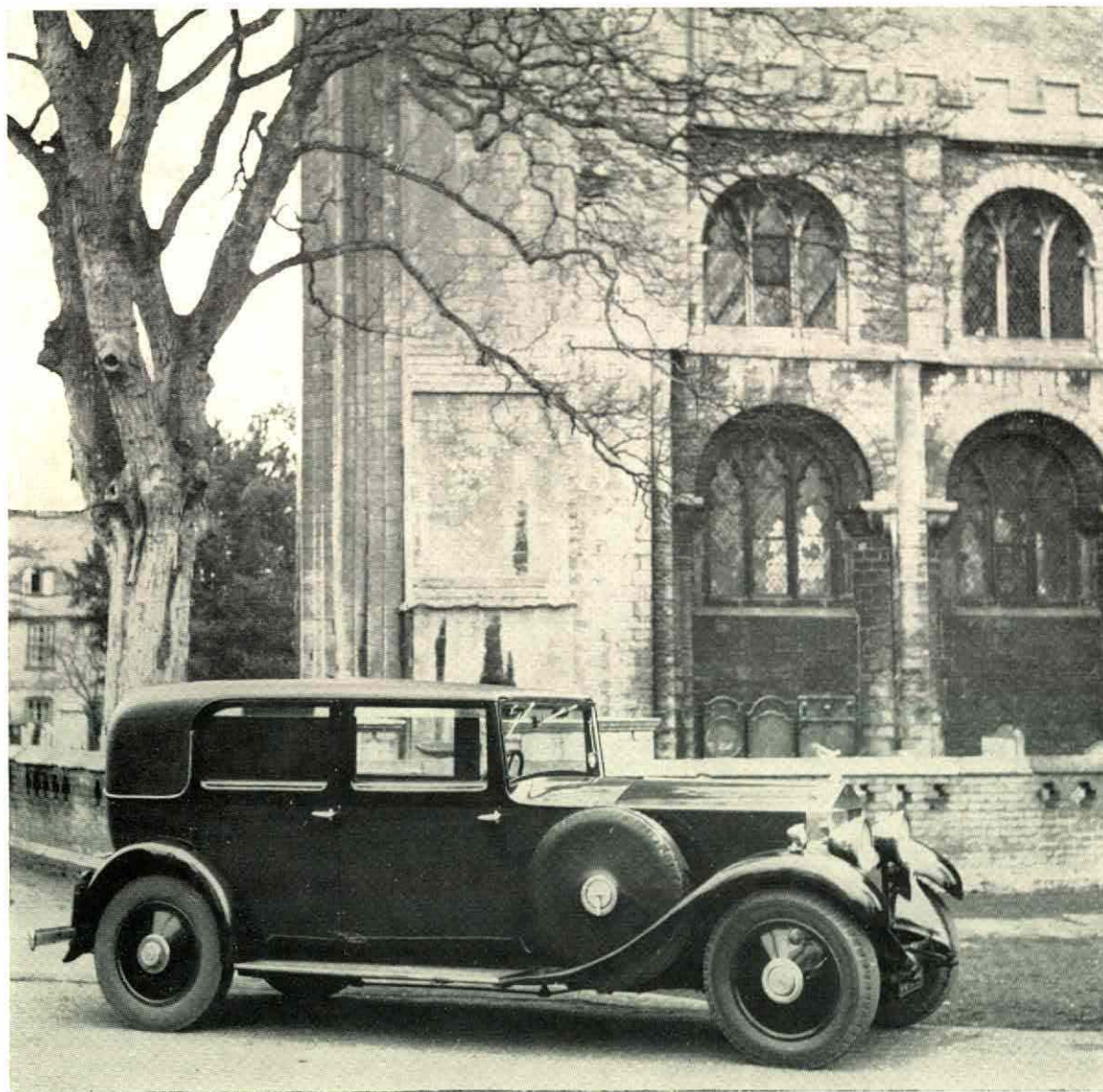


THE 20-GHOST CLUB RECORD



Vol. 2. No. 2. SUMMER, 1961



20/25 h.p. G.B.T. 97 "PARK WARD SALOON" at Thorney Abbey, Cambridgeshire.

FUTURE CLUB EVENTS

- July 1 (Sat.)- Afternoon visit, Wellington College,
Crowthorne, Berkshire.
- July 23 (Sun.)- Driving tests, Royal Military Academy,
Sandhurst, Surrey. Picnic lunch, booked
tea.
- Sept 23 (Sat.)- Afternoon visit, Lord Mayor Treloar
College, near Alton, Hampshire.

Note on Treloar College visit: Originally an Elizabethan manor house, it is now used as a boarding school and technical training establishment for physically disabled boys between the ages of 11 and 20. The main purpose of the visit is to show members' cars to the boys, who are all of high intelligence. Cars will arrive in the afternoon and members will also have an opportunity to see over the buildings and grounds and to learn something of the very interesting work which is carried on at the college. Some simple competition may be organised for the boys and it is sincerely hoped that this event will be well supported, particularly by owners of older cars.

OTHER EVENTS

John Utz, whom many will remember, with his wife, as organising the visit of the Rolls-Royce Owners' Club of America to this country last year, writes to say that the RROC annual rally will be held from August 18-20 at Cobleskill, New York. Cobleskill is a small town of about 3,000 inhabitants situated about 160 miles to the north-west of New York City and about 40 miles west of Albany. If any club members are contemplating business trips to America around those dates, they would be greatly welcomed at the rally, and could be given a ride in an R-R from New York to Cobleskill. Any member who is interested is asked to write to the editor of the Record.

* * *

A hill climb will be held by the Rolls-Royce Enthusiasts' Club and the Rolls-Royce Section of the Vintage Sports Car Club at Prescott on August 27. Members interested should write to Miss G.M. Harris, Paternoster Farm, Yarnton, Oxfordshire.

RECENT EVENTS

VINEYARDS MEETING

A pleasant informal luncheon was held at the Vineyards Restaurant, Colerne, Wiltshire on April 15 when twenty-two members and guests attended with nine cars - one PII, three PIII's, one 20 and four 20/25's. A Morris Minor was also noticed, but it is understood that this was taking the place of a laid-up Wraith.

LONDON ZOO

The Fellows Restaurant of the Zoological Society of London was visited for dinner on 2 June. Interesting small animals were shown to members and the dinner was generally agreed to have been excellent.

SHERBORNE CONCOURS D'ELEGANCE

Twenty-eight cars took part in the Club's concours d'elegance at Sherborne Castle on May 14 and about twelve more non-competitors were present. Although a cool wind was blowing, the sun shone for most of the time and provided good judging and concours weather. It had been decided to award a prize in each of three classes - 40/50's; 20's and pre-1931 20/25's; and post-1930 20/25's, 25/30's and Wraiths.

After a tour of Sherborne Castle, judging was carried out in the afternoon by Messrs. Green, Keller, Laurie, Morgan, Townshend, Wheatley and Fergusson Wood, for whose devoted work the gratitude of all present is due. The new system of marking that had been introduced for this concours obviously required the judges to spend much more time on each car than at previous concours, but it was equally obvious that the system is more objective than before and is likely to treat cars of widely differing years, coachwork and style more fairly. The highest marks were awarded in class 1 to Mr. G.H. Walford for his 1937 PIII; in class 2 to Mr. M.H. Vivian for his 1930 20/25 Carbodies tourer (GDP81); and in class 3 to Mr. M.S. Timms for his 1937 25/30 Freestone and Webb saloon (GR055) - best one-car ownership. Committee members also examined the judges' cars, and a prize for the best car was awarded to Mr. J. Green for his 1939 4½ litre Bentley tourer. The

gratitude of the organisers is due to Mr. S. Wingfield Digby for granting permission for the holding of the rally and for allowing Club members to tour the Castle, and it would be much appreciated if members who have any interesting photographs taken at the meeting would be prepared to send prints to Lt-Com. J.C. Dymock-Maunsell, Penley, 4, St. Catherine's Close, Bath, for Mr. Wingfield Digby.

DETAILED RESULTS

			CLASS 1 - 40/50's					Originality	Mechanical	Total
Owner	Car		Elegance	Interior	Exterior	Engine	Chassis			
*G H Walford	PIII	1937	100	100	100	100	100	150	250	900
W F Watson	S.G.	1911	98	87	72	54	73	150	235	769
J C Dymock-Maunsell	PI	1926	85	74	74	51	68	150	220	722
R B Honnywill	PIII	1936	77	81	77	58	73	150	195	711
A L Tipton	PIII	1939	83	48	55	58	72	150	234	700
J C Dymock-Maunsell	PIII	1939	87	80	61	51	66	110	196	651
G M G Keeping	PII	1934	63	55	52	43	69	110	225	617
S R Chichester	PIII	1937	82	60	42	48	67	70	208	577
	PII	1934	68	-	-	36	61	110	195	-

			CLASS 2 - 20's; PRE-1931 20/25's							
Owner	Car		Elegance	Interior	Exterior	Engine	Chassis	Originality	Mechanical	Total
*M H Vivian	20/25	1930	91	53	78	68	75	150	221	736
J A G Burchell	20	1929	82	70	76	63	80	120	235	726
J Hamilton-Fish	20	1928	77	75	82	65	87	85	217	688
G W Otter	20/25	1930	44	70	62	75	60	70	205	586
D Hellings	20	1927	55	36	44	44	43	110	167	499
T L B Huskinson	20	1924	64	41	50	45	57	50	175	482
J P Smith	20	1926	67	-	-	55	70	110	203	-
R O Barnard	20	1929	66	-	-	74	77	150	213	-

*Class winner

CLASS 3 - POST-1930 20/25's; 25/30's; WRAITHS

Owner			Elegance	Interior	Exterior	Engine	Chassis	Originality	Mechanical	Total
			100	100	100	100	100	150	250	900
*M S Timms	25/30	1937	84	71	68	75	72	150	206	726
R J Barton	20/25	1933	91	76	63	64	77	140	210	721
J F Bourne	20/25	1935	89	57	70	52	72	150	221	711
R S Cooper	20/25	1934	49	50	56	47	83	150	217	652
C J Curtis	25/30	1936	73	58	51	47	61	150	187	627
R M Harrison	20/25	1935	75	46	63	52	58	110	190	594
E O Pogson	25/30	1936	66	53	50	48	59	110	195	581
J R Hosbons	Wraith	1939	53	49	43	51	68	110	203	577
S J S Boord	20/25	1933	64	66	52	46	62	110	170	570
V Sagovsky	20/25	1936	60	53	44	42	56	140	166	561
G B Lochee										
-Bayne	20/25	1933	52	66	45	51	70	70	205	559
W Stuart-										
Cowie	20/25	1936	66	49	39	35	55	85	168	497

*Class winner

SHAFTESBURY MEETING

Saturday May 27 was a glorious morning but clouded over somewhat by the time members had reached Shaftesbury. Of 14 original acceptors, 11 cars turned up bringing 26 members and friends. The cinema car-park proved quite adequate but, as it was a bit public and alive with small boys, Fred Watson thought it more prudent to put his 1911 S.G. in the lock-up already booked for it. There were two 'wrong-uns' in the park - Rowland Hosbons' 1931 Standard, brought because his Wraith has, unfortunately, suffered severe scoring due to a broken ring on No. 3 piston, and Mrs. Honnywill's elegant XK150 Jaguar brought as a guide car for the Stourhead contingent.

All had assembled by 1.15 p.m. and luncheon was served shortly after 1.30 p.m. By that time, most people had inspected the fabulous Chevy Chase sideboard, a 100 year-old work of art which it would be difficult to live with nowadays! By 3 p.m. members were manning the cars in a sudden shower which drove the 'soft-tops' to a flurry

of activity, nobly assisted by their 'hard-top' colleagues. Mrs. Honnywill led off the Stourhead contingent of Hosbons' Standard and Gundry's 20/25, followed later by one of the Chichester cars and, shortly after, Capt. Honnywill led the rest off to the National Stud where, alas, it was still spitting with rain.

This made the mares and foals more difficult to catch so the tour of the stables, guided by that most polite mine of information Mr. Shaw, the stud groom, was delayed until about 3.45 p.m. Nothing was denied members, even though Saturday is not a usual visiting day and after seeing the mares and foals and the two stallions, Big Game and Elopement, we inspected the yearling fillies at Bugley and also the yearling colts at their newly-built cedarwood stables. The visit ended at 5 p.m.

Meanwhile, the Stourhead contingent had been left to themselves among the riot of colour and lake reflections which, with classical temples, make up the gardens and to look around the house, a most 'livable' 18th century mansion with, probably, the largest collection of Chippendale furniture mostly by the younger Thomas who lived there, making furniture, for 24 years, of any one house in the country.

There, too, at 5.40 p.m. arrived most of the Stud convoy to wander round the House or amid the lawns and rhododendron and azalea bushes in the evening sunshine. We were just in time for the final tour of the House before closing time and, by 6.30 p.m., the party had come to an end and all had left on their journeys home - we hope content and not too weary.

R.B.H.

SNOWBALL RALLY

The Snowball Rally which took place from June 9-11 was felt by most of those who took part to have been an unqualified success, and several remarked that they would welcome a similar event in subsequent years. Eleven cars in all made the whole trip, and several others came to two of the meetings.

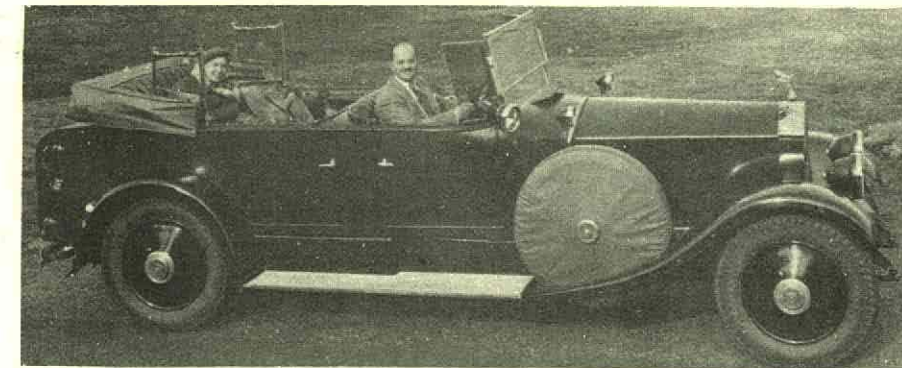
On the first day, the rally started at Charlecote Park, near Stratford-on-Avon. Thirteen cars were present here, and it is interesting to note that three which did not continue the next day turned up at Stanford Hall on the Sunday and one which did not go to Stanford was in fact at Temple Newsam. It might also be mentioned that the cars which made the whole trip included those of the president, the hon. secretary and the chairman of the events committee. For the record, the eleven cars concerned included one PI, two PII's, one PIII, four 20/25's, two 25/30's and a Wraith - a very reasonable cross-section of members' cars.

After lunch had been taken at Charlecote, the suggested route led through Warwick, Kenilworth, Lichfield, and Ashbourne to Buxton. The weather kept very fine for this part of the trip and some striking scenery was traversed in the Peak District. At dinner that night, members of the club were guests of the company, several of whose executives were present: a generous gesture which was deeply appreciated by everyone who was there. Informal speeches by Mr. Sears, Mr. Stanley Bull and Mr. Evernden followed the dinner.

The next day dawned fairly clear but the sky became overcast towards midday. From Buxton, the recommended route to Temple Newsam was through Glossop, Wakefield and Oulton. Cars which joined the meeting here included two Silver Ghosts, Mr. Smith's 1907 577 and Mr. Miers' 1908 754, and it was a particular pleasure to see the 1904 2-cyl. 10 h.p. Rolls-Royce car belonging to Mr. Langton: one member was in fact given the opportunity of driving this historic car - a far cry from a 20/25! Unfortunately, rain started falling heavily in the afternoon, and did not stop for long during the drive through Snaith and Lincoln to Woodhall Spa.

On the last day, those cars that had made the whole trip went to Stanford Hall through Grantham and Melton Mowbray and were joined by other club cars and by cars belonging to members of the Rolls-Royce Enthusiasts' Club, the Rolls-Royce section of the Vintage Sports Car Club and the Rolls-Royce Midland Club. Altogether, there were 49 cars in the club's parking area, made up of four S.G.'s, three PI's, three PII's, three PIII's, seven 20's, twenty-two 20/25's, six 25/30's and one Wraith. It was particularly pleasant to see also Mr. Tybjerg, who is one of the club's two Danish members.

MEMBERS' CARS DESCRIBED.—12



Leonard Taylor's Phantom I 109WR

Model:	Phantom I	Coachwork: Barker tourer
Chassis no:	109WR	First registration: 1929
First owner:	J. Pierpoint	Number of owners: four
	Morgan	Present owner: L. Taylor

Owner's Remarks: This car has now been in my possession for three years although it is sixteen years since I first saw it when visiting Mrs. Crossley-Meates and family in Cornwall. I remember being tremendously impressed when I first saw the car and, although I knew nothing from experience of its performance, I felt every time I saw it that I should like to own it, never expecting, of course, that my hope would one day be realised.

The chassis was made to the order of Mr. J. Pierpoint Morgan the American millionaire banker who spent much of his time in Hertfordshire where he had a beautiful house and several other cars including an R-R 20. Upon his death, the car was purchased from his executors by our president, Mr. Stanley Sears, who eventually passed it on to his sister. The milage was at that time 37,860 and when I purchased it three years ago it was only 48,750. Needless to say, the car was in superb condition mechanically and apart from the usual silencer and exhaust system replacement (which incidentally seemed to be necessary on every Rolls-Royce I have ever owned) there has been very little to do to it. The bodywork and some of the chromium plating was beginning to show signs of age, so I had them attended to. The paintwork, although adorned with surface cracks in many places, is still quite good and I have had great difficulty in making up my mind as to whether or not to have the car repainted. I personally think it should be done but on the other hand I meet many people who say 'DON'T' because we have so few cars left in the club

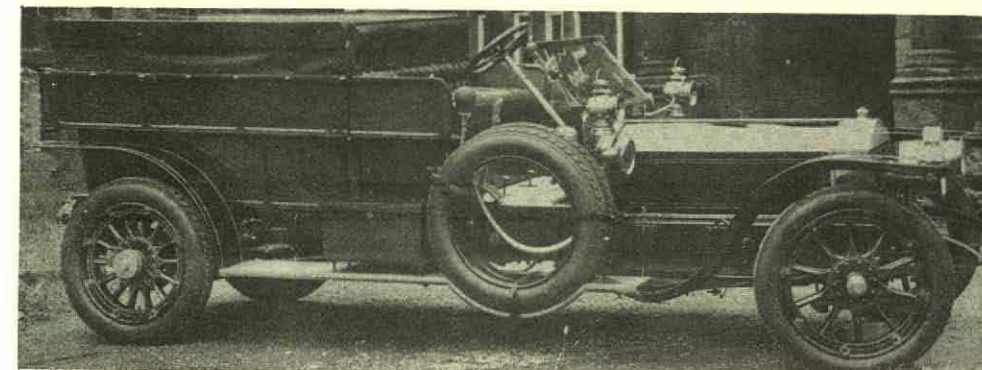
carrying their original paintwork. Some time ago, I went so far as to ask Mr. Sears for guidance on the matter and his reply was that in his opinion Morgan would most certainly have had the car repainted by now, so I shall have this work carried out soon and I think I shall then be completely satisfied with its appearance.

I occasionally use the car for business trips if the weather is good but my greatest joy is to motor through the mountains of England, Scotland and Wales, enjoying the scenery in a manner which only an open car can provide. Although the car is capable of 80 m.p.h., I rarely travel at more than 35 m.p.h. when on sightseeing trips. On long main road journeys, of course, I manage to keep up with ordinary traffic quite easily, although owing to its size I cannot slip through the traffic as well as a modern baby car. And now a few notes for the benefit of those interested in the mechanical side.

The engine being a very late New Phantom is almost a Phantom II in that it has the high compression aluminium head with a set of plugs on each side, it has the usual water jacketed carburettor, and also an exhaust heater fed from the manifold. I removed the butterfly valve (which I found to be quite useless) when overhauling the exhaust, because although a lubricator was provided I found that the exhaust was so hot that the lubricant had become a solid mass and seized the butterfly bearings. Rather than have the annoyance of this occurring when in the shut position, I removed it. At the same time, I also sealed off the exhaust cut-out fitted to the rear end of the main exhaust box, because I found that it sometimes would not close completely and caused a most annoying 'phut-phut' to be heard.

Like most veteran Rolls-Royces, the New Phantom arouses great interest wherever it is seen but I think one of the most amusing incidents took place at St. David's in Pembrokeshire where I spent a night with a friend. The following morning while we were preparing for our departure a very bright local school boy about twelve years old made his appearance and assisted very ably with the luggage. Suddenly he said to my friend: 'Excuse me, Sir, are you a Duke?' 'No,' my friend replied. 'Then are you famous,' enquired the boy. 'No, not at all,' said my friend, 'Why?' 'Well,' said the boy, 'I always understood that people who had things like that painted on the car (pointing to the Pierpoint family crest) 'were Dukes, or somebody really important.'

MEMBERS' CARS DESCRIBED.—13



James P. Smith's Silver Ghost 577

Model:	Silver Ghost	Coachwork:	Maudsley shooting
Chassis no:	577		brake
First owner:	Mr. Baird	First registration:	1907
Number of owners:	Two	Present owner:	James P. Smith

Owner's Remarks: The chassis was supplied from Manchester to Hooper, the London coach builders, who put on a chauffeur-driven landaulette body for the purchaser, a Mr. Baird of the family of Lord Stonehaven, of Durriss Lodge, Deeside, Aberdeenshire. The car was dark blue - the driver exposed to the winds of heaven - but covered vertical windscreen. After delivery, it spent its life in Scotland, never having returned to Manchester or Derby for modifications to be carried out (as has been done to chassis 551 - Rolls-Royce confirmed this to me).

Mr. Baird in 1911 had in his motor house four motor cars - 1907 R-R Hooper body, chassis no. 577, registration no. SU76; 1911 R-R tourer, chassis no. 1633, registration no. SU45 (number taken from Peugeot - no new thing to retain an old registration number); a Panhard and Levassor Landaulette, registration no. SU124, and a 1906 Maudsley, registration no. SU54, with shooting brake body of their own make, having chain drive and double solid rear tyres. Shortly after 1911, the owner, preferring SU76 chassis to his other cars, had the Hooper body removed and fitted the shooting brake body from the Maudsley chassis to SU76. Incidentally, the 1905 2-cyl Rolls-Royce car in the Conduit Street showrooms bears the registration no. SU13, so that I always think that The Name had spread to the Highlands of Scotland even in those early times.

While taking part in the first Kildrummy Castle rally on Donside on 15 June 1958, I learned with surprise that the late Mr. Baird's chauffeur was still alive in Deeside, and that he had been most anxious to see his car at the rally but that his doctor had forbidden it. Thereupon I thought that if the mountain could not be brought to Mahomet, then Mahomet must go to the mountain. I visited Mr. David Hart the following day and found him working in his garden on Deeside. He was born in 1875 and I found him to be a most sprightly 83 year old.

He remembered that originally she had had a Hooper saloon body, with a speaking tube and an electric sign on the dashboard, which had intimated FAST, SLOW, RIGHT, LEFT. (Maybe the forerunner of the back seat driver!) Mr. Hart had met the Hon. C.S. Rolls, Mr. Henry Royce and Mr. Claude Johnson. He was having 'breathing' trouble on SU76 and Mr. Royce attributed the trouble to the Gabriel exhaust horn interfering with the mixture and 'breathing', saying that R-R would never fit another Gabriel horn to one of their cars.

Mr. Hart was once instructed to meet a titled gentleman at Nevil Holt, Market Harborough, and bring him to his master's house at Ayr; on the journey, while Mr. Hart was cranking her up, his Lordship moved the ignition lever to EARLY, whereupon she backfired and broke Mr. Hart's arm. I can speak feelingly, as this happened also to me in July 1960.

Mrs. Hart was likewise thrilled to see that her husband had had 'his' Rolls-Royce brought to their door. He had always referred to SU76 as being his favourite in the motor house - the 'Auld Lady' he affectionately called her. I felt it to have been all worthwhile to hear Mr. Hart say before the Auld Lady and I motored 350 miles southwards to Yorkshire: 'Well, I could not come to see the Auld Lady, but instead the Auld Lady has been to see me.'

Upon Mr. Hart's death, Mrs. Hart kindly gave me a gilt and white enamel brooch, $1\frac{1}{4}$ in. by $\frac{5}{8}$ in. bearing the letters R.R., and a certificate from Claude Johnson in recognition of merit that the late Mr. Hart had driven excellently nos. 577 and 1633 over a total of 88,274 miles. SU76 was driven 100,000 miles by him. Incidentally, no.577 is the 38th Silver Ghost made, the 40/50 chassis starting at 539.

In the 1914-18 war, she escaped being converted into an ambulance or an armoured car, but in the 1939-45 war she was damaged, not by the enemy, but by our own troops! They, billeted on the estate, lit a small fire in the corner of the motor house, which got away, blistering the paint on the nearside and burning the nearside front tyre. I took delivery of SU76 from the late Mr. Baird's granddaughter in February 1955 - two owners in 48 years!

The first rally to which I took the Auld Lady was significantly, to her place of birth, Manchester, on 21 May 1955, the occasion being the V.C.C. Manchester-Buxton rally. Since then, she has attended many events, notably the first Schnaufferl Club rally where the Auld Lady is referred to as 'Jagdswagen' (Hunting Car); Hamburg - Travemunde, 1 June 1957; 12 September 1957, 20-Ghost Club rally to Derby - Buxton - Cat and Fiddle Inn - Crewe; Bruxelles World Fair rally in 1958, continuing to the second Schnaufferl Club rally, 27 May 1958, Frankfurt - Wiesbaden - Bad Nauheim. The Auld Lady returned to Germany to participate in the third Schnaufferl Club rally to Mannheim - Heidelberg - Wiesbaden, 25-29 May 1959.

Following this, I thought it appropriate that she should return to Scotland, therefore we attended the V.C.C. Scottish rally, 10-12 July 1959, Edinburgh - Perth - Glasgow - Turnberry. Saturday, 30 April 1960, saw us in attendance upon our R.R.O.C. American guests at London Airport, Sunday to Bolney to see Mr. Sears' wonderful collection, on Monday back to Yorkshire - the Auld Lady can travel!

It is, of course, common knowledge that the early Ghosts were $4\frac{1}{2}$ in. by $4\frac{1}{2}$ in., 7036 cc., 880 by 120 on front, 895 by 135 on rear, cone clutch, 4-speed gearbox, overdrive on 4th speed. In 1909, Henry Royce altered to $4\frac{1}{2}$ in. by $4\frac{3}{4}$ in., 7410 cc., 4th speed gear being removed and 895 by 135 tyres being fitted to the four wheels. In 1911, the chassis cost £986. I find I can average 17 miles per gallon.

Incidentally, I find R-R in their advertisement in Country Life, 19 May 1907, state in connection with their gear ratios:

".....On the downward journey (London to Bexhill-on-Sea), of course, there was nothing to trouble the car on its DIRECT THIRD in the shape of a climb, but on the

return journey it swoopingly surmounted Handcross on its direct third, while Reigate was also taken on the SAME SPEED, the clutch being slipped very slightly, just under the footbridge, and there only.third speed, which at 1000 engine r.p.m. is reputed to give 38 m.p.h.but which at Bexhill speed trials we proved to our satisfaction to afford a speed on the level of over 50 m.p.h. if required. It is not desired at the moment to publish the actual speeds attained on the fourth speed, but as evidence of the elasticity of the engine we might say that we timed the car over a quarter of a mile running on its second speed, and found it to cover the distance at 41 m.p.h. although the gear ratio at 1000 engine r.p.m. is only calculated to give 22 m.p.h."

J.P.S.

TECHNICAL TIPS

PI VALVE TAPPET ADJUSTMENT

Phantom I owners may be interested in this point concerning valve tappet adjustment. The twelve overhead valve rockers are mounted on two separate shafts, each set of six being adjusted separately after loosening the nuts at each end. The loosening of these nuts releases the eccentrics which control the rocker adjustment. Unfortunately, however, it is absolutely impossible to set the valve tappets correctly at one attempt because the tightening up of the lock nuts on the rocker shaft upsets the adjustment. The only correct way of ensuring that the tappets are set correctly is as follows:

1. Loosen rocker shaft nuts
2. Set valves numbers 1 and 2 at 0.003 in. by means of the adjustment screws
3. Retighten rocker shaft nuts and test again with feeler-gauge
4. If incorrect, loosen rocker shaft nuts once more and try again until they are correct WITH ROCKER SHAFT NUTS TIGHT. Repeat for valves 3 and 4 and so on for all twelve.

This is the only way to ensure absolutely correct setting and although it takes a very long time and tries one's patience, it saves the serious trouble which may occur later through burnt valve seats.

ANNUAL GENERAL MEETING

The 11th annual general meeting of the Club was held at the Eccleston Hotel, Eccleston Sq., London, S.W.1, at 7 p.m. on 25 May 1961, with the president, Mr. S.E. Sears in the chair. In welcoming the members, the president pointed out that the club had now been in existence for over 11 years and was, he felt, progressing steadily.

MINUTES

The minutes of the previous annual general meeting were read by the hon. secretary, Mr. W.F. Watson, and approved by the members present as a true record of that meeting.

CHAIRMAN'S REPORT

Mr. M.H. Vivian reported that membership had risen from 248 to 270. The biggest event of the year had been the visit of the Rolls-Royce Owners' Club of America, which had been an overwhelming success, thanks to the work of the events committee under Lt-Com. J.C. Dymock-Maunsell, to Mr. Sears, to the company and to many others. Because of this, he would draw attention to the likelihood of a second visit taking place in 1962. Other events in the year that had passed included driving tests at Camberley, meetings at Wentworth and Elvetham Hall, the concours d'elegance at Blenheim Palace and the cocktail party in London. He felt that great credit was due to the events committee for the functions they had organised and for the great deal of background work that was involved. He concluded by mentioning that any ideas that members might have for future events would also be welcomed by the committee.

ACCOUNTS

Capt. R.B. Honnywill drew attention to the fact that the annual dinner had cost the club £20 and wondered whether this function should not be self-supporting. The president suggested that an increase in price for the dinner could well result in the number of members attending falling off. Mr. W.A.L. Cook pointed out that the annual dinner was the one occasion the club had of entertaining company executives, whose help had always been of such value to the club. The approval and adoption of the accounts for the year ended 31 December 1960 was then proposed by Col. J.R. Buckley, seconded by Mr. K.A. Steel and carried unanimously.

ELECTION OF PRESIDENT

Mr. Sears then vacated the chair. His place was taken by the vice-president, Mr. A.J. Belsey. On the proposal of Col. S.J. Lovegrove, seconded by Col. J.R. Buckley, the members present unanimously re-elected Mr. Sears and passed a hearty vote of thanks to him for all the work he did for the club.

ELECTION OF SECRETARY AND TREASURER

Mr. Sears resumed the chair. He emphasised that Mr. W.F. Watson's work over the past year had been most appreciated, but he felt that he must take the opportunity of asking all members to be more cooperative in replying to letters, in paying their annual subscriptions punctually and in paying the correct amount. The re-election of Mr. Watson as hon. secretary and treasurer was proposed by Capt. Honnywill and seconded by Mr. R.M. Harrison: the resolution was unanimously passed by the meeting.

ELECTION OF MEMBERS OF COMMITTEE

Mr. Sears then said that Mr. J.G. Hampton and Mr. W.A.L. Cook, the two senior members of the committee, had retired by rotation but, being eligible, offered themselves for re-election. Mrs. Hampton proposed the re-election of the two candidates: this proposal was seconded by Capt. Honnywill and carried unanimously.

OTHER BUSINESS

Capt. Honnywill suggested that the new marking system for the concours d'elegance gave too many marks for mechanical condition, which he thought should rather be catered for in the driving tests - while elegance of line was under-marked. Mr. Sears agreed that the point was very much open to discussion, but Lt-Com. Dymock-Maunsell pointed out that the reason for marking for mechanical condition was to prevent a car winning the concours d'elegance if it were in poor mechanical condition: however, the events committee would be glad to consider Capt. Honnywill's suggestion. Mr. Sears then suggested that the driving tests should perhaps be an efficiency and driving test competition.

Capt. J.E. Castle indicated his own preference for 'meetings' rather than 'rallies'. Com. H.G.W. Keller mentioned that the 'originality' aspect of the concours was

very difficult to judge: he thought that chromium plated windscreens, hub caps and some other components should be allowed.

Mr. Harrison then proposed a vote of thanks to the hon. auditor, Mr. C.R. Watson, for his work in auditing the accounts for the previous year: Mr. Wootton proposed a vote of thanks to the members of the committee for their work during the year, which was seconded by Capt. Honnywill and carried unanimously.

Finally, Mr. Sears expressed particular appreciation to Lt-Com. Dymock-Maunsell for the time he had devoted to committee affairs, especially as it had involved him in a great deal of travelling. As there was no further business, Mr. Sears then declared the meeting closed.

* * *

At a subsequent meeting of the committee of the Club held on 31 May, Mr. M.H. Vivian was re-elected chairman.

1961 ALPINE TROPHY PROGRESS TO MAY 17

	10 000	100 000	1 000 000	10 000 000
G D A Price				
J E Castle				
J C Dymock-Maunsell				
A M Keeling				
W D N Berry				
H C W Somers-Smith				
A N E McHaffie				
H M V N Smith				
I S Hallows				
W F Watson				
W F Watson				
S J S Boord				
F T Glide				
J C Dymock-Maunsell				
J C Dymock-Maunsell				

DETAILED RESULTS TO MAY 17

	Car	Year	Milage	Size	Age	Total
G D A Price	PIII	1939	7871	x3	x21	495,873
J E Castle	20/25	1932	4798	x2	x28	268,688
J C Dymock- Maunsell	20/25	1936	3401	x2	x24	163,248
A M Keeling	20/25	1932	2871	x2	x28	160,776
W D N Berry	PII	1931	1744	x3	x29	151,728
H C W Somers- Smith	20/25	1936	2946	x2	x24	141,408
A N E McHaffie	PIII	1937	2044	x3	x23	141,036
H M V N Smith	20/25	1935	2501	x2	x25	125,050
I S Hallows	PIII	1936	1472	x3	x24	105,984
W F Watson	S.G.	1913	505	x4	x47	94,940
W F Watson	S.G.	1911	429	x4	x49	84,084
S J S Boord	20/25	1933	1364	x2	x27	73,656
F T Glide	20/25	1936	1414	x2	x24	67,872
J C Dymock- Maunsell	PII	1934	868	x3	x26	67,704
J C Dymock- Maunsell	PI	1926	437	x3	x34	44,574

As the last issue of the Record went to press before the closing date for entries, the following entrants should be added to the list given on p.12 of the Spring Record.

1932	20/25	J E Castle	1936	20/25	F T Glide
1933	20/25	S J S Boord	1939	PIII	G D A Price

OTHER NEWS

The Royal Automobile Club now includes a series of car tour holidays in the current programme for this summer as well as an individually tailored car plan holiday scheme. Full details may be obtained from the R.A.C. Travel Service Ltd., 66 Haymarket, London, S.W.1.

FOOTNOTE

Still no Footnote - still no room. I.S.H.

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