost Club are organising an event on 27th August, 1977 at Monmouth. Although C.S. Rolls was not born at The Hendre, Monmouth, it was in his family for many years. We shall of course, be inviting owners of Rolls-Royces and Rolls-Royce Club members throughout the world to join us on this historic event.

Despite the ever-spiralling cost of petrol, may I wish all our Members "Happy Motoring", and hope that they, like me, will continue to enjoy that special pleasure bestowed on those who motor by Rolls-Royce.

Philip Taylor
Chairman

Letters

22 June 1976

Dear Mr. Poulter,

Just received Volume 17 of the Record and read your Alpine article with interest.

Would correct one item: we did not hit the crane, but luckily found a relatively "soft spot" where coarse gravel mixed with huge pieces of broken paving, formed a less abrupt angle on the mountain wall. The car came to rest pointing severely upward at that spot. My nightmares have been concerned with what our path would have been had traffic been moving up the mountain when we were rushing down!

This last February an arsonist set fire to the down-town building where the Ghost was stored, so now months of restoring are once again required!

Yours sincerely
Webster Woodmansee

Dear Editor,

Beryl Castle is absolutely right: it was Adrian Belsey who 'ran into' the Fawcetts in Hyde Park in 1949. The 'collision on foot' story which I quoted in the 20-Ghost Club Record Volume 9 No. 2 page 15 was lifted from Adrian's article in the 1954 Concours programme (an excellent production, of which we still have unsold copies). I fear that the author of the 'First Twenty Five Years' article (Volume 16, page 22) did not notice my inverted commas.

In Volume 17 page 18 surely **Hugh** Dalton is a misnomer? Wasn't he a Chancellor of the Exchequer or something? I plead innocence of this one.

Yours sincerely
Robin O. Barnard

Apologies

For reasons too involved to recount here, it was felt necessary to make amendments to Mr. John Schroder's article on the Bristol visit (Volume 17, page 14).

Mr. Schroder has asked that it be made known that these amendments (which took the form of additional material) were of such a scale, and done without his approval, that the article as printed gave a false impression of his literary style which is noted for its brevity.

We apologise to Mr. Schroder for any embarrassment which may have been caused thereby.

In Dr. R.O. Barnard's article on Kensington, a strange error crept in (see his letter on this page). I must also plead not guilty of this one. Some sub-sub editing misrepresented GXM 5, the 25/30 Salmons drophead coupé of Mr. L.E. Dalton. On behalf of my unidentified sub., once again my apologies.

The report on the Spring Luncheon at Great Fosters should have been credited to Mrs. Gisela Townsley.

I have an idea that she had modestly asked to remain incognito but since the issue was generally well received it is fair that due credit should be given.

Errata

The geographical separation of the Editorial and Publishing offices means that accurate proof-reading is difficult but we did not mean to reduce the Club to only 2 Ghosts (page 2). The delay wasn't that long.

We also credited Sr. Pestana with an incorrect Christian name on page 18. This was not necessary as automatic transmission did not arrive for some years, and I know that all Ghosts were manual. However we got it right on page 22.

The duplication of the opening paragraph on page 28 is embarrassing. I'm not that fond of my own prose. The age of my 20/25 was augmented by 10 years on page 29. It only looks like a 1926.

The above is not really meant to be wearing a hair shirt in public, only one knows that 20-Ghost Club members are sticklers for detail so we have to show that these mistakes do not go unnoticed. Like Avis we will try harder.

SPRING LUNCHEON

For those interested in horses, Ascot is the place, I am told, but it was Ascot for horsepower on the second of May when the 20-Ghost Club members conjoined for the first event of the year at the Berrystede Hotel.

Those of us coming from the North should find the journey south easy, as it is, of course, all down hill. However an optimistic starting time meant a frenzied drive at near illegal speeds before we found other members gathering in the hotel car park set aside for the Club.

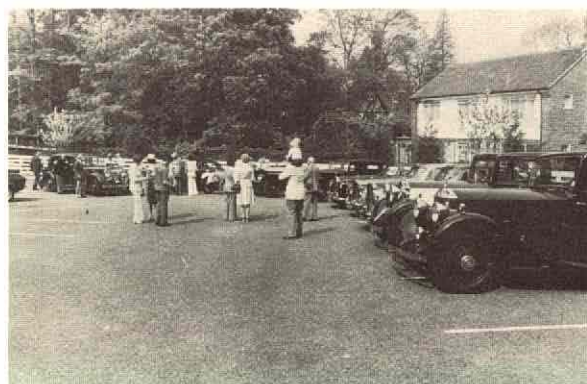


Photo: Nigel Fredrick

A beautiful day presaging the extraordinary summer that was to come added its bounty as arrivals were greeted by Mr. Hamilton-Fish who had most kindly provided an orchid for each of the ladies.

One had scarcely greeted one's friends when we were ushered aboard a coach to go and visit the Windsor Safari Park. This coach was a somewhat rude vehicle which bore an even ruder four letter word beginning with F on its front but it took us past the various racecourses, while our driver drew our attention to points of interest. I am not sure how much Members know about racing, or whether there be any who follow it, but the interest seemed to be limited.

At the Safari Park, however, there was an air of expectancy, and after a relaxing cup of coffee and biscuits provided by the hotel, we re-boarded the coach for a tour to view the exotic wild animals.

With so many wild life films on television, one has come to expect exotic flora as well as fauna, and to see

lions and cheetahs taking their ease among English Oaks strikes this chronicler as bizarre. Nonetheless, the big cats looked relaxed and in fine condition, largely indifferent to the passing vehicles. One large enclosure had numerous apes rushing about their business in hordes, in marked contrast to the feline laziness. As we passed through their enclosure we were glad the cars had been left at the Berrystede because the apes are apparently given to pulling off vinyl trim, and screen-wiper blades. A Weyman body could be reduced to shreds in no time.



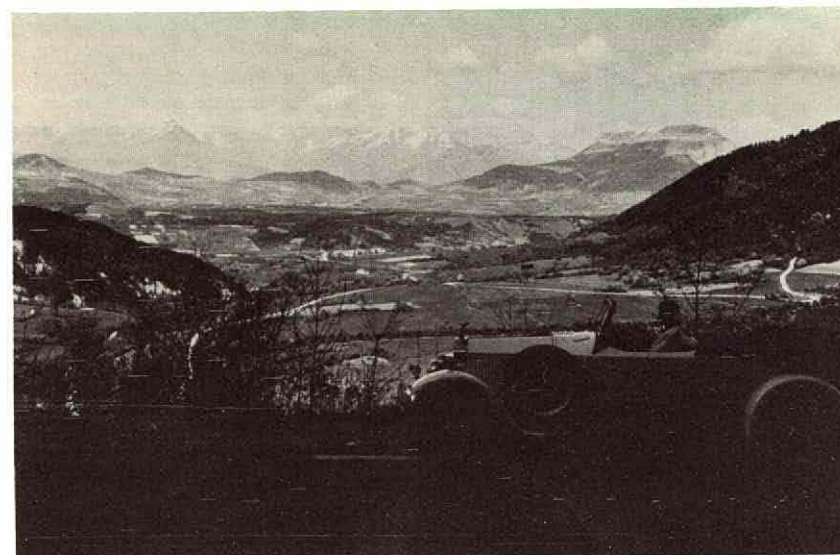
Photo: Nigel Fredrick

The passage of vehicles through the enclosures was most carefully regulated by armed guards such that one felt no alarm or sense of risk as we moved out into the wider reaches of the park.

We did not have time to see the reptiles, but made a stop to view the giraffes. This was the high spot of the Park, I think, for Members spent some time observing these extraordinary yet graceful animals at close quarters. They were quite tame even though they had young offspring.

Soon lunch was called and we returned to the hotel, where we were able to chat and relax on the terrace overlooking the swimming pool. Despite the sun, only Anthony Heathcote was sufficiently intrepid to take the plunge, ostensibly to sharpen the appetite for lunch but really demonstrating that if life begins at forty, its exuberance is not visibly diminished by the passage of a generation's span. His example was not followed however, and lunch was taken in a pleasant room looking out on the terrace.

This was a satisfying and well attended meeting.



Road between Grasse and Grenoble with Switzerland in the background. Photo: N.Taylor

Rallying in May by Nicholas Taylor

It was late in November 1975 when I first heard about the F.I.V.A. Rally at Harrogate. I duly wrote off for an application form. This was completed and returned. I waited and waited. . . no reply. Oh well, I thought, perhaps the organisers have too many entrants. Not to be put off I looked for other events. It came to my notice that the fourth Escargot d'Or was to be held late in April/early May 1976. This event appealed to me very much. It took the form of a route to be completed at a pre-determined average speed, a driving test and a Concours d'Elegance. Not the clean car type of Concours d'elegance but one where the driver and passenger dress to suit the age of the car - very appealing to the theatrical side of one's nature! The entry fee was about £100 which was most reasonable as it included all hotels, food, drink and entertainment.

To my surprise my applications were accepted for both Rallies. After arranging ferry bookings and insurance etc., it only left preparation of the car - the Hooper 20 'Emma' GAJ 42. The only major item requiring attention was the manufacture of a new hood cover. This was made; the oils changed; the tyres checked; lubrication carried out; adjustments made - the car cleaned and equipped for touring.

Escargot d'Or

Start time was 5.00 am on 25 April. The journey from Birmingham via Stratford, Oxford and London to Dover was cold but uneventful. Unfortunately it was too breezy for the Hovercraft so we transferred to the ferry. We arrived at Calais, converting to Giscard time with just enough daylight to make for Amiens

and find a hotel. Next morning with an early start we drove through the small villages where such terrible battles of the First World War took place - Somme, Verdun for instance, towards Rheims (but no champagne whilst driving) on to the yellow mustard fields of Dijon, through the Beaujolais districts of Beaune. Here we found a very pleasant hotel with a large barn in which to keep the car. After a splendid evening wining and dining on local specialities it was back to the hotel for a well-earned sleep. Bright and early on a beautiful morning we left for Lyons. To our amazement on leaving Lyons we saw the Goodyear Dirigible flying overhead, looking somewhat like an uncontrollable flying marrow painted grey. So to Avignon, Aix-en-Provence, round the fountain of the Cours Maribeu and on to the little fishing village of Casis. Here we stayed for two nights - a very bustling little port. We were fortunate in finding a Renault garage where the proprietor allowed us to park the car for two nights and also to clean the car thoroughly.

On the morning of the 29th we started along the coast road towards Antibes. Time passed quicker than we expected and we changed for the last part of the journey to a Corniche (the road, not the car). We arrived at Juan-les-pins half an hour before last official checking-in time. We were given our instructions, rally plates, tickets and goodies galore. It was then necessary for the car to be scrutinised, the bonnet of the car was lifted "Yes you have an engine - O.K."

"Have you got a warning triangle?"

"Yes"

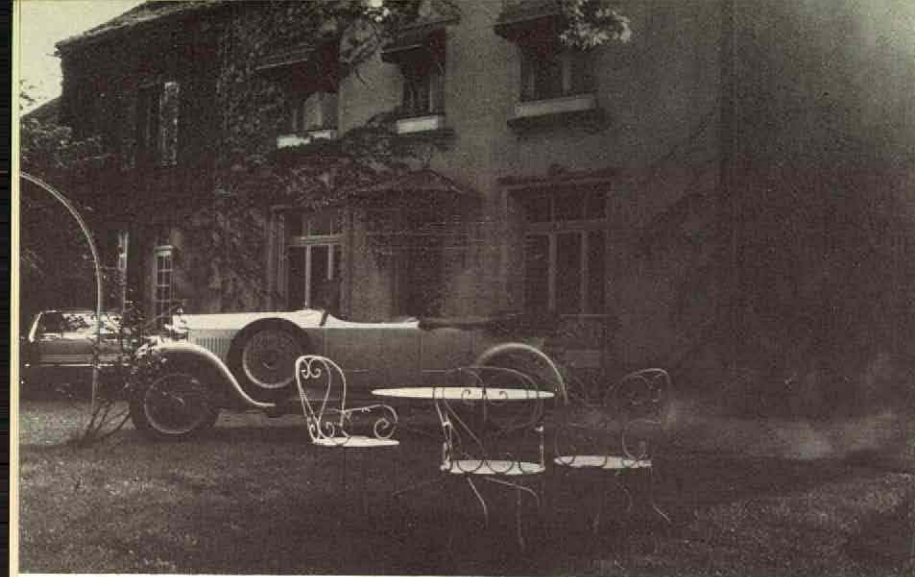
"O.K. Have you got a fire extinguisher?"

"Yes"

"O.K."

The scrutineering session over, an official stuck a label over the speedo. We then very carefully affixed the attractive rally plates. We took our luggage to the hotel and returned to park Emma in the police guarded parking place. The reception in the evening was at the Hotel Provencal and was most enjoyable.

Our start time the following



Hotel at Beaune. Photo: N.Taylor

morning was at that unearthly hour of 7.25. Slowly we plodded off around the course. We have 80.2 km to do before lunch — very easy, a real snail's pace. At the lunch stop we parked alongside a rather nice Wraith belonging to Louis Vidal. I thought that the coachwork was by Barker but Louis showed me the Hooper plates. It turned out to be a design by Barker but made by Hooper during the Barker take-over. Again an excellent meal and we left for Brignoles with a further 53.5 km to do.

In the evening we had a series of driving tests. I did not understand them but apparently I did quite well and so to the hotel to shower and change for the evening function. This consisted of entertainment by the young people of Brignoles in traditional costume singing and dancing — all very nice if you like that sort of thing. Next there were several drum Majorettes from which six judges (of whom I was one) had to choose one to go forward to the finals of the competition.

Early next morning it was necessary to clean the car after heavy rain overnight. We set off at snail's pace to cover 24.6km before the lunch given by a local wine factory. There was unlimited Ricard (anisette) drink available, enough food to feed an army and enough wine for a city. This was consumed by the participants and some staggered on their way. On leaving the factory we were given three bottles of Cotes de Provence wine. We had about 95 km

to do that afternoon. It was a burning hot afternoon and several cars got lost including the lead vehicle — well at least they all got lost together! We were about the second car to arrive in St.Tropez. We waited for the lost sheep to arrive and then we drove in procession through the narrow streets of the town. Our hotel for the night was the very near Hotel Mandarin which is built in the Spanish style. In the evening the dinner was held at the Restaurant Escale, and this alone was worth the 1200 mile journey. From St.Tropez we drove along the coast road for 88 km back to Juan-les-pins. We had lunch at the Hotel Provençal and awaited the arrival of the other section of the Rally from Italy. This section seemed to consist solely of little noisy red cars! All the participants hurried to their respective hotels and changed into the costumes contemporary in style and age to their cars. A big parade of some 60 cars assembled and judging of car and costume took place.

In the evening the Gala Gastronomique de l'Escargot d'Or was simply magnificent. From here we went by coach to Nice to see a show at the Hotel "Ruhl". This was a very colourful show and, shall I say, some of the show girls' costumes a little sparse. Someone said "As showbusiness goes, it is not as professional as Disneyland", but I have never seen a Disney film like that before! Just past midnight we returned by coach to Juan-les-pins.

The next morning was free, but

after lunch we had a boat trip along the coast in a converted British Navy mine sweeper. The evening saw the final Dinner and Dance and prize-giving. Again a magnificent affair; some of the music was played in the style of Stephan Grappelli and other pieces by Camargue gypsies. The food.....The wine.....The Champagne... The evening continued with speeches and announcement of the prize-winners. Emma had been awarded three prizes: one for travelling the furthest distance to the rally, regardless of age of car or driver; one given by Paul Ricard presented to the car most liked by the sponsors of the rally; and the third cup which is a bit of a mystery. I do not really know what it was for, but I think it was for taking fourth place overall. Having said our goodbyes we made our way back to the hotel heavily laden with our booty.

Our return journey was by way of Grasse Digne, twisting, turning, descending, climbing over the Alpes Maritimes, along the Route Napoleon towards Grenoble. A drive worth doing! About half way between Grenoble and Lyons we found an Auberge which was a very welcome sight after this magnificent drive. Next day we left for Lyons and on to Vichy to swim in the special pools — but this, alas, we were unable to do. So to Montargis by way of Nevers and another evening of excellent wining and dining. Then Paris via Fontainebleau. Everybody had advised against taking Emma through Paris. But in my usual manner I ignored this advice and travelled around the hectic ring autoway and headed for the centre of the city. Fortunately this turned out very well and I was able to take a photograph whilst driving along the Champs Elysée! After a short sightseeing tour we made our way to Rouen but the journey was so easy we reached Dieppe before deciding to rest. The hotel at Dieppe was not good so the next day we caught the ferry to Newhaven. The time waiting for the ferry was well spent as we cleaned the nickel, paintwork, engine and wheels. On reaching England the Customs Officer was very helpful — upon declaring the trophies — "No duty to pay, Sir" and we were off to the

Berystede Hotel at Windsor for the Spring Luncheon.

Emma ran faultlessly throughout the entire journey. She returned 16 mpg on basic petrol; oil consumption was about 2-3 pints; she would have probably completed the journey without a top up of water but owing to possible traffic jams in Paris I thought it best to give her a drink.

The F.I.V.A. rally

The F.I.V.A. rally at Harrogate was an exceptional affair with nearly 300 veteran, vintage and P.V.T. cars from all corners of the globe. There were about 19 Rolls-Royce entries starting with the Company's 10 h.p., several early Ghosts including Mr. W.A.L. Cook's Roi de Belges, Mr. J.P. Smith's Brake and Mr. W.F. Watson's Alpine, late Ghosts including Mr. Southall's and some which had that "heavy" look coachwork; there were desirable 20's including Mr. J.P. Smith's Doctor's Coupé and of course Emma. There was a well restored 20/25 from Germany and a Phantom II belonging to one of the organisers. Major Heathcote was in attendance in his travelled 25/30. The rally was well organised but very serious. Again entrants were issued with an average speed — in our case 22 m.p.h. The navigation was by tulip cards. As you probably know this method was derived from the Tulip Rally. The first day's drive was approximately 200 miles and all at 22 mph! The high spot of the evening functions was a Cheese and Wine party given by Rolls-Royce Motors. Not only do they know how to make motor-cars they know how to give cheese and wine parties.

The cars were all parked in the Harrogate Exhibition Halls overnight. We were parked on the lower level which tended to fill with fumes when all the cars above were started.

The weather was typically English, overcast, dull and cold. After one of the runs Andrew and I were washing off the mud from under the wings on Emma when one wit said "serves you right for having a white car".

On Saturday with rain pouring down continuously, the post 1918

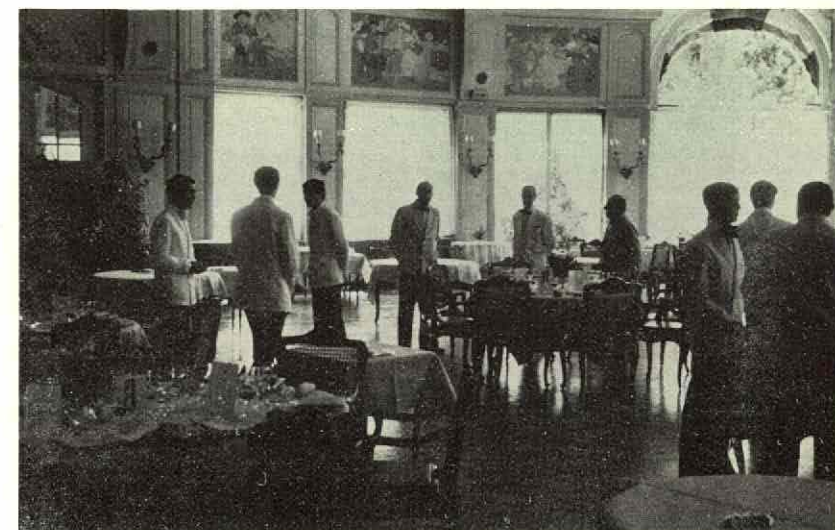
cars had to climb Harewood hill climb. Emma was allowed 101 seconds to do this. We made it in 102 which was 30 seconds better than another 20. Later in the afternoon there were some driving tests, and on the Sunday a Concours at Harewood House, and more rain. The Monday saw prize-giving and several 20-Ghost Club members received prizes.

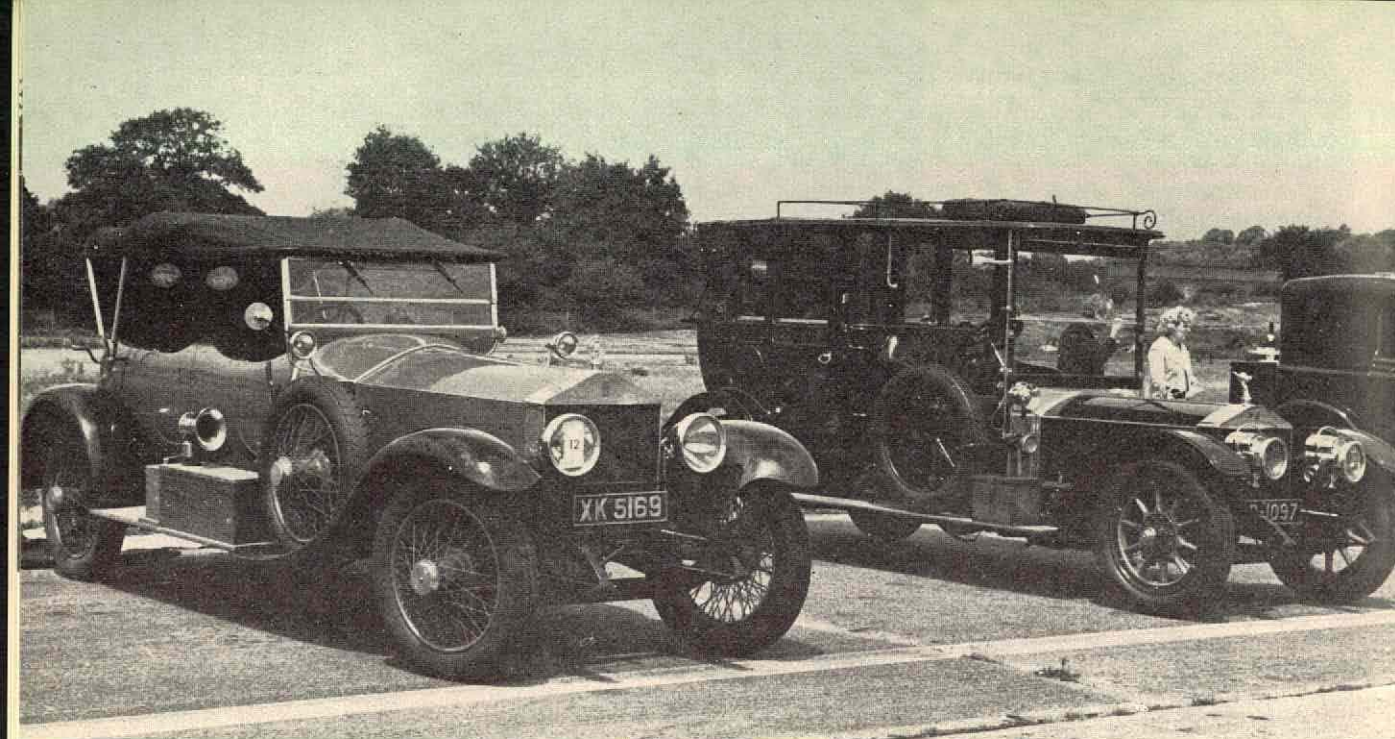
After the last drive, and during lunch at York Race Course, we asked

the drivers with us how they were getting on. They said that their Riley had lost all its gearbox oil on one of the steep hills; the oil had run down the torque tube and onto the brakes. They asked if we had had any trouble to which we replied that the offside rear tyre had gone down by 2 p.s.i. They never spoke to us again!

This was the end of Rallies in May for Emma with approximately 3000 miles completed without fault ■

Inside the Hotel Provençal. Juins les Pins. Photo: N.Taylor





BROOKLANDS

The meeting at Brooklands commenced in a low key this year for some of us. The rain tormented down in and around London, but happily this was not to last.

At about 11.30 am four very wet Rolls Royce cars could be seen for a short time rallying exclusively on a bridge over the River Mole, temporarily unable to find the gate of entry to Brooklands Track. However, as is often the case, a frustrating start can be followed by a most enjoyable and successful day, as on this occasion.

About 12 cars turned up to be welcomed by our Club Chairman, and the Driving Tests were promptly underway: these having been contrived to give the maximum entertainment to the contestants and the minimum wear-and-tear on the cars.

Commencing with a wobble-wobble steering test round a line of posts — and not through them — we continued with a novel test requiring each entrant to judge the distance between his four wheels. He had to line up 3 pads in relation to a static 4th pad so that when the vehicle was driven up to the pads each wheel was resting on same. Some members had a glorified impression of the size of their car! Test No. 3 was only achieved by those who could count in

seconds, (no help from stop-watches etc.) and a certain distance had to be covered in one minute flat. Following this was the width-judging of the car between 2 poles, and then the parking test, which involved precision line-up parking into one "garage" and then reversing into another. The final official test contained a surprise element as the driver was obliged to park his car in one of two "garages", but after negotiating the course the light over the required "garage" did not show up until the last moment, requiring quick decision-making. For good measure Philip Taylor announced a further test purely for fun (no marks given) and drivers could be seen driving down the wobble-wobble track with a paper bag over their head, receiving verbal steering instructions from their passenger.

The winner of the events as a whole was Nicholas Taylor with the 1927 20 XV 4. Peter Collinson with his 1937 25/30 ENO 818 was second.

By the time the meeting broke up I think it fair to say that anyone who could reach the pedals of a car returned home proudly claiming that he or she had been invited to drive a Rolls Royce on the course at Brooklands. Such a happy day and the great amount of preparation put in beforehand by the Taylor family was duly appreciated and commended.

Margery Wills

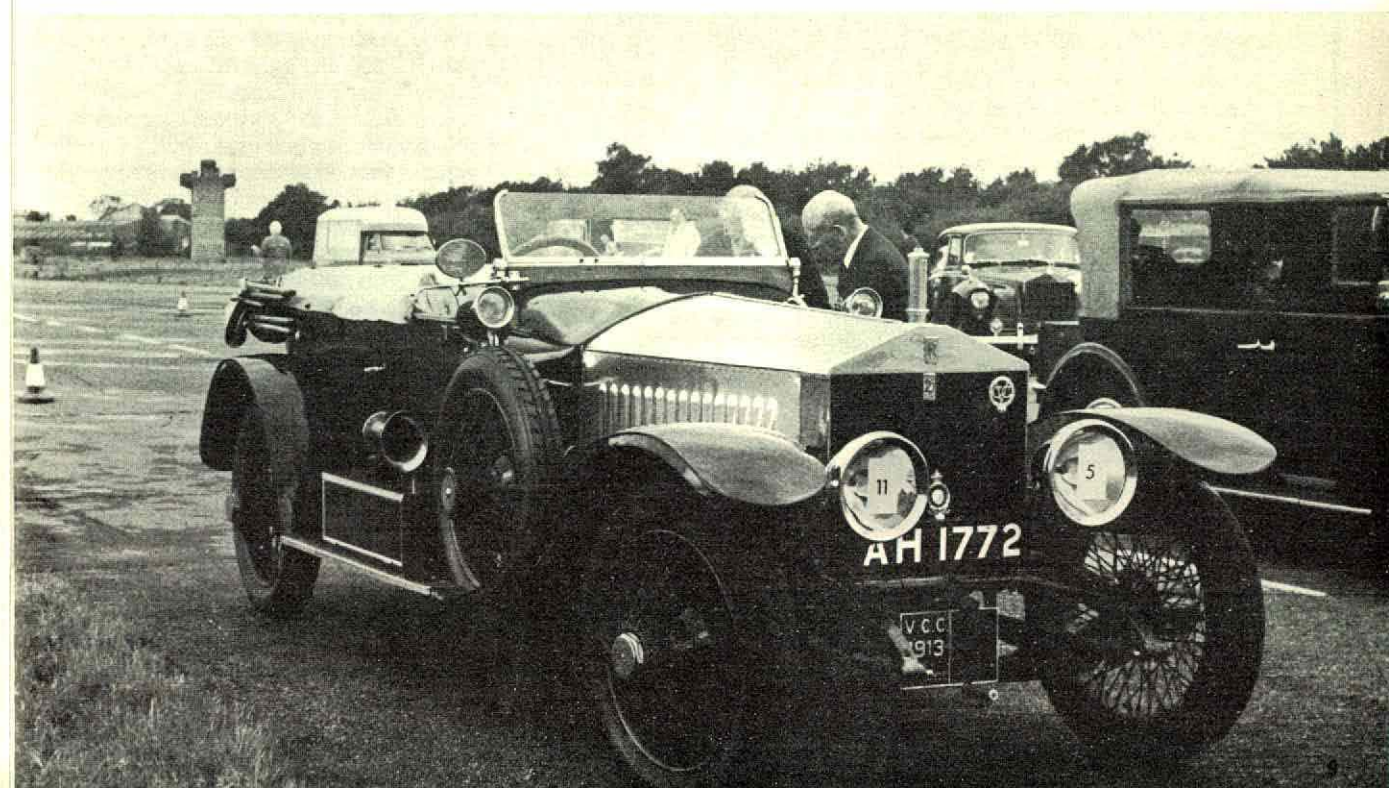
DRIVING TESTS BROOKLANDS — 20th JUNE 1976

Penalty Points

	Model	Year	Wobble Wobble	Car Footprint	The Minute	Width Judging	Parking	Reaction	Total
N. Taylor	20	1927	14	12	2	1	20	6	55
P. Collinson	SG	1921	15	0	8	14	12	10	59
P. Collinson	25/30	1936	15	1	10	8	15	11	60
B. Goodman	SG	1911	14	10	14	5	16	8	67
S. Poulter	SG	1913	14	13	4	2	20	17	70
C. Chapman	20/25	1932	21	11	12	0	24	9	77
P. Taylor	20	1927	15	0	8	50	16	6	95
D. Wills	20	1924	36	1	25	2	29	8	101
M. Sapsford	SG	1921	34	1	33	6	24	6	104
J. Hamilton-Fish	SCI	1958	16	2	15	6	13	64	116
A. Heathcote	25/30	1938	17	29	7	6	56	7	122
Miss S. Taylor	20	1927	17	48	2	7	51	8	133
L. Williams	20	1929	35	73	10	24	25	8	175
C. Meachen	SCI	1958	17	129	13	4	24	10	197
C. Curtis	SCI	1957	33	26	5	50	96	31	241
W. Watson	SG	1913	19	51	6	50	52	64	242

Mr. Sapsford's 1921 Replica Chamberlain Ghost, and Mr. Goodman's 1911 Barker Landaulet. Photo: Mrs. Wills.

▼ Fred Watson's Alpine Eagle. Photo: Mrs. Wills



Recollections

In his own inimitable style, Mr. Fisher, a former employee of the company, a man of unsurpassable and infectious enthusiasm retells some memories.

Phil Taylor, my esteemed friend and pupil of many years ago, has asked me to write an article for the 20 Ghost Club Record. My first meeting with the Club was at Kensington Gardens 1951, when I was loaned a 20/25 tourer, belonging to an enthusiastic RR owner, a Birmingham solicitor, a nice car. Mr. Messervy was a judge. When he saw the complete set of original RR tools, learned the history of the car, she was awarded third prize. In 1952 I was also at Kensington Gardens having persuaded the late Mr. Shelvoke of Solihull, an old Bentley and RR owner to enter, and join the 20 Ghost Club. His 25/30 Arthur Mulliner limousine was maintained by his chauffeur in excellent condition. After tea at the hotel, what joy it gave the old gentleman to collect first prize for his 25/30 limousine.

June 1962, Blenheim Palace, fourth Anglo-American Rally — a splendid gathering of cars and owners. Mrs. Fisher and I were invited for lunch and at our table were an owner and his wife from Boston, America, who owned a Mk VI Bentley. I was able to assist him on many points, particularly with regard to a cigarette burn on the driver's cushion. I was able to send him a piece of hide to match and repair, for which I had a most grateful letter of thanks.

May 1964, 60th Anniversary Pageant at Goodwood, a wonderful collection of RRs and Bentleys. Commander J. Stead and I were judges for the concours of 20/25 Closed Cars, 28 cars were in this class, first went to Mr. S.R. Chichester, 1933 Saloon by Park Ward. Who could keep an RR in better condition than Mr. Chichester, a retired Inspection Engineer of RR from pre-War days? Mrs. Fisher and I had a grand night with dinner among so many friends and nice folk at the Guildhall, Portsmouth.

May 1967 International Pageant at

Goodwood. What memories to recall. So many well turned out RRs and Bentleys, including the W.O.s with their unmistakable bark. Mr. Hutchings, a Jack Barclay foreman and I were detailed to check over the P.I.I.s. Eleven different bodied cars. No doubt about first, Mr. W.A.L. Cook, 1936 Freestone and Webb Saloon, 97 points out of 100. Second, J.F. Wilson, 1938 Park Ward Saloon from the West Midlands. A prize was to be awarded for the best Phantom Pre-War in the Pageant, 13 P.I.s, 10 P.I.I.s, 11 P.I.I.I.s to be decided by the 6 judges. Five judges were for the P1 1929 Tourer Brewster, a very showy car, lots of chrome and white walled tyres. Everyone fell for her, but on close inspection of the mechanics, the split pins were not put in Derby fashion, i.e. the ends rolled around the castellations of the nuts, so I suggested we took another look at 3-AZ-68. Mr. Cook's P.I.I.I was the best and most correct Phantom and therefore first prize was awarded to him. That evening dinner was again taken at the Guildhall, Portsmouth — beautiful setting, fine food and splendid music by the orchestra of H.M. Royal Marines, Portsmouth. Sunday, Goodwood House was open for viewing and picnic lunch. I went along in my Morris 1000 and was parked close to the American contingent. They recognised "Fish" and said "You were the guy who turned us down", to which I replied "Gentlemen, if you will lift up the bonnets of your cars, I will endeavour to point out anything not up to RR standard". This I did to each car, above and below. They were rather impressed with the thoroughness of the inspection; further, they saw my sheets with points marking for various parts on the chassis and body. They all agreed that this was the correct and proper way to judge a RR and we parted the best of friends.

I now attend the annual Rallies of the Midland RR Club and being a little too old to crawl below to inspect, judging is carried out by some excellent enthusiasts who have been well trained over the years. The Britannia Royal Naval College,

Dartmouth is another Annual Rally I attend to supervise the Concours, usually held in early September. I have the assistance of 40 Midshipman, I show them over the cars and what to look for, and they have prepared sheets for marking points. Two Midshipmen are suitably attired in dungarees, and really do a fine job of inspection below the cars. One Middy for engines and one for the body. They do a splendid job. I stand by for queries, and they thoroughly enjoy the exercise, together with experience gained about the cars. On the Parade ground various driving tests are carried out with the usual thoroughness of the Royal Navy. At the close a sumptuous tea is put on in the Wardroom and the various prizes are awarded. After tea, parties may be conducted by Midshipmen over the College. The B.R.N. College is beautifully sited on a hill overlooking the Dart. The cars gather before noon and have picnic lunch on the playing fields, usually 15-18 cars only, two 20hps, no 40/50s unfortunately. Two or three Derby Bentleys, several Crewe RRs and Bentleys and probably five or six W.O. Bentleys.

These are the attraction for the younger folk, so well maintained, far more accessible for cleaning, and being open cars, much easier to judge distance for close parking etc. A grand day out, very sociable crowd, and a pleasure to see such clean and polite young gentlemen. If this account of Rallies has given the members of the Club pleasure, I will write of my experiences as a driver mechanic on the Inspection Department of RR between the Wars.

L.C. Fisher

A TECHNICAL NOTE on TYRES

In a recent article in the "Automotive Engineer", attention was drawn to the hazard arising from the use of modern radial tyres at or near their rated speed. Since members using modern cars may encounter this risk on the continent, it is felt worthwhile to mention the topic here.

The risk appears to be with those tyres in the "HR" category, i.e. those radials warranted suitable for sustained speeds of 210 km/h (130 mph).

Since such speeds are still legal in France and Germany, selected tyres were run at this speed, and met the "HR" requirements when new. A continental tyre ran for 21 minutes at this speed before failure, and others for various longer periods, samples from Michelin, Phoenix, Dunlop and Pirelli for at least an hour. So far, so good.

But after a short period of running, 3,000 km (1865 miles) further samples of each type showed a different picture. Only Dunlop and Pirelli samples were able to repeat their performance when new; the Goodyear and Phoenix samples lasted only

four minutes at this speed. To quote the article, "By the time a car has been run-in from new and might be thought fit to attain the high speeds of which it is capable, its tyres are no longer implicitly capable of matching that performance — or at least, for not more than 9 miles."

At higher speeds, even new tyres would last in some cases only for one minute at 140 mph. In all cases, failure was due to the tread separating from the carcass at the shoulders.

Whilst Rolls Royces are usually fitted with the higher rated "VR" tyres, the consequences of high-speed tyre failure are so swift and severe that it is worth noting the following conclusions:

1. The ability of many HR rated tyres to sustain high speed without failure diminishes with wear.
2. Only the very best tyres, (in these tests Dunlop and Pirelli), can sustain their performance when worn and possess an adequate safety margin.

The moral would seem to be to restrict high speed to short spurts, or to ensure you have near new Dunlops or Pirellis.●

A Visit to Rolls Royce Motors

by Philip Taylor

A visit to Rolls-Royce at Crewe to see Rolls-Royce being made must rank with a visit to Mecca for devout Moslems. The 20-Ghost Club has visited Crewe works before, but this visit was the first since the formation of Rolls-Royce Motors and to those of us who had been before, it was of particular interest to see how things were going.

Firstly, there now seems a great urgency and a pressure which was absent years ago. The works seemed full of cars being made but the people who make the parts and those who put them together seem as keen as they ever were and more than pleased to answer our questions, with obvious pride in their achievements, but it seemed strange to have 'targets' of the number of cars made this week etc. displayed throughout the Company. All the workers, from Managing Director to apprentices, seem to be able to produce the cars with the same quality and long may they do so.

We toured the works with our young guides and only once were we able to stump them with a question which they subsequently answered by post! It was encouraging to see so many products being made to Rolls-Royce standards and very nice to see straight six and straight eight engines still being made, B Series engines, of course.

The woodwork mill was still producing those magnificent wood finishers, but of course, although many more cars are now produced, each car has less actual parts.

For those who have not seen it before, the sight of Silver Shadows being turned on their sides to enable all the necessary pipework for the hydraulics to be fitted is indeed remarkable. I, for one, would not like to start from scratch and try to assemble each pipe in its correct place. Although the assembly track is quite

small it was fascinating to see the cars complete with their 'log books' (if that is their name) recording their progress towards the new owners.

The assortment of paint colour, trim colour, and optional fittings gave us great pleasure in deciding which one we would like to take home with us as a free sample. Although some of the colours are, to use a modern expression, 'way out', I expect we would be grateful for any one we were offered. Alas, even if you buy eight at once, like a Hong Kong hotel owner, you don't qualify for a free sample.

A progress through the works took us to the Bond where cars were awaiting collection and I felt very proud of Rolls-Royce Motors and everyone's efforts to contribute to our tradition. After this we went for a cup of tea and a sandwich kindly provided by the Company.

On reflection I was particularly impressed by the engine builders and engine balancers but we were just too soon to see the latest balancing equipment being installed.

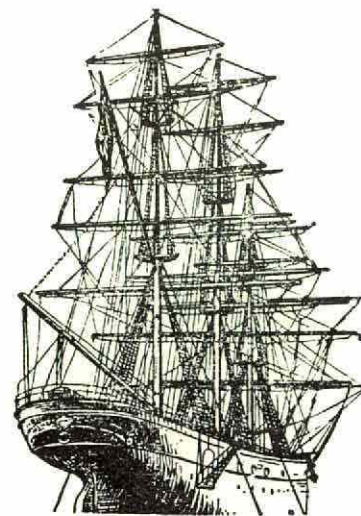
Having said our farewells to Rolls-Royce at Crewe, the Members made their way to the home of Club Members Brian and Greta Clare at Aston-by-Stone. Here, with the help of their children, Siarn, Paul and Joanne, we were received and refreshed with great hospitality after which we made our way home after a long day.

I must mention how pleased I was to see the Donners at Crewe after all these years, for the last time I remember meeting them was on the Club tour of the Loire.

It was very satisfying to renew our association with the Company which provides the fountainhead of our collective enjoyment and to see that it is flourishing still.●



Photo: The Kentish Independent.



Autumn Meeting at Greenwich

by Peter Collinson

No sooner had the cars arrived than the glasses were out and the 'hallos' were in full swing as at every 20-Ghost Club meeting I like to remember. If our Club stands for nothing else, at

least it is a series of most successful social meetings!

"Please arrive at the Cutty Sark at 11.30 or a little earlier" the notice

said. So from 10.30 to 11.45 the magnificent machines kept appearing out of the traffic and hubbub of Greenwich on a Sunday morning to park alongside the famous clipper ship.

The Royal Naval College, Greenwich

The Harding-Rolls family from Monmouth; the Taylors en masse in the Phantom VI; Pip and Hilda Greenwood also from Birmingham and the Clare family from Staffordshire alas without S.C.I. With 21 Rolls Royces present the public evidently considered this to be an interesting display. The press was only distinguishable from the amateurs by the size of their tripods, but everyone was vying for prime photographic vantage points, owners were resigned to leathering the finger marks off when they returned home, all except Derek Silcock, that is, whose immaculate PI (the first ever

made) had its "I've been tubbed and rubbed" label on. One kid was heard to remark "Oh look daddy, an exhibition of old taxis" (or was it old tax discs?). I had to smile as I watched one keen chap set up his camera and tripod to take a close-up of my *replica* mascot!

At 12.00 we boarded the Cutty Sark and were welcomed by Captain David Reid and the eminent naval historian Frank G.G. Carr. As the Cutty Sark Society kindly opened the ship especially for us, it was a great opportunity to see around without

being hustled. Frank Carr gave us a short, intensely interesting talk and a little advice as to what was particularly interesting on board. My favourite pastime on this ocean greyhound is to stand on the poop deck beside the great wheel and, looking through the tunnel of rigging, imagine her being driven for all she was worth in an effort to earn for herself once again the blue riband by winning the tea/wool race.

The time passed all too quickly and at 12.45 the cars were ready to proceed, oldest first (car, that is) through

the gates of the Royal Naval College, past the camera of the B.B.C. to our parking place in a prime position of this Wren masterpiece. Here we left our cars for the day safe within the Royal Navy's security arrangements. Lunch, just across the road in the Trafalgar Tavern, was not up to the standard of the rest of the day, but the talk by Frank Carr most certainly was. He told us of his hopes for an International Maritime Trust formed to preserve historic craft of all ages around the world. He drew a parallel between ships that travel on their bottoms and historic cars that travel



on their wheels, all have been rescued in the nick of time, restored, and are now on display as a reminder of days gone by. As the sweet had still not interfered with the conversation, Sir Tommy Lund took the opportunity to try out his feet, and to ask us all to raise our glasses to one who has been around only 18 years, and who walks on legs, namely Nicola Collinson whose 18th birthday it was.

Those who walked straight to the National Maritime Museum quickly found one of the two guides who was waiting for us. This is, without doubt, one of the finest museums in the world. One wants not hours for this museum, but days. It is a museum of the archaeology of boats; of navigation and astronomy; an important art gallery; and a research centre of maritime history, as well as its collection of swords, medals, glass and uniforms.

Those of us who did the lightning tour, or who could not stay the course, had time either for tea in the 'Dolphin' or to visit the painted hall back at the Royal Naval College — absolutely beautiful, second only, they say, in glory to the Sistine Chapel, but superior some say in texture. Anyway it's British so that proves it!

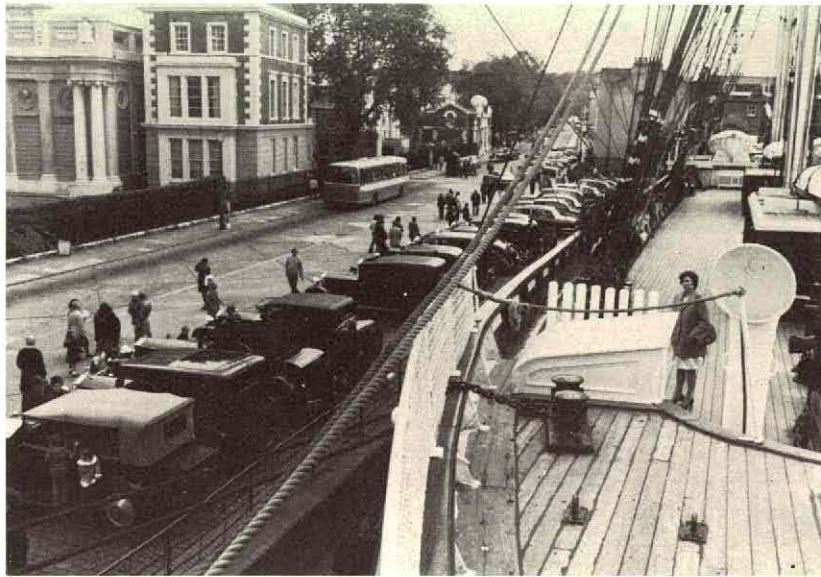
Greenwich is an island of magnificence, a reminder of the days when the Fleet was built, repaired and kept here, and when the Merchant Fleet made this part of the Thames the most important dock in the world. The Museum together with the Royal Naval College, and Dreadnought Seamen's Hospital form the finest architectural group in London.

Nous devons revenir

Note: we were on BB2 TV News that evening — we missed it too.



(I am doubly grateful to Peter Collinson, for not only did he make the arrangements for an enthralling visit, which we must repeat ere long, but he actually volunteered to write the article about it. This surely is devotion above and beyond the call of duty. Ed.)



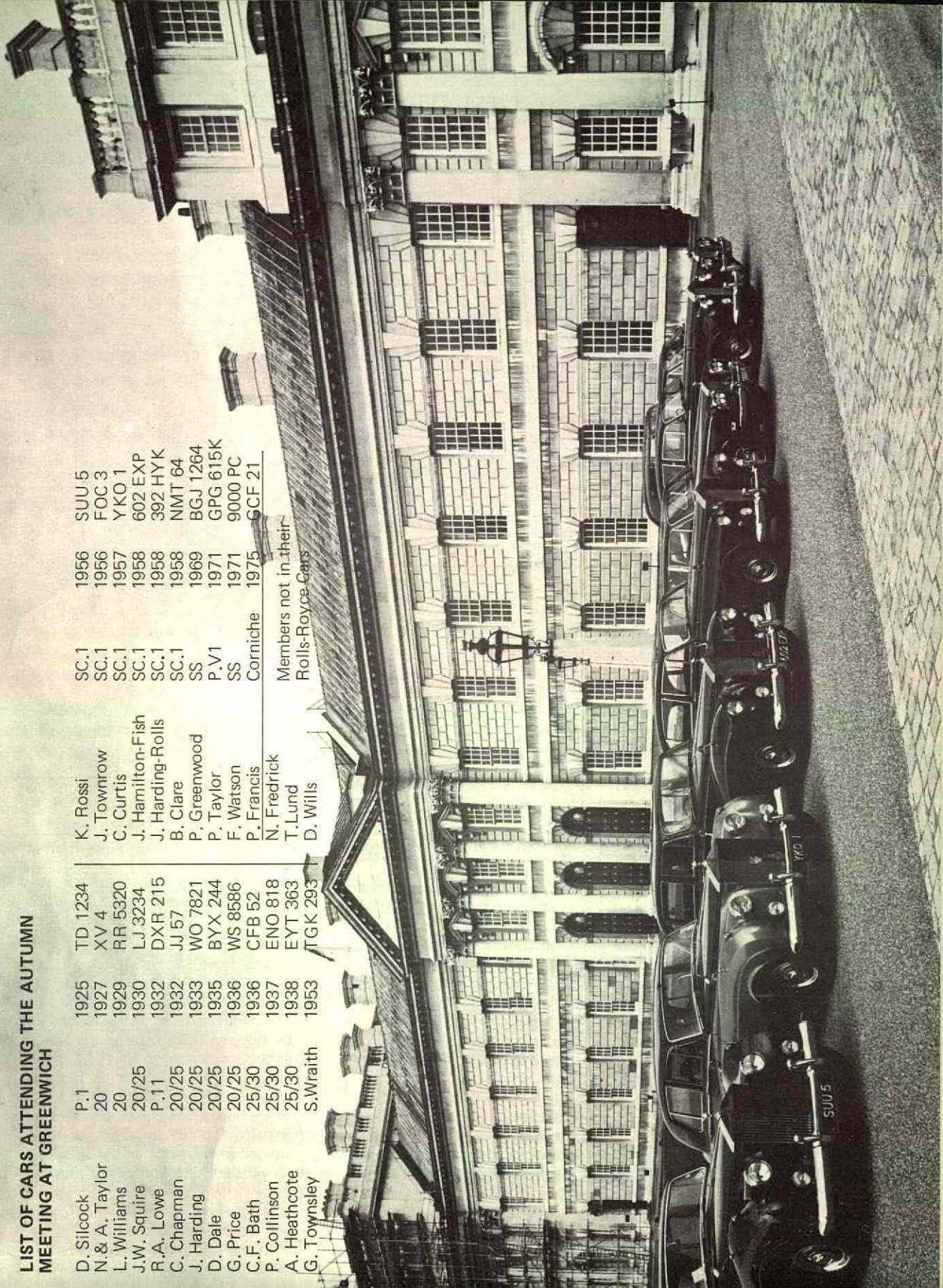
The morning line-up alongside the "Cutty Sark". Photo: Nigel Fredrick.

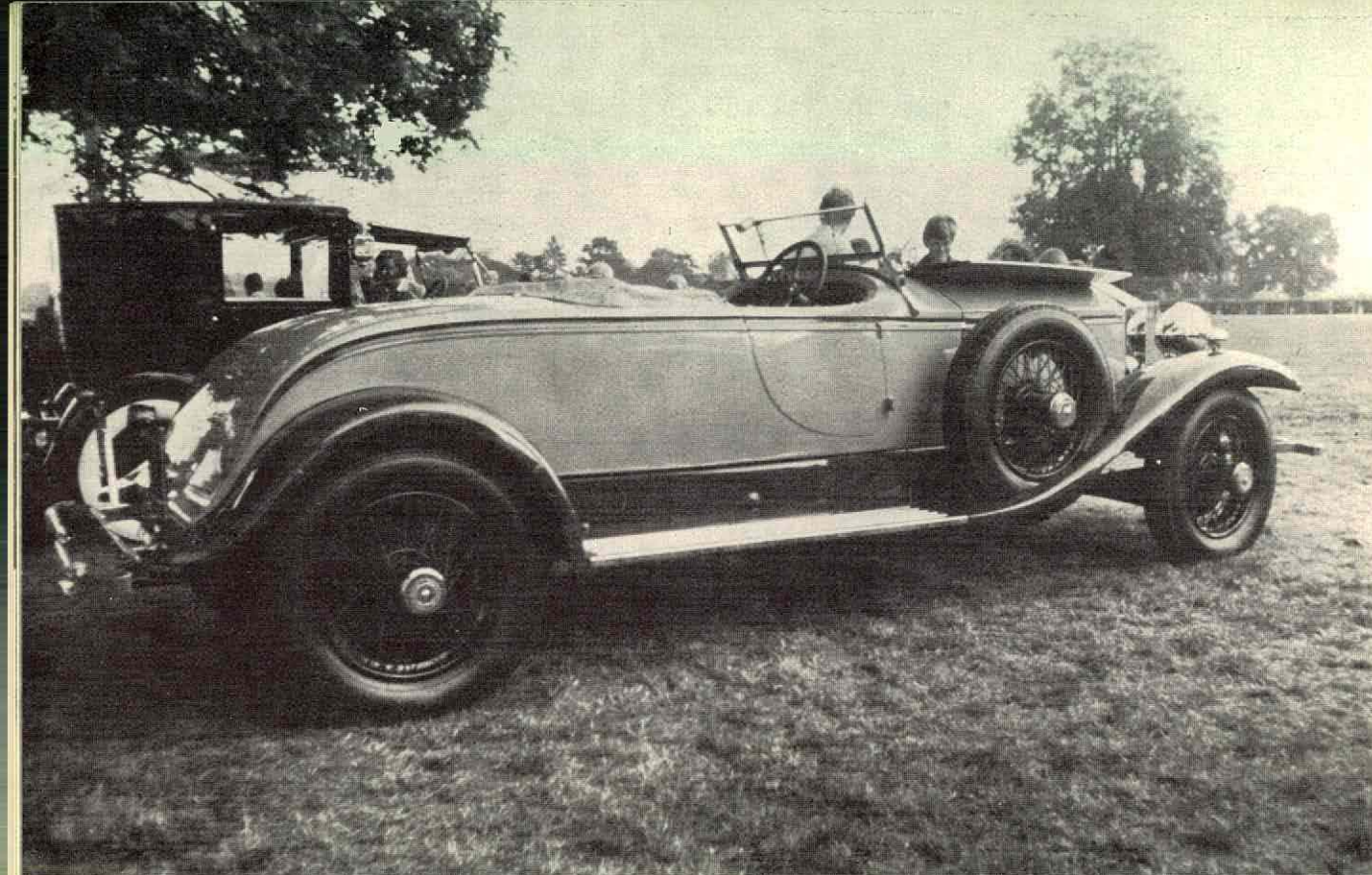


Figureheads below decks. Photo: Nigel Fredrick

LIST OF CARS ATTENDING THE AUTUMN MEETING AT GREENWICH

D. Silcock	1925	TD 1234	K. Rossi	SC.1	1956	SUU 5
N. & A. Taylor	1927	XV 4	J. Townrow	SC.1	1956	FOC 3
L. Williams	1929	RR 5320	C. Curtis	SC.1	1957	YKO 1
J.W. Squire	1930	LJ 3234	J. Hamilton-Fish	SC.1	1958	602 EXP
R.A. Lowe	1932	DXR 215	J. Harding-Rolls	SC.1	1958	392 HYK
C. Chapman	1932	JJ 57	B. Clare	SC.1	1958	NMT 64
J. Harding	1933	WO 7821	P. Greenwood	SS	1969	BGJ 1264
D. Dale	1935	BYX 244	P. Taylor	P.V1	1971	GPG 615K
G. Price	1936	WS 8586	F. Watson	SS	1971	9000 PC
C.F. Bath	1936	CFB 52	P. Francis	Corniche	1975	GCF 21
P. Collinson	1937	ENO 818	N. Fredrick	Members not in their Rolls-Royce Cars		
A. Heathcote	1938	EYT 363	T. Lund			
G. Townsley	1953	JTGK 293	D. Wills			
P.1	20					
N. & A. Taylor	20					
L. Williams	20					
J.W. Squire	20/25					
R.A. Lowe	P.11					
C. Chapman	20/25					
J. Harding	20/25					
D. Dale	20/25					
G. Price	20/25					
C.F. Bath	25/30					
P. Collinson	25/30					
A. Heathcote	25/30					
G. Townsley	S.Wraith					





Mr. de Savary's PI Replica tourer. Photo: Nigel Fredrick.

Wyld Court Stud Farm

by Nigel Fredrick

The venue for this year's Concours d'Etat was the splendidly rural setting of Wyld Court, at Hampstead Norreys, or Yattendon (au choix) near Newbury, in Berkshire.

Despite the seeming proliferation of various sorts of Norreys' and undulating ever-narrowing roads apparently not built to permit the passage of proper cars, a very fine turnout of members' cars foregathered at the appointed place and mostly at the appointed time.

A large paddock had been reserved for our use and how glad we were that the summer drought had broken, for the ground was comfortably yielding and the dust laid; a blessing to those of us with respiratory afflictions. By lunchtime, two

sides of the paddock were lined with a choice selection of Royces, especially gratifying to the student in that many were obviously family friends, used and appreciated for their functional qualities as well as their aesthetic virtues. One needs, I feel, a certain insouciance to use the bonnet of a Shadow as a makeshift picnic table.

Speaking of the cars, the seeker after the unusual was able to delight in Mrs. de Ferranti's Phantom III with the fascinating parallel opening doors, pigskin upholstery, and winding quarter lights, a most intriguing car. James Valentine's Harold Radford Silver Dawn has a more subtle appeal, for it looks like an ordinary Dawn until its owner displays all the cunningly concealed bottles,

flasks, glasses, basins, flaps, hatches and trays. It seems so practical that one supposes that its fortunate owner need scarcely bother with hotels when touring.

Our host, Mr. de Savary's contribution ran to much more than provision of a venue in that two splendid Phantom I's were entered by him, with the gratifying results as the scoresheet shows. Their condition was all the more remarkable when it was learned that a short while before the event, a Cricklewood Bentley took exception to being started in the same garage as the Royces and attempted self-immolation. This was averted by quick thinking and a modern fire-extinguisher but the residue of the extinguisher contents had smothered the two

Concours cars. An awful lot of work must have been put in to bring them up to the mark. (Perhaps the disease was catching, for the Class I winner also seemed reluctant to join in the final parade).

While the leisurely activities of the Club were moving with measured elegance through the day, the local youngsters were setting up those pastimes in an adjacent area which seem nowadays to be known as a 'Fayre'. There seemed to be much hilarity and enjoyment, which was no doubt what the organizers intended, although the gusto with which some participants joined in the skittles led the Chairman to have fears for the safety of his recently acquired Phantom VI which was parked nearby. This latter attracted almost as much attention as the older cars, possibly because not many of us get the chance to see one at close quarters. Its sheer size is impressive and it seems to have built-in, power-operated, everything. It also goes, as well, as the driver of a BMW found to his chagrin later that day. . . but that's another story.

The threat of rain was averted, the judges were able to do their work in comfort, and there was just the right balance of space in which to admire the cars and meet one's friends.

If I have mentioned only a few cars it is because they happened to catch the eye, and hopefully the pictures and the results will fill out the story. Of the activities of the Wyld Court Stud, its stallions, cattle, its education efforts for the so-called Third World countries, I fear I can say little, for somehow the day passed all too quickly and one found no time for these things. I must say, though, that the stables were beautifully maintained.

The ladies tell me that the promised orchid houses were not after all on view, which was a disappointment as not many people seem to take the trouble with these exotica nowadays. In any case, dare one whisper it that not all the ladies are quite so besotted with elderly motor cars?



Photo: Nigel Fredrick



Cdr Derek Silcock at prizegiving. Photo: Nigel Fredrick.

One of the minor pleasures of open air 20-Ghost Club meetings is the variety of headgear sported by members, which together with the strange contortions by which members negotiated the fence between the paddock and the house, gave secret delight to one or two persons with a well developed sense of humour.

Clifford Meachen's team of judges had done their best (or worst) and due calculation made, the awards were presented with appropriate charm yet rustic informality from the middle of the paddock by Mrs. de Savary.

As beforementioned, her husband's

own car led Class I. Commander Silcock, as ever a model of urbanity, took Class II with his enviable Wraith, and Claude Curtis won Class III with YKO 1, some recompense perhaps for the distress of visiting his daughter in hospital after a road accident. She is now much better and joined the Club visit to Greenwich.

It only remains to thank Ivan Yates for arranging this event, Mr. and Mrs. de Savary for allowing us to visit Wyld Court and the Good Lord for causing the sun to shine with bearable brilliance on our doings. ●

Wyld Court Concours d'Etat

12th September 1976

	Model	Year	Reg. No.	Interior Max 100	Exterior Max 100	Under Bonnet Max 100	Chassis Max 100	Originality Max 150	Mechanical Max 250	Total
Class 1										
Silver Ghosts & Phantoms										
P. de Savary	P1	1927	LE 7461	87	97	90	70	150	240	734
W.F. Watson	SG	1913	AH 1772	78	85	85	76	148	230	702
Mrs. D. de Ferranti	PIII	1936	154 FYV	89	80	90	65	130	220	674
P. de Savary	PI	1926	YW 3488	92	98	98	79	70	235	672
J.G. Hampton	SG	1925	XY 6932	85	92	87	not judged	95	240	599

Class II 20, 20/25, 25/30, W

D.J. Silcock	Wraith	1939	HLL 34	91	86	100	90	150	245	762
G.C. Price	20/25	1936	WS 8586	74	89	99	75	149	245	731
L.N. Williams	20	1929	RR 5320	73	90	90	74	150	245	722
N. Taylor	20	1927	XV 4	86	75	90	82	150	230	713
J. Harding	20/25	1933	WO 7821	78	87	84	64	148	240	701
R.D. Dale	20/25	1935	BYX 244	66	89	86	65	150	240	696
J.W. Squire	20/25	1930	LJ 3242	57	73	80	59	135	240	644

Class III SW, SD, SCI

C. Curtis	SC1	1957	YKO 1	87	95	98	67	150	240	737
J. Valentine	SD	1954	MSR 333	88	94	98	61	150	235	726
J. Hamilton-Fish	SC1	1958	602 EXP	83	87	87	61	149	245	712
J.I. Yates	SC1	1958	KGW 308	81	82	85	55	149	240	692
R.D. Dale	SW	1949	KXO 407	77	82	88	61	150	230	688
J.C. Harding-Rolls	SC1	1958	392 HYK	77	82	60	53	149	230	651
H. Brooking	SW	1948	JXT 994	75	75	40	55	149	235	629

Cars not eligible for annual trophies

P. Taylor	P VI	1971	GPG 615K	95	95	98	65	150	250	753
W.F. Watson	SS	1971	9000 PO	88	85	85	63	150	250	721
R.M. Harrison	SC 111	1963	4045 DP	69	85	98	55	150	250	707

FRENCH JOURNALS

by Connie Chapman

On the evening of September 12th last, a party of 30 members and friends of the 20-Ghost Club boarded the ferry at Portsmouth with 9 cars, leaving at 11.15 pm. They reached St.Malo in Brittany the following morning and after a few formalities began a long drive southwards through Rennes, Nantes and Poitiers to the beautiful Dordogne area.

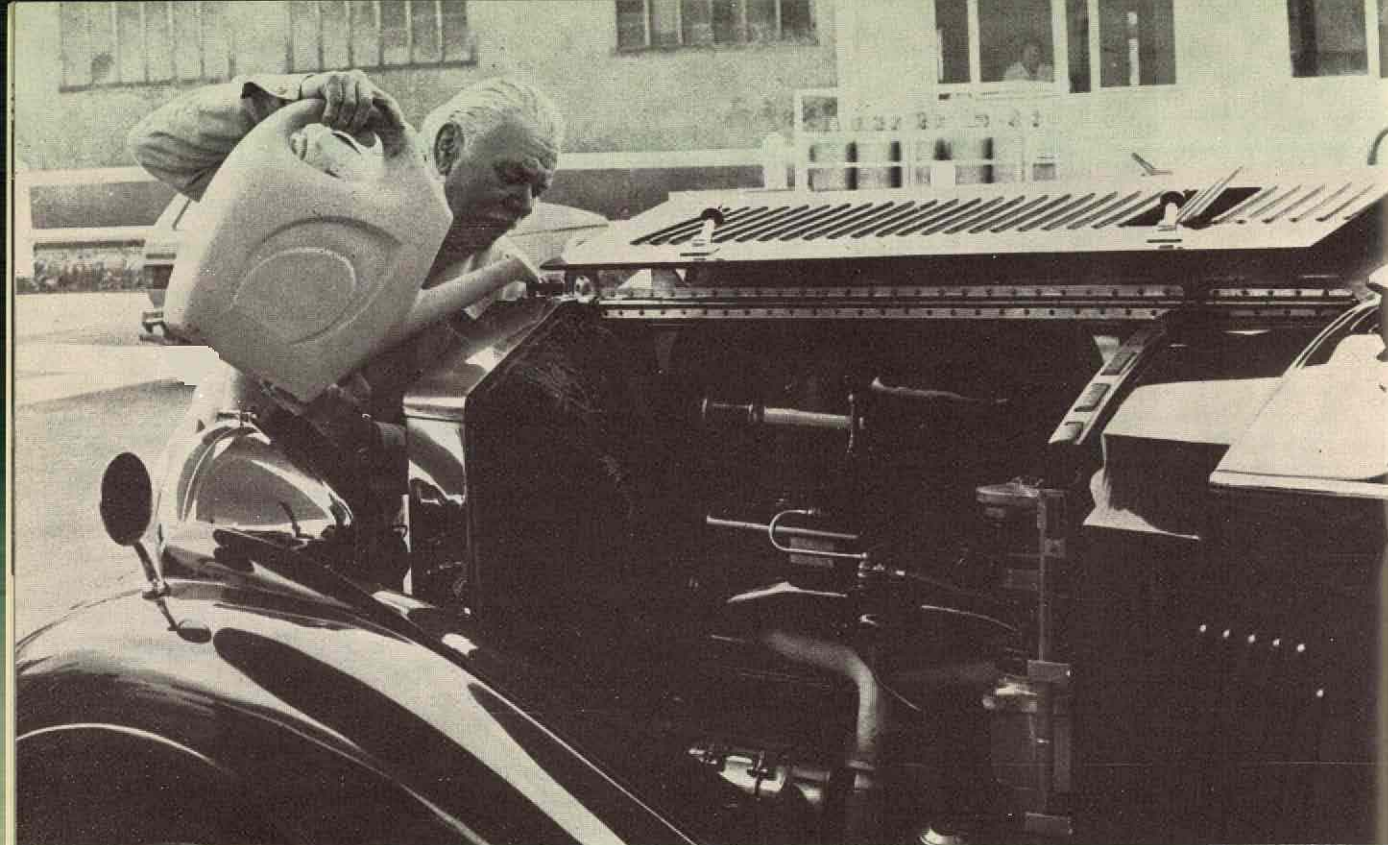
The first night was spent at the Chateau de Perigny 8 kilometres from Poitiers, where Mr. and Mrs. Brua joined us from Brussels, making us 10 cars in all. At Poitiers we were given a generous tank-full of petrol by B.P. together with maps and badges to display on the cars. We then proceeded 200 miles through Limoges to Cahors over the old 14th century fortified bridge which spans the river Lot, to spend five nights at beautiful Chateau Mercuès which was perched on the top of a high hill outside Cahors. During this time members generally went their various ways, exploring the lovely countryside and visiting the pretty villages of Domme and Roque and other beautiful villages and places of interest. They also visited the Padirac Caves 1,000 feet below ground level with a running river through caves and also Pêche Merle caves with most interesting pre-historic murals of animals and men on the walls. One of the loveliest places was Rocamadour's shrine to the Virgin Mary perched high on the side of a rocky cliff where pilgrims climb the 200 steps of the Great Staircase on their knees. Unfortunately the weather was not at its best, but the whole area nevertheless looked so beautiful with its large green forests, its wide stretching vineyards and its silent rivers. Members returned from these lovely excursions to exchange their various activities during the day and enjoy the excellent French food at dinner.



On September 19th the journey northwards began, visiting en route the Chateau Montbazillac where everybody enjoyed the local wine — thence on to Bergerac where B.P. again kindly refilled our cars. A large crowd gathered full of interest in the

cars and gave us an enthusiastic send-off to Angoulême, 80 miles on through the lovely French countryside to stay the night at Domaine du Maine Brun, Hiersac.

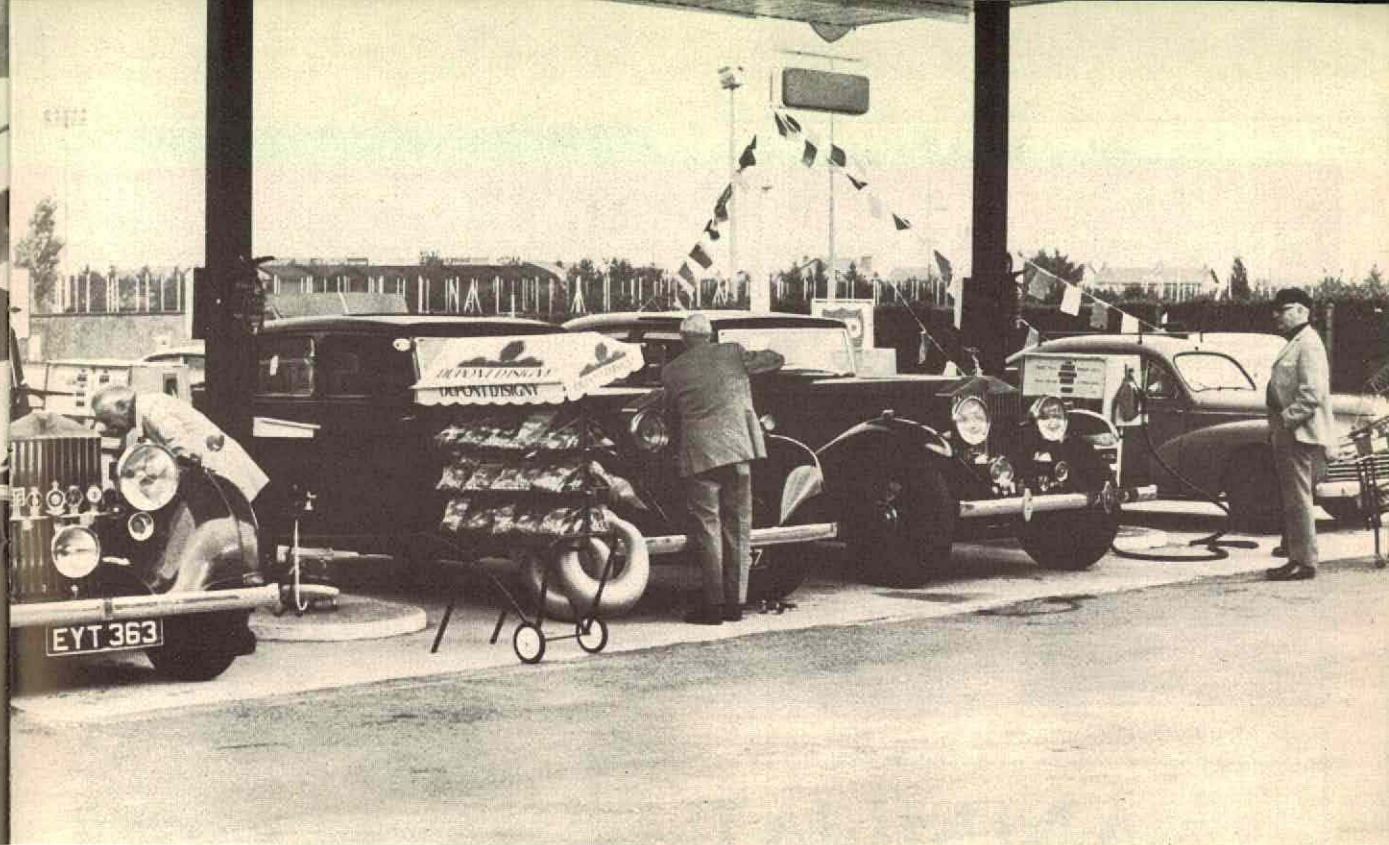
The following day we drove to



Saumur on the river Loire, with its famous Horse Academy, to stay one night at the Chateau due Prieurè which had a wonderful view over and beyond the river Loire. Some members visited the Chateau Saumur with its extensive Museum and Horse Museum and then driving northwards the next day brought them to the ancient city of Dinan with its 15th century very steep cobbled street which runs down to the River Rance, then on to the village of Pleven where we stayed two nights at the historic Manoir du Vaumadeuc owned by Vicomtesse Pontbrilliant who, with her very charming and efficient secretary, gave us a very warm welcome to her beautiful home, which was furnished with the most beautiful antiques and possessed a lovely garden. Madame proudly showed us the thanks she had received for helping Englishmen during the war and this framed appreciation was signed by Air Chief Marshal Tedder. On the last evening at the Manoir, a cocktail party was given by the President and Mrs. Watson which was most appreciated and at that party Fred formally thanked Anthony and Clare on our behalf for all the organisation and pleasure they had given us on this

holiday and a presentation was made to them both as a small token of our grateful thanks.

The next morning we boarded the ferry at St.Malo and spent the day resting and enjoying the quiet and calm sea, and as we drove off the ferry at Portsmouth in heavy rain at 8.30 pm to go on our various homeward journeys a very memorable and enjoyable holiday came to an end■



A "fairly free translation" of article in *Le Courier de l'Ouest* by Anthony Heathcote.

Twelve sparkling RRs dating from before the last war, have made a halt of 24 hours, some days ago, at Priory of CHENEHUTTE-LES-TRUFFEAUX. Their proprietors are very worthy members of '20-GHOST CLUB' a group of owners of this prestigious automobile make.

There were the Silver Shadow, Silver Cloud, Silver Raith (sic), Silver Ghost and Phantom 1, 2 and 3 the most remarkable models (!!!) in the RR collection.

Under the leadership of the "britannique" Major A. Heathcote the participants of the Rally who were passing through our region after Danemark and the Norwegian fjords the year before, made their motor cars discover the unforgettable sites of France of the Dordogne, the Quercy and the Limousin.

The 20-Ghost Club is the most ancient association consisting of a small group but of the 3000 lucky ones who in the whole world possess a RR. Created by and for the benefit of the owners of pre 1950 models of this celebrated English make, it (the 20-Ghost Club) has no other purpose than to share in common the joys of ownership of it's blessed drivers — As the Major says. "They are the most beautiful machines in the world. They are immortal, not only that, they are silent, the only noise they impose upon the environment is that of the tic-toc of the clock on the dashboard."

Expensive, however, these joys are: starting at the bottom at 275.000 fcs. up to 500,000 fcs. these old beauties are valued according to their age and their form and furthermore we must not speak of values as one cannot find these old vehicles and the very rare transactions are the object of impressive competition. These difficulties do not trouble the very britannic member of this club (see picture*), drinking his morning tea and who will after having given his bonnet it's last leathering get ready to regain the fogs of London.

**Unfortunately not reproducible here, but it shows Leo Williams taking refreshment in a manner of appropriately casual disdain alongside his 20 Tourer.*

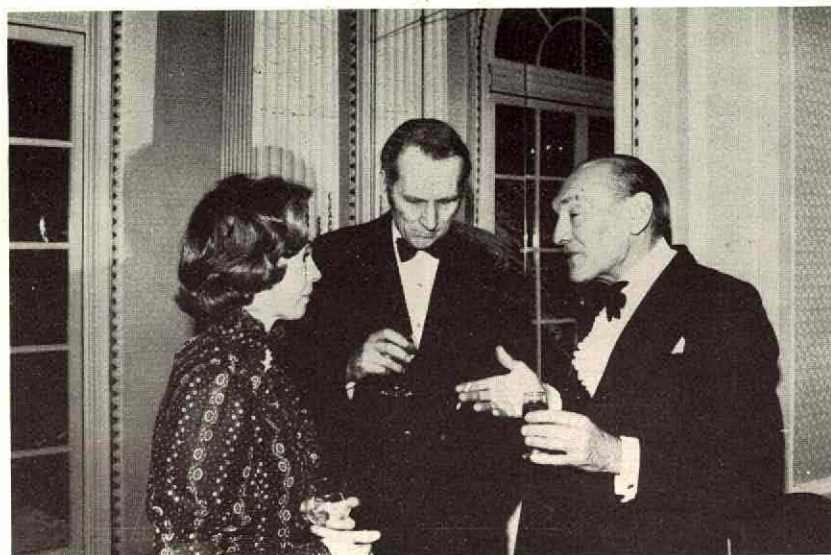


Photo: Nigel Fredrick

ANNUAL DINNER

The familiar surroundings of the Hyde Park Hotel in London embraced us for the 1976 Annual Dinner. There may be larger, or newer hotels but at least we have room to move in elegant surroundings. The gathering at the reception was as animated as ever. Anyone who thinks Rolls-Royce owners are a stuffy lot should see them here, talking enthusiastically about Norway and Kensington.

We enjoyed a very acceptable meal in which the hors d'oeuvre alone was almost a meal in itself and settled down to enjoy the speeches.

After the loyal toast, proposed by the Chairman, Mr. Philip Taylor, retiring President, Frank Hellings, stood up and said he was nothing to do with the list of speakers on the Toast List but he wanted to congratulate Mr. Fred Watson on becoming President and to pay tribute to his long service and entrust to him the good conduct of the Club.

Mr. Watson thanked Mr. Hellings and all those present and acknowledged the honour of becoming President.

Mr. Claude Curtis, in proposing the Toast of the Guests, spoke of the twenty-fifth anniversary rally at Kensington, successful due to the pertinacity of purpose of Anthony Heathcote. The proceeds of £300 would go to the Lord Mayor Treloar Children's Home.

The Master, Mr. Stanley Sears, had sent a telegram of appreciation and good luck for this meeting.

In reply, Mr. Dennis Miller-Williams began with a story so amusing that it slipped from memory and then reviewed the Club's history, the first major action rally in Kensington, the Anglo-American rally in 1957, the rallies of 1964 and 1967, the great maiden voyage of the QEII, all of

which activities contribute enormously to the public image of Rolls-Royce.

The Company, by its attention to quality, longevity of materials and workmanship had left a testament to the principles set down by Henry Royce, Charles Rolls and Claude Johnson.

While still maintaining the same basic philosophy, Rolls-Royce Car division in 1975 made 3130 cars of which 59% were exported, earning £22 million of overseas currency for the country.

The Managing Director, Mr. David Plastow, wished him to convey to everyone present, the Company's very best wishes for continued success for at least another 25 years of the 20-Ghost Club.

Replying on behalf of the Club, Major Heathcote felt that the Club was alive and kicking, was lucky in its members, lucky in its relationships with Rolls-Royce and lucky to be a small group of people, diminished over the years but who still loved articles of quality, things that are made by hand, manners that go with that love and behaviour that is vanishing today.

He reviewed the year's meetings, made an ironic reference to a thriving economy which gave you 12% for your money with 30% devaluation, and said that despite being poorer and older than last year, he had a message of hope. For people of taste and good manners in such a condition, he was hopeful of arranging a tour to breach the Iron Curtain and show the flag.

He apologised for having made an (as ever, lively) impromptu speech, as he had left both his speech and his glasses at home. Making passing reference to the forthcoming Schnaufferl and FIVA rallies, he then invited Mrs. Miller-Williams to present the awards.

This she duly did, assisted by Mr. Clifford Meachen, and the full results are shown elsewhere in this magazine.



Photo: Nigel Fredrick



Photo: Nigel Fredrick

Changes in Membership

New Members

Charles W. McGinnis, 228 Alpine Drive, Paramus NJ 07652, USA

Peter de Savary, Wyld Court, Yattendon, Nr. Newbury, Berkshire

Graham Young, 2 St. James Street, Cairns, Queensland 4870, Australia

Joseph M. Levin, MD, 7079 Colerain Avenue, Cincinnati, Ohio 45239, USA

Louis Vidal, 16 Rue Bethura, 06400 Cannes, France.

Resignations

Ian and Melanie Munro

Rear Admiral P. Gibson

R.H. Johnston, Esq.

Commander D.F. Jones

S.T. Hare, Esq.

Mr. and Mrs. Charles Bastin

Mr. and Mrs. A. Meredith-Owens

Mr. and Mrs. C.A. Miers

Mr. and Mrs. R.C. Mertz

J.W. McFarlane, Esq.

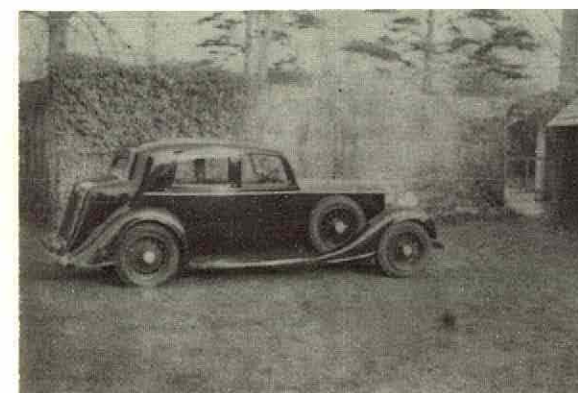
Mark Negrelli, Esq.

E. Schupbach, Esq.

Dr. and Mrs. S. Scher

Mr. and Mrs. G.W. Wrapson

Car for Sale



Model: 25/30
Chassis No. GWN 56
Coachbuilder: Thrupp & Maberley
Body Type: Owner-driver saloon in black
Engine No: Y 24 G
Registration No. DYA 333
Originally registered: February 18th 1937
Recorded mileage: 69,274

The car is understood to be generally in good order, a partial restoration having been carried out. The initial bargaining price is in the region of £2,000.

Further details may be had of the owner,

H.B. Mottershaw, Esq.,
"Winsley"
Emsworth
Hampshire

Telephone: Emsworth 2820

The above information is by courtesy of Club Member Captain Jack Boord, and was correct at 15th November 1976.

1975 Trophy Results

ALPINE TROPHY

Presented to the Club by Rolls-Royce Ltd., (now Rolls-Royce Motors Ltd.) Awarded to the car which covers the greatest mileage, according to age, during the year.

	Model	Year	Mileage	Age Allowance	Total
A. Heathcote	25/30	1938	9909	36	356724
A.P. Taylor	20/25	1935	3780	39	147420
J. Schroder	20/25	1932	2779	42	116718
S.J.S. Boord	20/25	1933	2331	41	95571
Mrs. D. Hellings	20	1927	2026	47	95222
P. Taylor	20	1927	2017	47	94799
T.W. Lightfoot	SG	1914	1550	60	93000
P. Taylor	SW	1958	5402	16	86432
W.D.N. Berry	PII	1931	1702	43	73186
W.F. Watson	PII	1935	1800	39	70200
C.J. Curtis	SCI	1957	3323	17	56491
W.F. Watson	SG	1913	724	61	44164
J.I. Yates	SCI	1958	2703	16	43248
E.C. Flynn	SD	1955	2120	19	40280
N. Taylor	PIII	1937	816	37	30192
A.P. Taylor	SW	1953	1332	21	27972
T.W. Lightfoot	SG	1912	410	62	3280

Not eligible for the 1975 competition, having won the last 3 years

L.H. Jamieson	SG	1924	3589	50	179450
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MESSERVY TROPHY

Presented in 1954 by the late Roney Messervy, Service Manager at Hythe Road. Awarded to the car with the best aggregate performance in the Concours d'Etat and the Driving Tests.

	Model	Year	Concours	Driving Test	Total
C.J. Curtis	SCI	1957	83	-47	36
A. Heathcote	25/30	1938	74	-39	35
D. Burness-Smith	W	1939	75	-44	31
A. Taylor	20/25	1934	57	-37	20
L. Williams	20	1929	65	-63	2

DYMOCK-MAUNSELL TROPHY

Presented by Lt-Cdr J.C. Dymock-Maunsell, R.N. in 1962. Awarded to the member who obtains most marks for Rally Attendance.

	No. of events attended	Points
A.P. Taylor	3	3998
N.M. Taylor	3	3716
J.M. Townrow	3	2424
W.F. Watson	3	2394
H.R. Wilkins	2	2146
W.D. Berry	1	2109
C.J. Curtis	4	1995
C.A. Chapman	3	1964
L. Williams	3	1951
P. Collinson	3	1864

(first ten places only)

STANLEY SEARS TROPHY

Presented by the Master in 1963. Awarded as a "Victor Ludorum" to the member who gains most aggregate marks in all competitions.

	Alpine	Rally Attendance	Concours	Driving Tests	Total
A.P. Taylor	41	100	57	-37	161
A. Heathcote	100	6	74	-39	141
C.J. Curtis	16	50	83	-47	102
N.M. Taylor	8	93	60	-60	101
J. Squire	—	45	56	-47	54
L. Williams	—	49	65	-63	51
D. Burness-Smith	—	13	75	-44	44
W.F. Watson	20	60	47	-100	27
J.I. Yates	12	30	77	-96	23

HARDING-ROLLS TROPHY

Originally won by the Hon. C.S. Rolls and presented in 1962 by Lt.Col. J.C. Harding-Rolls. Awarded to the member who, in the opinion of the Committee has contributed most either by individual meritorious service or use of a Rolls Royce motor car.

Awarded to Frank and Dorothy Hellings for their past services to the Club.

FERGUSON-WOOD TROPHY

Presented by Mr. H.F. Fergusson-Wood in 1969. Awarded to the member, under 30 years of age and/or less than three years' membership, with the best aggregate marks in the Concours, Driving Tests and Rally Attendance.

	Concours	Driving Tests	Rally Attendance	Total
L. Williams	65	-63	15	17
Not eligible for the 1975 competition, having won the last 3 years				
A.P. Taylor	57	-37	15	35

THE PHOENIX TROPHY

Presented by the late Captain R.B. Honnywill, R.N. in 1970. Awarded to the member who in the opinion of the Committee has carried out the most interesting and thorough reconstruction on an old chassis. It is not awarded annually of necessity but only when there is a worthy recipient.

Not awarded this year.

FERGUSON-WOOD PHOTOGRAPHIC TROPHY

Presented by Mr. H.F. Fergusson-Wood in 1973. This trophy is awarded for the best photograph of a Club car or cars (preferably at a Club event) taken and submitted by a member during each season.

Awarded to Mr. J.I. Yates

Our publishers would very much like to encourage the keen photographers amongst our members, who kindly contribute their work to illustrate articles in the Record, to consider the merits of providing black and white photographs in preference to colour slides.

Quality is invariably lost in translating colour reversal film into terms of black and white, and significant costs are incurred in so doing.

Ideally, prints of about 8" x 6" minimum are preferred, or alternatively enprints accompanied by the original black and white negatives would be appreciated. All such matter should be sent to the Editor, and will be returned to him by the publisher together with any enlargements which have been made.

It should perhaps be said that whilst every effort is made to enhance the appeal of the Record by introducing a fresher typographic approach, a plentiful selection of good photographs is essential for success in achieving our continued quest for higher standards.

PHANTOM I SERVICE SHEETS.

(I am indebted to Frank Hellings for bringing to our attention the availability of this compendium. Ed.)

A 450 page book, compiled from Springfield Maintenance Bulletins, Derby Depot Sheets, appropriate F.L. articles and other choice bits. It covers Springfield and Derby P.I.'s. Just prepared.

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OFFICERS AND COMMITTEE

MASTER: S.E. Sears
PRESIDENT: W.F. Watson
VICE-PRESIDENT: Maj. A. Heathcote
CHAIRMAN: Philip Taylor
SECRETARY: To be appointed.
TREASURER: W.F. Watson (Aldwick Hundred, Bognor Regis, Sussex)

COMMITTEE:
Philip Taylor (Chairman)
P. Collinson
C. Meachen
D.G. Silcock
F.A.B. Valentine
J.I. Yates

OTHER OFFICERS:
Historian and Librarian: Dr. R.O. Barnard
Trophies: C.J. Curtis
Recorder: Clifford Meachen
Editor: Nigel Fredrick
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 Treasurer and include lapel brooches (for ladies and gentlemen) in sterling silver, Club ties, silver cufflinks and car badges.

Magazine — Back copies of most issues 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.

Events for 1977:

Visit to H.J. Mulliner	April 19
Spring Luncheon	A day in April
Concours d'Etat	A Sunday in June
Driving Tests at Brooklands	July 17
Hon. C.S. Rolls Centenary Celebrations at Monmouth	August 17/28
Spanish Tour	September 7-18 incl
Autumn Weekend	October 15/16