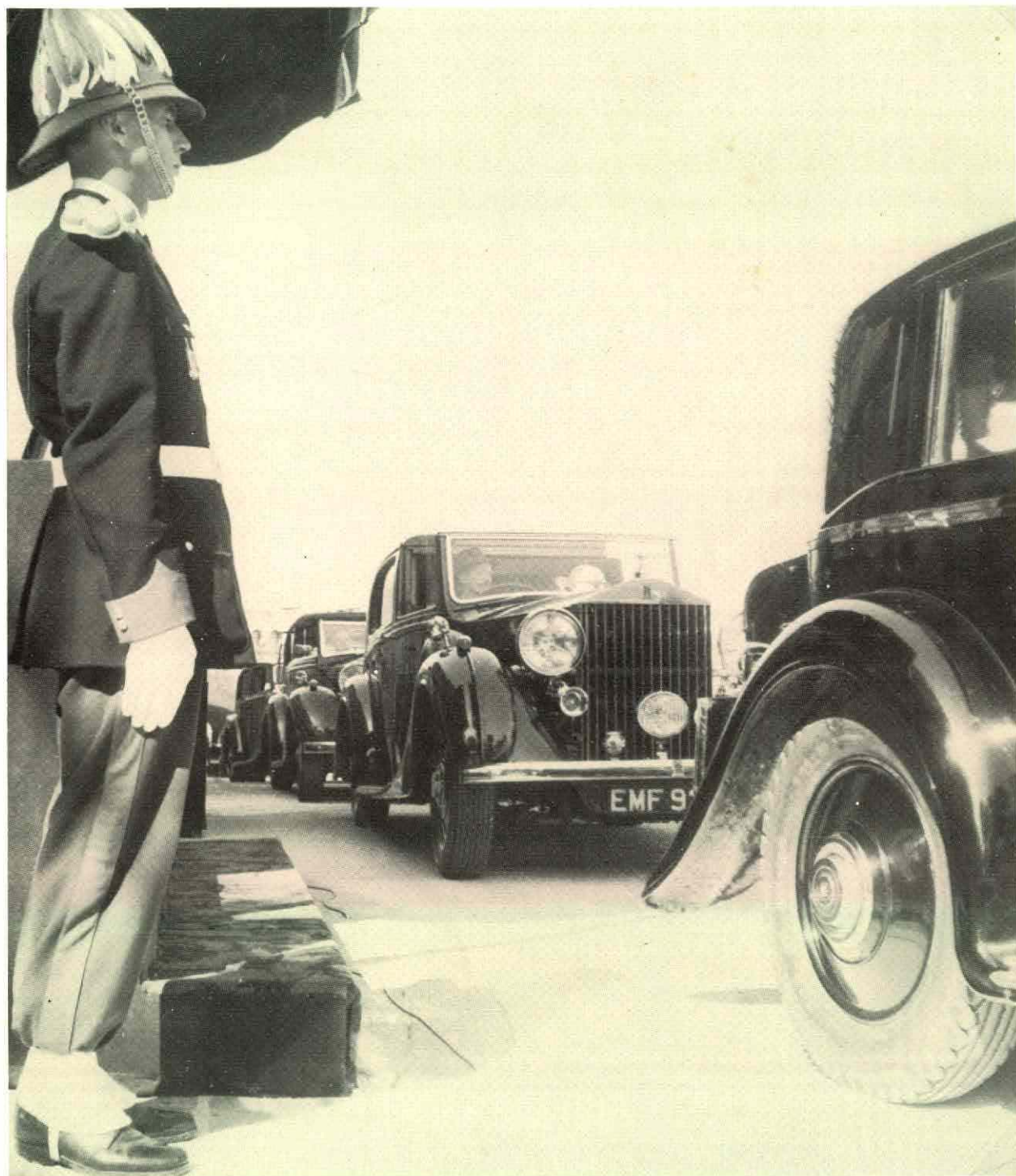




THE 20-GHOST CLUB RECORD

Vol. 5 No. 1 Spring 1963



3AZ112 at Monaco

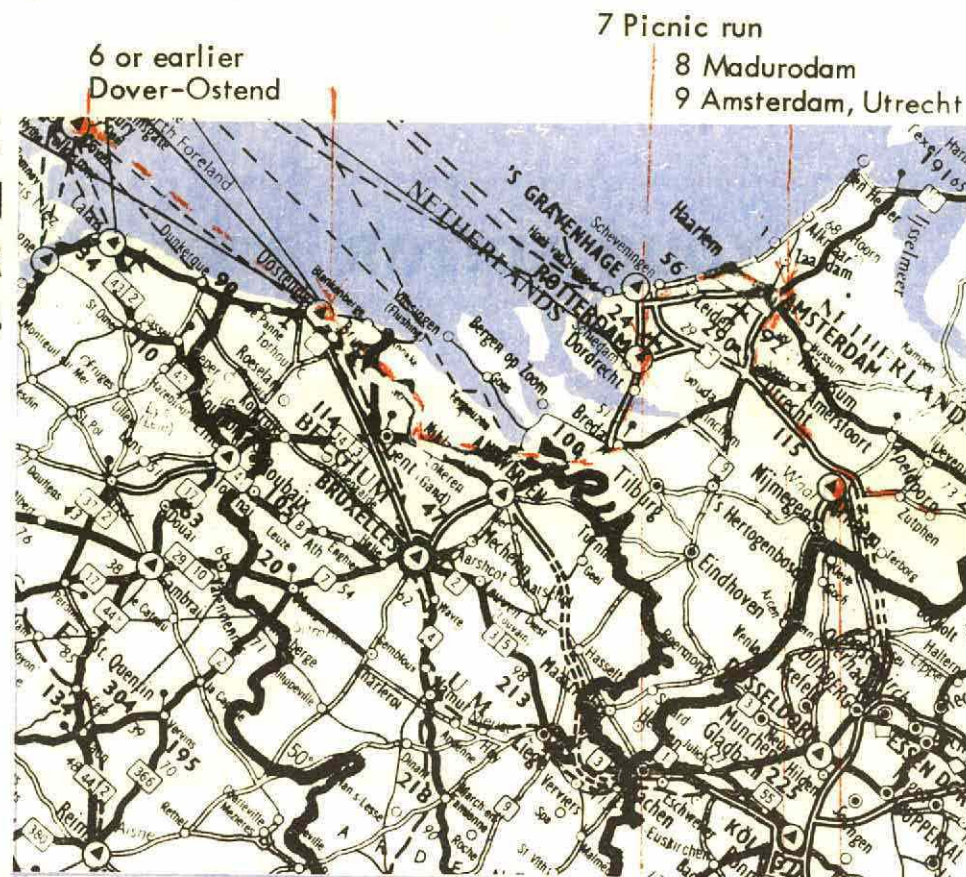


YOUR EDITOR REGRETS . . .

MEMBERS who have not received a copy of this magazine since the Summer issue of last year are asked to accept their editor's sincere apologies. Owing to pressure of business, he was unable to prepare the Autumn and Winter issues of 1963 in time and has thought it better to start afresh with the first issue of 1964. He has, however, taken the opportunity of designing a more up-to-date style for the magazine, which, it is hoped, will meet with general approval. Any contribution from members for future issues will, as ever, be gratefully received.

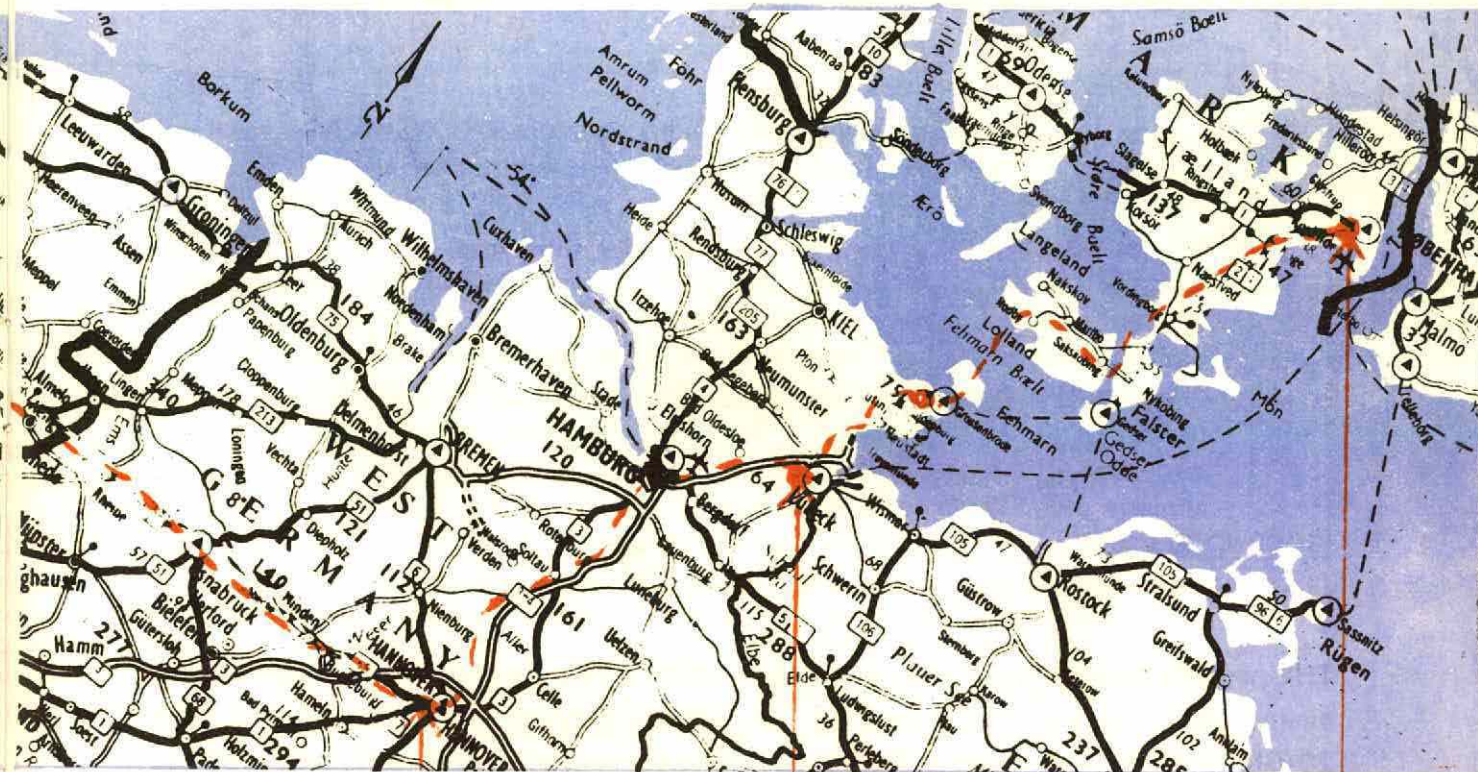
A handwritten signature in black ink, appearing to read "Ian S Hallows".

THE SCANDINAVIAN TOUR JUNE 1964



Routes are only approximate

6 Rotterdam
8 Haarlem, Amsterdam
9 Dribergen, night Arnhem



10 night Hanover

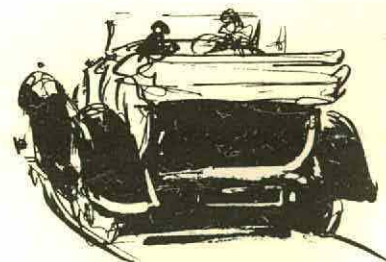
11 night Lubeck

12 Copenhagen
13 visit Elsinore
14 Concours d'elegance

PROGRAMME FOR 1964

- May 2. Luncheon and visit, Tank Museum, Bovington, Dorset.
- May 23. Rolls-Royce and Bentley 60th Anniversary Pageant, Goodwood. Dinner, Portsmouth.
- May 27. Annual general meeting, Eccleston Hotel, Eccleston Sq. London SW1.
- June 6/7. Continental Tour. Ostend, Rotterdam, Madurodam.
- June 13/14. Haarlem, Amsterdam, Driebergen, Arnhem, Hanover, Lubeck, Nysted, Copenhagen.

- June 27. Charity event.
- July 11. Visit Radley College, Abingdon.
- July 26. Driving tests, R M A Sandhurst.
- September 13. Concours d'etat.



2

TROPHIES FOR 1963

Harding-Rolls Trophy. Awarded to the member who, in the opinion of the committee, has contributed most, either by individual meritorious service or performance with a motor car. **W F Watson.**

Stanley Sears Trophy. Awarded to the member who gains the most marks in the concours d'etat, driving tests, Alpine Trophy, rally attendance and miscellaneous competitions. Marks are scaled as follows: concours d'etat and driving tests, actual; Alpine Trophy, divided by 10,000; rally attendance, divided by 10; miscellaneous competitions, so that winner gets 100

marks, remainder in proportion. In the case of an individual who does not attend the driving tests, he will be awarded the same penalty marks as the person who enters and gets the largest penalty marks. **J C Dymock-Maunsell.**

Dymock-Maunsell Trophy. Awarded to the member who obtains the most marks for rally attendance, for distance driven to events multiplied by the square root of the age of the car. Different cars may be taken to different events but not more than one car may count at each event. The events to which this refers are promulgated at the

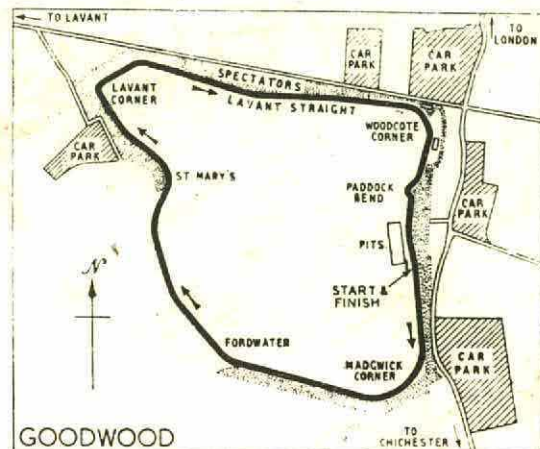
beginning of the season, and subsequently as necessary. **R M Harrison.**

Alpine Trophy. Awarded to the owner of the car which gets the largest number of marks for mileage covered during the year, regardless of method of use, but taking into consideration the age of car and model. **A M Keeling.**

Messervy Trophy. Awarded to the owner of the car which puts up the best aggregate performance in the concours d'etat and the driving tests. The same car must be used in both events and be driven by the owner in the driving tests. **J C Dymock-Maunsell.**

3

ROLLS-ROYCE & BENTLEY PAGEANT



THE pageant at Goodwood and associated events on 23 May are organised by the 20-Ghost Club, the Vintage Sports-Car Club (Rolls-Royce Section), the Rolls-Royce Enthusiasts Club, the Midland Rolls-Royce Club, and the Bentley Drivers Club. Members of the Rolls-Royce Owners Club of America will also be attending. Considerable assistance is being given by other authorities, notably Rolls-Royce Ltd, Shell-Mex and B P, the Goodwood Estate Company, and representatives of the Corporation of Portsmouth. The events are open to owners of Rolls-Royce and Bentley motor cars of all ages, and include a concours d'elegance, a stable competition and a demonstration of all models produced by the two companies.

In the evening, there will be a celebration dinner at the Guildhall, Portsmouth, with car parking facilities adjacent to the Guildhall

under police supervision. Also, undercover accommodation for Rolls-Royce and Bentley motor cars is being made available for those unable to get this at their hotels overnight.

For those wishing to gather informally on Sunday 24 May, a meeting has been arranged at Up Park, South Harting. Picnic lunches should be taken.

Members will have already received full details of these events and the appropriate entry forms. It is to be hoped that as many members as possible will attend with their cars and also that they will encourage non-members owning Rolls-Royce and Bentley motor cars to attend as well. The 60th anniversary of the first Rolls-Royce motor car (three examples of which, incidentally, are likely to be present) should certainly be marked by the largest gathering of Rolls-Royce motor cars that has ever taken place.

THE ANNUAL DINNER



NEARLY 130 members and guests were present at the annual dinner held at the Hyde Park Hotel, London S W 1, on Saturday, 1 February 1964. After an excellent meal, the President, Mr Stanley Sears, in proposing the toast of the guests, suggested that the record attendance might well have been due to the inclusion of dancing at the function for the first time. He emphasised that the present year was a most important one for the company as it marked the 60th anniversary of Rolls meeting Royce. He then went on to mention the company's activities in the aero engine field and to welcome the chief guest, Sir Denning Pearson (Psn), who had primarily been responsible for putting the company's aero engines on the map since the end of the war. Other welcome guests were Mr and Mrs George from Dunlop's, and he was glad to see Dr and Mrs Llewellyn Smith and Mr and Mrs Jack Scott present as members.

Sir Denning Pearson in reply referred to the necessity for safeguarding the company's great tradition—particularly with the present-day sized work force of 40,000 to 50,000 employees. He then briefly discussed the company's interests outside the motor car field, including railcars, diesel engines, light aircraft engines, guided weapons and nuclear submarine power plants. However he still felt that the company's status in the public eye was attributed to its motor cars, and he felt it an honour to the company that such clubs as the 20-Ghost Club existed.

The club events that had taken place in 1963 and the events arranged for 1964 were then reviewed by Lt-Cdr J C Dymock-Maunsell, the club's chairman, including the Continental tour in June, for which he was able to report that petrol was to be provided for participants through the generosity of an oil company. The club awards and trophies for 1963 were then presented by Lady Pearson, the recipients being Mr W F Watson (Harding-Rolls Trophy), Lt-Cdr Dymock-Maunsell (Messervy Trophy and Stanley Sears Trophy, Maj A M Keeling (Alpine Trophy), Mr R M Harrison (Dymock-Maunsell Trophy), Dr R O Barnard (Edinburgh Competition Prize) and Mr A N E McHaffie (Scottish Tour Award).

For the remainder of the evening, the dance floor proved a strong attraction, and it appeared to be generally agreed that the function was probably the most successful and enjoyable that had yet been held.

STANLEY SEARS TROPHY

Owner	Alpine Trophy	Concours d'etat	Driving Tests	Edinburgh	Rally Attendance	Total
J C Dymock-Maunsell	32	672	-289	97	535	1047
S E Sears	—	724	-304	43	344	807
J Hamilton-Fish	—	636	-352	—	326	610
I Munro	21	544	-249	—	282	598
W D N Berry	40	643	-426	—	330	587
R M Harrison	20	619	-473	60	358	584
I S Hallows	—	635	-571	64	336	464
V Sagovsky	—	586	-538	—	132	360
F Hellings	—	634	-699	70	296	301
W F Watson	—	667	-679	—	281	269

ALPINE TROPHY

Owner	Car	Year	Chassis no	Mileage	Age	Size	Total
A M Keeling	20/25	1932	GAU55	8,712	x 30	x 2	522,720
J E Castle	20	1926	GCK63	6,971	x 36	x 2	501,912
H H V Forbes	20/25	1934	GAU63	7,196	x 28	x 2	402,976
W D N Berry	P11	1931	9GX	4,323	x 31	x 3	402,039
H M V N Smith	20/25	1935	GFE40	7,041	x 27	x 2	380,214
H C W Somers-Smith	20/25	1936	GBK3	6,393	x 26	x 2	332,436
J C Dymock-Maunsell	P1	1926	20TC	2,988	x 36	x 3	322,074
R B Honnywill	P111	1936	3AZ76	3,857	x 26	x 3	300,846
C M G Keeping	25/30	1938	GAR25	4,726	x 24	x 2	226,848
I Munro	25/30	1936	GXM24	4,042	x 26	x 2	210,184
R M Harrison	Wraith	1938	WHA2	4,107	x 24	x 2	197,136
C J Curtis	25/30	1936	GUL49	3,036	x 26	x 2	157,872
W E Watt	20/25	1934	GED78	2,672	x 28	x 2	149,632
R M Harrison	20/25	1935	GAF81	2,489	x 27	x 2	134,406
S J S Boord	20/25	1933	GBA29	1,346	x 29	x 2	78,068

MESSERVY TROPHY

Owner	Car	Year	Chassis no.	Concours d'Etat Marks	Driving Test Penalties	Total
J C Dymock-Maunsell	P1	1926	20TC	672	-289	383
I Munro	25/30	1936	GXM24	544	-249	295
J Hamilton-Fish	20	1928	GWL32	636	-352	284
V Sagovsky	20/25	1936	GBK64	586	-358	228
W D N Berry	P11	1931	9GX	643	-426	217
L E Dalton	P11	1933	24PY	718	-512	206
S J Lovegrove	25/30	1937	ĠHO48	642	-471	171
A N E McHaffie	P111	1937	3BU186	638	-471	167
R M Harrison	20/25	1935	GAF81	619	-473	146
I S Hallows	P111	1936	3AZ112	635	-571	64
T D Hadrill	20/25	1936	GLJ49	547	-532½	14½
F Hellings	20/25	1934	GLB28	634	-699	-65
C J Curtis	25/30	1936	GUL49	620	-740	-120

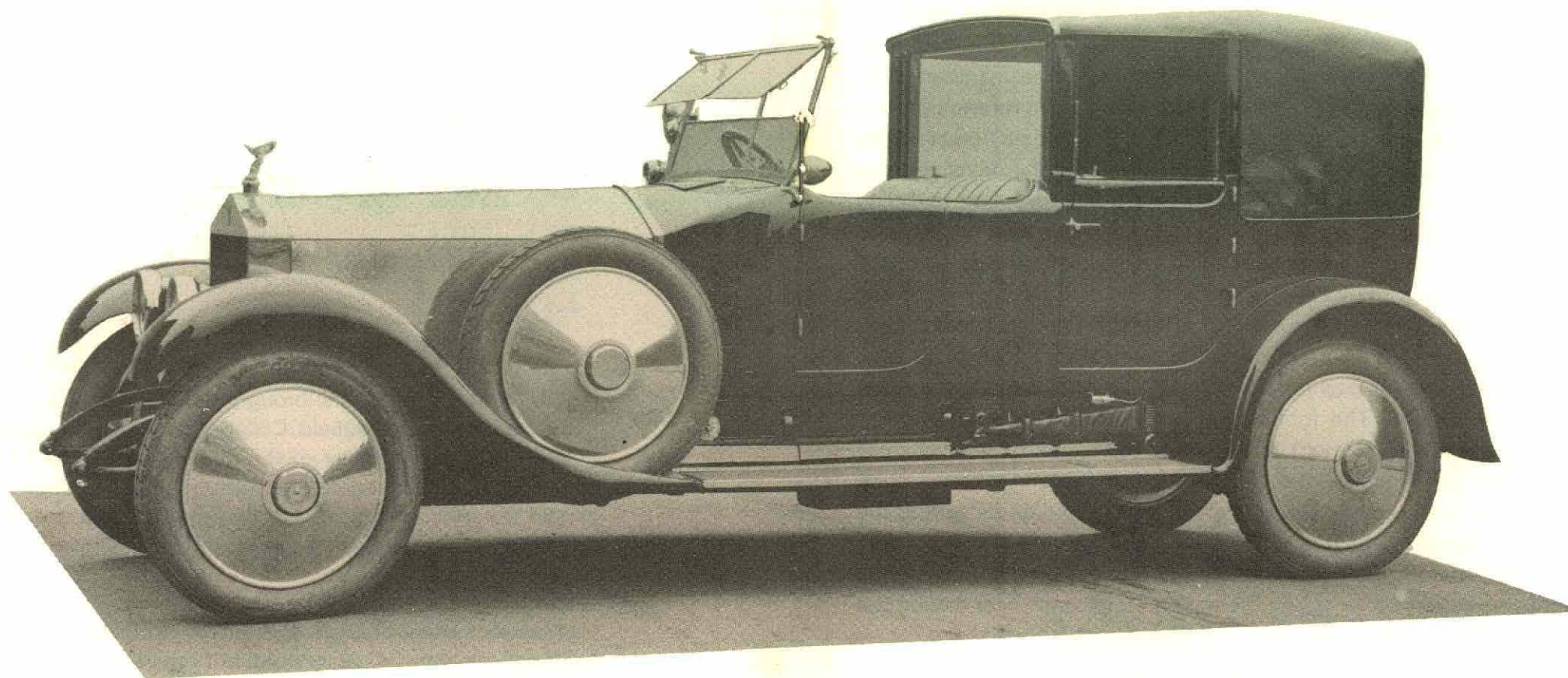
BRADFIELD COLLEGE VISIT

ABOUT twenty members brought their cars through almost continuous heavy rain to visit Bradfield College, on Saturday, 6 July 1963. Bradfield lies in the pleasant valley of the river Pang, within a few miles of Theale in Berkshire. The attendance comprised a fine selection of cars, representing almost the whole range of pre-war models, and the boys showed such a keen interest that, despite the rain, some members left their bonnets open for a while.

A temporary escape from the weather was achieved when senior boys took small parties of their guests for a tour of the College. The original buildings are about a century old, but others, like the well-equipped laboratories, are quite recent additions. The College is also endowed with a fine acreage of woods and fields, embracing almost the whole of the old village of Bradfield. Although the weather prevented an extensive tour of these amenities, the guests were shown the unique and interesting Greek open-air theatre. This was built as an accurate copy of the ancient theatre of Dionysus in Greece. Although built to a considerably smaller scale, so much care was taken to ensure the copy was accurate that the acoustics of the little theatre are reputed to be almost as good as the original.

The tour was followed by an excellent tea in the boys' dining hall and, afterwards, quite a number of boys turned out in the rain to film or photograph the departing cars. The damp weather prevailing throughout the afternoon was offset by the pleasant and friendly welcome extended to the club by the College staff and boys, and the visit, therefore, went swimmingly.

K A S



PORTRAIT OF 61RM

1924 long chassis Silver Ghost with single cabriolet body and two occasional seats. Chassis no 61RM, C steering column. Original owner K A Klein. Photo from Rolls-Royce Ltd.

SANDHURST
DRIVING
TESTS

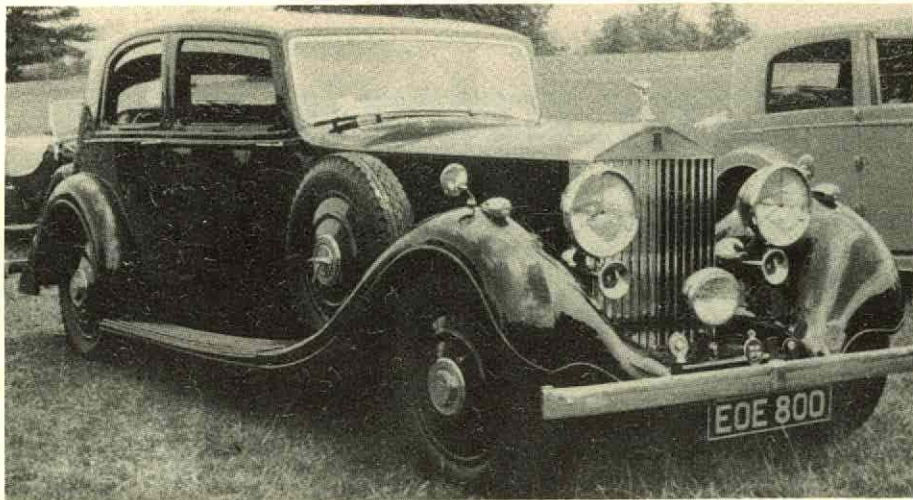
GOOD weather once again marked the club's driving tests held at the Royal Military Academy, Sandhurst, under the auspices of the R M A Motor Sports Club on 28 July last year, when 33 entrants took part. In general, the tests were similar to those that were arranged the previous year.

The first test was a timed slow section with no declutching, followed by a timed fast section (which, although not mentioned in the rules, had to be covered in the same gear and which caused some members who changed gear to be penalised) : the chief penalty was 1 point for each second that the difference in time between the slow and the fast section was less than 100. The second test was a parking one, involving the driver running some distance to his car, driving it forward over a line and then reversing into a space between two cars until the nearside wheels were as close to a kerb as possible : the chief penalties were 1 point for each second taken, 20 points for each inch the further nearside wheel was from the kerb and 50 points for a tyre touching the kerb. The third test was a timed zigzag around alternate pylons in a single line : the penalties were 1 point for each second taken, 5 points for each pylon hit and 10 points for failing to stop astride the finishing line. The fourth test was a timed approach (from a parking line with engine stopped) to a dummy pedestrian to stop as close to it as possible : the penalties were 1 point for each second taken, 1 point for each inch left between pedestrian and car and 50 points for hitting the pedestrian. The last test was judgment of car height by means of movable test posts : the penalties were 2 points for each excess inch and 20 points for touching the height bar or taking more than 15 seconds over having the bar moved.

Mr P Taylor took first place with his 1927 20 GAJ 42 , scoring 134½ penalty points; Mr P Hoppe was second with his 1930 20/25 GSR78, scoring 162 penalty points; and Mr G B Lochee Bayne was third with his 1933 20/25 GAW22, scoring 179 penalty points. Mr W A L Cook marked his return from hospital by coming fourth, improving on his 1962 figures by 9 points, and Mr S E Sears brought his 1906 6-cylinder 30 26355, in spite of ignition troubles doing remarkably well in achieving eighth place. Comparing results with the previous year's, it is apparent that the much higher penalties on this occasion came mainly from the parking test: 20 penalty points for each inch away from the kerb and only 1 point for each second taken meant that it was worth taking 20 seconds longer to get even 1 inch nearer the kerb—though whether it would have been permitted to walk round the car during the process (often politic in tight London parking—Ed.) is not clear. The detailed results are given on the next page.

Driver	Car	Year	Chassis No.	Slow-fast	Parking Time	Parking Other	Zigzag Time	Zigzag Other	Pedestrian Time	Pedestrian Other	Car Height	Total Penalties
P Taylor	20	1927	GAJ42	73	27*	0*	15	0	12½	7	0*	134½
P Hoppe	20/25	1930	GSR78	58	33	20	14*	0	13	4	20	162
G B Lochee Bayne	20/25	1933	GAW22	75	32	0*	14*	0	14	24	20	179
W A L Cook	PIII	1937	3AZ68	79	45	60	15	0	17	7	6	229
H Savage	PII	1934	141RY	78	56	100	16	0	10½	12	2	238½
I F Munro	25/30	1936	GXM24	67	48	90	19	0	18	3	4	249
J C Dymock-Maunsell	PI	1926	20TC	88	56	100	15	0	17	7	6	289
S E Sears	30	1906	26355	94	33	80	14*	0	13½	50	20	304½
G McGregor Craig	SG	1910	1390	85	56	170	15	0	17	7	6	347
S J S Boord	20/25	1933	GBA29	62	38	200	21	0	11½	11	4	347½
J Hamilton-Fish	20	1928	GWL32	64	33	200	15	0	27	11	2	352
V Sagovsky	20/25	1936	GBK64	75	75	130	22	0	16	26	14	358
H E Marshall	Wraith	1939	WRB15	84	33	220	19	0	14	12	0*	382
C Meachen	20	1926	GSK80	52*	36	260	16	0	17	2*	0*	383
G L Frost	PII	1931	168GY	81	33	210	16	0	12	16	20	388
L H Jamieson	20	1931	9GX	73	35	240	15	0	18½	4	20	405½
W D N Berry	PII	1931	9GX	98+	44	200	26	10	21	7	20	426
H B Poulter	SG	1913	2260E	81	45	270	15	0	13	7	6	437
J G Hampton	SG	1925	120EU	101+	42	280	17	0	20	5	6	451
B Wake	20/25	1936	GBK56	67	63	280	14*	0	17	12	6	461
S J Lovegrove	25/30	1937	GHO48	87	52	260	21	0	13	18	20	471 =
A N E McHaffie	PIII	1937	3BU186	80	45	280	17	0	11	18	20	471 =
R M Harrison	20/25	1935	GAF81	97+	70	250	15	0	16	5	20	473
J M Harrison	Wraith	1939	WHA2	83	38	320	17	0	10	4	20	492
K B Wooton	20/25	1932	GHW16	72	45	340	16	0	19½	9	4	505½
L E Dalton	PII	1933	24PY	69	70	340	16	0	11	6	0*	512
T D Hadrill	20/25	1936	GLJ49	60	49	340	14*	0	15½	50	4	532½
I S Hallows	PIII	1936	3AZ112	86	36	380	14*	5	9	21	20	571
G E Mawer	20/25	1932	GBT52	57	31	480	14*	0	13½	11	20	626½
A M Keeling	20/25	1932	GAU55	84	43	480	16	0	10½	15	2	650½
W F Watson	SG	1911	1543	89	47	460	18	0	39	6	20	679
F Hellings	20/25	1934	GLB28	70	31	540	20	0	8*	24	6	699
C J Curtis	25/30	1936	GUL49	65	64	560	18	0	12	10	6	740

*Best result in this section. + Includes 20 penalty points for changing gear



MEMBERS' CARS DESCRIBED — 28

Model: 25/30
Chassis No: GZR2
First Reg: May 1938
Coachwork: Thrupp and Maberley sportsman's saloon
No. of owners: Two
Present owner: S. R. Terry

Owner's Remarks: The car was in its first owner's hands until his death and then it remained in his garage for two years. During that time, a number of

offers were made for it, but they were all refused. When the late owner's daughter was disposing of his estate, she sold the car to me at a very low figure as she wanted it to go to someone who would look after it properly. The car had then only done 47,800 miles.
I have entered it for four concours events and it has won an award each time. The last occasion was at Blenheim Palace in June 1962, when it was judged 1st in Class X of the 25/30's and Wraiths in the concours d'elegance.
S R T

BOOK REVIEWS The Book of the Silver Ghost. Max Parrish & Co. Ltd. Price 35s.

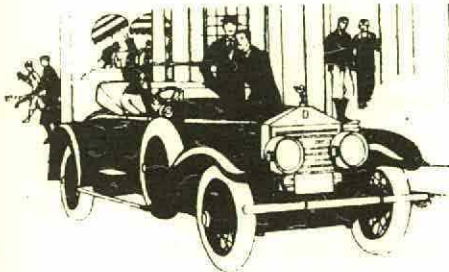
SILVER GHOSTS

IT is most pleasant to be able to congratulate a member of the 20-Ghost Club on compiling a very delightful book about the cars that caused the name Rolls-Royce to become a synonym for perfection. The book is beautifully produced, comprising a well-prepared introduction by Kenneth Ulliyett, explanatory notes of the 32 plates that follow, and a reproduction of the complete instruction manual for Ghosts of the 1907 to early 1909 period. The introduction neatly reviews the early

life of Sir Henry Royce, his meeting with the Hon C S Rolls, the founding of the company, and the decision to concentrate solely on the production of 40/50 chassis (instead of the previous assortment of 2, 3, 4 and 6 (30 h p) cylinder cars — let alone the less successful excursion into the V-8 configuration). Other interesting information and anecdotes are included, together with a list of the chassis series used for Ghosts. Unfortunately, several omissions and errors occur in the list, the main one being that some series have been

overlooked — 1100-1799; 1900-2199; X; LW; and TE.
The number of chassis noted for some of the series, and the dates allocated to them, are not always quite right; and there is a misprint of UE for EU in the 1924/5 series. I mention these points in some detail, so that those using the list will not be misled.
Also in the introduction, after a paragraph about the London to Edinburgh trial, is the rather ghostly statement that '... R, C S R and C J agreed there was no reason why the London-Edinburgh (type) ... should not be available to the general public.' Ghostly, because C S R had met his untimely end on 12 July 1910, whereas the London to Edinburgh trial did not take place until 6 September 1911, and the availability of the type was not announced until October of that year.
The idea of having separate notes on the plates is good, as it allows much fuller details to be given than would be practicable in captions alone. However, although the notes are related to plate numbers, no numbers appear on the plates, and this makes it a bit difficult to correlate the notes with the plates. A misprint in the note for plate 3 could lead to some confusion in that 40. GI should be 40. G.1.
The quality and content of the plates themselves is excellent, but surely plate 1 shows an early Phantom I? It is the car used for a tour of the Alps that was described in a 1926 issue of The Autocar and it was certainly a Phantom I then. Incidentally, the photograph of Stanley Sears' 1721 has been printed 'mirror fashion', and therefore seems to have left-hand steering and part of an Arabic registration! Lastly, the caption to plate 17 states that the chassis numbers for 1912 '... ranged from 1800 to 1999.' This should be '1800 to part of 2200.'
The value of reproducing the complete 1907-1909 manual (except for p. 125) needs no emphasis. Few copies of this manual still exist and much information about the earlier Ghosts can be derived from it.
Despite the discrepancies noted above, I have no hesitation in saying that Kenneth Ulliyett has made a

thoroughly worthwhile contribution to Rolls-Royce literature which, by his skilful choice of material, will hold great appeal for anybody having even a remote interest in these cars. M H V



THE ROLLS-ROYCE OWNER

Members who have not already seen it may like to know that a new magazine has been started called The Rolls-Royce Owner. It is published monthly and five issues have so far appeared. These contain extremely interesting, and in many instances unusual, information both in the text and the photographs. A wide field has been covered with articles and pictures on Rolls-Royce cars in India, on armoured cars, on how to decoke a Twenty, and a reprint of S H Gylls' recent (and

fascinating) address to the Automobile Division of the Institute of Mechanical Engineers about the development of Rolls-Royce car engines from 1919.
I can unhesitatingly recommend this magazine to anybody who is interested in the history of Rolls-Royce cars. The subscription is 42s. for 12 issues (post free) and orders or correspondence should be addressed to The Rolls-Royce Owner, 6 The Lawn, St Leonard's-on-Sea, Sussex.
M H V

DYMOCK-MAUNSELL TROPHY

Owner		Age of car	Alwalton	Vineyards	Shuttleworth	Edinburgh, Stanford	Bradfield	Sandhurst	Hertford	Total Miles	× Square Root of Age	Total Marks
R M Harrison		23	76	108						184	4.796	882
		27			45	373	51	37	14	520	5.196	2702 3584
S E Sears		24	117		87					204	4.899	999
		23				431				431	4.796	2067
		57						50		50	7.550	378 3444
I S Hallows		26	88		60	400	40	38	33	659	5.099	3360
W D N Berry		31			164			235	193	592	5.568	3296
J Hamilton-Fish		26	76							76	5.099	388
		34			45	373	44	30		492	5.831	2869 3257
L Taylor		33			149	389				538	5.745	3091
F Hellings		28	72		45	373		35	24	549	5.292	2905
I Munro		26		90	45	370		18	30	553	5.099	2820
		27			110	150				260	5.196	1351
W F Watson		51					66	50		116	7.141	828
		49							90	90	7	630 2809
A M Keeling		30					66	82	115	263	5.477	1440
V Sagovsky		26	75		40	40	50	25	30	260	5.099	1326
(J C Dymock-Maunsell)		26	141							141	5.099	719
		28						42		42	5.292	222
		36		85	58	441	56		95	735	6	4410 5351

Note:—Only the first twelve results are given here.

A ROLLS-ROYCE IN INDIA

by *Shamshudin M Currim*

HAVING been searching for some years for a 25/30 sports tourer, I received information that a 1938 sports sedan was available for purchase from H H the Maharaja of Rewa (a former princely state about 60 miles from Allahabad) and I therefore decided to go to Rewa from Bombay and see the car myself. On 3 September 1962, I visited the Rewa Palace and was shown various cars which included a 1937 seven-seater PIII tourer, a 1929 PI, a gilded sleeve-valve Daimler, a 1914 Lanchester, a 1922 Hispano (the last two being in junk condition) and the so-called Jodhpur Rolls-Royce. This car was a present from H H the Maharaja of Jodhpur—the first owner—to his sister, the wife of the late H H of Rewa, presented some time in 1938.

The coachwork was obviously Gurney Nutting and had beautiful lines, but I was rather disappointed that it was not a 25/30. It turned out to be a 1935 PII Continental 2-door sports sedan and had done only 7293 miles. The tyres were new and put on in 1959-60 but had developed cracks due to disuse and standing idle in the same position. The car had only been used once or twice a year for a slow processional drive of about 10-15 miles during the Dassera Festival in October. The paintwork was green, as was the leather upholstery which was badly torn in various places and in poor condition. The chassis number was 62UK and engine number QY15.

The batteries were connected but were too weak to start the engine, so a push start on magneto was effected before we could go off for a run. It was observed that the dynamo was not charging, the fuel gauge was inoperative and the speedometer seemed unreliable. Engaging first gear called for considerable strength and it would quickly jump out of this gear; second gear could not be engaged at all but the car ran well enough otherwise. As the lines of the car were quite fascinating, I decided to acquire it, and after a little negotiation we were able to agree on a reasonable price.

It was arranged that the car should be serviced to enable me to take delivery of it in a day or two and I took the opportunity during the time of seeing the world-famed white tigers of H H of Rewa and also making a trip to the famous Khajurao Temples—120 miles away and in a car very generously lent to us by H H.

Meanwhile, the car had been made ready and the batteries charged, but the dynamo was defective and shorted and it was obvious that I would have to depend on the magneto for the trip to Bombay and use the batteries for starting and for the horns, avoiding the use of lamps. I also noticed that the car must have met with an accident and was told that it had run into a mud bank and that both mudguards had been buckled. After this, the car was painted green—the Rewa colour—and put away, as the accident was con-

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sidered a sign of ill omen, particularly as the number of the car happened to be 13. I was able to get the original 10 in diameter lamps (undamaged but with cracked lenses) in place of the PI lamps which had been fitted and which I felt spoilt the appearance of the car. There were no bumpers nor any provision made for them. With the exception of a few, all tools were intact and I was able to get the handbook.

By road, Rewa is about 900 miles from Bombay and it was decided to cover this distance in three days' running time, making overnight stops at Nagpur and Jalgaon. My friend and I left Rewa on Sunday morning, 9 September, but we had hardly gone twenty miles when the brakes jammed on. I found that the servo mechanism had stuck so, loosening the servo adjusting nut, one of the rear wheels was jacked up and the engine started and put in top gear, after which petrol was poured on the servo and other linkages which freed it. A trial run shewed that the trouble was cured, but the servo was inoperative, of course, and we had to depend only on the rear brakes. We had lost 5½ hours, and could not make the distance of 310 miles to Nagpur but had to be satisfied with a run of 210 miles.

Although the engine was not running smoothly and appeared to be missing on one cylinder, I could not run on the coil as I wished to conserve the batteries. When it began to get dark and the rain started, water ran from the sunshine roof in a heavy stream, but we had to carry on and finally reached Chhapara at 7.45 p m where we spent the night at a Dak bungalow.

The next day we set off at 6 a m to cover about 100 miles to Nagpur and this part of the trip was most enjoyable. Much of the way through the dense tiger- and leopard-infested jungle was along a good metalled road with hardly a vehicle to be seen but innumerable birds and animals. All around, there was peace and serenity, and we were sorry when the jungle ended. At Nagpur, we were delayed for a few hours with a flat tyre caused by a slow leaking valve assembly which had to be vulcanised as the spare tyre was more cracked than the others and might not have stood the journey. We finally managed to reach Akola, halfway between Nagpur and Jalgaon, that night.

The next day, 11 September, we started at 6 a m for Jalgaon, 150 miles away, which we reached within 4½ hours with an air temperature of over 100 °F. The Girna river at Jalgaon was in flood and the bridge was 6 ft under the swollen river, making further progress impossible. After a wait of six hours and with no sign of the river abating, we decided at 4.30 p m to divert southwards to Aurangabad, 100 miles away. The PII now started spluttering and a succession of loud explosions came from the leaky silencer; perhaps there was some dirt in the carburettor, but I did not know sufficient about its mechanism to attempt to clean it. Instead, we kept at a steady 35 m p h on the hand throttle and ploughed on, mile after mile, even managing to climb up

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the 1000 ft ghat of the world-famous Ajanta caves, and being fortunate enough in not being stranded on the tiger-inhabited ghat.

We spent a most comfortable night at the luxurious State Hotel in Aurangabad and started the next morning—12 September—at 6 a m to cover the remaining 250 miles to Bombay. The spluttering and back-firing disappeared for the next 140 miles to Nasik, but after refuelling the trouble started again. We managed to drop down from the western range of Ghats to the coastal plain and reach Thana, 23 miles from Bombay, where the self-starter refused to work as the batteries were dead. A 12 volt battery was hired from a garage and I reached home at 6 p m through very heavy rains and the flooded streets of Bombay.

During the 1000 miles trip, I had over 107 gallons in the tank, giving an average of 10 miles a gallon (one plug missing), and about $1\frac{1}{2}$ pints of engine oil. The car ran at a temperature of 75-80 °C and the oil pressure indicated 32 lbs/in² which on revving up went up past the 40 lb mark, this being presumably due to SAE 40 oil being used. The centralised lubrication system seemed satisfactory, though the plugs in the front axle appeared dry.

Since my return, I have been attending to some of the necessary work on the car. The Autovac was dismantled and cleaned of a lot of heavy sediment and new gaskets were made from thin cork sheeting, the unit being repainted and installed. The dynamo was professionally rewound and a pair of 12 in Lucas lamps (P100L) in good condition were picked up from the breakers' yard and fitted, giving the car a much better appearance. The battery box has been rewelded and repainted. The sump was dropped and all exposed parts of the engine were pressure spray cleaned, very heavy sludge being removed from the oil strainer and rocker mechanisms. The mechanical filter, relief valve and oil relay were all dismantled, cleaned and refitted. The carburettor was completely dismantled, cleaned and refitted. The carburettor was completely dismantled and cleaned of the heavy sediment, and the idling jet which was blocked is now working well. The gear-box was removed and the non-engagement of 2nd gear was traced to slight burrs on the first gear, restricting the sleeve from sliding over it. This was hand honed and the box is now reassembled and refitted to the car. The servo linings were found to be severely damaged and new ones have been cut and machined from Ferrodo VM material.

After this, it is intended to replace some defective wiring, to attend to the veneering and later to upholster the car with the best quality grey cowhide leather, which has already been received from the makers. The car will be painted a medium blue.

Although I had originally wanted a 25/30, the P11 is nevertheless providing me with plenty of work for my hobby and pleasure.