

The 20-Ghost Club Record



Volume 27
1986



Perfection in parking Cottesbrooke Hall



20-Ghost Club Record

Volume 27

1986

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Library

Members are reminded that the Club Library contains a considerable amount of Rolls-Royce literature, much of which is irreplaceable, and thus cannot be sent out on loan. However, it can be viewed by appointment with the Librarian.

Insignia

Car badges and club ties are available from the Secretary.

The Record

Back copies of some issues exist. Write in first instance to the Secretary.

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

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Editor's Notes

With this copy of the Record I hope to include details of the cars we have recorded against your name. Our list of members' cars is not as up to date as we would like, and as the publication of a new list is long overdue, I *plead* for your cooperation. Please return the enclosed slip with your car details, *confirmed or corrected as necessary*.

Once again I thank most sincerely my faithful band of reporters. Without their willing help it would not be possible to produce the Record.

Susan Taylor, our new Librarian, has done sterling work in listing all the legible registration numbers of cars appearing in the Rolls-Royce Bulletins we have. Do look through the list to see if your car is featured. Congratulations are also due to Sue for the superb photograph featured on the front cover, which incidentally secures her the Fergusson-Wood photographic Trophy.

Digby Wills

CHAIRMAN'S LETTER

We are concluding the Club's 36th year, not a significant number requiring bunting and fireworks, but I just thought I'd mention it to make the point that we are the oldest and, I think, the only exclusively Rolls-Royce club. For that matter we are among the smallest as well, but that is the way we want it. Membership continues to be by invitation only and requires, among other things, current ownership of a pre-war Rolls-Royce in good condition. Occasionally someone who knows of that requirement queries the fact that a few members do not currently have one. This is because with advancing years some have been forced to give up driving heavy and non-power-assisted vehicles for reasons of health and safety, and we are not going to disqualify them for something which will happen to all of us in time. Such old-timers continue to be honoured and cherished members.

The year 1986 has seen a continuation of the kind of events we have been having for quite some years now, all rather well attended. The A.G.M./Winter Dinner held at the Tallow Chandlers Hall in London in February was both elegant and casual at the same time with no speeches but much sociability in a handsome setting. Next came our Spring Luncheon/Driving Tests at Morton-in-the-Marsh in the Cotswolds in April, with the test being won by our Editor, Digby Wills. That event also gave us another first, the attendance of both our youngest and oldest members, Master Peregrine Heathcote and Lady Freda Valentine.

Our annual joint event held with the Irish-Georgian Society took place over the end-of-May Bank Holiday, and was based on Brownsover Hall Hotel east of Coventry. We visited twelve stately homes over the three days, the whole affair having been masterfully organised as usual by Nick Thompson of the Irish-Georgian Group. A full report will be found elsewhere in this Record.

Because of the relative lack of interest in an overseas tour in 1985, this year we stayed in the United Kingdom, touring Wales for ten days in July. Much work on the part of Sue Taylor made it a success and once again the full story will be found elsewhere in this volume.



The final event, held over a weekend in late September at Watley Manor Hotel at Malmesbury, featured our concours d'etat and a ramble around the Wiltshire countryside looking for answers to a series of questions. The Sunday luncheon attracted over thirty members and guests and the concours winner was our Secretary, Ken Smedley, whose 1925 Twenty is, in the words of our judge this year, in a class by itself.

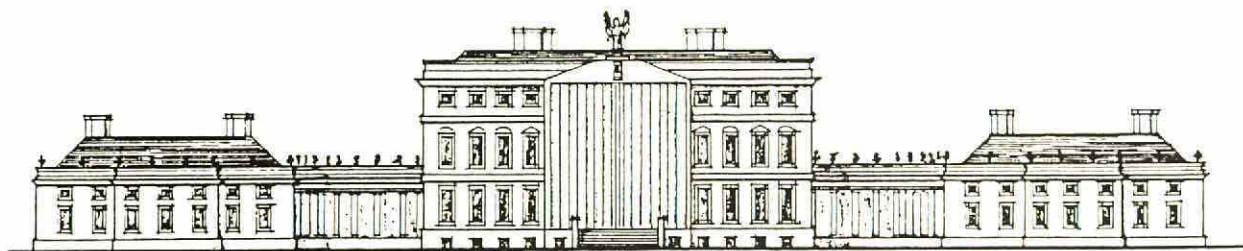
And while speaking of Ken I must regretfully announce that he has asked to be relieved of his duties as Honorary Secretary effective as soon as he can be conveniently replaced. Ken has faithfully and efficiently served as Secretary since January 1983 and will continue as a Committee member. I would like to record here our gratitude to him as well as to his long suffering wife, Joan.

For 1987, in addition to our customary Winter Dinner, Spring Luncheon, Driving Tests, and Irish-Georgian Weekend, the Concours and a Continental Tour will be very special. Elsewhere in this issue you will find items about the Concours, which will be part of the centenary celebrations of the St. John Ambulance Brigade, and the Continental Tour which should be one of our most impressive so far.

It appears that we have an interesting and eventful year ahead, and your Committee hopes to see you at many if not all of the affairs we have planned.

Lynn Brua

Heart of England Tour

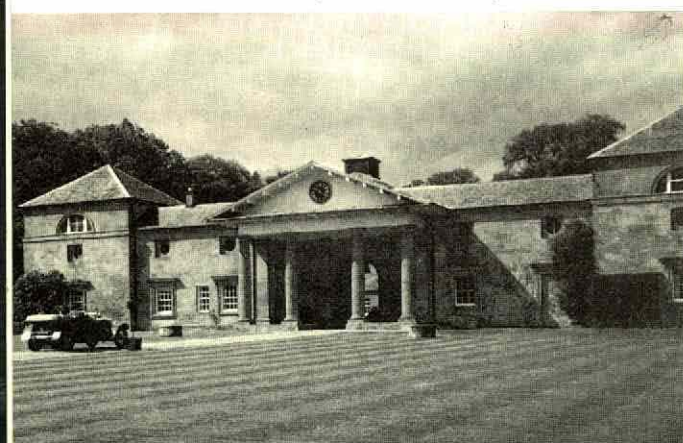


Flushed with the success of having got GBA 62 to the Club's Spring Luncheon — its first outing for over three years — and blessed by the coincidence of half term with the Irish Georgian weekend, Jane and I have once more plunged into the unknown and the Editor, seeing us coming, has once again nobbled me for the Record.

It was not a propitious start. The Friday night Bank Holiday traffic made the roads north from Oxford practically impassable and all that clutch work, restricted speed and little foibles which three years' idleness produce left me slightly frazzled by the time we got near our destination. However, the first inklings of the joys to come were provided by the efficient map which we had been sent by the hotel itself, a Victorian Gothic pile, (after a weekend with the Irish Georgians I can now tell these things) whose uprightness and solidity was reminiscent of an Edwardian Ghost. There was a chance to renew old acquaintance amongst the gloomy splendours of the lounge and to marvel at the grand staircase and flying galleries before setting off on the half-mile trek to the servants' wing and early bed before the rigours of the next day.

Up early to wash the car (the 20-Ghost Club always does these things properly) I discovered the derelict stable yard behind the hotel and the car was

Banished to the back of the stables, Althorpe



washed on the weed-sprouting cobbles, overlooked by the ghosts of long departed stable hands. At breakfast we were given the tour guide; not just any old slip of paper you understand, but bound up with maps, introduction, pictures and copious notes — quite Rolls-Royce.

Having received our cargo of Irish Georgians and employed the occasional seats for the occasion, we were marshalled by Nicholas, the presiding genius, and sent on our way with a blast of the ceremonial whistle.

After threading our way through the lanes of what is surely the most attractive parts of Britain, we arrived at **Althorpe**. Removed from the front of the house to the back of the stables, we embarked on a lengthy tour, led by cheerful and friendly guides, of the exhaustively refurbished premises. Much material was provided for Irish Georgian comment and we began to learn the benefits of having experts on tap. Returning through the stables, which seemed rather more human than the House itself, we were off into the countryside once more, arriving at **Cottesbrook Hall**, whose relative simplicity and charming gardens provided distinct contrast. The weather was kind, so we could stroll in these gardens admiring the Long Border and discovering the Wild Garden and various lurking

The Long Border at Cottesbrooke Hall Photographs Janet Valentine



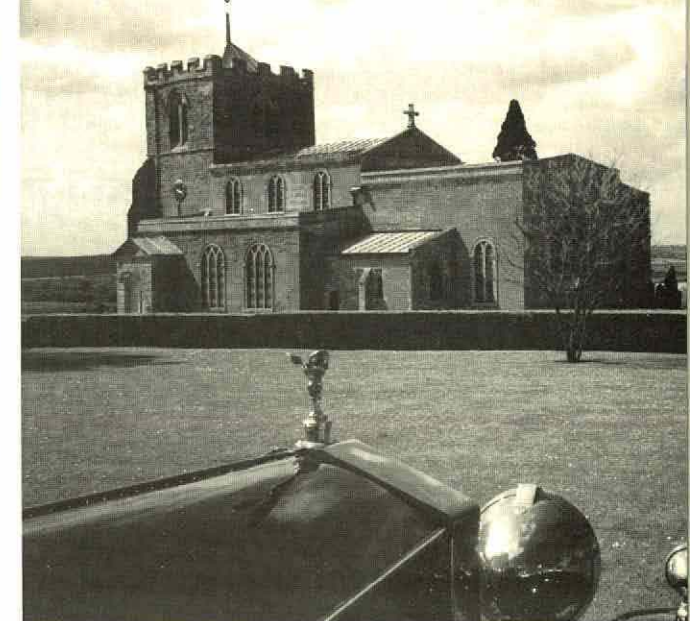
Introduction to Lamport Hall Photograph Digby Wills



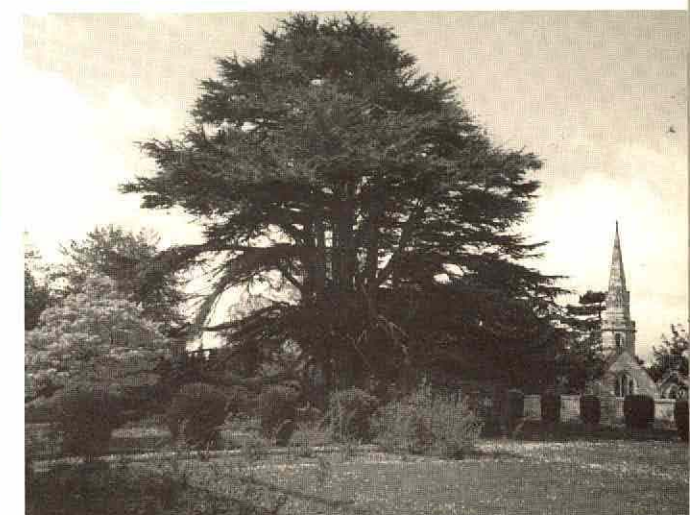
Kelmarsh Hall Photograph Digby Wills



Peregrine's education course Photograph Janet Valentine



Jimmy Valentine's P1. Lamport Hall Photograph Susan Taylor



The Cedar at Anstey Photograph Susan Taylor



Ansty Hall Photograph Janet Valentine

philosophers. A picnic lunch was provided in the Lower Hall, appropriately decorated with scenes of hunt breakfasts, where we perched on gilt chairs taken from the ballroom, a splendidly successful creation of this century. The charm of the house was enhanced by the presence of its owner, The Hon. Lady Macdonald-Buchanan, whose stories and information about the House added the personal touch which we were to find perhaps the most rewarding feature of this tour.

On the road then, reluctantly, bound for **Lampport Hall**, now the possession of a trust but nonetheless providing a handsome personal introduction. The home for many years of the Isham family, many of whom were called portentously Justinian, this was a house which grew from an early classical extravaganza which was virtually one room only. The house has subsequently been decorated with sententious inscriptions inside and out (including a rather poignant one on the fire-place about chimney sweeps) and also has the, in some minds unhappy, distinction of being the origin of the passion for garden gnomes, which started here in the late 1800's. Mind you, they did these things properly in those days: the walls supporting the back of the rockery in which the gnomes lurked being nearly 30 ft. high. A visit to the church and a view of the gem-like old rectory — everybody's ideal of a house in the country — completed the tour.

On to **Kelmarsh**, via an extraordinary diversion caused by our leaders to view the outside of a house whose name I now forget but which is a Prep. School. The convoy processed through their grounds (presumably announced beforehand, though that may not necessarily be so) to the gaze of pupils who stood about in wonder as the cortege passed without stopping.

Miss Lancaster's **Kelmarsh Hall**, looking with its central block, curving wings and twin pavilions very like Cottesbrook is, however, approached from the other side: the original arrangement. It introduced us for the first time to a house with imposing two floor hall, and the Library and the Chinese room were particularly delightful; the more mechanical amongst us finding great pleasure in the arrangement of the door handles — concealed behind books or in the dado rail. At Kelmarsh too, one could see something of the servants' quarters with the housekeeper's room, rounding out the picture of the splendours of the public rooms. The gardens were delightful to wander in, with box hedges and long yew walks, terminating in picturesque views over farmland to the local church.

And so to the last house of the day where supper was promised — **Stanford Hall**. An earlier house, rather square and upright, was approached this time from the end, and we were most hospitably welcomed, despite the sandstorm developing in the car park — which was braved for what seemed to be H.M.S. Warspite moored on the lake. The cars were arranged outside the newly refurbished stables and we were shown the house with its tall, thin, darkly panelled rooms accompanied by a wealth of historical anecdote of the Braye family; including the use of ferrets to take cables below the floorboards during the early electrification of the ballroom by Percy Pilcher, an inventor and early aeronautical pioneer. It was in the self-same ballroom that we dined, the gale proving so effective inside the house as well as out that Colonel Aubrey-Fletcher courteously arrived wheeling portable gas heaters himself.

The following day we started with the house in which, of all those we visited, I would most liked to

The 1986 I.G./20 Ghost party outside Stoneleigh Abbey Photograph Digby Wills



The genuine article, Maxstoke Castle Photograph Digby Wills

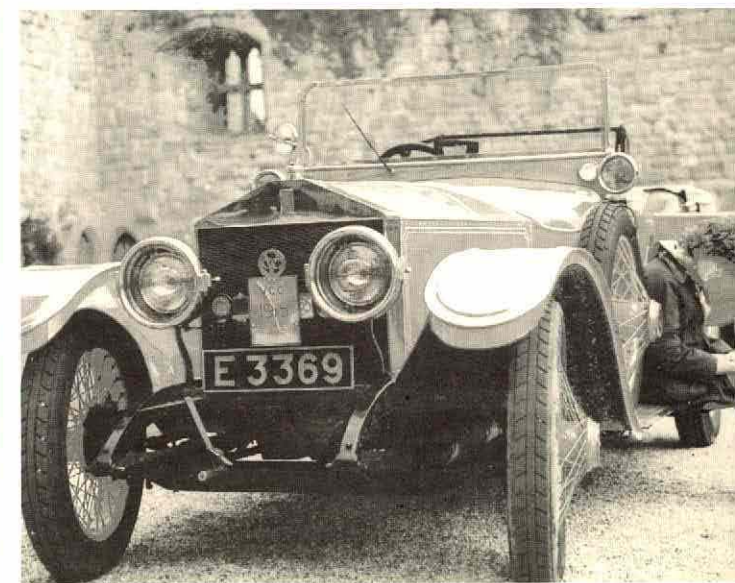


Tulip time, Farnborough Hall Photograph Janet Valentine

Alscot Park Photograph Janet Valentine

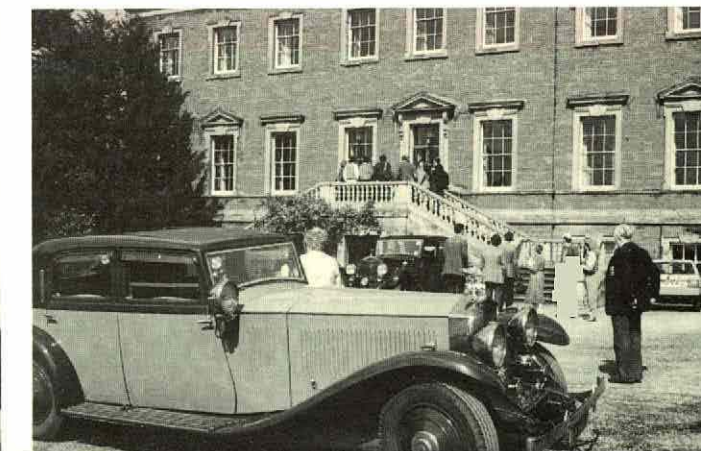


Folly at Farnborough Hall Photograph Janet Valentine



Henry Wilkins 1915 Ghost Photograph Janet Valentine

The final house, Edgcote Photograph Digby Wills



live. This is not because of any innate splendour but because it was a house on a more domestic scale. This was **Ansty**, the home of the Adams family for some 300 years, which we were shown by Mr. Stopford-Adams who, though over 80 communicated his enthusiasm for the house despite, as he said, his family's relatively 'recent' occupation of it. There were gardens to wander in, a church to see, a particularly fine chestnut staircase and plenty of architectural puzzles caused by positioning of the windows of the rear elevation. The house is now on the market; so anyone feeling generous at Christmas can fulfil a dream for me.

On to a house which was anything but domestic — the Gothic fantasy of **Arbury Hall**. The stables alone would have made a great Elizabethan house — and sheltered us for our lunch as well as providing entertainment with the Bicycle Museum — and the House itself, the work of over fifty years of Sir Roger Newdigate, would have been a perfect setting for Northanger Abbey. The fantasy of its decoration, the fan vaulting, niches, traceried windows — and stalactites of plaster — even rose-tinted glass in the windows — was in very marked contrast to the cool Georgian interiors we had seen and was both entertaining and awe inspiring. The owners, Lord and Lady Daventry, were, however, happily ungothic and warm.

From fantastic Gothic we were transported to the genuine article, **Maxstoke Castle**, a fortified residence dating from the later Middle Ages; though now the beetling walls and imposing moat are merely romantic. Here again we were warmly received, by Captain Featherstone Dilke, despite the fact that he had been up all night warding off suspected burglars. A breathtaking visit to the top of the tower was followed by a tour of the narrow strip between moat and walls which forms what must be one of the longest herbaceous borders in England. Much of the interest centres on the discoveries and restorations of the present owners which gave us something of the flavours of the struggle which it can be to live in these houses; even, comparatively, small ones.

Though the next house, **Stoneleigh Abbey**, is in many ways related to the two we had seen, being a mediaeval foundation, the major part of it is built on an imperial scale. The present Lord Leigh, who conducted the tour personally, has rebuilt the main block after a disastrous fire and the details of his reconstruction programme no less than his own escape from the flames were fascinating. Here we had tea in the mediaeval Refectory, accompanied by a waxwork monk which gave one or two of us a nasty turn. The last day began with another Georgian Gothic house — **Alscot Park** is virtually

two houses joined together in a T leaving room for a splendid double staircase in the middle. There was the usual huge hall, but this time enlivened by some of Captain Alston-Roberts-West's collection of modern sculpture and painting. The main public rooms, designed for show and for a collection rather than for living, were very exotic, whereas the Library and Dining Room in the older part of the house were much more comfortable, low ceilinged and human in scale. Alscot had a friendly atmosphere about it, however, not only from the welcome coffee on arrival and wine on departure — plus answers to innumerable questions which the owners gave, — but in its siting on the curve of a river — with its own ferry — and in the grounds and the panoramic views.

The next house, the last for Jane and I, though now National Trust, is still lived in by Mr. and Mrs. Geoffrey Holbech who, with their family again made us feel most welcome. **Farnborough Hall**, a miniature version of some of the more stately homes we have seen, was a return to the domestic scale (that is comparatively speaking) and is famed, too, for its grounds and walks and views. The new M 40 extension will, to a certain extent, destroy the peace of these, but the family, nothing daunted, have begun a fund to acquire gigantic fountains whose splashing will drown the noise of the traffic.

The convoy then joined up again through the countryside, which tended to brush both sides of the car at once on the narrower lanes through which our pilot unerringly led us, to the breathtakingly positioned Wobbly Wheel Restaurant for lunch. There Jane and I left them to set off south to the more mundane realities of a giant Victorian Gothic public school.

Clive Carter.

CLUB SHOP

Blazer badges

A limited number of 20-Ghost Club blazer badges are available at £10 each. Beautifully made in silver braid on black, to the Club badge design. Measurement $4\frac{1}{2}$ " by 3". Early application to the Secretary recommended.

OBITUARY Cx

Maj. L.W. Cox M.C. Cx. died on July 20th just three weeks before his 100th birthday. For many years Maj. Cox was Director of Sales at Conduit Street. He was famous for his Top gear demonstrations in the Twenties.

1986 A.G.M. and Annual Dinner Tallow Chandlers' Hall, Friday February 21st.

At the 1985 A.G.M. at Runnymede the members had requested a London venue for 1986. Our senior club member Fred Watson is a Liveryman of the Tallow Chandlers so it was to their fine old Hall off Cannon Street that thirty-three members came to attend a very smooth A.G.M. There being no new nominations for office the old brigade was re-elected (see inside front cover for the names). Perhaps it was the array of drinks behind us that prevented any questions or very much in the way of "any other business".

With the ticket price inclusive of all drinks, the evening was much like a private house party, a

Jimmy & Janet Valentine receiving the Harding - Rolls Trophy



Fred Watson, Gay & Janet



John Kennedy receives the coveted Alpine Trophy

feeling heightened by having no table-plan and freedom for members to sit as they wished.

The A.G.M. had been in the Committee room but we dined in the Livery Hall below a fine ceiling and in front of some of the Tallow Chandlers' silver. On the table was our own silver and the Steuben vase. At the end of dinner chairman Lynn Brua gave an informal speech and (with the help of Mary Goodman) presented the annual awards, several of them to John Kennedy. Conversation and drinks brought this most happy evening to a close

Bryan Goodman.

A lively discussion



Like a private house party



THE ROLLS ROYCE BULLETIN

MAY 1915

DETROIT

A Motorcade in Detroit

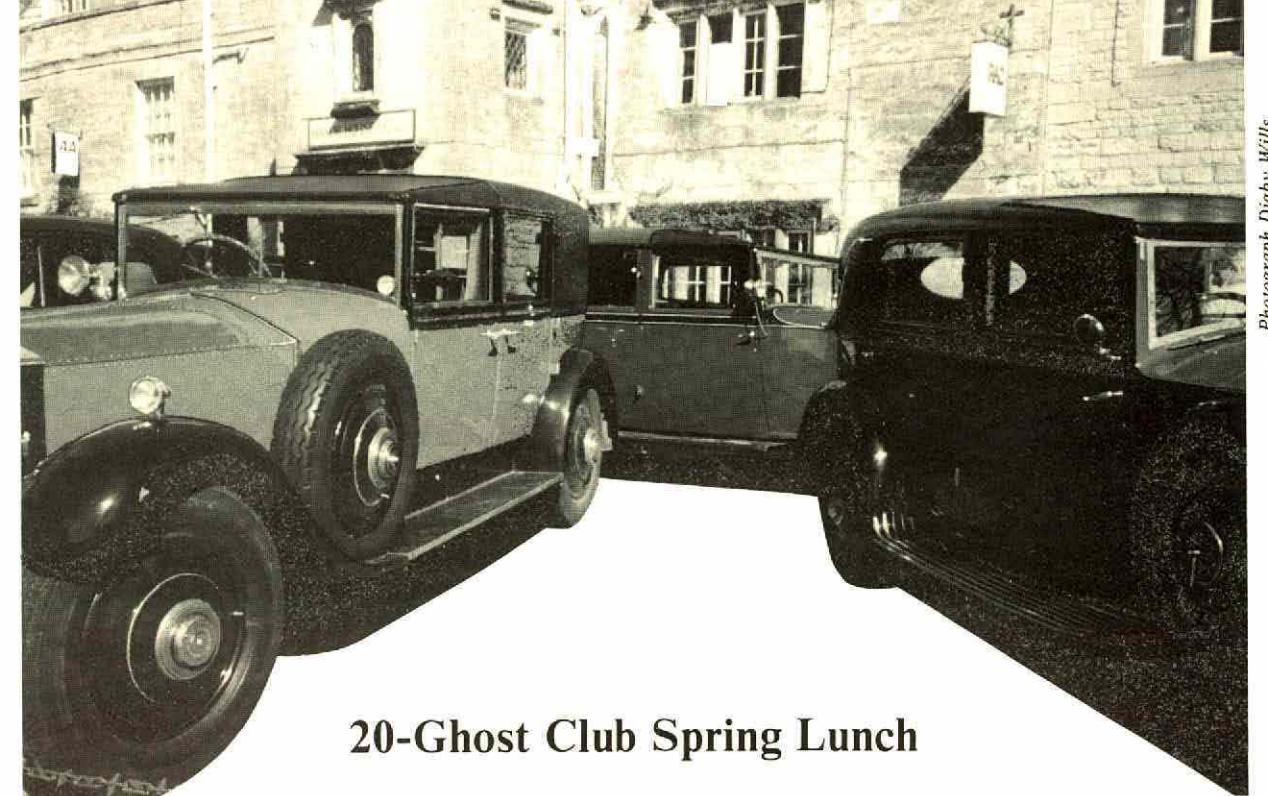
Entrance to the Harmon and Cherry St. Church in Detroit

Dallas, Texas

Our new Librarian has scoured the m
copies we have of Rolls-Royce Bulletin.
thought members would like to know if any of t
cars had featured in this publication, hence the

Our new Librarian has scoured the many copies we have of Rolls-Royce Bulletin. She thought members would like to know if any of their cars had featured in this publication, hence the list. If a car of yours is amongst them and you would be interested to have a reproduction of some sort, write to Susan (address inside front cover). You will be asked to cover expenses. The year refers to the Bulletin publication date - not the car.

1927	1930	1934	PK 5938	AXF 26	JB 1000	YR 5660	E 42	BGP 210	1951	M 612
YN 7515	UV 7189	ALU 325	ALF 694	JJ 6377	RC 3561	AXV 890	BGW 789	RC 3170	LMB 211	K 5805
D 2124	PX 6821	GY 1225	AXV 974	AXV 972	CLL 187	C 107		EXY 672	HMJ 417	SU 13
1929	UW 5536	ALF 327	GO 6046	AWM 930	DLN 464	AYE 7	1938	LEH 38	KMA 900	R 193
YX 4095	YV 9257	JJ 9382	YH 4325	XY 2214	BXY 87	ALL 700	DYX 870	EUL 939	JYO 963	6999 H
OT 2780	UL 77	ALO 284	BMA 1	DO 3719	AKA 1	GR 761	CXU 976	JB 1	RCC 7777	LMB 29
YU 782	X 5874	GH 13	ALB 951	BXT 570	CYY 2	BNF 834	DYX 861	JB 9900	JUC 929	1956
YW 8879	XM 2826	AGU 333	GH 2556	BGY 90	YY 4872	BUV 274	CLL 789	ALB 97	KXP 462	JMA 55
NK 2811	XV 9531	GH 2956	AOC 25	CMC 311	TJ 9182	BYU 159	NG 2660	ELT 17		GK 12
LA 6016	GU 5749	RC 117	AXF 29	BYH 984	BLA 442	BXY 87	JB 9900	DLN 464	1952	
YX 5555	YO 6111	YH 6857	AXV 979	BLX 19	BGN 6	BLX 79	BYW 305	BLX 13	R 1938	1957
UL 405	Z 4568	AGH 539	OU 889	BLX 13	CF 23	GW 7777	DLN 464		NP 7	R 4871
YX 8595	XE 6263	AGJ 539	GY 5904	ATU 519	CLL 187	GH 2967	GK 2091	1939	SU 13	UU 4805
XX 5874	GU 5747	ALB 96	AGC 25	UG 7171	AXC 300	BYD 127	DB 2696	LP 8	R 1252	N 7751
CH 719	A 8528	AGC 25	GJ 96	LG 5177	BXL 646	AXV 247	BLX 13	AUU 273	RTU 951	ANW 313
XF 4640	XX 5875	NK 9727	AGW 3	DH 7817	YY 1	J 8540	YY 4872	ELP 83	HLL 54	UTU 465
YE 4285	UU 8045	DD 1934	1935	AXV 980	DXW 1	CLB 855	CXU 976	DLN 464	R 1938	C 4047
YH 4095	GC 2157	DD 2375	BGY 907	BUV 7	DLN 464	BYU 160	XV 1482	DXU 663	XO 18	NHU 1
YF 5930	XV 8047	UW 5827	AX 148	RC 2545	CYP 921	BYU 159	BX 505	RC 6101	ELD 707	EXT 4
XX 5477	YX 5874	ALO 800	BLX 19	Y 302	AKA 607	NG 2660	DYX 870	UW 5921	DMX 230	TJJ 2
N 2858	UL 4479	AXF 29	UL 3344	CGU 973	KBN 646	AXP 59	RC 3170	RC 5328		ALE 25
AO 9535	YW 1938	AXV 960	GK 27	SX 48	DYR 232	BUY 7	ELP 83	HJ 705	1953	SF 505
YM 8852	RO 580	AGC 25	BGY 903	GLX 79	GU 5746	BYU 159	YY 4872	FLM 11	JYO 963	1958
XY 6916	YX 4380	AGC 25	HS 231	AXV 980	BKN 684	CGK 893	CYP 1	DXU 663	PLG 122	R 1938
NP 3357	Y 2796	AXF 15	AXV 980	BXL 437	GWP 831	BGY 905	EOC 885	GH 2967	M 9974	797 MA
YT 2644	UW 2458	AMY 1180	AXV 972	1936	AGG 1	BGN 789	DOB 38	EXK 1	1954	KJF 446
XE 5282	OU 8890	AXV 980	BGY 906	ALF 141	GH 6745	AGG 1	SL 198	EYY 219	GP 8277	KBD 46
Y 7174	AX 201	NV 512	ALX 648	YY 4872	GH 2967	GH 2967	OU 2938	AYW 305	733 V	
GU 869	AX 205	YX 8836	AKX 386	BLA 442	UO 5214	UO 5214	OG 6763	BYN 305	EF 8480	
OU 2938	AX 192	AX 6000	BLX 18	CR 516	BGN 6	BGN 6	DYX 870	JB 1	M 9974	
YK 567	NMR 8	PN 1915	YM 2282	AXC 300	BYU 159	BYU 159	LER 88			
		AYX 975					EOC 888			



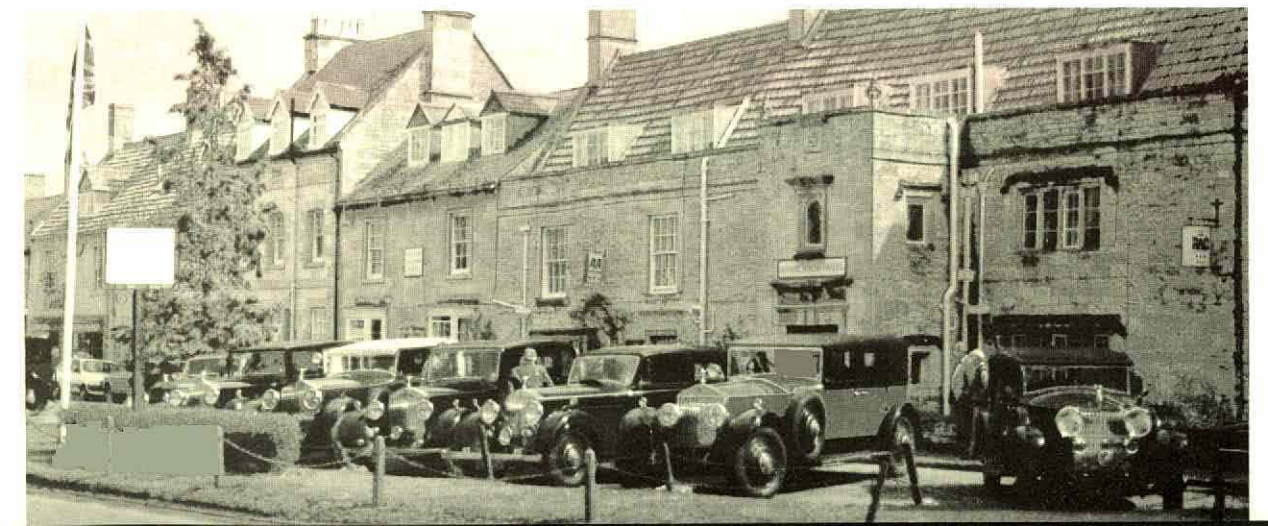
em a seguir apresenta-se:

A cold and blustery day failed to dampen the warm, social atmosphere at this year's Spring Luncheon on 20th April, this being held in conjunction with the annual driving tests. The venue chosen was the Manor House Hotel in the ancient Cotswold town of Moreton-in-Marsh, situated on the Foss Way. During lunch all seventeen cars were lined up in front of the hotel forming a worthy facade to the delightful Manor House building, which dates back to 1545.

After the driving tests were completed, members gathered for lunch and a necessary warm-up. After the meal the presentation to the winner of the driving tests was made and this was followed by a surprise presentation. The proprietor of the hotel

had kindly donated a bottle of champagne for the owner of the Rolls-Royce picked out by one of his lady employees as the car she would like to be driven in to her wedding. The lucky prize-winner was our youngest member — Peregrine Heathcote — who proudly stepped up to receive the large bottle. We were very pleased to welcome Dudley and Lesley and Peregrine Heathcote again and to note that although too young to drive his beautiful motor car, is nevertheless a keen owner. Most members were heading for home by 4 pm. Another friendly club meeting had come to a close.

Margery Wills.



The news that we had volunteered to organise and run the driving Tests came as somewhat of a shock. The venue was to be the Manor House Hotel car park Moreton-in-Marsh, the date 20th April 1986. After recovering from the initial flap, Sue, Nicholas and I set about devising tests of skill and items of plain fun to entertain members. Inspiration came slowly — last year's location was an airfield with almost too much space, this year it could only be described as postage stamp size. A width-judging test was an obvious choice as, in the circumstances, it would have good practical use. Guessing the number of screws in a jam jar, not full of

— and Driving Tests

practicality, but it was economical on space and, for a minute or two, might keep the drivers' attention away from noting how others were coping and learning from their mistakes. Nicholas' devilish idea to estimate the length of a wheel revolution both forwards and backwards was both simple and space effective, and could prove more difficult than it appeared — it was. What about testing the accuracy of aim of both the driver and passenger? No, not with the car but with tennis balls thrown into boxes whilst the car drives past. To add to the fun a 'financial' theme was given to the test titles.

Therefore the 'timed start' test could only be given the title 'Get-away car'. Here the driver was to stand alongside the car, get in, start the car and drive away — the quicker the better.

On arrival at the Manor House the tests were set out using a Silver Shadow as guinea pig, followed by Sue in the Silver Wraith and myself in the Phantom I. By this time Chairman Lynn Brua and his wife Midge were greeting the early arrivals. Coffee was served in the Garden room and cars were called to the test area by walkie talkie.

We think everyone enjoyed themselves. There were one or two amusing incidents. My performance, for instance, in the width judging, by trying to be too clever and only succeeding in hearing the words 'test failed 300 penalty points!'. Sue stalling her Wraith and then taking 60 seconds to restart (weak coil actually). Lynn Brua, acting as passenger to Bryan Goodman in the 'Investment' test ending still tightly clutching four tennis balls and enquiring 'When do I throw these into the boxes?'. Tests were just completed as rain started to fall so we retreated to the hotel for lunch. As always another 20-Ghost meeting drew to a close all too soon. Only Lynn's Phantom I and Peregrine's 25/30 seemed reluctant to leave, but both eventually decided that home was best on a Sunday evening.

Andrew Taylor.

DRIVING TESTS, MANOR HOUSE HOTEL, MORTON-IN-MARSH 20TH APRIL, 1986

Driver	Car	Reg. No.	Test	Test	Test	Test	Test	Test	Total	
			1.	2.	3.	4.	5.	6.		
A. Taylor	1926 P.1	YO 8869	11	18	10	60	300	11	410	
K. Smedley	1927 20HP	MP 2953	25	15	3	38	70	12	163	2nd
M. Panter	1930 P.11	JM 127								
S. Taylor	1939 Wraith	HLL34	150	30	4	47	10	32	273	
J. Hand	1926 P.1.	YH 2900								
L. Brua	1932 P11	GY7719	70	11	3	65	15	15	179	3rd
P. Heathcote	1938 25/30	EYT 363								
C. Carter	1933 20/25	HS 492	38	14	0	56	240	13	361	
D. Wills	1932 20/25	GX 66	29	22	7	56	35	11	160	1st
G Price	1936 20/25	WS 8586	77	3	3	118	185	12	398	
B Wootton	1932 20/25	DMP 31	60	3	2	62	40	15	182	
J. Townrow	1956 S.C.	FOC 3								
F. Valentine	1954 S.D.	MSR 333	10	5	2	36	260	11	324	
- Morgan	1930 20/25	GK 2169	60	6	11	102	150	19	348	Non Member
B Goodman	1965 SC 111	UU 995	54	5	2	45	30	9	145	Not Competing

Instead of going overseas for our major tour this year we stayed in the United Kingdom, rambling through Mid-Wales from 27th June to 6th July. The event was thoroughly planned and executed by Sue Taylor, to whom the club owes an ever-increasing debt of gratitude for her many services to it.

The tour commenced at Ludlow on the Welsh border, where we were handsomely ensconced at The Feathers Hotel for the first two nights. Making up the main party were our founder member and past President Fred Watson with his nephew and member Patrick Brewer, Jimmy and Janet Valentine, Digby and Margery Wills, John and Rae Kennedy, Lynn and Midge Brua and of course Sue

evolved owing to the town's position on the edge of the Welsh Marches.

During our first day we explored the surrounding countryside, some following Sue's carefully detailed map to Richard's Castle, Croft Castle, Leominster, Knighton, Eye Manor and Berrington Hall. Several of us went up into the mountains to watch gliding. Already some of the cars were beginning to act up, with Jimmy Valentine's Phantom II chronically suffering vapour lock, Lynn Brua's Phantom II having dynamo problems, and John Kennedy's Ghost requiring several wheel changes per day. His record was six changes in one day.

Tour of Mid-Wales



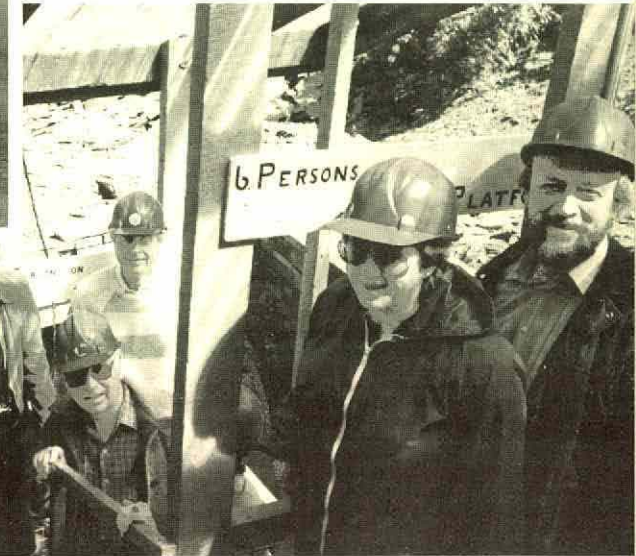
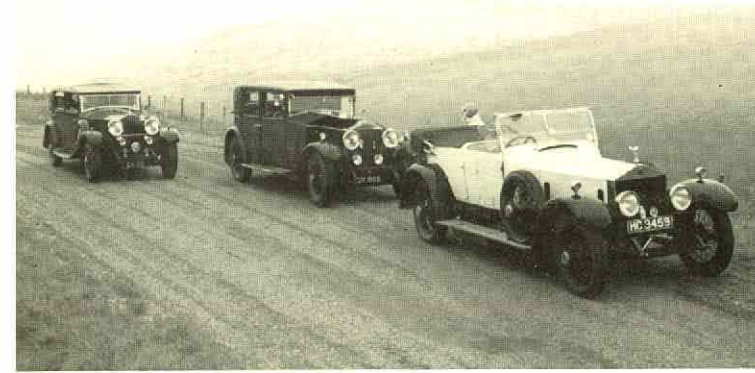
Photograph Susan Taylor

Taylor. In addition these were joined at various stages by Vincent Twomey and his wife (who live near Ludlow), by Phil, Andrew and Nicholas Taylor, by John Townrow and guest, and by Ken and Pam Ducommon from Brussels.

The Feathers is a remarkable early 17th century half-timbered building which has been an Inn since 1670. By good fortune we discovered that our visit to Ludlow coincided with the town's annual Arts Festival, with impressive concerts and plays taking place in the castle and church, and every pub rocking with uninhibited entertainment. Sue had arranged for one of the town's leading historians to take us on a walking tour to see the many fine buildings, both domestic and civic, which have

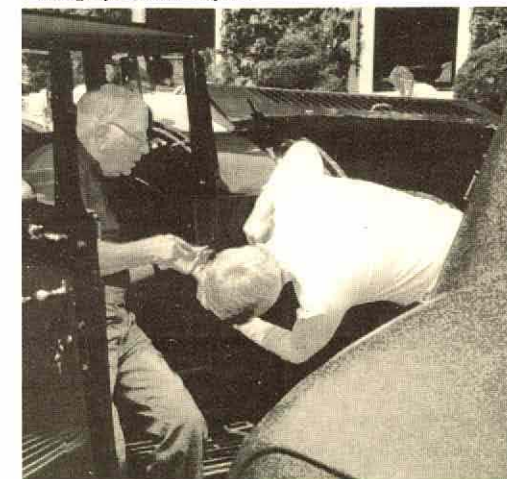
On Sunday morning we left Ludlow and set out for Montgomery, the former county town of Montgomeryshire, named after its first Norman overlord, Roger de Montgomery. On the way we passed through Craven Arms, Bishop's Castle and Welshpool. We lunched together in another fine old half-timbered inn, the Dragon, before going on to Powis Castle, a National Trust property, with many towers and battlements but best known for its splendid 'hanging gardens'. The castle was built about 1200 by Welsh princes but its most famous owner was Clive of India. At the end of the day we went on to the village of Llanfyllin and the lovely and secluded Bodfach Hall Hotel, where we stayed for the next two nights.

*In the hills between Machynlleth and Rhayader
Photograph John Kennedy*

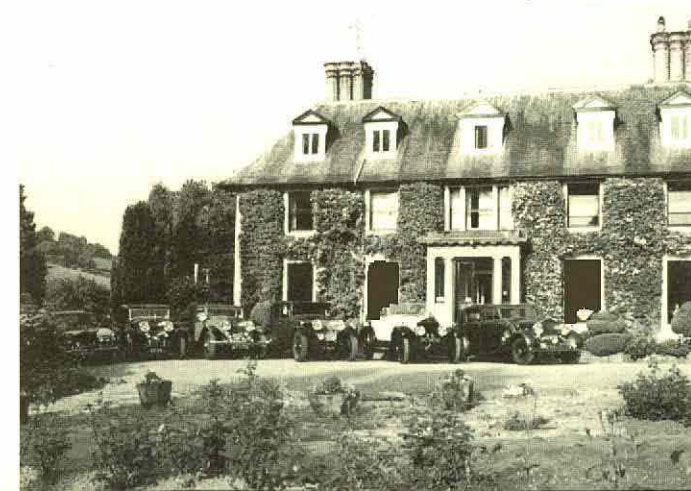


Waiting to descend Llechwedd slate mines Photograph Susan Taylor

*Attending to lock problems.
Bodfach.
Photograph Susan Taylor*



Bodfach Hall Llanfyllin



*Sunday lunch at the Dragon Inn, Montgomery
Photograph Susan Taylor*

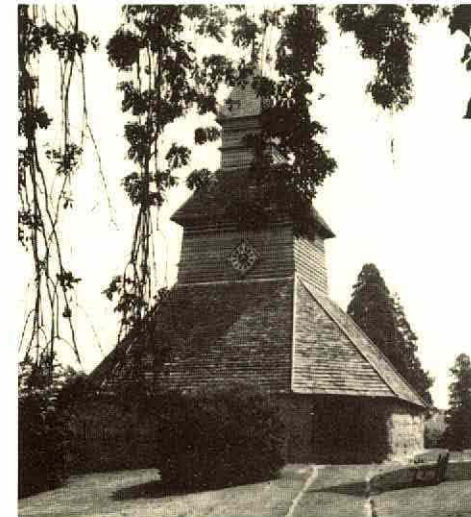


Gatehouse at Stokesay Castle Photograph John Kennedy

Digby Wills 20/25 ascending Bwlch-y-Groes Photograph Susan Taylor



*Double Fairlie 'Earl of Merioneth' climbing up past
Campbell's Platform Photograph John Kennedy*



*The detached bell tower and clock,
C.14th Parish church, Pembridge
Photograph Digby Wills*

Deserted lead mining village and Ghost at Cwmystwyth Photograph John Kennedy



*Susan Taylor and Wraith emerging from The Feathers, Ludlow
Photograph Andrew Taylor*



Bodfach Hall is so secluded that one has to manipulate cattle gates to gain access to the four acre property which contains the three-hundred-year-old country house now owned and operated by the Gray family. Our group had the entire place to ourselves, thus giving our visit a private-house party flavour. Dessert one evening called 'Paris Brest' caused our lovely maiden Welsh waitresses much blushing as the members teased them.

On Monday morning we all set out to test our cars in the Berwyn mountains on some of the steepest gradients in Wales. Most of us stopped for refreshments at the Brigands Inn near Mawddwy, so named for the 16th century robbers who frequented it, then visited the nearby Meirion Woollen Mill and had lunch there. The highlight of the day was traversing Bwlch-y-groes, a very steep single track road much used by Rolls-Royce in the 1920's and 1930's as a test hill. Let history record that PII. 36 MS. went up in second gear, 1.4 miles in four minutes. We returned to our hotel via Lake Vyrnwy, Liverpool's water supply. (This is a good spot for the author to express his thanks that he is writing rather than speaking these Welsh placenames).

Tuesday morning we passed Lake Bala on our way to Ffestiniog, where we had a tour of the Llechwedd slate mines. We made two separate descents, one taking us 180 feet below ground level on a 1 to 1.8 gradient electric car. Even at that depth we were only about a quarter of the way to the bottom. The guides gave vivid descriptions of the hardships of the Victorian miners who worked these tunnels, with children as young as eight putting in 12 hour days for a farthing per ton of slate extracted. Average life span of these workers was 29 years. No wonder Welsh miners even today are a tough and proud lot.

After leaving the mines we drove to Ffestiniog and took the steam powered train for 13½ miles to Porthmadog. This line, originally built to haul slate to the coast, has a 1' .11½" inch gauge, rises to over 700 feet above sea level, passes through National Park pastures and forests, borders lakes and even makes a complete spiral before reaching the sea. The trip took an hour each way, during which time we ate our picnic lunches. Our destination Porthmadog was not particularly picturesque or interesting but the journey itself was well worth it. John Kennedy, who is a keen steam locomotive buff, chased all over the countryside to get pictures of his Ghost alongside these old steamers.

The next morning we left Bodfach and most of us took Sue's advice and stopped at the Alternative Technology Centre at Machynlleth. It is unique in its efforts to demonstrate how man can simplify his

life by making greater use of natural environment, with less dependence on chemicals in farming, better use of wind and water power, etc. The place is run by about a half dozen families and it strikes a visitor as being a hippy colony with a worthwhile purposes, if that is not a contradiction in terms.

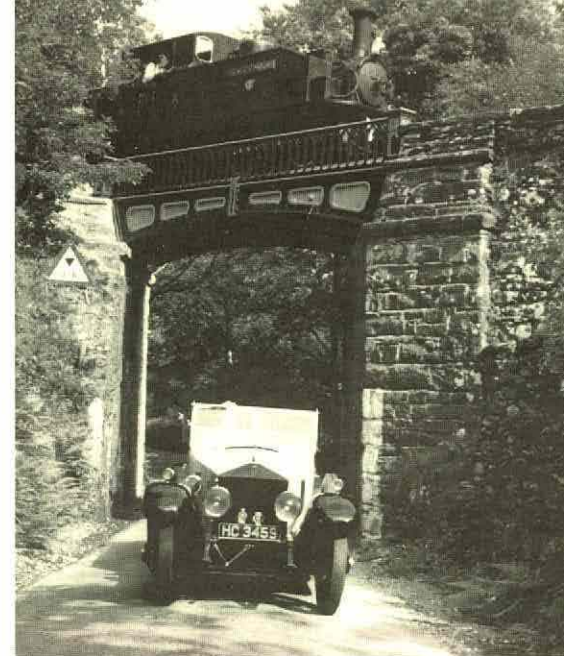
At mid-day we drove to the Plas Dolguog Hotel overlooking the river Dulas, where we were received by the Mayor of the town, David Wyn-Davis and his mother, and had lunch. They explained that the following week they would be receiving the Queen when she did one of her famous walkabouts there. In the afternoon we made our way to our Welsh farmhouse destinations, passing through old lead mining villages and magnificent wild moor land. In this part of the country there are no villages big enough to support a hotel so Sue had ingeniously arranged good but separate accommodation for us in the vicinity of Rhayader. Many of us met by chance in the same pubs for dinner, while some dined in what must be a unique establishment, a Chinese restaurant in the Welsh mountains.

The next day, 3rd. July, was spent rambling over endless miles of single track roads through Claerwen Valley, past GarregDdu Reservoir, through Ystwyth Valley, through the deserted lead mining village of Cwmystwyth, and up Abergwesyn Pass, where we traversed the Devil's Staircase, a 1 in 3 gradient. The Bruas can say that they have never managed a steeper one.

We all assembled at the Grigan family farm at Rhayader in mid-afternoon for an informal concours for the benefit of the local inhabitants. It was held in a field beside one of the pumping stations which moves water from a reservoir in the area to Birmingham. The cars were judged by a Mr. Bacon of the Rhayader Motorcycle and Light Car Club and the prize, a leg of Welsh lamb, was donated by Radnor Quality Livestock Ltd. The winner was Digby Wills, who produced his ever-handy geiger counter and certified that it was free of Chernobyl radiation.

The next morning most of the intellectuals in our party headed for Hay-on-Wye, the town famous for its books. There are numerous establishments there which deal exclusively in second-hand books and it is a great place to browse and buy.

Later in the day we converged on Bodenham and were guests of Mr. Keith James, former High Sheriff of Hertfordshire, at his home, Broadfield Court. He is developing a commercial vineyard, and after giving us a history of the place and his strenuous efforts to develop it he led us on a tour of the handsome gardens and vineyards. Needless to say, some of his output was consumed both before



Ffestiniog Railway near Tan-y-Bwlch Photograph John Kennedy



The 20 Ghost Club croquet team Photograph Digby Wills

and after our buffet supper there, and some cases were taken away for later consumption. The day ended with a drive after dark down country lanes cross country to our last destination, The Elms on Stockton-on-Teme. This hotel has been a venue for our club in the past and it continues to be a delightful place to spend a few days.

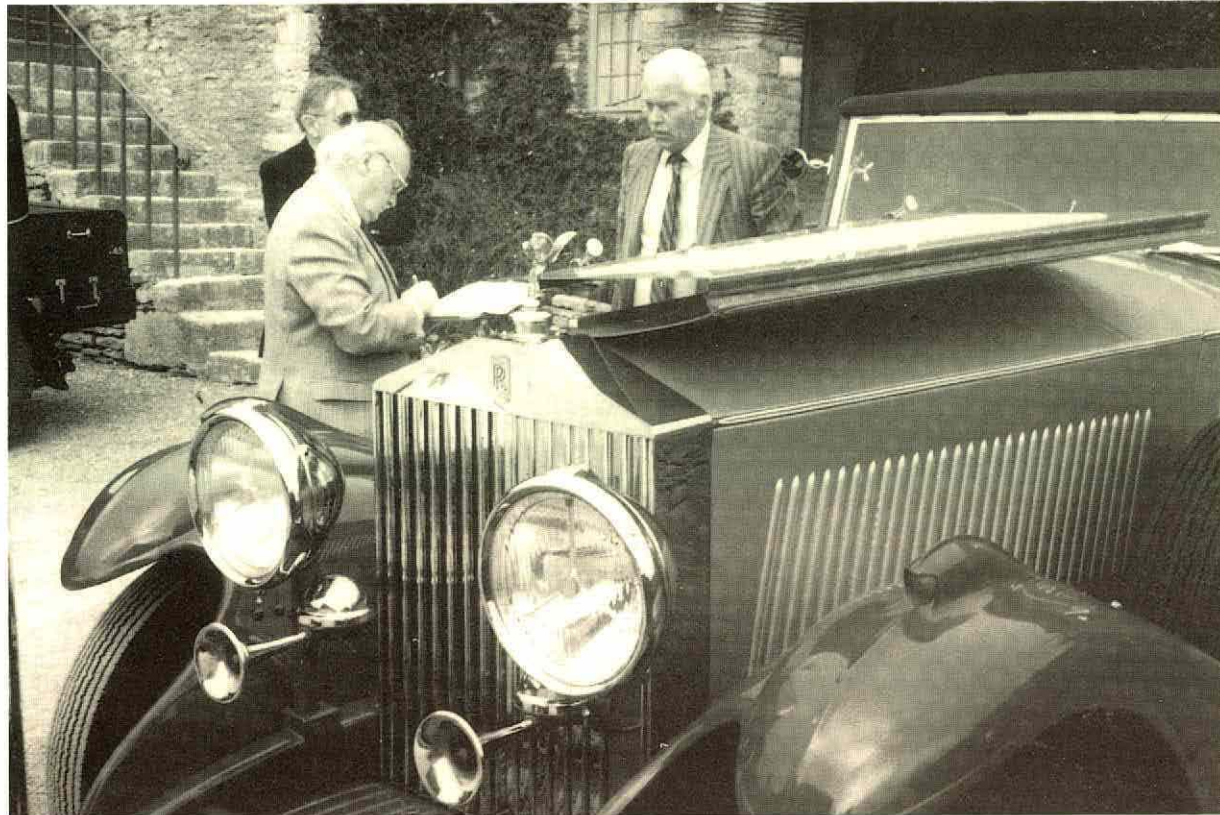
The next morning, Saturday, we all had breakfast at the same big table and exchanged ideas on how best to use our last day. The Kennedys and the Valentines, affluent and always anxious to add to their Rolls-Royce collections, opted to return to Ludlow where an auction of the estate of a Pilkington was to be held and the sale included at least two Silver Ghosts. We learned later that they did bid on the Ghosts but withdrew when Janet discovered that the ashtrays were nearly full and the decanters almost empty. Most of our party went to the nearby Burford House Gardens to see the excellent nursery there, one of the finest we had ever seen. Sue had arranged for us to lunch there. The sportsmen in our group hurried back to the Elms to see the Wimbledon tennis finals. Only the Czech and German members, however, were really happy with the outcome.

Before our final dinner the Bruas gave a cocktail party at which time Lynn, on behalf of everyone, presented Sue with a gift for all her efforts in organising the tour. She had made two trips around the entire route we followed, to make sure that hotels, restaurants, slate mines, train rides, farm houses, vineyards, and everything else were suitable. She even managed to arrange for ten days of better than average weather, all of which made the event the success it was.

Lynn Brua.

The Elms Abberley Photograph Digby Wills





AUTUMN WEEKEND AND CONCOURS AT MALMESBURY

By 9.0 a.m. on Friday, 26th September I was already in Wiltshire to do some work before the weekend which was billed as the 'Brua Browse' or the 'Wiltshire Wander'.

The Watley Manor is a most elegant Cotswold stone building tastefully converted into a most comfortable hotel. When I arrived, Lynn and Midge Brua and their daughter Judy were already there with their P II as were Digby and Margery Wills with their 20/25 Sedan. Geoffrey and Betty Price arrived much later having had their 20/25 savaged by a hit-and-run driver on the M4 soon after setting out. Fred Watson was accompanied for the weekend by Patrick Brewer, so a convivial evening was enjoyed.

For the Saturday Lynn Brua had organised a scenic route with mild competition element. The route took us through Castle Coombe, Corsham, Lacock, Calne and Avebury before returning us to Malmesbury. I had the pleasure of Judy Brua's company but as I was in my Cloud III coupe we did

1986 CONCOURS RESULTS

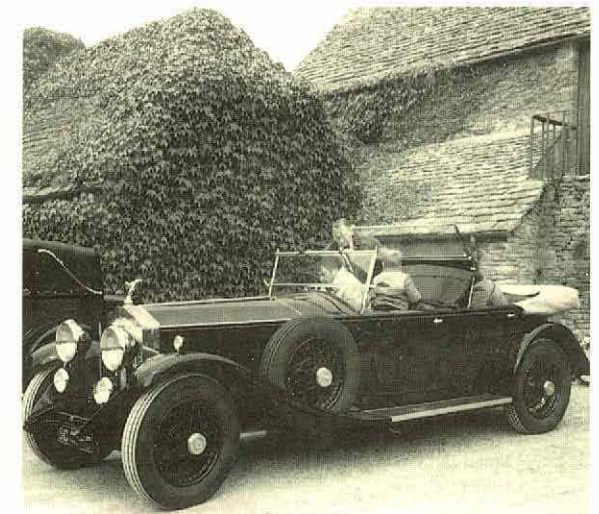
Kenneth Smedley	MP 2953	20 hp	675	1st
Jack Woolley	DX 47	PII	668	2nd
Henry Wilkins	SC 8968	PII	660	3rd equal
Lynn Brua	GY 7719	PII	660	3rd equal
Norman Gardner	XX 4530	Ghost	640	
Jimmy Valentine	MRS 333	Dawn	635	
Andrew Taylor	AT 9876	20/25	630	
John Squires	LJ 3242	20/25	605	
Digby Wills	GX 66	20/25	600	

not consider ourselves to be competitive and so did not hesitate to fill in facetious answers to our question paper. It was a lovely day and a beautiful drive. When the winners — the Wills' assisted by Barbara Silcock — were announced before dinner, we learned that all of us had unknowingly vied to produce answers to amuse or frustrate the organisers!

Sunday was again fine and through the morning the party was swelled by the arrival of the Smedleys (20), Henry Wilkins (P II tourer), the Squires (20/25), Jack Woolley (P II drop-head), Andrew Taylor (20/25), the Valentine family (Dawn) and new member Norman Gardiner (Ghost). Ron and Muriel Skerman came without their Ghost. The Concours judging was most competently done by Duncan White who, for many years, had been manager at P.J. Evans Ltd. The cars made a fine sight in front of the hotel and after our good lunch Lynn Brua announced the Concours winner.

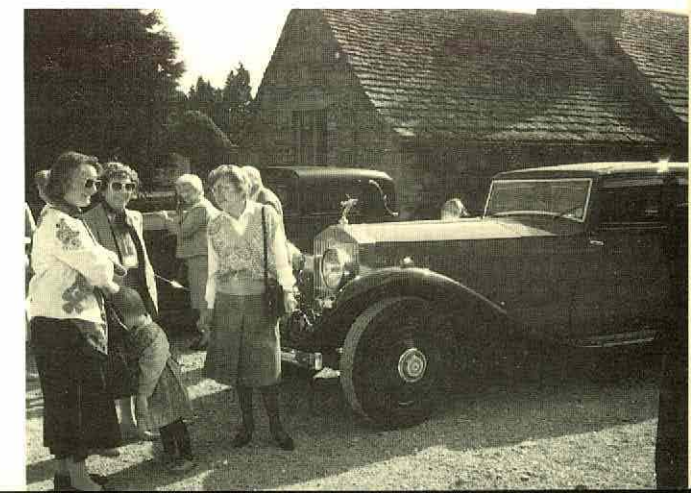
Bryan Goodman

Photographs Digby Wills



Henry Wilkins with his beautifully restored P.11. SC.8968

A typical 20-Ghost informal and friendly gathering





Before the start Heidelberg June 3rd

DIARY OF A COMPETITOR

F.I.V.A. WORLD RALLY 100TH YEAR OF THE AUTOMOBILE

Summer 1985

News of the World Rally to be held in Germany. Send for details.

October 1985

'Emma' the 1927 20 hp. tourer with Hooper body was entered and entry fee paid.

February 1985

'Emma' was accepted. Preparations began — boat booked, hotel in Ardes booked.

May 1986

Change of driver and passenger from Philip and Bess to Andrew and Fiona. Oils changed, four new tyres fitted, GB plate re-fitted.

31st May

Called for Fiona, left Birmingham at 10.30 am. Reached Dover 5 pm. after coffee stop and lunch break en route. Very quick smooth Channel crossing. Very wet day. 'Emma' looked grubby so did the crew. Superb meal, good hotel. Why are hotels so expensive in England?

1st June

Wet again. 'Emma' covered in leaves after being parked under a tree. Headed for Germany, seemed to keep crossing borders. Lunch in Belgium at a cafe with really unhappy staff! Perhaps it was the weather. On to Moselle Valley and Trier, a Roman town, stayed on North bank looking for hotels.

Weather now quite nice — no hood or sidescreens needed. Found a good hotel in Trittenheim with obliging owners. The son put his car out of the garage for the night so that 'Emma' could be safely parked. A meal of local dishes and wine. The Germans do seem to like a lot of salt. Lovely walk up the valley amongst the vineyards.

2nd June

Made a half-hearted attempt to clean 'Emma', — the top of the radiator actually. Headed for Mannheim and arrived before lunch. Found the rally start in the main market area. Managed to avoid the queues of trailers. Found our number in the tented parking and waited for the scrutineer to arrive to check car and documents. The questions — what will be your average speed on the rally? How heavy is your car with luggage and passenger? Fairly easy questions until converting into metric measurements. Hotel reservations were checked, rally plates and other goodies handed out. 'Emma' was restored to her clean and attractive self. Then loaded with luggage repaired to hotel. Why do I

always take too much stuff? The Maratim was the allocated hotel. Time for tea and a swim before changing for dinner. Back to the tented parking and 1200 people, 400 cars, oompah band and plenty of food and drink.

3rd June

An early start, good route with simple directions and police at every crossing. Into Heidelberg to help celebrate the University's 300th. anniversary. More oompah. On to Hockenheim race track for a timed test around the circuit and some tests of skill. Didn't do too well here (must have been the sun) (Ed. more likely the oompah food and wine!). Long queues of competitors waiting to do the tests. Plenty of opportunity to see most of the other cars — Hispano Suiza, La Licorne, Maybach, Geofges Richard, Dixi, Cord, Porsche, Moon, 80 different makes in all. Many Mercedes G Wagons (the German Land Rover) in attendance ready to assist less powerful cars up some of the steep hills. A route of 134 kms. today with a question paper to answer. The evening brought a succulent asparagus dinner in Schnetzingen Castle. Beautiful floral decorations in the gently curving dining room. Chinese lanterns were handed out and all 1200 people walked into the castle gardens with illuminated lanterns glowing to watch a magnificent firework display.

4th June

Another early start. More luggage from hotel. Weather damp, hood and side screens in use. Pleasant route incorporating radar speed test. Could not get going fast enough. On to the Mercedes Benz truck factory at Woth. Coffee, then a tour of the production lines with an excellent guide. Assembly of chassis — rivetted together unlike Royce which are bolted. Springs fitted composite for Europe, multi-leaf for Third World, Axles fitted, exhaust, fuel tanks... then the chassis is turned over for the engine, cab, wheels etc. to be fitted. The variation on chassis type was tremendous — number of axles, type of engine — 6 or 4 cylinder, turbo etc.

Departure was somewhat delayed as it takes a long time to weigh 400 cars on only two weigh bridges. Good weather on the way to Baden-Baden for the night's stay at the old Hotel Atlantic. 'Emma' parked at the local army base for the night. Evening reception and barbecue was held indoors. Missed the bus home, had to walk. It is supposed to be good for one.

5th June

Explored Baden-Baden, the Roman Irish baths and the Caracalla Therme. Decided to try the Caracalla later with its pools of different temperatures and pressure jets. Formal dinner and dance at the Casino. Replica Benz Tricycle on stage, HRH Prince Michael of Kent amongst the diners. Excellent evening. Dancing till 3.00 am.

6th June

The Black Forest run. As the rally programme puts it - "... is extremely demanding on both drivers and cars as it extends for 150 kms and goes up and down the steep slopes of the Black Forest. Despite these high demands we decided not to hide the unique beauty of the Black Forest from you and are confident that your abundant motoring experience will bring you safely and smoothly to the finish of today's run. As a precaution we have posted a number of towcars at Bad Greisbach, our lunchtime break, in order to help old low powered veterans'. The weather was terrible. Wet, cold and even snow. But a good day's drive. Evening at Effezheim horse racing track but events rained off.

7th June

Travelled to Gaggenau for a series of driving tests. Traffic problems — where do all those old cars keep coming from? Lunch in Pforzheim with musical accompaniment from another oompah band. Very enjoyable. Then to Sindelfingen and the Mercedes factory for coffee etc. and a surprise birthday telegram for Fiona. Gala at Boblingen Congress Centre. More good food and dancing till late.

8th June

A late start — 10.00 am. Drive to Stuttgart and visit museum with lunch and prizegiving. Came 317 out of 400. Must try harder. Left fairly early to start the homeward journey. Made good time and after a little trouble found a hotel in Metz with garage.

9th June

Homeward bound. Much better weather now. Too hot! Picnic at side of road. First problem of the whole trip occurs. Puncture in off side rear, then puncture on near side rear. An over night stop on the coast seemed attractive. Between Boulogne and Calais at Wimereux proved to be the spot.

10th June

Checked out of the hotel to find 'Emma's' rear tyres flat. One spare left out of the normal complement of 3 spare wheels and one spare tube. Car park not really the place to change the tube. Checked with

the Michelin guide and found a tyre agent in Boulogne. After using the spare tube as a visual aid and speaking some broken French a 20" tube was produced and two more would arrive shortly if we waited. Purchased and fitted for £37.00. A gentle run up to Calais and home to Birmingham. **Footnote:** Just over 1800 miles in 10 days, arriving home with a filthy car. Can't wait to go rallying again — the Snow and Ice is on in early January. Wonder whether the Jaguar XJ120 would like a holiday?

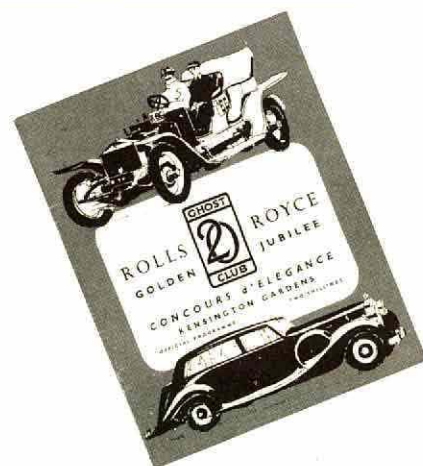
Andrew Taylor



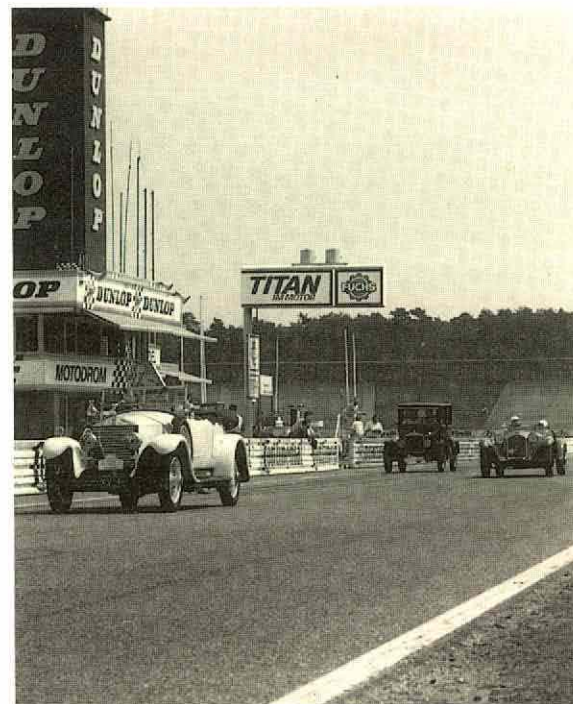
OVERSEAS MEMBERS

We will always do our best to find a place in a car going to an event for any visiting member. If you are going to be in the U.K. at the time of one of the planned events (except the Irish Georgian weekend, when all spare seats are taken by the I.G. Soc.), send your name and U.K. address, stating which event you wish to attend, to the Secretary who will put you in touch with your host. Events and dates appear on the Back Cover.

Collector's piece



The last 50 copies of the R-R Golden Jubilee Concours d'Elegance programme to be sold in aid of Club funds.
£2 per copy plus p. & p.
U.K. £2.50
Europe £3.00
Other destinations £3.45
Cheques, p.o. made payable to 20-Ghost Club and sent to Susan Taylor. (Address inside front cover).



'Emma' being chased by an Alfa at Hockenheim



TROPHIES WINNERS 1986

<i>Fred & Joan Watson:</i>	Norman Gardner
<i>Alpine:</i>	Philip Taylor
<i>Messervy:</i>	Ken Smedley
<i>Dymock-Maunsell:</i>	Lynn Brua
<i>Stanley Sears:</i>	Digby Wills
<i>Harding-Rolls:</i>	Susan Taylor
<i>Phoenix:</i>	Henry Wilkins
<i>Fergusson-Wood:</i>	Norman Gardner
<i>F.W. Photographic:</i>	Susan Taylor



1987 Concours in Hyde Park celebrating the Centenary of the St. John Ambulance Brigade 20th June 1987.

1987 sees a year of celebrations to commemorate the Centenary of the St. John Ambulance Brigade. This voluntary organisation, a familiar sight at public events in the black and white uniform, can trace its origins back to the Crusades. Members come from all walks of life and are of all ages. Training and therefore subsequent service to the community includes not only First Aid but nursing in hospitals and the home and work with the disabled.

The major national event of the celebrations will be a "Great Party" in Hyde Park organised by Major Parker of Royal Tournament fame. Several members of the Royal family will be attending this spectacular event which will be held on Saturday 20th June 1987. The 20-Ghost Club has been asked to organise a gathering of Rolls-Royce motor cars and to join the fun. The committee has decided that the Club Concours d'etat will take place on this day. So remember the date Saturday, 20th June 1987, Hyde Park, London.

1987 CONTINENTAL TOUR

Sovereign Military Order of Malta /Inter-Continental Hotels Tour

In September the Club will tour Europe and participate in fund-raising events in eight major cities on behalf of a children's charity in Thailand. The charity is supported by the Knights of Malta, and the King of Thailand, a multi-Rolls-Royce owner himself, is the patron of this particular institution. The Inter-Continental Hotel Group has agreed to provide complimentary rooms and the facilities for a banquet, concert, or similar event at each of our major stops. The Knights of Malta will have responsibility for organising the events and we, of course, will provide the cars which will be the feature attraction. As things now stand the tour will get under way with a gala dinner at the Mayfair Hotel in London on 1 September, and then proceed to Paris, Geneva, Munich, Frankfurt, Luxembourg, Dusseldorf, and Amsterdam, in that sequence. At each of these cities we will be guests of the local Inter-Continental Hotel for two nights, with admission gratis to the fundraising event to be held on the second night of our visit to each place. The objective will be to raise about £50,000 during the 20-day tour, so the galas can be expected to be splendid affairs.

It is hoped that in early 1988 it will be possible for a few of us, with our cars, to go to Thailand to present personally to the King the funds raised.

Without doubt this is the most ambitious event since we went to Japan in 1979. The charitable nature of it should give us a sense of satisfaction and the opportunity to meet and socialise with distinguished community leaders wherever we go.

Although there will be one day when we will have to drive over 200 miles, the remainder of the trip will have moderate runs and two-night stopovers at all the principal destinations. The Inter-Continental offer of free lodging is being limited to 20-25 people, so we are thinking in terms of 10-12 cars. All cars must be pre-1940 and in a condition and style worthy of the attention they will receive. The organizers reserve the right to select participants in the event of over-subscription.

Instructions for the Care of Rolls-Royce Cars
compiled by F.H. Royce, Engineer in Chief,
MIME, MIEE

1905 The New All British Motor Car
C.S. Rolls and Co. January 1905

The All-British 6 Cylinder Rolls-Royce 40/50
November 1908 Rolls-Royce Catalogue

Rolls-Royce Silver Ghost Catalogue

Rolls-Royce Motor Cars 1909 Catalogue

Instructions for the Care of Rolls-Royce Cars
40/50 h.p. Chassis 1700-2099
August 1912

Miniature Catalogue of 1913 Season
RROC reprint 1970.

Phantom III Catalogue

20/25 Catalogue

The 20/25 Rolls-Royce Wraith Abridged
catalogue

Rolls-Royce Silver Wraith Abridged particulars

The Rolls-Royce Silver Wraith Detailed
Specification (3 copies)

Silver Dawn Catalogue

Introduction to Rolls-Royce Silver Cloud II

The Shadow and The Substance Catalogue

Rolls-Royce Silver Cloud/Bentley "S" Series
Catalogue

20-GHOST CLUB LIBRARY

Catalogue of Parts.
August 1914

Catalogue of Parts. 40/50 h.p. chassis
March 1920

Catalogue of Parts. 40/50 h.p. chassis
August 1921

Instructions for Running Rolls-Royce Cars 33 LG
May 1923

Book of General and Technical Information
Useful to Drivers and Owners of Rolls-Royce
Cars. 40/50 h.p. 6 cylinders.
January 1923 (reprinted October 1923)

Rolls-Royce Silver Ghost Springfield Left-Drive
Model
RROC Reprint 1960

40/50 h.p. Rolls-Royce Car (New Phantom)
Handbook 81 TC July 1925

Phantom I Handbook
RROC Reprint

40/50 h.p. Rolls-Royce Phantom II Catalogue

Rolls-Royce/Bentley Catalogue. Silver Cloud,
Bentley, Phantom V

Phantom IV 5.7. litre Chassis Specification

Bentley 4¼ litre RROC Reprint Catalogue 1974

Bentley 3½ litre Catalogue

Borrowed Plumes
Mark VI Bentley. An appreciation.

H.J. Mulliner Bentley S2 Convertible Drophead
Coupe.
RROC Reprint Catalogue 1961

Maintenance Notes 25/30 Chassis
Made at Rolls-Royce School of Instruction July
1937 by H. Ray.
Copied April 1961 by Robert W. Townsley.

Rolls-Royce Apprentice Training Schemes.

Ten Years in a Day
Rolls-Royce Bumping Test Machine RROC.
Reprint.

Rolls-Royce Cars RROC. Reprint. 1961

Services Rendered 1939 — 1945

The Hon. C.S. Rolls MA Technical Managing
Director (Rolls-Royce Ltd.) 1908

Frederick Henry Royce. An outline of his
Engineering Achievement.
C. Geoffrey Smith MBE. 1946.

Sir Henry Royce Bart. 1863 — 1933. Some
tributes. For private circulation only

The Early History of Motoring.
Claude Johnson. 1927.

Rolls of Rolls-Royce.
Lord Montague of Beaulieu. 1966.
Cassell & Co.

Rolls—Man of Speed.
Laurence Meynell. Bodley Head.

20-GHOST CLUB LIBRARY

Rolls-Royce and Manchester 1904 — 1954.
A few significant episodes in the early days of
the Royce adventure into the design and
manufacture of motor cars.
Joseph Cockshoot and Co.

The Magic of a Name.
H. Nockolds. Foulis.

The History of Rolls-Royce Motor Cars. Vol. 1
1903 — 1907
C.W. Morton. Foulis. 1964

The Book of the Silver Ghost.
Kenneth Ullyett. Max Parrish and Co. 1963.

The Book of the Phantoms.
Kenneth Ullyett. Max Parrish and Co. 1964.

The Rolls-Royce Phantoms
D.B. Tubbs. Hamish Hamilton. 1964.

Rolls-Royce — The Living Legend.
Post Motor Books. 1958

The Rolls-Royce Motor Car
Anthony Bird and Ian Hallows. Batsford 1964

Two Men Came Together
Rolls-Royce 1954

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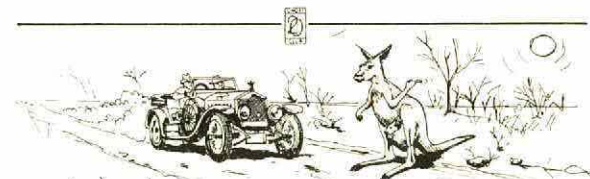
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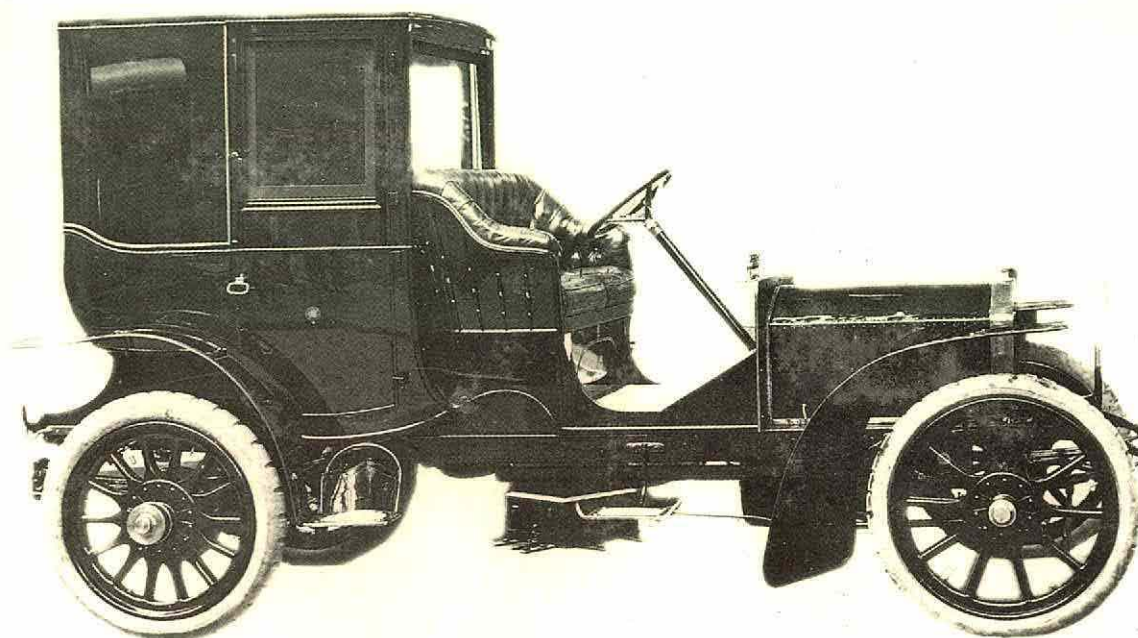
Rolls-Royce Bulletins
December 1925/March 1927/October 1928/
March 1929/June 1929/October 1929/February 1930/
June 1930/January 1934/April 1934/August 1934/
November 1934/May 1935/September 1935/
December 1935/March 1936/June 1936/
September 1936/December 1936/March 1937/
June 1937/September 1937/December 1937/
March 1938/June 1938/September 1938/
December 1938/March 1939/June 1939/1951/
January 1952/July 1952/January 1953/
June 1953/July 1953/January 1954/June 1954/
December 1954/July 1955/January 1956/
July 1956/January 1957/July 1957/January 1958



Fancy a drive across Australia?

There's a F.I.V.A. organised rally to celebrate the Australian Bi-centenary. You can start from Darwin, Perth or Brisbane, so long as you arrive at Canberra on or before 18th March 1988. John Kennedy is taking his 1921 Silver Ghost and will be happy to pass on details to anyone else crazy enough to consider the idea.

Scrapbook



The first 'HEAVY 20' car

The first 'Heavy 20' car to be supplied to a customer (Mr. A H Briggs) a Yorkshire woollen magnate, also an enthusiastic motorist. He, it was, who 'sold' the idea to C.S. Rolls of entering the new Rolls-Royce cars in the 1st Isle of Man Tourist Trophy race to be held in September 1905. Royce, it is believed, disliked the 'heavy' part of the 'Heavy 20', and responded readily to Rolls' request to produce a lighter version of the 4 cyl. 20 hp car. The result was the production of the famous 'Light 20', two of which were ready in time for the race. The first recorded engine test of a 4 cyl. was on 10.5.05 (engine No. 24624). Briggs took delivery of his 'Heavy 20' on 26.5.05 (engine No 24264), collected it himself from Cooke St. The TT race was run on September 14th 1905, the records show that Rolls' TT car was not completed and dispatched until 17.8.05 and Northey's on 26.8.05 (although one early, probably prototype, was thought to have been sent out earlier).

Note: Although above information is copied from a historical file picture, careful perusal reveals an absence of gear and brake levers and it's suspected that it is a part-finished first show model which was on show at the Olympia Motor Show in February 1905 it may subsequently have gone to A.H. Briggs.

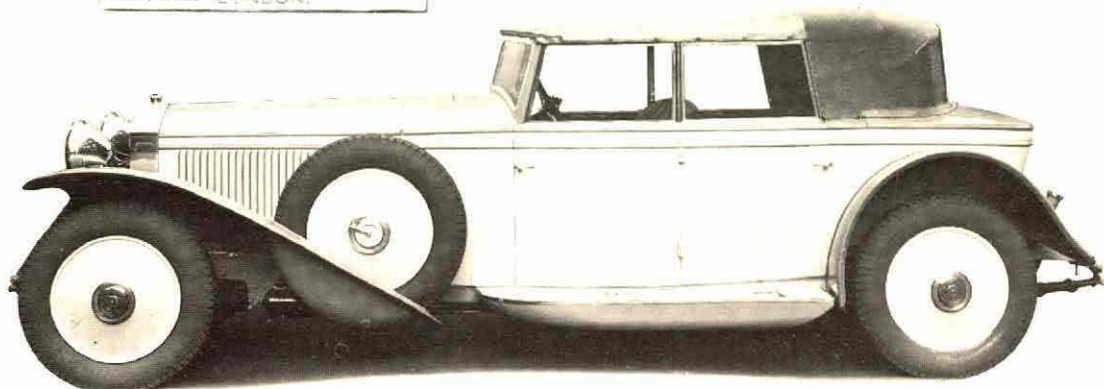
All the above appears handwritten on the back of the photograph. Bryan Goodman confirms that the Briggs 'Heavy 20' is 24264 with body by Rippon.



An official Barker photograph 1929/30. It appears that the car was exhibited at Olympia 1929 and purchased by a Mr. or Mrs. Kruse. The body, a Torpedo Cabriolet, was priced at £875.



Barker Photo. No. 25123
Name of Owner _____
Chassis make _____
Chassis No. _____ Column _____
Type of extra seat (if any) _____
Barker Body No. _____ Barker Org. No. _____
Type of Body _____
Colour of Body _____
In reference to this photograph, please quote PHOTOGRAPH No. _____
BARKER & Co. (Coachbuilders) LTD.
By Appointment to H.M. THE KING & H.R.H. THE PRINCE OF WALES
88, South Audley St. Claf St., Latimer Rd.,
W.1. London, W.11.
Print No. _____ LONDON.



Events Calendar 1987

A.G.M. and Annual Dinner, Caledonian Club

27th February

Spring Luncheon and Driving Tests, Cotswolds

26th April

Irish Georgian Tour, Shropshire or Sussex

23rd, 24th & 25th May

Concours

Hyde Park rally and Concours d'etat

20th June

Overseas Tour

Knights of Malta Tour

1st-21st September
