

THE 20-GHOST CLUB RECORD



Vol. 3. No. 2. SUMMER, 1962



Llyn Gwynant North Wales

FUTURE CLUB EVENTS

Jul 29 (Sun).- Driving tests, Royal Military Academy, Sandhurst, Surrey.

Sept 23 (Sun).- Concours d'etat, Burghley House, near Stamford, Lincolnshire. This date has now been chosen rather than Sept 16.

BRAKE TESTING DEVICE

Tony Guerrero, the enterprising and well-known technical vice-president of the Rolls-Royce Owners' Club of America, has most kindly sent the 20-Ghost Club one of the brake testing devices that has been found to provide both useful and interesting data when used at meetings. It is a direct reading device developed by Dr R C Hitchcock for showing change in speed of a motor car along a level road over an acceleration range of 0-0.4 g and a deceleration range of 0-0.8 g (1 g = 32.2 ft/sec² or 22 miles/hr/sec). In use, the padded base of the device is rested on a car window ledge and held firmly in place by an observer: on acceleration or deceleration, the maximum liquid level in a vertical tube calibrated in 0.2 g is noted.

The club is most grateful to Tony Guerrero for this equipment and members look forward to using it at meetings in the future.

M H V

MEMBERS' LETTERS

From Dr R O Barnard

I was most interested to read Mr G McGregor Craig's account in the last issue of the Record of the successful completion of his restoration of Silver Ghost 1390, particularly as I had seen the car soon after work started and at intervals as it progressed. One point of interest is that the original flat bonnet and rectangular bulkhead had survived and the ignition switches and carburettor lever were still mounted on the bulkhead. The majority of 1910 chassis were returned to the makers in the early 1920's to be brought up to date with raised radiators, tapering bonnets and all minor controls mounted on the steering column. It is pleasing that one of the few chassis to survive without modifications of this sort has been so carefully restored to contemporary appearance.

MEMORIES OF A SILVER GHOST

I remember one little incident connected with the preparation of the Silver Ghost which was entered for the Austrian Alpine Trial in 1913 and won it. The cars, of course, in this trial were subjected to very low temperatures at high altitudes and as the bonnets were sealed and the starting had to be by hand, it was impossible to prime the cylinders. Royce therefore designed a priming apparatus consisting of a pump mounted on the steering column designed to draw petrol out of the float chamber on the upward pull and to project it into the six combustion chambers through small diameter copper pipes, on the downward thrust.

The arrangement was given to a draughtsman to detail out, and in due course the drawings came to me for to make it. I had the six brouches fitted with nipples and nuts and connected to the pump, but when I came to make the connection to draw the petrol from the float chamber there was no arrangement on the drawing for that purpose. It was on a Friday evening and I had to work all night if need be to finish the job, as the car had to be across the Channel during the weekend.

There I was all alone in the department with no one to refer the omission to, so the only thing for me to do was to do the job as I thought would be efficient and acceptable. Now on the float chamber lid towards the front is a boss which accommodates the needle valve, and there are two small holes with slots filed across the top to act as air vents. The other hole is a 5BA tapped hole for the screw which holds the little dust plate stamped R-R in position. I decided to open that hole out to 0.187 in (3/16 in) to accommodate the tube which was to protrude well below the surface of the petrol in the float chamber. I did this, fitted the tube with nipple and nut and soldered it in the boss, connected it to the pump; and hey presto! the arrangement worked beautifully and the car was despatched and won the reliability trial. The cylinders were well and truly primed, and starting up was easy.

I think the draughtsman must have had an afterthought wondering if he had provided the arrangement of the system, for the under-manager, Mr H J Swift, approached me about a week after and asked me if the arrangements worked. I, of course, said: 'Yes, I tested it and it was O K.' Then he said: 'Now, come on George, was there any

arrangement on the drawing to provide for the extraction of petrol from the float chamber?' I said: 'No, there wasn't.' 'So what did you do then?' he asked. 'Well,' I replied, 'I was here alone with nobody to refer to, so I put the pipe in what I thought was the best position.' He then surprised me by saying: 'You know George, I really ought to reprimand you for not working to the drawing.' A pause, then with a twinkle in his eye he added: 'It's a b----- good job you did it as the car would not have been entered in the specified time.'

I often wonder if that Silver Ghost is still in existence with the priming arrangement still intact; for that little arrangement is unique.

George Clegg

WHERE ARE THEY NOW?

'When I bethink me of the cars I've known,
Some buried now, 'mid scrapheaps overgrown...'

These lines come back to me when I read such an article in the Record as 'Some Rolls-Royce Memories' by H G W K (Winter 1960 and Spring 1961). H G W K gives us photos and early histories of some of the most interesting and unusual cars - but where are they now?

We understand that the Silver Ghost, 54EM, with Phil Paddon's first Weymann body is now in Australia. H G W K himself has one of the later examples of Weymann saloons on a 1929 20 hp chassis and he maintains it in a beautiful condition, but what of the others? What became of the 1926 Phantom I with its peculiar coachwork which was a boat-shaped sports 4-seater; coupé de ville; 4-seater saloon or 2-seater coupé at will? Does the coachwork, which could be any of those styles as required, still exist? Does this car yet lie, forgotten, in some country coachhouse? There are probably still some old mansions which shelter interesting old cars in their stables.

While we can only hope that there are such cars which will come to light one day, we can, I trust, look forward to further 'Rolls-Royce Memories.' There must be some interesting stories yet to tell and surely H G W K still has a store.

K A S

VINEYARDS MEETING

A most enjoyable luncheon was held at the Vineyards Restaurant and Winevaults, Colerne, Wiltshire, on 14 April with twenty-five members and friends attending. The cars present included a Silver Ghost, a Phantom I, a Phantom II, a Phantom III, three 20/25's, a 25/30 and a Wraith. While three cars came from nearby, three cars came from the Portsmouth area, two from Surrey and one from Birmingham. None regretted the comparatively long run in brisk fine weather for lunch. - J C D-M.

LEONARDSLEE VISIT

On Sunday, 29 May, at the kind invitation of Sir Giles and Lady Loder, over 90 members and their friends visited the gardens at Leonardslee in Sussex. In fine and sunny weather over 30 cars, ranging from Silver Ghost to Phantom III and Wraith, assembled in the spacious paddock which is used as a car park. They were joined by a Silver Cloud, with a European registration, which was brought over by Major Eric Loder who was visiting Sir Giles.

Although the day was bright the wind in the paddock was gusty and, at times, quite cold, but members soon found it was quite warm in the lovely gardens. This was probably due to their location in a sheltered South Downs valley, 300 feet above sea level.

There were many beautiful flowering trees and shrubs to see and the visitors were able to wander at will along wild woodland ways or down by pleasant paths to the ornamental lakes. These lakes, which once were 'Hammer Ponds' in the days of the old Sussex iron industry, are now quiet pools flanked by fine trees and flowering shrubs. On one side of the lakes, the trees stand down the slope to the very water's edge, and on the other, brilliant blossoms cascade in streams of glorious colour.

Perhaps, to the visitors' children, the colony of wallabies which have bred for fifty years in the woods and fields above the lowest lake were by far the most interesting sight on the estate. They were tame, yet shy, but they did allow visitors to approach close enough to take photographs, before they withdrew into the trees.

Leonardslee, with its fine trees and flowering shrubs, its lakes and terraced lawns, was well worth the visit, even though we were told that, owing to the freak weather, it had not attained its usual glory.

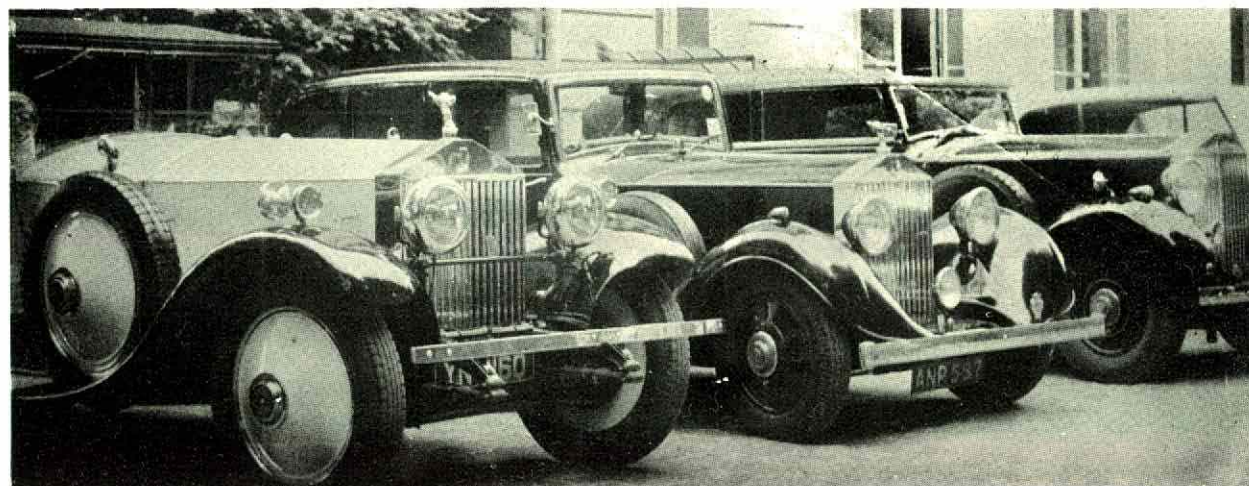
K A S

CONTINENTAL TOUR

When the suggestion was first made that the club should organise a continental tour in 1962 that would last a fortnight and which would go as far as Monaco, there were several members who thought that the club might be overreaching itself in planning a tour of such magnitude. In the event, the more pessimistic were happily proved to be wrong, and about 25 cars took part in most if not all of the events that were planned. These included a meeting at Versailles and at the automobile museum near Lyons and a concours d'elegance in Monaco. The majority of those taking part followed an agreed route, meeting for lunch and for overnight stops at designated restaurants and hotels. It is believed that without exception members will agree that the tour, during which most of the cars must have covered nearly 2000 miles, was an extremely successful and enjoyable one, fully justifying the considerable amount of planning that had been involved.

The first meeting was on Monday 14 May, when sixteen cars formed up outside the Trianon Palace Hotel in the rue de la Reine, Versailles. At 11 a.m., the cars moved off in convoy for a run of a few minutes to the area allocated outside the palace. Members then looked round the palace, while the cars were admired by the local populace, and then returned independently to the Trianon Palace Hotel for lunch. After lunch, most members drove into the palace grounds to view the Trians and the coachhouse and to tour the grounds.

Next day, there was initially some uncertainty whether the drive through Paris that had been arranged was practicable, in view of possible traffic jams caused by a railway strike, but at 11 a.m. a convoy of five cars set off from Versailles, after Mr Norman Frost had made arrangements for a motor cycle escort to meet the convoy at the Porte de St Cloud. The convoy, which consisted of three Phantoms I (Lt-Com J C Dymock-Maunsell, Mr S C Phillips, Mr L Taylor) one Phantom II (Mr H Wilkins) and one 20/25 (Mr V Sagovsky), travelled from Versailles at a maximum speed of 50 miles/hr and then stopped at the Porte de St Cloud for five minutes' discussion with the police escort. It was soon evident that it was not to be a slow trip, and while one motor cycle led at up to 40 miles/hr, the other guarded the flanks. Whether the traffic lights were red or green, the escorts halted all traffic and the convoy drove through the Bois de Boulogne, where many riot squad cars were noticed, up the rue de la Grande Armee



Some of the cars lined up at the Trianon Hotel, Versailles.

and into the Place d'Etoile, where the convoy halted by the Arc de Triomphe. A five-minute halt had been arranged with the police escort for press photographs and for members to pay their respects at the tomb of the Unknown Warrior. Even during this brief period, a member was asked by an American if he would sell his car!

After this halt, the convoy drove down the Champs Elysées, and even in the denser traffic in that area excellent progress was made.



The blaring horns of the escort carved a path through the traffic, although the driver of the leading car was heard to remark later that the path was not always as wide as he had wished and that he would have liked a cowcatcher mounted up front to dispose of the little vehicles that had tended to clutter up the progress. The route led through the Place de la Concorde and the Quai d'Orsay and eventually on to the Autoroute du Sud: the convoy finally stopped at noon to say fare-

well to the escorts, having covered 24 miles in the hour, including stops. It was sad to discover that the rear wheel of one of the escorts' motor cycles had a puncture, but this was self-sealing and a member was able to provide a pump for inflation.

On Wednesday, members proceeded independently, with some eleven cars stopping that night at Pontanevaux. Next day, ten cars drove in the morning to the Musée National de l'Automobile at the Chateau de Rochetaillée s/Saône, where they were joined by a further six cars. This museum contains a wide range of veteran and vintage cars, motor cycles and bicycles on three floors in the Chateau itself, including nearly a hundred pre-1914 models, with a number of sports and racing cars in a separate building. The founder of the museum, M Henri Malartre, spared no effort to make the visit an enjoyable one and members spent a happy morning examining the cars on show (which included a Silver Ghost tourer 2534) and were then refreshed with champagne.

Lunch was taken at a nearby restaurant, which appeared rather overwhelmed by the numbers, and members then dispersed towards the South. That night, most of the party stayed at Montelimar, and some took lunch the following day at Aix-en-Provence, spending the night at Agay.

F Hellings' 1934 20/25 GLB28 Hooper saloon; W F Watson's 1935 PII 3TA Gurney Nutting sedanca-de-ville; and SE Sears' 1939 Wraith WEC2 James Young sports saloon outside a church at Avalon.





Some of the members and their cars at the Chateau de Rochetaillée.

The next day, Saturday May 19, all cars were due to meet at Beaverbrook Square, Cap d'Ailes, before proceeding in convoy into Monaco. Although the weather had been particularly wet in the morning, it had cleared sufficiently in the afternoon to justify much hurried car washing before the cars, which had been met by Mr and Mrs E Trevor and their son, set off to move majestically (partly because of the dense traffic and crowds) through the winding streets of Monte Carlo around the Grand Prix course (with about four circuits of the Casino added as a bonus to the photographers, presumably). A reception by M le Maire followed, where the thirsts that had been engendered by the heat of the afternoon were rapidly quenched with champagne and finally slaked as guests of Esso at the Hotel Metropole that evening. The next morning was spent in pre-



Stanley Sears and Henri Malartre at Rochetaillée.

paration for the concours d'elegance that was due to start at noon. In blazing sun and watched by what was probably the majority of the Monegasque population, the judges inspected the club's cars and some others of different makes



Members examining S G 2534 at Rochetaillée.



Some of the cars lined up at Monaco.



that had joined in. When their decisions were finally reached, each car in turn was called on to drive towards and halt in front of a dais occupied by H S H Princess Grace and her entourage, while a commentator drew attention to some salient points in the car's history. Each entrant received a prize, in the majority of cases a drinkable one, and the major prizewinners included Mr W A L Cook, Mr J P Smith, Mr S E Sears and Mr F Hellings. In the evening, members were entertained to an excellent dinner in the Hotel de Paris by the Société des Bains/Mer, and dancing continued until the early hours



W A L Cook receiving the Grand Prix cup of the Automobile Club de Monaco from H S H Princess Grace for his Phantom III.



Right.- J P Smith with the Martini cup awarded for his 20 h p car.

of Monday morning, members of all ages having the opportunity of showing their skill and endurance in the Twist but being outshone by M Louis Chiron whose exertions would have exhausted any man half his age in the first hour. Next day, members dispersed, some to return home, some to continue their holidays in Southern France or Italy and some for further contests.



J C Dymock-Maunsell's PI next to a smaller car.

I S Hallows' PIII in the Simplon pass.



It has of course only been possible to summarise some of the events of the tour here. Probably every member has sufficient interesting, amusing or exciting experiences to fill these pages several times over (your editor is exercising great self-denial in not including his). The room set aside for a seance at Versailles (perhaps for a 1919 ghost); the elderly Monégasque lady who explained to her friends that they were watching a rally of English taxi-cabs; these are incidents whose retelling will enliven many future meetings. Nor is it possible to mention the many people who worked so hard to make the tour such a success, although Lt-Com J C Dymock-Maunsell, for the overall planning of the tour, and Mr and Mrs E Trevor, the original instigators, for making all arrangements at Monaco, must be singled out for special praise and thanks.

I S H

1961 ALPINE TROPHY RESULTS TO JUNE 23

	Car	Chassis no	Year	Mileage	Age	Size	Total
I S Hallows	PIII	3AZ112	1936	6,484	x25	x3	484,300
A M Keeling	20/25	GAU55	1932	4,567	x29	x2	264,886
J C Dymock- Maunsell	PI	20TC	1926	2,515	x35	x3	264,075
R B Honnywill	PIII	3AZ76	1936	3,248	x25	x3	243,600
S J S Boord	20/25	GBA29	1933	4,288	x28	x2	240,128
J E Castle	20/25	GMU4	1932	3,591	x29	x2	208,278
H C W Somers- Smith	20/25	GBK3	1936	3,748	x25	x2	187,400
J A G Burchell	S G	2295	1913	824	x48	x4	158,208
H M V N Smith	20/25	GFE40	1935	3,040	x26	x2	158,080
S E A Fortune	25/30	GAR37	1938	3,385	x23	x2	155,710
G M G Keeping	PIII	3AX55	1937	1,611	x24	x3	115,992
M E Watt	20/25		1934	1,476	x27	x2	79,704
W F Watson	S G	2260E	1913	272	x48	x4	52,224
W F Watson	S G	1543	1911	233	x50	x4	46,600
L A J Koenen	S G	1456	1910	205	x51	x4	41,820
G B Lochee Bayne	20/25	GAW22	1933	1,297	x28	x2	20,752

BLLENHEIM MEETING

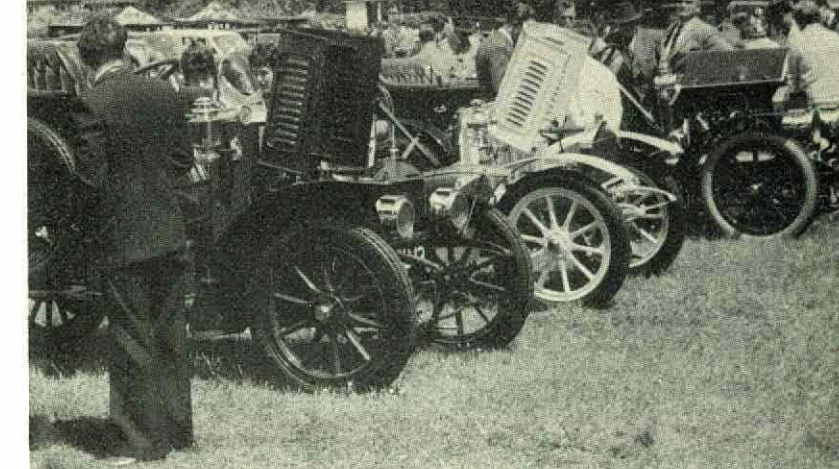
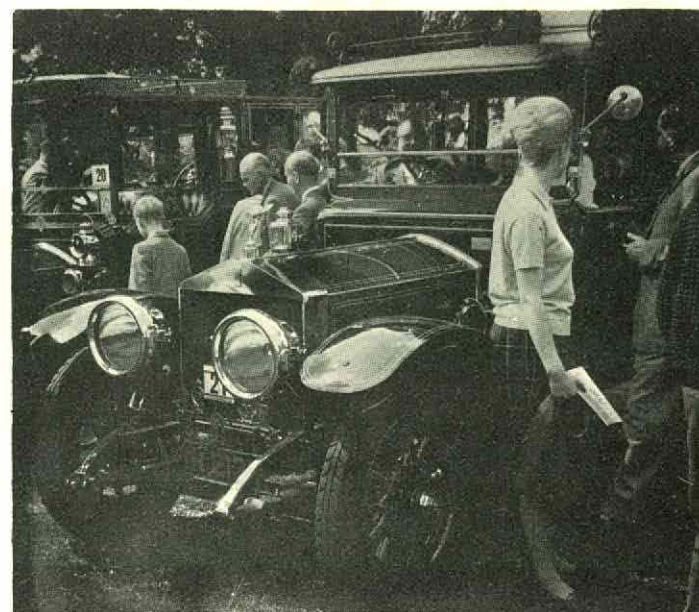
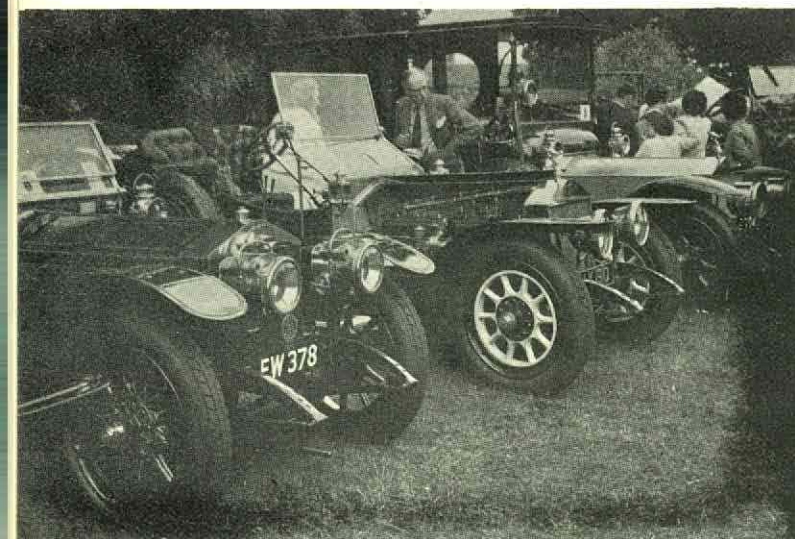
At 3 p m on Sunday June 3, your editor counted 550 Rolls-Royce cars in the grounds of Blenheim Palace. Altogether, it appears that over 1000 Rolls-Royce and Bentley cars attended this meeting, and if there are any members who were not present they are asked to accept that, even in sheer numbers alone, it was an event of astonishing magnitude. After being asked by a journalist to estimate the value of the cars present (1000 x £1000 ... £2000 ... ?) your editor found himself making rapid mental calculations as to the area (in acres), the volume (in cubic yards), the weight (in tons) and the ages (in centuries) of Rolls-Royce cars present ... but after all, it was a hot day.

This was the first event to be organised jointly by the four British Rolls-Royce clubs and the Bentley Drivers Club. The cars taking part were divided into three categories - exhibition cars, which included examples of every Rolls-Royce and Bentley car ever made (with the exception of the 1905/6 V-8 car of which none survives; the 1906 6-cylinder 30 hp car; and the 1939 Wraith); concours d'elegance entrants, which was confined to Rolls-Royce cars only; and non-competing Rolls-Royce and Bentley cars. As was to be expected, the exhibition cars aroused great interest - three 2-cylinder 10 h p cars and a full house of Phantoms I, II, III, IV and V, for example, making a unique spectacle. Concours cars were in excellent condition and beautifully presented, and even the non-competing cars, except for about half a dozen bangers, were remarkably well preserved.

The first cars arrived before 10 a m, and by the time the cars from Battersea Park bringing the RROC visitors had reached Blenheim most of the designated positions were occupied. After lunch in the riding school for RROC members and club and company officials, the serious business of judging nearly 200 concours entrants took place. Although the size of most of the classes meant that the judges were limited in their time for inspection, the final results were found generally acceptable in the majority of classes. The prizewinners were as follows:

1. PRE-1916 OPEN
- 1st 1914 54PB Schebera-Schapiro three-seater R O Barnard*
skiff
- 2nd 1914 23YB Barker tourer J G Hutt*

*20-Ghost Club member



Left. - G McGregor Craig's 1910 SG 1390 Jarvis tourer; L A J Koenen's 1910 SG 1456 phaeton; K Marsden's 1912 S G 1850E. Right. - J A G Burchell's 1911 S G 1543 Lawton limousine; W F Watson's 1910 SG 1392 Fuller limousine.

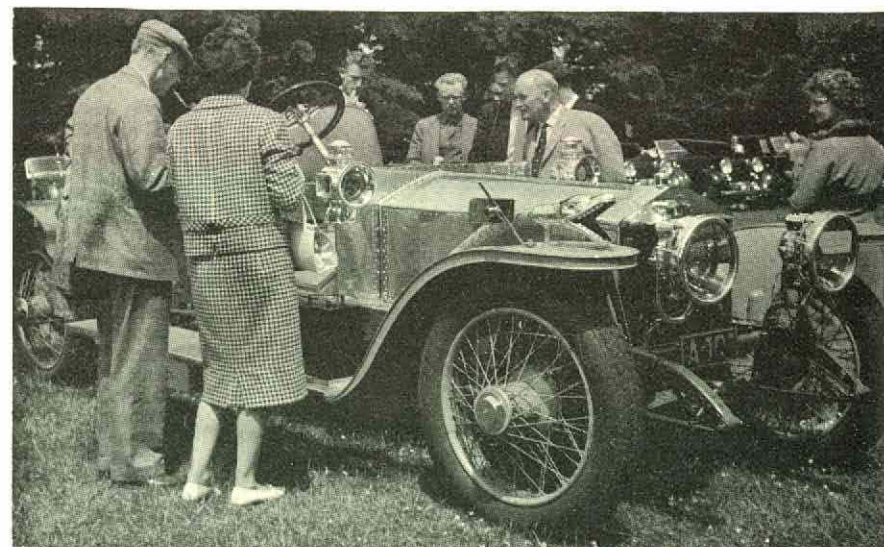
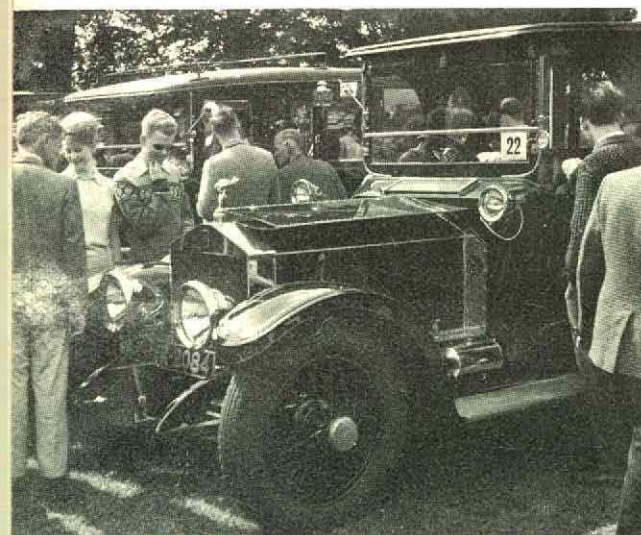
2. SILVER GHOSTS, PRE-1917 CLOSED

1st 1914 54AB Barker landaulette	P W Neale
2nd 1913 2297 Barker landaulette	J A G Burchell*

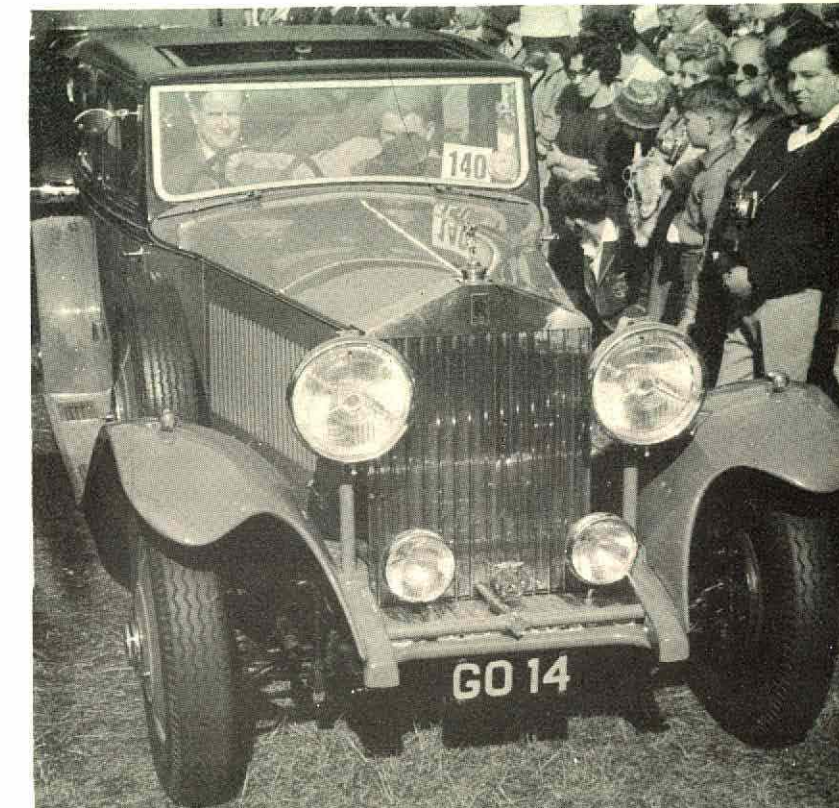
3. POST-1916 SILVER GHOSTS AND PHANTOMS 1

1st 1929 109WR Barker tourer	L Taylor*
2nd 1926 57YC Hooper Prince of Wales cabriolet	R J Brooks

Left. - P W Neale's 1914 S G 54AB Barker landaulette. Right. - M R Neale's 1909 S G 1203 two-seater.



Above. - R O Barnard's 1914 S G 54PB Schebera-Schapiro skiff. Below. - P W Neale receiving his prize from the Marchioness of Blandford. Right, top. - The three surviving 2-cylinder 10 h p cars. Right, centre. - R J Barton's 1933 20/25 HJ Mulliner saloon. Right, bottom. - L Taylor receiving his prize for his 1929 PI 109WR Barker tourer.



4. PHANTOMS II			
1st	1933	24PY Park Ward saloon	L E Dalton
2nd	1932	28MS H J Mulliner drophead coupé	H R Williams
5. PHANTOMS III			
1st	1938	3DL4 Park Ward saloon	J F Wilson
2nd	1937	3BT149 Barker sedanca-de-ville	M B Lane Jr
6. TWENTYS, OPEN			
1st	1929	GEN16 Barker tourer	J A G Burchell*
2nd	1926	GMJ31 Rippon tourer	G W Wrapson
7. TWENTYS, CLOSED			
1st	1924	GLK40 Buckingham saloon	R Rothwell
2nd	1929	GEN45 James Young saloon	H G W Keller*
8. 20/25's, OPEN			
1st	1930	GTR4 H J Mulliner sedanca-de-ville	J Frye Bourne*
2nd	1930	GDP56 Windover drophead coupé	G W Otter*
9. 20/25's, CLOSED			
1st	1933	GDX36 H J Mulliner saloon	R J Barton*
2nd	1933	GSY73 Rippon saloon	J P Cooper
10. 25/30's and WRAITHS			
1st	1938	GZR2 Thrupp and Maberley saloon	S R Terry
2nd	1937	GRO55 Freestone and Webb saloon	M S Timms*
11. POST-WAR			
1st	1962	5BX44 James Young sedanca-de-ville	J Barclay
2nd	1961	LCB38 James Young touring limousine	J Barclay
12. OUTSIDE ARENA			
1st	1934	GGA40 Gill R-R drophead coupé	E C Arden
2nd	1951	PYR1 H J Mulliner Bentley Continental saloon	A W Schuster

The prizes were kindly presented by the Marchioness of Blandford, and a trophy from British RROC members was handed to Mr J W McFarlane on behalf of the RROC by Mr Fergusson Wood, who had been responsible for its conception.

Once again, it is impossible to mention by name all those who had played a major part in the organisation and functioning of the meeting. Thanks are particularly due, however, to His Grace the Duke of Marlborough for permitting the meeting to be held at Blenheim; to the members of the organising committee under the chairmanship of Lt-Com J C Dymock-Maunsell; to the company for much hidden assistance; and to the marshals, helpers and programme sellers who performed an onerous task under often trying circumstances. A message of greetings and good wishes was received from Mr G Sandford-Morgan on behalf of the Rolls-Royce Owners Club of Australia, whose Federal rally was taking place at Mildara on the same day, and Mr F C T Evershed has asked that the appreciation of the company should be passed on to club members for all they did to make the meeting such a memorable occasion.

I S H

ANNUAL GENERAL MEETING

The 12th annual general meeting of the Club was held at the Eccleston Hotel, Eccleston Sq, London SW1, at 7 p m on 6 June 1962, with the president, Mr S E Sears, in the chair. Twenty-six members were present.

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 in February 1962 there were thirty-one pre-1914 and thirteen post-1914 Silver Ghosts in the club, the total number of members being 276, and the total number of cars being 212. He noted that there had been quite a large number of events during the year in question, and mentioned particularly the snowball rally, which had been a great success, and the visit to the Lord Mayor Treloar College which had given much enjoyment to the handicapped people there, a type of event that he hoped would become an annual feature. He then emphasised the club's good fortune in the continued presidency of Mr Sears, whose wide experience had repeatedly proved of great value. He also expressed his appreciation of the devoted work of Mr Watson as hon secretary, of Mr A J Belsey as vice-president and

of members of the committee in general, with particular reference to Lt-Com J C Dymock-Maunsell for the organisation of the Continental and Blenheim events and Mr I S Hallows for his work on the Record.

ACCOUNTS

Mr Watson explained that the sum of £30 had been voted by the committee for entertainment, as a result of which the accounts now showed a true picture of the financial results of the year's events. The approval and adoption of the accounts for the year ended 31 December 1961 was then proposed by Capt R B Honnywill, seconded by Mr K A Steel and carried unanimously.

ELECTION OF PRESIDENT

Mr Sears then vacated the chair. His place was taken by Mr Belsey. On the proposal of Capt Honnywill, seconded by Mr G McGregor Craig, the members present unanimously reelected Mr Sears and passed a hearty vote of thanks to him for all the work he did for the club. Mr Sears expressed his thanks for the honour that had again come to him and paid tribute to the work of Mr Watson and the committee.

ELECTION OF SECRETARY AND TREASURER

Mr Sears resumed the chair. The reelection of Mr Watson as hon secretary and treasurer was proposed by Mr R M Harrison and seconded by Mr C Meachen: the resolution was unanimously passed by the meeting.

ELECTION OF MEMBERS OF COMMITTEE

Mr Sears then said that Capt and Mrs J R Castle, the two senior members of the committee, had retired by rotation but, being eligible, offered themselves for reelection. Mr C H M Gonne proposed the reelection of the two candidates: this proposal was seconded by Mr G L Frost and carried unanimously.

OTHER BUSINESS

Capt Honnywill drew attention to Mr G Clegg, who had taken part in the Continental tour and had shown much interest in the club's activities. As Mr Clegg had begun work in Cook St in 1906, Capt Honnywill hoped that it might be possible for him to remain associated with the club. Mr Sears agreed to raise this matter at the next committee meeting.

Mr Gonne referred to an incident in which he had been involved and suggested that there were special reasons why members should be better informed about the legal position in the event of an accident. He felt that a meeting might be held which could be addressed by a barrister and an insurance claims manager, where members could have explained to them what they should and should not do. Mr F Hellings pointed out that guidance of this nature was given by insurance companies on the green card and thought that this could be reprinted by the club. Mr Sears stated that he would ensure that Mr Gonne's suggestion would be considered by the events committee.

Mr E E Turner referred to the eagerness of the American members of the RROC that the club should visit their country and suggested that a small committee be formed to carry out the organisation of such a visit. Mr Steel mentioned that he had approached those members who had previously expressed interest in such a visit, and that he was prepared to send a circular on the subject to all members. Mr Turner then suggested that the other clubs should be brought in so that numbers could justify the chartering of an aeroplane. Mr Steel indicated that over 80 seats would have to be taken if a charter was to be arranged: for group travel of 20 or more, the cost would be about £100 a head. Mr Sears then promised to refer the whole matter to the events committee, and concluded by thanking Mr Turner on behalf of the club for the fine work that he had done in the entertainment of the American visitors.

Mr S E A Fortune then proposed a vote of thanks to Lt-Com Dymock-Maunsell and the events committee for the many interesting events they had organised. This was amended by Capt Honnywill to include also the name of Mr I S Hallows. This proposal as amended was carried unanimously.

Mr Steel then proposed a vote of thanks to the hon auditor, Mr C R Watson, and his company for his work in auditing the club accounts for the year in question. Mr F Hellings also proposed a vote of thanks to the officers and committee of the club. The proposals were carried unanimously. 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 12 June, Mr M H Vivian was reelected chairman.

THE STORAGE OF PRE-WAR CARS - 2:

BODYWORK, UPHOLSTERY AND BATTERY

PAINTWORK

1. The bodywork should first be washed down, using clean running water, and dried thoroughly. All rust patches and blisters should receive immediate attention to prevent further deterioration of the paintwork during the storage period: the application of a good class of polish such as Belco No 7 is recommended in order to maintain the general condition of the paintwork. It is recommended that periodic applications at regular intervals of between six and eight weeks should be given: in this way, the danger of the formation of bloom on the paintwork during the period of storage will be minimised. All bright parts not having an untarnishable finish should, after being cleaned, be lightly smeared with vaseline. (The use of vaseline on parts having a chromium finish is both unnecessary and undesirable.)

UPHOLSTERY

2. All carpets, cushions and interior upholstery should be thoroughly brushed out and cleaned and liberally sprinkled with one of the anti-moth preparations available. After this treatment, all carpets, cushions and other detachable items should be examined at regular intervals and retreatment should be carried out if found necessary. All leather upholstery should be given an application of Connollys' Hide Food to enable it to retain its suppleness and freshness during the storage period.

STORAGE

3. Providing the place of storage is dry, all windows on the car should be kept slightly open to assist in the circulation of fresh air within the body. If the place of storage has a tendency toward dampness and there is danger of moisture collecting within the body to the detriment of the upholstery, however, it is suggested that some form of anti-moisture preparation, such as calcium chloride crystals should be utilised. It should be noted, however, that these preparations absorb moisture from the immediate atmosphere, and therefore it will be necessary to keep all windows, doors and other means of ventilation on the vehicle firmly closed to prevent rapid absorption of moisture and subsequent saturation of these crystals. Periodical inspection of these crystals at regular intervals should therefore be given, and a

fresh supply should be furnished when they are seen to be near saturation point. Where the car is an open model, the hood should be erected and extended. The complete vehicle should then be covered with a light dust sheet. It should be noted that the place of storage should be dry, dark, well-ventilated and preferably heated.

BATTERY

1. Car batteries tend to deteriorate quickly when not in use unless provision is made for their maintenance. An unattended battery may become completely ruined in a few months. Even under the best conditions of storage, a fully charged battery will deteriorate slowly. Assuming that the battery is in a sufficiently good condition to make storage an economical proposition, a choice between the two following well-tried methods is recommended.

The first involves a periodical freshening charge. The battery should first be removed from the car, cleaned thoroughly, topped up with distilled water and given a thorough charge at the normal rate recommended by the makers. A freshening charge should then be given at the same rate at regular intervals of four to six weeks, continuing each of these charges until the specific gravity of the acid has remained constant for about 10 to 12 hours on each occasion.

The second method is washing out and storing filled with distilled water. First, the battery should be removed from the car, cleaned thoroughly, topped up with distilled water and given a thorough charge at the rate recommended by the makers. All free acid should be emptied out and the cells refilled with three successive changes of clean distilled water, allowing the water to remain in the cells for at least an hour before each change. Finally, the cells should be filled up with distilled water, and the vent plugs replaced and tightened, ensuring also that the outside of the battery is dry and clean. The battery may now be placed into storage for the whole of the storage period without further attention, but it must not be exposed to the risk of freezing during the winter months. The place of storage should be between the limits of 40° to 80°F.

The first part of this article, dealing with the chassis, appeared in Vol 3, No 1, Spring 1962, pp 13-15.

S G and 20 H P PARTS CATALOGUES

The Victorian Branch of the Rolls-Royce Owners Club of Australia has now copied, with the company's permission, the early volumes of Rolls-Royce parts catalogues. These books can be of great assistance in identifying parts, providing exact measurements, verifying whether parts from one model will fit another and dating various modifications. The books are quarto size and complete except that the code and number index is omitted, and the volumes are well bound with gold-blocked lettering. Prices are based on actual cost and are a fraction of the price of commercial copying.

Model	Year	Series	Approx pages	Price, £Aust.
Silver Ghost	1909	Before 1100	127	6 5 0
	1909-10	1100 - 1300	185	6 5 0
	1910-11	1400 - 1600	190	6 10 0
	1911-13	1700 - 2600	232	7 10 0
	1913-15	A to H	240	7 10 0
20 h p	1922-24	A to D	195	6 10 0
	Bound	E to K	323	10 0 0
	with 1928 supplement			

Bank drafts should be made payable to the RROC of Australia. Address for correspondence is Mr F M Robinson, 414 Collins St, Melbourne, C 1, Australia.

FOOTNOTE

'Rolls-Royces are a common sight around Whitehall, but last week there was one in that neighbourhood that made most people stop and stare. There it stood in all its well-bred glory... but with one elegant wing well and truly bashed in. Passers-by stared incredulously at the damage and then slowly grinned. An affectionate smile in most cases, as if to say cor, the car's human after all.' (Sarah Jenkins in The Evening News, June 7).

It's fixed now. - I S H.

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