

THE 20-GHOST



CLUB RECORD

Vol 8 No 2 1967



Resounding silence...

Most members accept that the Silver Ghost introduced new standards of silence and flexibility to motoring in 1907, but how quiet was the model in fact when new? An interesting letter appeared some time ago in *Rolls-Royce News* from Mr L W Cox, who drove the Silver Ghost many hundreds of miles in its early days, mostly giving trial runs to prospective purchasers. He wrote:



'It was about the year 1912 or 1913. I had an appointment at the Piccadilly Hotel with Mr Doxford, the famous ship-builder, of Sunderland, to take him and his party for a trial run. I left the car outside the hotel with the engine running but throttled down to the slowest possible extent, and went in to announce myself to Mr Doxford.

After a few minutes' chat, he and his party came out to have a good look at the car before starting on the run. This examination took about five minutes, and then they all got into the car. Finally, I got into the driving seat, and Mr Doxford, who was sitting in front, turned to me and said: 'Now tell me, how are you going to start the engine?' (We had no self starters in those days.) I replied: 'It has been running all the time,' and proved it by engaging first gear and gliding silently away on our journey.

His surprise and astonishment were very great. It was a great triumph for the car, and needless to say from that day he became a valued customer of the Company and had many Rolls-Royce cars during the ensuing years.'

It seems almost incredible that the silence and freedom from vibration of the engine could have been such for its running not to be observed in any way while the car was being inspected. They don't make them now as they used to, of course, but your editor noticed that the first time he went in a Silver Shadow the loudest sound that could be heard was the beating of his bank manager's heart.

The R.R.O.C tour of Britain



Arrival and the Pageant

I CANNOT remember accurately when planning started for the R-R O C visit, but it was first mooted seriously nearly two years ago. During the visit, there were so many gatherings, each of which necessitated as much or more preparation by one or more club members as one of our more routine events, so many press and TV interviews and presentations that by normal standards to do the visit relative justice would fill several *Records*. In the time and space available, all I can do is to indicate the highlights of the tour as seen by one individual.

Fifteen motor cars came over from America, of which twelve were unloaded at Southampton from the R.M.S. *Queen Elizabeth*, starting at 4 a.m. on Tuesday 16 May. Before lunch on board the Q E, the R-R O C cars had been fuelled and we had had our press and TV interviews from certainly two separate TV teams: I counted 25 press cameras and no less than eight national papers apart from the locals. Eight motor cars from the 20-Ghost Club went down to Southampton to welcome our guests. At lunch, all the R-R O C drivers were presented with a pewter tankard as a small token of welcome and the ladies each with a club brooch.

The R-R O C seemed short of drivers so I found myself driving a two-seater Silver Cloud I drophead coupé, one of the last bodies built by Freestone and Webb, and named at the time of its appearance at the Earls Court Show the *Honeymoon Express*—this was not one of the official R-R O C team cars. We set off in three convoys—for London, Portsmouth and Chichester. The Chichester party had a mishap when Mark Negrelli's 1911 Silver Ghost had its petrol tank pierced by the car behind, necessitating extreme measures to get a spare fitted before the Pageant on Saturday 20 May. After parking their cars, our guests left by other means for London where the following day they visited the Park Ward-Mulliner works. I subsequently discovered that no one had 'known' I had taken the *Honeymoon Express* and it was deduced that the car had been stolen. Scotland Yard were informed, but apparently not very cooperative in conducting a search. The car was, of course, where I had left it—at Wadhams in Southsea!

Everyone at the Pageant saw and admired the wonderful motor cars which had come from the other side of the Atlantic. They either saw them in their own special park or else in the demonstration drive past, and it is to the eternal credit of the R-R O C that not only could they undertake such a supreme task but appear time and time again in the awards' list at the Pageant.

Bolney and Blenheim

On Sunday 21 May, some of the R-R O C visited Goodwood House before their visit to the Stanley Sears Museum at Bolney. In addition to the R-R O C team driving Rolls-Royce motor cars, another 19 members were associated with the tour in Humber hire cars; one of the latter did not complete the course due to some 'internal trouble'.

On Monday 22 May, R-R O C and 20-Ghost Club motor cars arrived at Blenheim Palace and members enjoyed a good lunch and a look round the Palace. In the evening, small parties went

to *The Taming of the Shrew* at Stratford-on-Avon and many stayed at the delightful hotel, *The Welcome*.

Wales

Tuesday 23 May was spent at Monmouth and over 20 Rolls-Royce motor cars gathered on the Castle Square before lunch. A speech of welcome was made by the Lady Mayor, and suitable replies were made by R-R O C and 20-Ghost Club representatives. An excellent lunch was provided by the Army Catering Corps. After lunch, visits were paid to the Rolls Memorial Hall, the Rolls Museum (which is worthy of far more than an hour's study) and the Nelson museum formed by Lady Llangattock, Charlie Rolls' mother.

With police escort and led by Colonel Harding-Rolls in his Silver Shadow, the 20 Rolls-Royce motor cars and five Humbers visited Llangattock Manor, Llangattock church and churchyard, so that members might see the Rolls' memorials and the Rolls' graves, and then *The Hendre*. We were shown round *The Hendre* and the room used by King George V and Queen Mary then Prince and Princess of Wales. Like the other guest suites, they had accommodation on the floor above for their personal staff.

We then proceeded to the village hall for a most welcome 'tea' and finally to Rockfield House for a most delightful champagne party, both given by Colonel and Mrs Harding-Rolls. The heavy rain had by now completely cleared, and nothing could have provided a more enjoyable conclusion to our long and interesting day. Colonel and Mrs Harding-Rolls were presented with mementos by the R-R O C and with a *Spirit of Ecstasy* ashtray by our President, Fred Watson. At about 6.30 the R-R O C motor cars left for Hereford led by Cdr Silcock's prize winning 1925 PI tourer. I have seldom seen a more inspiring sight than the succession of these great motor cars crossing the bridge at Rockfield House and proceeding towards the lodge gates, all amidst the most beautiful trees and flowers in the perfectly kept garden.

Brockton House, Crewe and the Lake District

On Wednesday 24 May, some 30 motor cars from the two clubs and friends met for a delightful luncheon party at Brockton House, the home of Mr and Mrs Henry Wilkins. For a large part of the time it was raining heavily, but if human spirits were lowered they were soon raised by the generosity and hospitality of our hosts. Presentations were made to Mr and Mrs Wilkins by the R-R O C and, after lunch and a detailed inspection of the Wilkins collection of motor cars, all departed for their destinations, the majority for Lake Verney and the west coast near Dolgellau.

On Thursday 25 May, the R-R O C had been invited to visit Rolls-Royce Ltd at Crewe, and on the way many partook of a 'quickie' at the *Dymock Arms*, Penley. A lunch up to the usual high company standards was provided and a most humorous speech made by Dr Llewellyn Smith, when he presented a Crown Derby tray to the R-R O C—who in return presented a memento plaque. There followed a most interesting tour of the factory, and about 5 p.m. the motor cars left for their destinations, the eight R-R O C cars who were continuing the tour for the Lake District (Windermere or Keswick) some 120 miles, which took three hours. Four of the R-R O C motor cars' leave had terminated and they had to head for the South and home notably Mark Negrelli, the President, and Dave Stockwell with his Wraith, to visit the American museum at Bath of which he is a director.

On Friday 26 May at about 10.30 a.m. all forgathered near Ambleside and then enjoyed a most delightful drive in glorious weather and no traffic down to the West coast and through the simple country lanes for a picnic luncheon on the shores of Lake Westwater. By the side of Westwater, a middle-aged couple were enjoying the remoteness of their picnic lunch in 'mini' when all of a sudden they found themselves surrounded by a herd of leviathans; the mini left. After lunch, in groups, the motor cars left for their hotels, some via Honister Pass, steeper than 1 in 4 in one section—I found with four up in my 20/25 that I had to change down to bottom gear at one stage, as did John McFarlane in his 3-speed Springfield Phantom I. But Bruce Wootton in his 20/25 and Gerry Rolph in his 1933 PII Brewster *sedanca-de-ville* took a more tortuous route which necessitated removing some boulders for the great PII to negotiate some of the corners.

On Saturday 27 May, in the morning we made our way to Sizergh Castle, the home of the Hornyold Stricklands, a relatively small stately home, which is very much lived in. The visit was particularly enjoyable, as we had the place to ourselves. Afterwards, many partook of a most welcome lunch at the Lakeside Hotel, while the rain poured the hardest of the tour—which is saying something.

Nothing definite was organised for Sunday 28 May. Some rested, some proceeded independently to various pleasant country hotels for lunch or to beauty spots, many cleaned motor cars and carried out routine maintenances. Tony Guerrero decided to fit a spare magneto in his 1921 Springfield S G. Initial investigation revealed that the British magneto which he had collected at Crewe would have to be modified by making a conical sleeve to fit the Springfield connection. A local craftsman was found who made a perfect sleeve and who refused to take a 'cent' for at least a couple of hours' hard work. On assembly, it was found that the magneto was rotating in the wrong direction, so Ed White smartly reversed the field and the engine ran as sweetly as new.

Scotland

Monday 29 May found members making their way independently or in groups to Edinburgh. Once again, the weather was superb and so it continued for the rest of the tour; there was absolutely no traffic and there can seldom have been more enjoyable driving than through the countryside of Northern England and the lowlands of Scotland. Many visited the weaving mills at Moffatt and some purchased lengths of tweed. I had the privilege of driving John McFarlane's superb Springfield PI. I doubt if there is any motor car in better condition than this one—he has owned it, I understand, for some 17 years, and he and Ed White have overhauled every nut and bolt. It is as firm as a motor car just after leaving the factory and as quiet as any Rolls-Royce ever was. There is no sign of rattle from the stoutly built Brewster body. I managed to do not neat 'shift' from top to bottom on the 3-speed box successfully which gave me great satisfaction and produced an exclamation of surprise from Ed White.

We all 'took over' the Inn at Crook End, more or less in the middle of nowhere and had an excellent sojourn there. After lunch, we proceeded to Major Thompson's estate and car collection at Callands. This collection is most interesting, although the antithesis of the 20-Ghost Club. There are some twenty motor cars, most of which have been given very stark bodies so that maximum performance can be realised, including racing cars and a stripped PIII, a stripped 1924 37.2 6-cylinder Hispano-Suiza (Reg No SG1) a stripped 8-litre Bentley (Reg No SY1) formerly owned by the late Duke of Kent, a 7-litre Mercedes Benz of 1929

and a Mk V Bentley. We were entertained to a most sumptuous tea which even our numbers of 50 could make little impression on. Lord Bruce arrived with his 1921 Silver Ghost tourer and 1923 two-seater coupé. After the R-R O C had presented Major Thompson with a memento plaque, Lord Bruce led the convoy of some sixteen motor cars into Edinburgh via Princes Street in the rush hour and then to the George Hotel where the majority were staying.

On Tuesday 30 May, Lord Bruce took R-R O C members to the Haig distillery at Markinch for lunch etc. where each member was presented with a memento, and the 20-Ghost Club members had lunch at various places including Hawes Inn, Queensferry with its impressive views of the Firth of Forth. After lunch, 20-Ghost club members visited Hopetown House and Falkland Palace. This was the day when the majority had their first experience of driving across the new road bridge in an old Rolls-Royce—in a heavy cross wind this can be quite an uncanny sensation.

In the evening, Mr and Mrs Harvey Jamieson invited selected 20-Ghost Club and R-R O C members to a most enjoyable supper party at their delightful home, and some 15 distinguished motor cars graced Moray Place. The R-R O C presented a memento plaque to Mr and Mrs Harvey Jamieson and Fred Watson presented a *Spirit of Ecstasy* ashtray. Probably the most beautiful car present belonged to one of the guests—a 1936 PII tourer in maroon and black which had been in the family since new.

On Wednesday 31 May, as arranged by Mr Harvey Jamieson, twenty of our motor cars took up a large part of the car park outside St Giles Cathedral and he showed us the beautiful Library and Parliament Hall. Afterwards, we were invited to partake of a 'glass' of sherry with the Lord Provost in the very fine building, the City Chambers. Outside stood the Lord Provost's Phantom V with registration number SO (the Lord Mayor of London's Rolls-Royce has registration number LMO). The Lord Provost welcomed us with an amusing speech and then said he would like us to drive through his courtyard so that he could salute each of the motor cars. Led by Lord Bruce in his 1911 Silver Ghost, which I had not seen since the Kensington Gardens Concours in 1954, we proceeded through the courtyard for this simple, delightful and impromptu ceremony, whilst the police held up the main traffic, before dispersing for lunch. According to the report in the press the next day, we had been given the freedom of the city of Edinburgh for the day.

In the evening, we were invited to Broomhall by Lord and Lady Bruce for a dinner-dance. What a magnificent evening this was, a superb home wrapped in history and situated in picturesque countryside, and a banquet that would have pleased Robert the Bruce, whose sword graced the entrance hall. People were a little shy at first to start dancing, but after dinner the company warmed to the music. Lord and Lady Bruce and some others who were 'qualified' gave a demonstration eightsome reel, after which many of the 'unqualified' joined in other simpler Scottish dances to the pleasure and amusement of all. The R-R O C presented Lord and Lady Bruce with a memento plaque and Fred Watson presented a *Spirit of Ecstasy* ashtray: Lord Bruce then presented Tony Guerrero with a badge of each of the motor clubs of which he is President.

Whilst in Edinburgh, St Cuthberts, an organisation which might be described as the 'Co-op' of Edinburgh, housed many of our motor cars. I never counted the number of monster vehicles they housed but I should think it was close on a hundred. In addition, they had some twenty Rolls-Royces for funeral work and a rather botched-up yellow and black 20/25 landaulette for weddings. They were extremely generous and refused payment of any sort for

housing our motor cars and even refused to let me pay for the taxi which took me to my hotel.

Derbyshire and Lincolnshire

It was certainly with heavy hearts, if not heavy heads, that we departed South on Thursday 31 May, arriving in the Harrogate area in the evening. On Friday 1 June, members proceeded to the Buxton area and after lunch several visited Chatsworth House, the Home of the Duke of Devonshire, and probably the greatest stately home, apart from Windsor Castle, open to the public in this country. I had a most interesting conversation with the chauffeur of the present Duke's grandfather, a very upright figure in his ninetieth year, who used to drive a Phantom I and afterwards a Phantom III.

In the evening, there was a most pleasant drive through the Derbyshire hills past the *Cat and Fiddle* (my car had no trouble climbing this hill in top) to Knutsford where Kenneth Neve and his daughter Judy Smith kindly entertained us to cocktails in Henry Royce's solid old dwelling *Brae Cottage*. I met a gentleman who had ridden several times, as a boy, with Henry Royce on the various chassis he was testing at the time. We subsequently gathered at the *Tavern* for dinner. The R-R O C donated a memento plaque to Mr and Mrs Smith.

Saturday 2 June found some 25 motor cars gathered for a luncheon and fete at Witham Manor, the beautiful country home of Bill and Delma Banks, who entertained us to an excellent lunch in a marquee alongside the lake. The R-R O C presented Bill and Delma with a memento plaque and Fred Watson presented a *Spirit of Ecstasy* ashtray to Tony and to Mary Guerrero (whose birthday it was), the originators of the tour, and replica madallions for all R-R O C drivers that had come over from the USA.

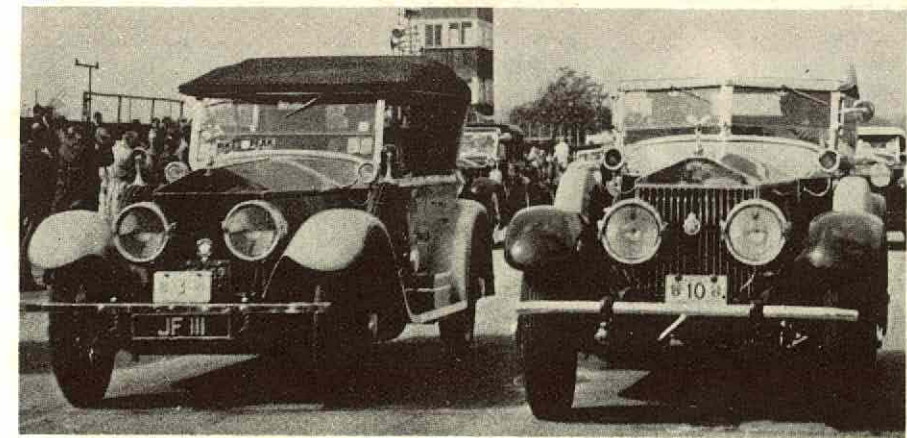
After lunch, a few, a very few, of those who had signified their intentions proceeded to Alwalton, which is where it all began, but since Edinburgh it had been observed that attendance compared with applications had been falling off and the stamina of the motor cars was greater than that of some of the drivers and passengers.

Acknowledgements

While only one motor car took part in the whole schedule of the tour, over 50 motor cars were present at one or more events, and so many people were instrumental in making so many arrangements that it would take too long to chronicle the club's due appreciation to everyone. However, our deepest gratitude is due to Colonel and Mrs Harding-Rolls for making all the arrangements at Monmouth and for their generous hospitality on 23 May, to Henry and Joyce Wilkins for entertaining us so handsomely the following day, to Frank and Dorothy Hellings for making the arrangements for our sojourn in the Lake District, to Lord and Lady Bruce and Mr and Mrs Harvey-Jamieson for making all the arrangements for our visit to Edinburgh and for their wonderful hospitality, to Kenneth Neve and Judy Smith for extending such a warm welcome at Brae Cottage, and to Bill and Delma Banks for inviting us to such a handsome garden party.

My own personal memories of this tour, in addition to the superb hospitality extended to us by our hosts, also include the perfect driving conditions through the simple countryside and the remarkable tolerance, good nature and warmheartedness of our American friends, the initial confusion over *hoods* and *tops*, *bonnets* and *hoods*, *wings* and *fenders*, *dynamos* and *generators*, and above all the speeches of Tony Guerrero who was called upon to undertake this task almost daily, and sometimes twice daily, and who always managed to provide a good joke and to say something different and interesting. J C D-M

(A list of the RROC motor cars and their owners is given on p 40)

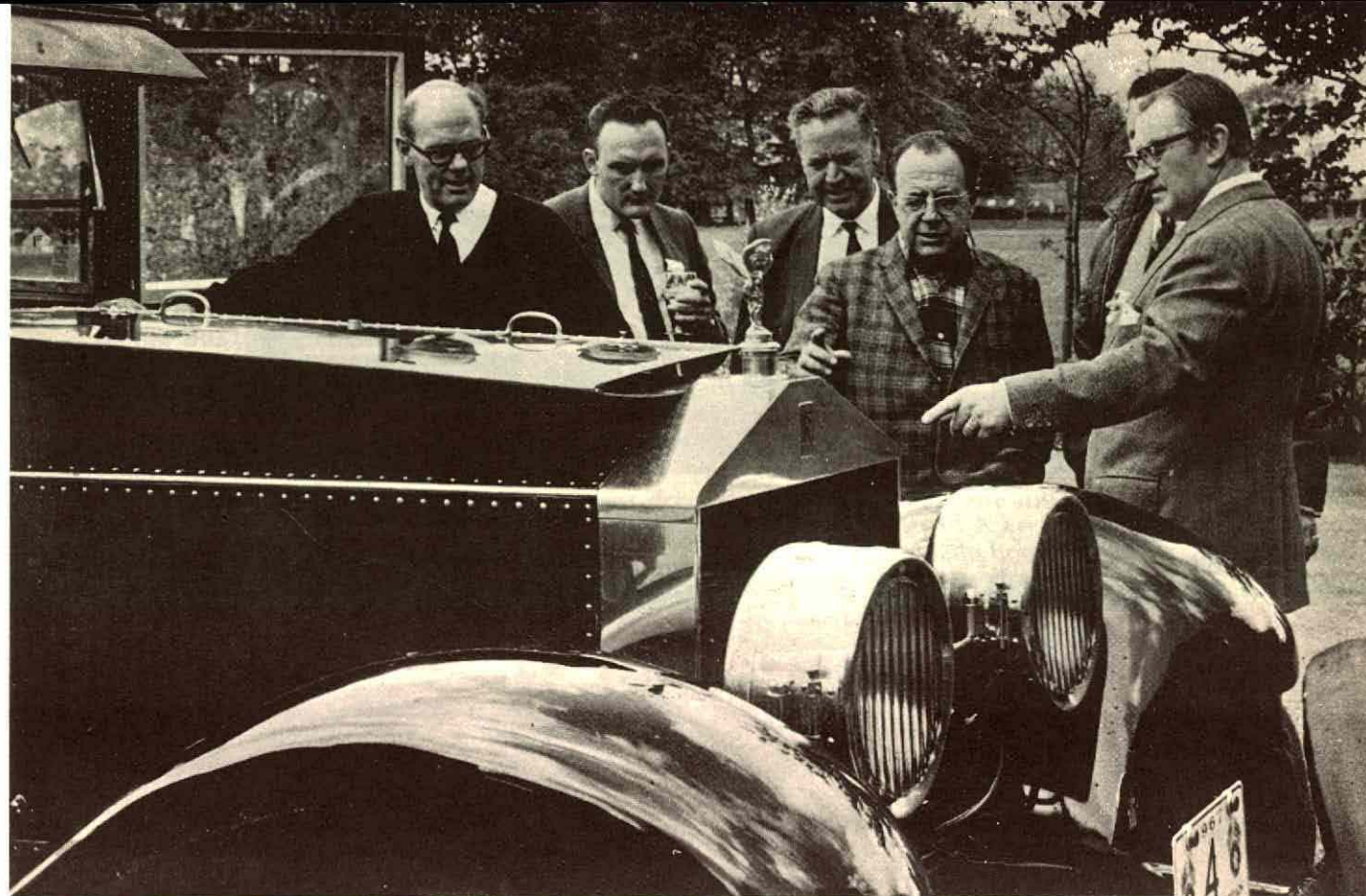


Above.—J A Frost's 1922 Brewster Pall Mall SG 77AG. M A Robert's Fleetwood phaeton SG S307PL.

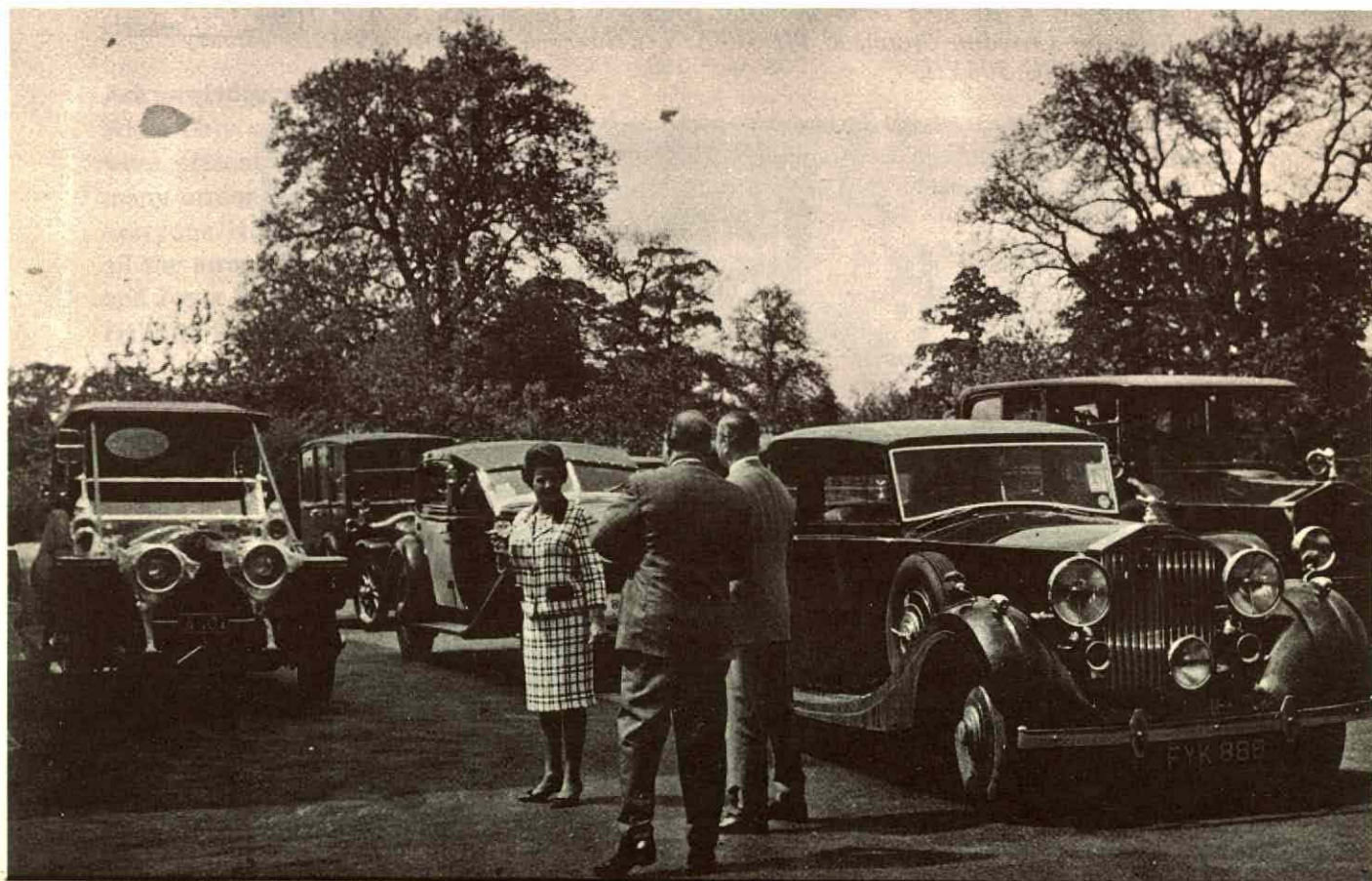


Above.—G A Rolph's 1933 Brewster town car PII 218MS. K A Merrill's 1933 Brewster Croydon drophead PII 302AJS. Below.—A P Guerrero's 1921 Tilbury cabriolet SG 308XH.





R R O C and 20-Ghost Club members at Henry Wilkins' home, Brockton House, during the tour of Britain.



NEW MEMBERS

- ADAMS, Dr J B, Kent Lodge, 6 Trinity Trees, Eastbourne, Sussex. Eastbourne 24359
Wraith 1939 WEC42 Reg MJK60 Touring limousine, Hooper
- BURNES-SMITH, D, 36 Mawney Road, Romford, Essex. Romford 40942
Wraith 1939 WHC17 Reg FYY804 Saloon, H J Mulliner
- CHADBURN, R W, and Mrs, Sudbrook Hill Farm, Sudbrook, Grantham, Lincolnshire. Ancaster 273
20/25 1934 GXB26 Reg AXT1 Saloon, Lancefield
- COLEMAN, J H, 106 Gilbert Road, Cambridge. Cambridge 57569
PI 1928 63AL Reg YX2767 Limousine, Windover
- CRANWORTH, LORD, 30 Ovington Street, London S W 3. Knightsbridge 6141
SG 1910 1392 Reg JS191 Limousine, Fuller
- DAVIS, W M, P O Box 2491, Charleston 29, W Virginia, U S A
PI 1929 S158FR Phaeton, Brewster
PI 1929 S381LR Roadster, Brewster
PIII 1937 3BT149 Sedanca, Barker
PIV 1953 4BP3 Touring limousine, Hooper
SCI 1959 LCLC1 Saloon, Hooper
- EASTWOOD, T H J, Oakwood Cottage, 22 Park Road, Alrewas, nr Burton-on-Trent, Staffordshire
SD 1955 SVJ77 Reg ROJ538 Saloon
- H FAWN, G, Rolls-Royce Ltd., Crewe
- FROST, J A, 234 Piquette Avenue, Detroit, Michigan, U S A
SG 1910 1333 Saloon, F Cutter
SG 1922 77AG Tourer, Brewster
PII 1933 295AJS Saloon, Brewster
PIII 1937 3CM33 Saloon, Windover
- GRIFFIN, G A, and Mrs, Arleston Manor, nr Wellington, Shropshire. Wellington 221
20 1929 GLN62 Reg UL2631 Sedanca, Windover
PIII 1937 3CPI94 Reg EGW427 Sedanca, Hooper
- HARDIMENT, J, 48 St Mary's Street, Ely, Cambridgeshire. Ely 2122
20 1928 GBM21 Reg YW6719 Saloon, Park Ward
- HOWES, J W, and Mrs, Noverre House, Ipswich. Ipswich 26366
20 1929 GFN44 Reg JH160 Doctor's coupé, Page and Hunt
- KNILL-JONES, L S, Duffers, West Hill, Oxted, Surrey. Oxted 3307
SW 1953 WVH112 Reg RTV335 Saloon, Park Ward
- LAKE, W D S, Little Water Farm, Ashurst Wood, East Grinstead, Sussex. Forest Row 2957
SG 1912 1899 Reg AP30 Laudalette, James Young
PI 1926 16NC Reg YE2216 Sedanca-de-ville, Barker
- KENNINGTON, K T W, 77 Atherstone Avenue, Westwood, Peterborough. Peterborough 67474
Wraith 1939 WMB20 Reg FLX600 Saloon, H J Mulliner
- LONGFIELD, Col R J, and Mrs, Lower Silton, Gillingham, Dorset. Bourton 247
SD 1954 STH5 Reg PLE843 Saloon
- McFARLANE, J W, Huntington Hills, Wisner Road, Rochester 22, New York, U S A
PI 1929 S154FR Phaeton, Brewster
- LUND, Sir Thomas, C B E, The Law Society's Hall, Chancery Lane, London W C 2
20/25 1935 GLJ22 Reg CLO302 Sedanca-de-ville, Thrupp and Maberley

MERRILL, K, 4735 Ortega Boulevard, Jacksonville 10, Florida, U S A
 PII 1933 302AJS Convertible, Brewster
 MIGDALE, LORD, 26 Heriot Row, Edinburgh 3. Cal 6710
 PII 1935 158SK Reg NS1480 Cabriolet, Gurney Nutting
 NEGRELLI, M, 4185 Glenridge Road, South Euclid 21, Ohio, U S A
 SG 1912 2211 Tourer, Hooper
 SG 1913 2651 Chassis
 Wraith 1939 WMB6 Sedanca, Hooper
 PRICE, H E, 49 George Road, Solihull, Warwickshire. Solihull 0565
 SD 1954 STM99 Reg HEP1 Saloon, Hooper
 PROCTOR, Capt E F, and Mrs, Wykeham Abbey, Spalding, Lincolnshire. Spalding 3086
 PII 1931 168GY Reg MG1150 Sedanca-de-ville
 ROBARTS, Dr M A, 50 Newark Avenue, Belleville, New Jersey, U S A
 SG 1926 S307PL Phaeton, Fleetwood
 ROLPH, G A, 2727 W Seventh Square, Forth Worth, Texas, U S A
 PII 1933 218AMS Town car, Brewster
 SCHNEEBELI, A E, 527 N Charles Street, Baltimore, Maryland 21201, U S A
 PI 1928 S187RP Town car, Hibbard & Darrin
 STOCKWELL, D, Barley Mill House, 3701 Kennett Pike, Wilmington, Delaware, U S A
 20/25 1934 GRC52 Drophead, Park Ward
 25/30 1938 GLP24 Sedanca, Barker
 25/30 1938 GZR21 Cabriolet-de-ville, Gurney Nutting
 Wraith 1939 WHC47 Saloon, James Young
 Wraith 1939 WKC4 Saloon, H J Mulliner
 SW 1952 WUH33 Touring limousine, Hooper
 SW 1953 ALW42 Touring limousine, Freestone and Webb
 TOWNSLEY, J D, 25 Deane Way, Ruislip (Eastcote), Middlesex
 PIII 1937 3CM5 Reg JT21 Saloon, Barker
 WILLIAMS, R C, and Mrs, 73 Millet Road, Greenford, Middlesex. 01-578 3982
 20/25 1933 GSY33 Reg ALD382 Limousine, Windover
 WRAPSON, G W, and Mrs, Carisbrooke, 18 Westbury Drive, Brentwood, Essex. Brentwood 592
 Wraith 1939 WRB36 Reg 716ELC Limousine

ADDITIONAL CARS

APPLEBY, J Scott
 20/25 1936 GBK27 Reg RD8149 Saloon, Vincent
 DYMOCK-MAUNSELL, Lt-Cdr J C
 SW 1955 DLW84 Reg 7812PE Touring limousine, Park Ward
 FORTUNE, S E A (now full)
 SW 1952 WVB9 Reg NV091 Sports limousine, Hooper
 HYDE, A D, M A, and Mrs (now full)
 SD 1954 SOG52 Reg DLN177 Saloon, Hooper
 NEWMAN, M W
 SG 1910 1365 Double limousine, Barker
 Delete 390XH

CHANGE OF ADDRESS

- A GODFREY-GILBERT, J, FRIBA, Flat 5, Fraser Court, High Street, Bognor Regis, Sussex.
 [Bognor Regis 4763
 McHAFFIE, A N E, and Mrs, Lea Rig, Golf Road, Ballater, Aberdeenshire. Ballater 226

The story of 101SK: part 1



My Phantom II was present at the Rolls-Royce Pageant at Goodwood in 1964, and in the same year we took it on the club's continental tour, flying by air-ferry from Lydd to Ostend. After the rally in Copenhagen we returned to Cornwall, travelling on the new car ferry M V England from Esbjerg to Harwich, and then doing the long run home to the West country. In all, on this trip, we did over 3,000 miles with no trouble at all.

On this Continental trip, although the car went magnificently, I was extremely disappointed with the way in which it rode on some of the surfaces, particularly over the Belgian pavé. This chassis is fitted with the Continental springs for continuous high speeds on long, straight roads. The springs have five thick leaves in the front axle instead of the usual nine thin ones, but the ride was appalling, the car appeared to be dead and I came to the conclusion that one of the troubles was that the springs were short of oil.

Now, on the later type PII the one-shot lubrication system oils practically the whole car. There is a disadvantage in this: if the one-shot is used in accordance with the instruction book—every hundred miles—the oil is liable to get on the front brakes and render them ineffective; if, on the other hand, the one-shot is cut back to every 200 or 250 miles, the oil from the lubricator is not sufficient to reach the springs.

My 20/25 GGP28, which is an earlier car (1930), has oilers on the spring gaiters and rides extremely well, so I decided to remove all the spring gaiters from 101SK and sent for the correct nipples from Enots. Now this is a particularly disgusting job, and requires overalls and an old hat, as the filth and mud that has accumulated on the spring gaiters is really quite incredible. Having obtained the necessary special tarred string from Rolls-Royce to lace the gaiters up again, and with plenty of newspapers on the floor of the garage, a friend and I set to. We removed the gaiters and found the rear springs were in perfect condition with no rust at all: this was because they were cadmium plated when the chassis was built, but they were absolutely dry which made it impossible for them to do their job. We smothered them with Redex and Molyslip grease and then put the gaiters back on with their lubricators. Once it was all assembled, I got the oil-gun from the 20/25 and pumped in Castrol XL until it overflowed on the newspapers.

We then started on the front springs, and to my great surprise I found that, although the springs were in exactly the same condition as the rear ones, there were two leaves broken and a third one cracked on the nearside. This had been done a very long time ago and, I feel sure, long before I had the car.

I then made arrangements with Jack Compton for him to have the car as soon as possible so that he could renew the nearside front spring and balance it with the offside. We did not bother to put the gaiters back, but smothered both front springs in Redex. When we took the car out, although the nearside front was practically dead, the springing was transformed.

I had about fifty percent improvement.

When Compton had attended to the front springs, the improvement was about 75%. He also rebored the engine in January 1961 when the mileage was 89,725, just before we went to live in Cornwall, and the coachwork was recellulosed in Helston not long afterwards.

On 22 April 1965, when the total mileage from new was 106,792, I brought the car over to Jersey which was to be its permanent home. On arrival here, the old registration number DGT365 was removed and the car was given an old Jersey registration and is now J373.

I had always used rainwater or water from the hot tap in the radiator, but not long after the car arrived in Jersey and was standing in the garage for long periods, I was very worried because the water in the radiator kept disappearing, as there were no leaks on the garage floor. It finally occurred to me that it must be going down into the sump; on draining the oil my worst fears were realised—the trouble lay with the cylinder head. I contacted the Rolls-Royce mechanic who lives permanently out here. It took us a fortnight to get the head off, as great care was needed. We found there was a water leak by one of the studs. Fortunately, it was possible to save and repair the head, which had to be machined, raising the compression slightly. When Stanley Sears was over here, he tried the car out and said that it was one of the liveliest PII's he had ever driven.

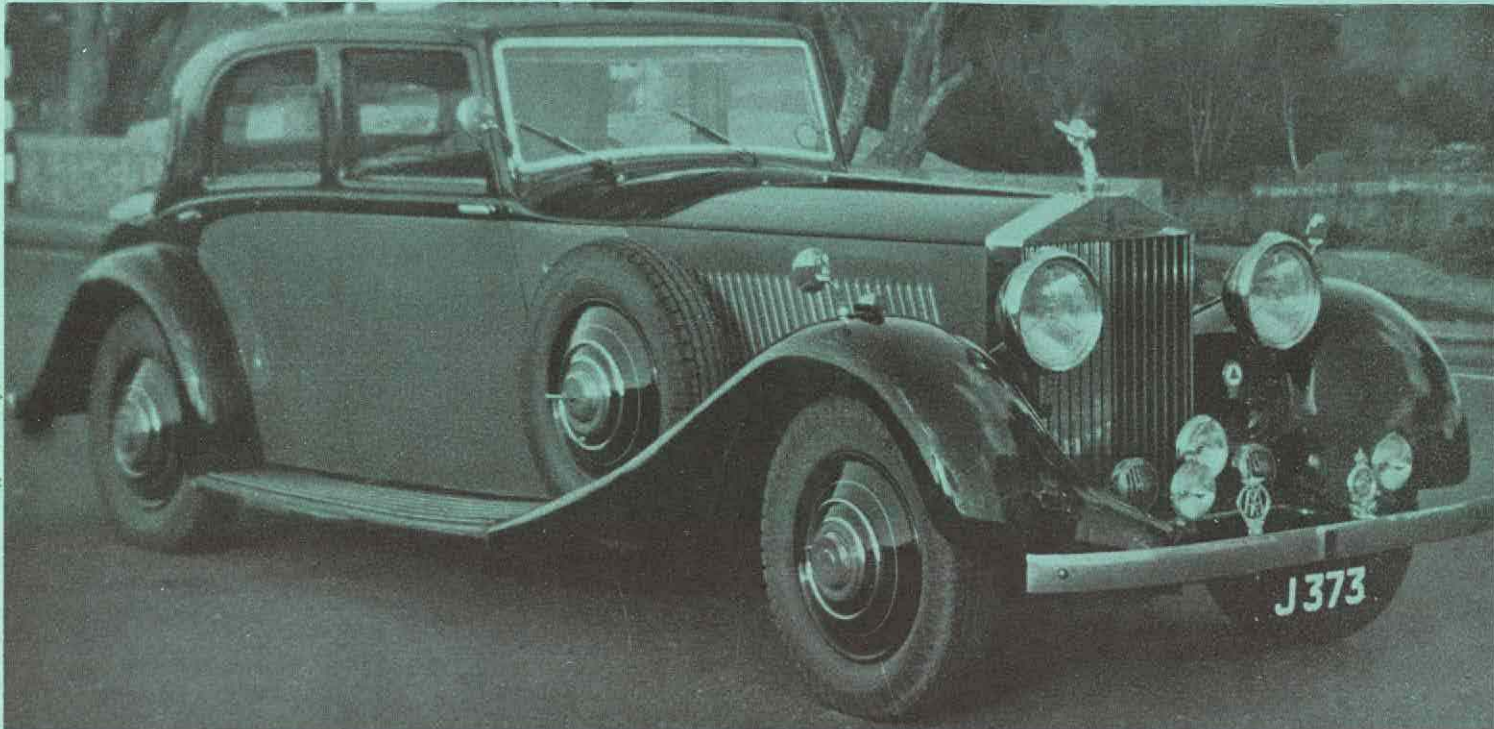
On the mainland or on the Continent, I usually cruise at 60-70 m p h which is a very comfortable cruising speed, and the car shows a return of 11.6 m p g running on any of the commercial brands. It has always been particularly good on oil and since the engine was rebored it uses no oil at all. Castrol XL has been used throughout but, on Stanley Sears' recommendation, since coming over here (where there is a 40 m p h speed limit, and the use of the car is somewhat restricted) I use Castrolite. But if I was taking the car to the mainland or on the Continent, I would change the oil before setting off and fill with Castrol XL.

To anyone who appreciates fine machinery and is prepared to carry out the necessary maintenance strictly in accordance with the Rolls-Royce instruction book, and who does not want to do a very big mileage per year, a PII is a wonderful car to own. W J Oldham

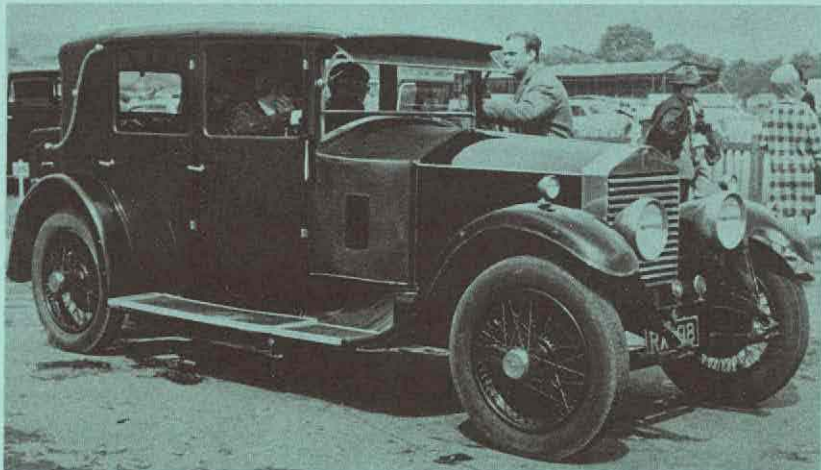
ROYCE COURT

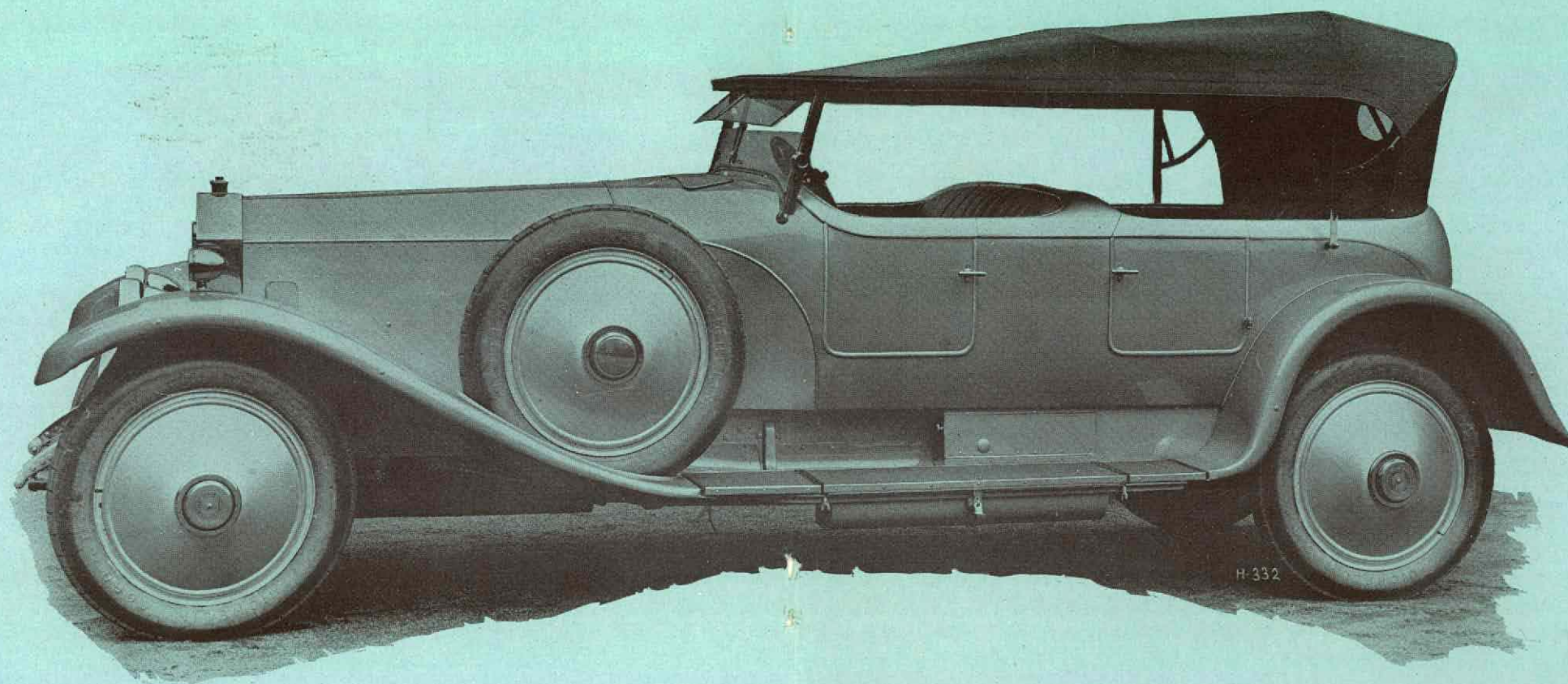
THIS BLOCK OF FLATS BEARS THE NAME OF
SIR FREDERICK HENRY ROYCE,
BT., O.B.E., M.I.E.E., M.I.MECH.E.
WHO IN PREMISES AT Nos. 1A & 3 COOKE STREET, HULME
WHICH WERE ADJACENT TO THIS SITE, DESIGNED & BUILT
HIS FIRST MOTOR CAR IN 1904.
FROM THIS CAR DEVELOPED HIS ASSOCIATION WITH
THE HON. CHARLES STEWART ROLLS
WHICH LED TO THE FOUNDATION OF
ROLLS-ROYCE LIMITED.
THE EARLIEST ROLLS-ROYCE MOTOR CARS WERE BUILT
HERE. AMONG THEM THE 'SILVER GHOST'.

This plaque appears on a 13-storey block of flats at Hulme, Manchester



*Above.—W J Oldham's PII 101SK.
Right.—Mrs F Hellings' 20 GHJ12
at Goodwood. Below.—Police cars
on the skid pan at Hendon during
the club visit earlier this year.*





PORTRAIT OF 117EM

1923 Silver Ghost with touring body by Hooper

FORT
DUNLOP

PII brake relining

Preliminaries

A MAXIM sometimes heard at vintage meetings is that in days of old cars were built *to go*, not *to stop*. However, the Rolls-Royce, after the introduction of the servo assisted braking system in 1923, certainly will stop—and send you through the windscreen too unless you are careful.

So far as 9GX was concerned, I had no record of new linings having been fitted since 1937, except that in 1955 the drums had been cleaned out and the adjustment reset. Had I known earlier what I have now discovered—that the internal toggles had been reset on the foot brake shoes—I would have relined long ago!

Rolls-Royce have always strongly deprecated adjustment by this method to take up wear as it leads to scored drums. Originally, the toggles were secured by pins to discourage alteration. These were still in place on the hand brake shoes of my car. It is in order to drill the pins out after relining so that the screwed toggles can be used for their proper purpose of fine adjustment of the shoes during bedding of new liners.

Before you start, obtain copies of the following Service Instruction Leaflets from the Technical Services Department, Crewe.

RR/J1.	25 Feb. 1946	<i>Brakes, General Information</i>
RR/J2.	6 Mar. 1946	<i>Brakes, Adjustment, All Models</i>
RR/J3.	25 Mar. 1946	<i>Brakes, Rebedding and Relining, All Models</i>
RR/V1.	7 Jan. 1945	<i>Hubs, Removal Front and Rear, All Models</i>

Hub Removal

The details contained in the hub removal leaflet are also contained in the full editions of the pre-war handbooks, together with *do-it-yourself* instructions. However, the leaflet has some excellent exploded illustrations.

Incidentally, I should like to meet the humorist who wrote this section of the Owner's Manual. At the end he says:

'With this nut removed, the hub is free to be drawn off the axle tube, together with its ball-bearings. It may be found convenient temporarily to attach a wheel for this purpose.'

Don't try this, or you may end up in hospital. Use a hub extractor (Part No. F77153 for the PII), then it's easy.

The tools required for hub removal are set out in full on p. 3 of RR/V1. In my case they were all part of the standard owner's tool kit except for the hub and driving dog extractors. The former I borrowed, and the latter is relatively easy to make on the bench.

And now to the job. The replacement parts you will need, apart from a complete set of linings and rivets are:

4 split pins for axle shaft end nuts	K4627 (ex G76091)
2 fibre washers for rear hub caps	G80711 (ex G75072)
2 double section lock washers for brake shoe fulcrum nuts	G78106

If your garage is large enough for the car to be jacked up on axle stands with sufficient working space on both sides, this is probably best. I found it very convenient, however, to place the car close to one wall and work one side at a time, thus having the bench close at hand during the whole operation.

Some time ago, I bought a garage 'creep' at an auction sale—a sort of trestle on wheels with a padded cushion for the neck. This is most useful for lying on to propel oneself under the car, or kneeling or sitting, and I would recommend one, even for routine maintenance.

Incidentally, I also enjoy listening to Bach through a loudspeaker in my garage when I am working on 9GX, and I think there is a marked affinity of precision and perfectly balanced texture—music which one can hear on the one hand and engineering which one can feel on the other.

Hub removal should be carried out strictly in accordance with the handbook and leaflet. All parts should come out without force, and they should be reassembled likewise.

If the hub cap is tight, it can be removed without resorting to blows, by screwing the nut of the sliding barrel extractor down its stem and on to the hub extractor, with its bolt removed, thus drawing the cap straight out. This is also a good opportunity of replating the cap and barrel, if necessary.

The driving dogs on the rear hubs should be tight. If they are not, I understand that over-sizes (marked on the dog) are (or were) available in plus .001 steps. On reassembly, I used a wooden drift and mallet to drive home.

Don't forget the fibre washer on the rear hubs, between cap and its seat—this is not shown in the service leaflet illustration (Part No. G75072). It may have been discontinued on later models.

After removal of the hubs and inspection of the drums, follow RR/J3 for removal of the shoes. Before doing this, I think it is well worth while making a careful mental note of the exact position of all the parts, and the mechanical principles involved—this helps on re-assembly.

Brake Shoe Removal

With regard to the rear wheels (RR/J3 P.5.top) the leaflets instruct you to remove the brake shoe carrier plate first. With respect I found this unnecessary on my Phantom II; it involves undoing the 12 securing bolts placed radially round the axle and the guide plates for the shoes, so I was glad not to have to do it. I removed the brake shoe fulcrum bolts and bushes (*Plus-Gas*, a mallet and some gentle persuasion were necessary) first, then withdrew the spring eye pins and the shoes complete with toggles. If the spring eyes have seized up, try more *Plus-Gas*, or another eye, leaving the pull-off springs on the shoes to make sure they don't get mixed up. If you do take them off altogether, label them carefully, there being long and short sizes of different lengths for the handbrake and footbrake shoes.

The pull-off springs for the handbrake shoes are no longer available from Crewe. If the foot brake springs are rusted, renew them while stocks last! (Parts G75139 and G75140). Mine obviously came from the bottom of the bran tub in that mythical Oldham warehouse!

Unless you are experienced at the job, I would suggest that you have the linings fitted to the shoes and the drums ground out professionally. They must on no account be skimmed. Grinding details are given on p.2. of RR/J3. All my shoes were already marked NF, NH, OF, OH etc. for identification.

The opportunity can now be taken to clean out the back plates and mechanism, checking for oil leaks, ease of operation of levers and the like. Do not forget to alter the setting of these back to 0.

Reassembly

1. Rear Brake Shoes

It is not as easy to refit the spring eye pins as to take them out because the springs need to be stretched first. I removed all the 4 toggles and forks (they were marked), put the shoes in the guides and thus close enough to secure the spring eyes without difficulty. Then assemble the fulcrum bolts and bushes, using a new securing washer. The toggles can then be inserted by levering each shoe over the end of the fork. Secure each fork with its square headed bolt, but do not put on the nut and pin (on the inside) until after rebedding, as the toggles may have to be removed and their length readjusted during this process. I understand that the spacing between the shoes and their guide washers should be .0015 when cold.

2. Front Brake Shoes

I suggest that the carrier plate be left off until final assembly after bedding. This makes it easier to remove the toggles for interim adjustment.

3. Bedding of New Liners

There seems to be only one way to do this job right and that is the long hard one with a sharp fine file. I gather that the cutters referred to in RR/J3 have since gone out of fashion again.

I used chalk instead of Engineer's blue and found that I had to put the hub on and take it off again from 8 to 20 times to obtain an 80 to 100% bed. I had to return to the first hub again, because after gaining further experience I realised that I had not done my 'homework' adequately. The chalk marks must be evenly spread over all the surface of the liners. Even bedding is particularly important on the front drums to avoid *pulling* of the car to one side. For knocking the hubs on, I used the extractor shell screwed down with the bolt removed, a wooden drift and a rubber mallet.

After this, and I suggest some liquid refreshment (continuous lifting of the hubs and drums is good exercise), complete the reassembly, checking that all split pins are in place and toggle nuts secure. Then put on the hubs after cleaning and greasing bearings, and re-erect as far as axle shaft nuts and pins.

The wheels can now be fitted and the nuts tightened with the spanner in the usual way. They will not be locked in position, but are adequate for a short run round the block.

Road test the car and you should all but go through the windscreen, and stop in a straight line. Drive round with the brakes on in 3rd gear and test the handbrake on a steep hill. Mine pulled up and held the car quite easily on a 1 in 6 gradient and had a Tapley meter reading of 36%. Footbrakes should read at least 79%. I then got under the car to check comparative

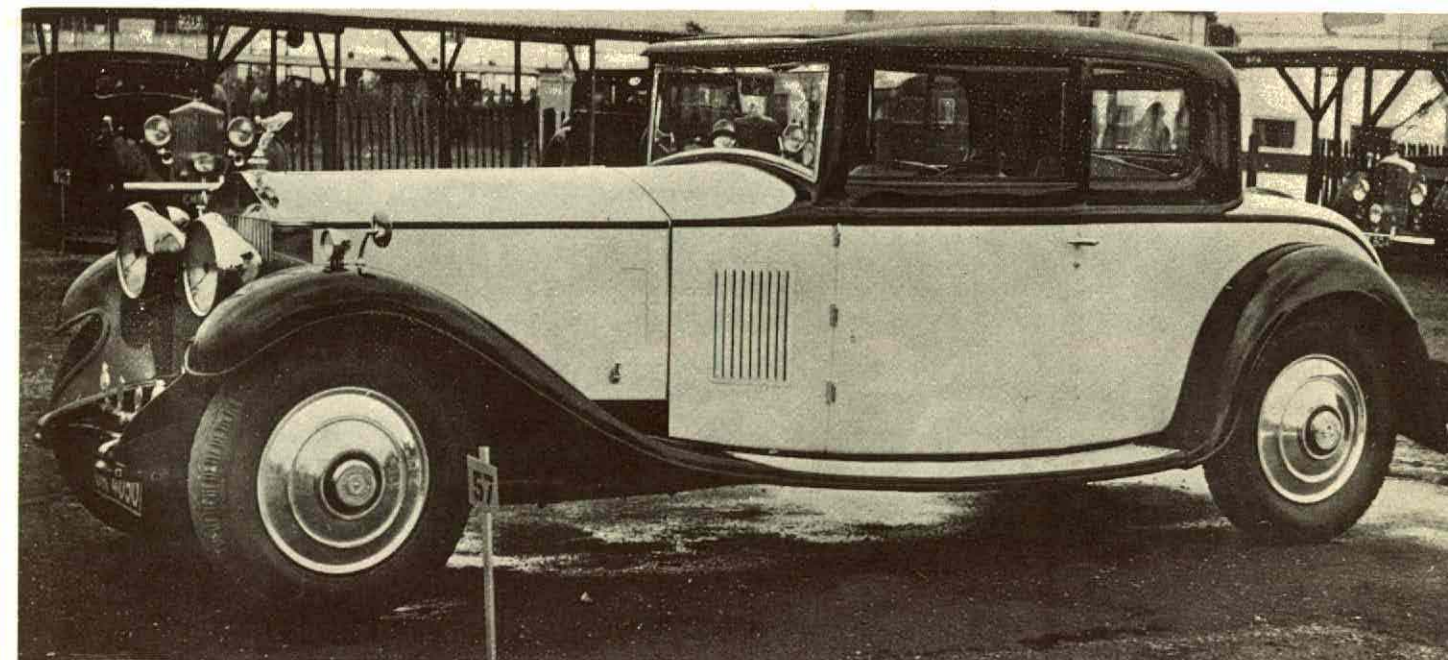
(Concluded on p 48)

Claydon concours d'etat

Owner	Year	Chassis No	Interior (100)	Exterior (100)	Under-bonnet (100)	Chassis (100)	Originality (150)	Mechanical (250)	Total (800)
Champion Class									
L E Dalton	1933	24GY	93+	94	87+	100+	120	228	724
C J Curtis	1936	GUL49	46	95+	71	100+	138+	221	711
40/50's									
H Fergusson Wood	1921	40UG	97+	96+	92	99+	145+	230	759
J H Coleman	1928	63AL	87	95	93+	99+	135	203	712
R B Honnywill	1936	3AZ76	76	82	66	89	140	233+	686
W F Watson	1935	3TA	76	88	75	86	140	220	685
J F Denton	1913	2562	86	87	90	80	110	192	645
J D Townsley	1937	3CM5	82	67	60	82	133	213	637
20's, 20/25's, 25/30's, Wraiths									
J S Appleby	1926	GZK39	100+	100+	94+	100+	140	235+	769+
V W Hodgson	1936	GTL27	94	99	84	100+	142	220	739
G E Price	1936	GTK25	85	89	78	98	143	234	727
G W Wrapson	1939	WRB34	81+	72	86	100+	135	235+	709
R D Dale	1935	GOH48	80	95	61	95	130	214	675
I Munro	1936	GXM24	85	79	51	100+	130	226	671
J F Denton	1936	GUL39	84	97	57	84	145	203	670
J C Dymock-Maunsell	1936	GBK59	88	80	68	81	135	213	665
J I Yates	1939	WRB45	78	77	68	88	128	228	663
P J Taylor	1927	GAJ42	88	73	76	97	115	212	661
A Heathcote	1938	GAR21	80	71	77	93	125	207	653
R W Colton and J F Denton	1930	GXO95	94	86	70	86	110	203	649
D Burness Smith	1940	WHC17	85	48	54	86	148+	203	624
R M Harrison	1925	GAF81	79	86	69	99	95	185	613

+ Best in class

† Best overall



Above.—C C Bown's 1930 PII 111GY. Below.—W A L Cook receiving a prize from Her Grace the Duchess of Richmond and Gordon, watched by W O Bentley and S Sedgwick.



RROC tour of Britain (Concluded from p 26)

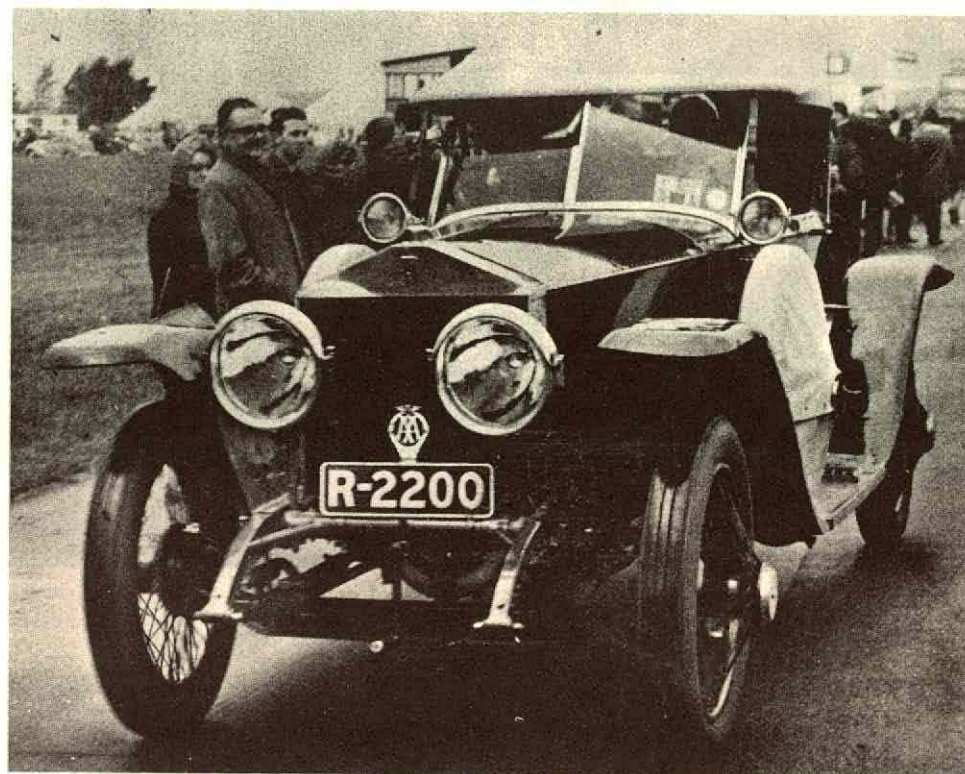
R-R O C PARTICIPATING MOTOR CARS

Springfield

1921	SG	308XH	Cabriolet	Brewster	A P Guerrero
1922	SG	77AG	Tourer	Brewster	J A Frost
1926	PI	S307PL	Phaeton	Brewster	MA Roberts
1928	PI	S187RP	Town Car	Hibbard & Darwin	A E Schneebeli
1929	PI	S154FR	Tourer	Brewster	J W McFarlane
1929	PI	S381LR	Roadster	Brewster	W M Davis

Derby

1912	SG	2211	Tourer	Hooper	M Negrelli
1933	PII	218AMS	Sedanca-de-ville	Brewster	G A Rolph
1933	PII	302AJS	Convertible	Brewster	K Merrill
1937	PIII	3BT59	Sedanca-de-ville	Windover	R C Mertz
1938	Wraith	WXA79	Drophead coupé	Park Ward	R G Wild
1939	Wraith	WMC47	Saloon	James Young	D Stockwell

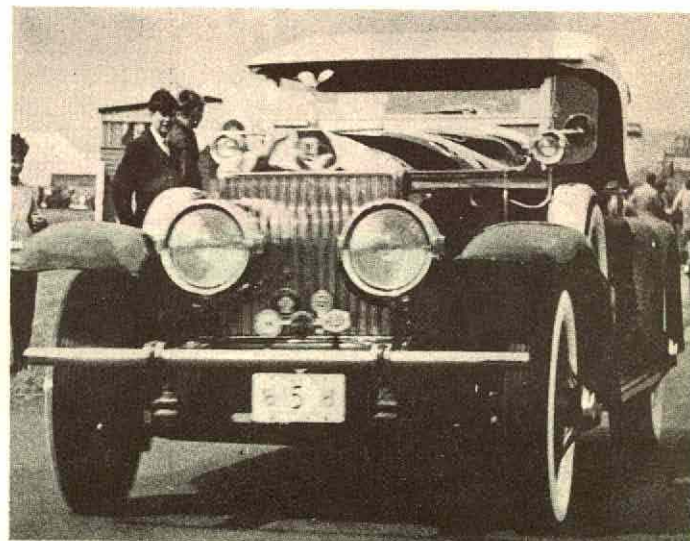


Above.—R O Barnard and M H Vivian's 1914 SG 54PB. Below, left.—A J Boyce's 1913 SG 2175. Below, right.—J W McFarlane's 1929 Springfield PI S154FR.



PHOTO CREDITS

Dunlop 36; Mrs F Hellings 33 (centre); G Lochee Bayne 33 (bottom); W J Oldham 33 (top); Rolls-Royce 27, 34, 35, 41, 42; Saga Services 28.



Sandhurst driving tests



The club driving tests held on 23 July at the Royal Military Academy, Sandhurst, were somewhat altered from those of previous years. Parking, wiggle-wobble and pedestrian tests were the same as before, but 'nearside front wheel judgment' was substituted for the slow-fast test and 'turning circle judgment' for car height. Nearside front wheel judgment involved ten halved tennis balls laid on a random pattern, with the driver (without any passenger) attempting to hit each ball with the nearside front wheel—5 penalty marks being imposed for each ball missed. Turning circle judgment involved the car being positioned on a line and full left lock being put on; from the driving seat, the driver had to order a plank to be moved further from or closer to the car in accordance with his judgment of the turning circle—1 penalty mark was imposed for each inch the nearside wheel was from the plank when the turning half-circle was completed and 50 penalty marks for hitting the plank.

Random Comments

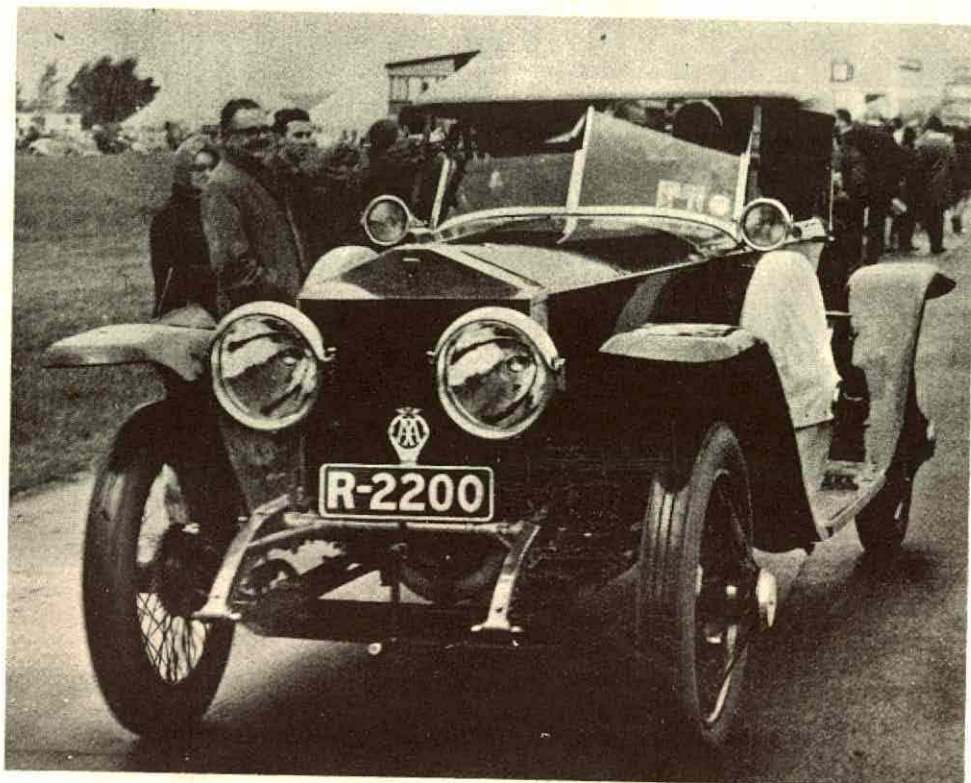
Nearside wheel judgment—It was interesting to observe on this test that most members were usually extremely close to running over each ball. To a spectator, however, it seemed better to have selected a number of balls to attack, rather than trying to hit every one. In this test Bill Banks was very impressive, standing up to conduct his S G. Anthony Heathcote was very ingenious, driving from the front passenger seat of his 25/30 with the nearside front door open—an arrangement that was copied later by other entrants.

Parking—The parking test was somewhat easier than on some previous occasions, since the cars had to be parked on their offside, although the test was timed. Fred Watson's limousine Ghost did not start on the switch but his Alpine Eagle driven by Skit Poulter did. The accelerator pedal of Dick Honnywill's PIII stuck, making it difficult for him to find reverse. John Dymock-Maunsell also had difficulty in finding reverse in his 20/25. Phil Taylor was brutally fast on this test, and Knill-Jones was very impressive.

Turning Circle—Most members were caught out on the turning circle test. Fred Watson went first and was miles out with his limousine Ghost but retrieved the position with his PII, losing only 3 points. Major Pitt was very good on this test, but Skit Poulter just hit the plank. Dick Honnywill did very well, but Phil Taylor was caught out.

Wiggle-wobble—Skit Poulter was very fast in the wiggle-wobble but hit a pylon. Bill Savage in John Dymock-Maunsell's PII did well—Phil Taylor was also very fast but hit a pylon. Hardiment was impressive, Paul Hoppe was very fast, Frank Hellings did well and Claude Curtis's driver made a good run. Rob Brooks, one of the RREC representatives, was very fast—having a go at a judge and a second go at the last pylon. Burness-Smith was also very fast.

Pedestrian—The Alpine Eagle did not start at the first attempt in the pedestrian test—and Skit Poulter then demolished the pedestrian. Bill Savage just touched the pedestrian. Dick Honnywill was very fast, doing the test twice—apparently through not blowing his horn at the appropriate time. Phil Taylor also had a second go. Ted Harris did very well.

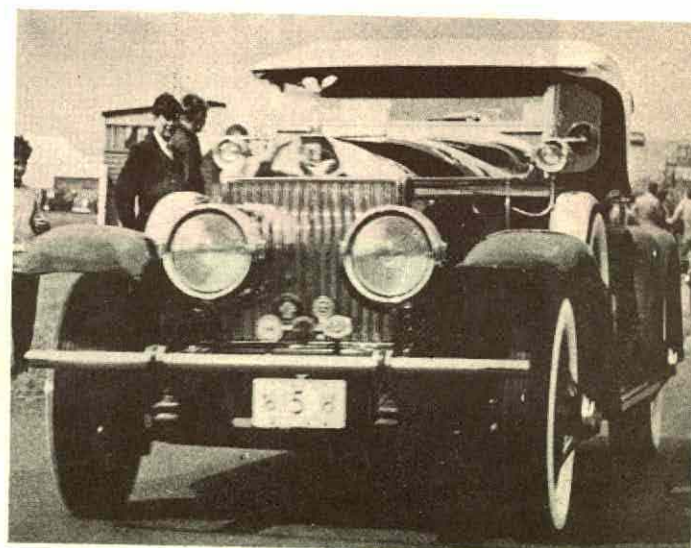


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Name	Car	Year	Chassis No	Tennis balls	Parking	Turning circle	Wiggle-woggle	Pedestrian	Total penalties
S Knill Jones	20/25	1933		25	43	10	14	21	113
R Brooks	PI	1926	57YC	25	51	9	24	13	122
I S Morgan	20	1927		25	57	21	15	19	137
P J Taylor	20	1927	GAJ42	20†	32†	62	19	22	155
R C Williams				35	63	22	19	17	156
D Burness-Smith	W	1940	WHC17	20†	97	5	21	17	160
S E Sears	W	1939	WEC2	25	54	50	17	15	161
W T Pitt	SG	1912	1905E	35	75	15	17	23	165
J C Dymock-Maunsell	SW	1935	DLW84	30	71	27	17	24	196
R W Bell	20/25	1932	GHW64	25	80	27	16	28	176
T N J Eastwood	SD	1955		20†	45	74	14	24	177
H E Marshall	W	1939	WRB15	30	68	46	23	18	185
R M Harrison	20/25	1935	GAF81	35	80	80	17	17	199
J I Yates	W	1939	WRB45	35	90	50	18	14	207
E Harris	SG	1924	69EM	30	87	50	28	13	208
J C Dymock-Maunsell	20/25	1936	GBK56	25	93	65	13†	16	212
T D Hadrill	20/25	1936	GLJ49	25	79	86	18	17	225
J W E Banks	SG	1922	34MG	20†	63	102	25	17	227
W F Watson	PII	1935	3TA	30	90	3†	28	72	228
R B Honnywill	PIII	1936	3AZ76	35	102	44	36	12†	229
F Hellings	20/25	1934	GLB28	25	86	77	16	28	232
L S Knill-Jones	SW	1953	WVH112	35	45	121	19	21	241
H B Poulter	SG	1913	2260E	30	81	50	20	68	249
S J Lovegrove	25/30	1937	GHO48	35	93	38	22	65	252
Miss S Taylor)	PIII	1938	3DL110	25	84	81	53	12†	255)
P Hoppé)	20/25	1930	GSR78	35	89	94	15	22	255)
P Curwood	20/25	1934		20†	70	141	16	25	272
J Hardiment	20	1928	GBM21	25	66	147	15	20	273
D Crombie	25/30	1937	GUN4	20†	74	148	16	16	274
K B Wootton	20/25	1932	GBT65	25	99	120	20	14	278
Mrs I Munro	25/30	1937	GLP5	35	87	121	20	15	282
I Munro	25/30	1936	GXM24	30	92	117	19	29	287
J G Hampton	SG	1925	120EU	30	116	144	16	19	325
C Meachen	20	1926	GSK80	30	91	185	19	24	349
W F Watson	SG	1911	1543	35	100	182	24	19	360
H Savage	PII	1934	141RY	45	73	208	18	58	402
J F Gresham	SG	1912	1962	45	190	122	22	29	408

† Best in this test

Results

The inter-club competition was won by the Rolls-Royce Enthusiasts Club with a total of 467 penalty points, the Midland Rolls-Royce Club coming second with 801 and the 20-Ghost Club team retiring as a result of mechanical damage to Anthony Heathcote's 25/30 on the second test. Individual results are given on the next page, and the prizewinners were (40/50 class) Major W. T. Pitt with 165 and J. W. E. Banks with 227; (pre-war small cars) S. Knill-Jones with 113, Phil Taylor with 155 and R. C. Williams with 156; (post-war cars) John Dymock-Maunsell with 169. Full results are given on the facing page.

Presentations

It was a particular pleasure to members to see Stanley Sears, the club's Master, after more than a year's absence. After an excellent tea, Stanley said that he was delighted to come back and meet all his friends again and to take part in the event. He mentioned that the club was particularly indebted to the Academy's Assistant Commandant, Brigadier Reid, for being allowed to come to Sandhurst, which was such a fine venue for the tests. As it was the 10th year of the club's visits, he thanked Major Bell and his helpers most sincerely for all their efforts and hoped that the club would be allowed back. On behalf of the club, he then asked Brigadier Reid to accept a *Spirit of Ecstasy* ashtray.

In acknowledging the presentation, the Brigadier said that the Commandant, General Hunt, who was particularly sorry he could not be present, had asked him to state that the club would always be welcome. Presentations were then made to Major Bell and to Aubyn B-Smith-Cranmore for their great assistance over the years.

A MEMBER'S THOUGHTS ON GOODWOOD

I am not a writer. We are plagued by writers and commentators who have to churn out their thousands of words or express opinions and fill the time on subjects they have very little knowledge of or practical experience in producing art, music or anything else. So many people are just talkers; I am not one of these.

Now down to the Rolls-Royce and Bentley pageant at Goodwood. To me, the most impressive group was the American contribution and, to my mind, should start off a new approach to presentation of these wonderful old motor cars. Too many of these in Britain are in decayed, original condition. In fact, many look like candidates for the scrap yard except for the *Romance of the Name*.

To my mind, whenever possible, we should try to bring these fine motor cars back to their original glory by repainting, replating

(not chromium), reupholstering and generally glamourising—even choosing brighter colours than were used in the dreary twenties and thirties. It is not suggested that these cars should be made into examples of pop art, but we suffer far too much restraint and dignity. The Americans showed us that their cars can be individually characterised without cheapening their appearance.

Another impression that Goodwood gave was that everybody had a Rolls. They appeared to be mass produced, far too many in black, and little had been done to improve these cars since they were delivered to the original owners.

The purpose of this letter is to encourage owners to improve their cars so that they are magnificent singly and, when gathered together, spectacular. But retaining the dignity and restraint of the past will never do this. Let's back up this wonderful name *Rolls-Royce* with glamour and quality.

CLUB NEWS

ANNUAL GENERAL MEETING

THE 17th Annual General Meeting of the club was held at the Eccleston Hotel in London on 14 June 1967 with Lt-Cdr J C Dymock-Maunsell in the chair. Twenty members were present, and apologies for absence were received from several others, including the Master, Capt and Mrs J E Castle, Mr and Mrs R D Dale, Mr H B Poulter and Mrs W F Watson.

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 being a true record of that meeting.

Chairman's report.—A written report had been circulated to members in advance of the meeting, as in previous years. Referring to the Goodwood pageant, the chairman emphasised that it was a huge undertaking, bringing in all the Rolls-Royce and Bentley clubs and many commercial organisations. He believed that most of the arrangements went successfully, the majority of reports showing that everyone had enjoyed themselves. He also pointed out that the club had played a full part in the execution of the pageant. The tour of Britain after the pageant had been thoroughly enjoyed by the participants, although he appreciated that a two-week tour was not the ideal type of tour for club members, who in fact were rather thin on the ground on some occasions. He then recorded deep appreciation for the tremendous generosity extended to the tour by club members, and showed the meeting the plaque presented by the RROC to the club, stating that suggestions for its allocation would be welcomed by the committee.

After the president, Mr W F Watson, had thanked the chairman for his concise and excellent report, members present were able to make any comments they wished on it. Capt S J S Boord referred to the point made in the report on the ageing of members and suggested that some form of cadet membership (at half a guinea) should be considered for children and nephews and nieces of members. The chairman reminded the meeting of the existence of junior

membership, up to 17, and felt that this should be publicised more and perhaps extended to a higher age. It was agreed that this should be left to the committee for discussion.

Accounts.—The hon treasurer explained that the balance sheet already circulated to members showed an audit fee which in fact included £37 for the previous year's audit as well as the present one. He also explained that the grant for entertainment was not for entertaining guests but an *ex gratia* payment to the chairman to meet part of his expenses over the preceding three years. The approval and adoption of the accounts for the year ended 31 December 1966 was then proposed by Capt R B Honnywill, seconded by Mr R M Harrison and carried unanimously.

The chairman remarked that the balance sheet showed that all expenditure was up and that virtually all income was down. The committee was aware of the problem and would be discussing it in detail. Annual subscriptions were the chief source of income and the club magazine was the chief item of expenditure, which meant there was not much left over to run the club. Mrs R M Harrison wondered whether for the sake of economy it would be possible to revert to the old newsletter, but Mr I S Hallows pointed out that many members got very little else for their subscriptions from the club. Capt Honnywill then referred to the possibility of raising subscriptions and thought that 'cadet' members could well take members' cars to meetings as an added incentive. When the meeting was asked for opinions, Mr R W Bell suggested a separate charge for the *Record* and was supported by the hon treasurer, who mentioned that associate members' subscriptions did not in fact cover the cost of the *Record*: the general opinion of the meeting was that the *Record* should be maintained in its present form.

With regard to increasing the subscription, the chairman pointed out that this could result in the law of diminishing returns. Mr J G Hampton said that he could see no objection to raising the subscription and was supported by Mr F Hellings, whose own experience had not supported the idea of diminishing returns: the general opinion of the meeting was that the subscription should be increased.

The chairman then raised the subject of eligibility for membership. In the past, membership had in general been limited to owners of pre-1940 motor cars, but he wondered if Silver Dawns and Silver Wraiths might not now be included. Mr H Fergusson Wood suggested that the dividing line should be that of age, so that each year another year of cars would become eligible. Although this suggestion received some support, Mr Hampton proposed that all 6-cylinder cars (that is, including Silver Cloud Is as well as Silver Wraiths and Silver Dawns) should be made eligible, a proposal which was opposed by no one. In passing Cdr H G W Keller remarked on the price differential between pre-1940 cars and Silver Wraiths.

Amendment of rule 28.—The reasons for proposing the amendment of rule 28 (so as to allow the club's financial year to end on September 30) were explained by the chairman. In addition to enabling the audit of the club's books to be undertaken at a time when there was little managerial work, the acceptance of the amendment would mean that new committee members and club officers would be elected in good time to assume responsibility for the next year's events instead of, as at present with the need for long range organisation, being faced with a programme that had already had to have been largely fixed. Mr W L Cook proposed the motion, which was seconded by Col S J Lovegrove and carried unanimously.

Election of president.—The re-election of Mr Watson for a second year's term of office was proposed by Mr A J Belsey and seconded by Col Lovegrove. The chairman expressed the appreciation of the club for the way in which Mr Watson had carried out his onerous tasks in the past year.

Election of secretary and treasurer.—The re-election of Mr Watson as hon secretary and treasurer was proposed by Capt Honnywill and seconded by Mr Hellings. Mr Watson returned thanks for the remarks of the chairman and for the confidence of the meeting.

Election of committee members.—Mr Hallows and Mrs F Hellings, the two senior committee members, had retired by rotation but, being eligible, had offered themselves for re-election: The chairman expressed his appreciation for their work, sentiments which were echoed by Mr Cook. As no other nominations had been received, Mr Cook proposed and Col Lovegrove seconded Mr Hallows' re-

election and Mr Cook proposed and Capt Honnywill seconded Mrs Hellings' re-election.

Appointment of auditor.—The chairman referred to the very great advantages that had resulted from the appointment of Mr A N E McHaffie as auditor. His appointment was proposed by the chairman and seconded by Capt Honnywill, and a vote of thanks was proposed by Mr Belsey and seconded by Capt Honnywill.

Any other business.—Mr Fergusson Wood enquired if the committee could consider the question of originality as far as judging in concours events was concerned, since standards were desirable. The chairman pointed out that some consideration was in fact given to this in the guide issued to judges (see *p.3 of the Autumn 1965 Record—Ed.*) but that he would particularly welcome any detailed comments. Members should remember, of course, that extras or modifications to bodywork or chassis that were required by law or by modern traffic conditions did not lose marks in the *originality* section. Cdr Keller raised the point of originality versus perfection, and members were asked to provide the committee with any criticisms they had of the rules or of the amount of marks allocated in each category or section.

Cdr Keller, supported by Mr Fergusson Wood, asked whether, in the event of another Goodwood pageant, the stables could be positioned differently or eliminated entirely. The chairman pointed out that one reason for having the stable competition was to encourage people to bring more than one car, and that another was to offer something more than a straightforward concours: however, he would raise this point with the interclub committee that was responsible for the organisation. Cdr Keller also said that the better cars, which were in the demonstration teams, stayed out of public view for too long, but other members thought that the public liked the moving display that these teams afforded. The chairman agreed to put forward to the interclub committee the views that had been expressed.

As there was no further business, the president proposed a vote of most sincere thanks to the chairman for his organisation, particularly of the Goodwood pageant and the RROC tour of Britain. The chairman then declared the meeting closed.

Election of chairman.—At the first meeting of the committee held after the AGM, Lt-Cdr J C Dymock-Maunsell was re-elected chairman.

HMS WORCESTER

About 15 motor cars took part in the visit to HMS Worcester at Greenhithe on June 17, representing all pre-war models except for Phantoms I and II. Those members who had either started from or had had to pass through central London found fairly heavy traffic on the Rochester road, but the map that had been provided made the college playing fields, where the cars were to be parked, reasonably easy to find. The weather was bright but somewhat chilly, and after a picnic lunch most members were able to arrange to be rowed out to look over the ship, while many of the cadets were taking part in a model and age competition similar to those held previously at other schools. The prizes were presented by Mrs Argles, the wife of Capt L W L Argles, CBE, DSC, the ship's commanding officer, after which demonstration runs were given to cadets by members outside the college grounds. In spite of the rather small attendance, both members and cadets found it a very enjoyable visit.

ELECTRICAL SAFETY

It was noticed by the judges at the Claydon concours that the electrical wiring on members' cars was in poor condition in many cases. This can be extremely dangerous as far as risks of fire are concerned, and members are strongly advised to rectify these faults as soon as possible.

CORRECTION

An omission in the list of results for the *Dymock-Maunsell Trophy* on p12 of the last issue of the *Record* is regretted. The entry against J.C.Dymock-Maunsell should have included the following figures for his second car entered: 39 (*age of car*), 12 (*Sawston*), 160 (*Loire*), 89 (*Warlies*), 40 (*Sandhurst*), 46 (*Camberley Show*), 455 (*total mileage*), 6.245 (*x square root of age*).



PII brake lining (*Concluded from p 39*)

heat in the drums, and found one side slightly hotter than the other. Further attention to re-bedding the cooler side evened this out. If there is any slight *pulling* at the front, final bedding can be assisted by getting the brakes hot and then driving into the garage and braking fiercely, propping the pedal in the down position for about 20 minutes. This will keep all the liners against the drums and help to achieve a 100% bed. Then jack up car and remove wheels. Check the lever end clearances as per handbook for free running when the brakes are hot, re-erect (with grease) hub caps and sliding barrels, (don't get these mixed up—selective assembly means that they may not be interchangeable), replace wheels; have another pint, buy your wife and family a peace offering and you are ready for the next rally. I assume of course that the lining of the servo motor is in good condition and that it is not oily. On my car the servo had been relined recently so I had no problem.

Conclusion

For some time I had been making excuses for the brakes on 9GX, as the pedal pressure required became inexorably heavier to produce good results. After relining, I can honestly say that the system is as powerful as any I have used on a contemporary car, which presumably explains why it has continued in use in modified form up to the present day.

My first car was a Twenty with 5.25 x 21 tyres and I always considered that the servo-assisted system was far too efficient for the relatively narrow width of these. After the introduction of the 6 and 7 inch tyres about 1928, I think that Rolls-Royce brakes must have been about 35 years ahead of their time.

May I once again acknowledge gratefully the advice received from Mr. Aspinall of Woodall Nicholson Ltd., Halifax.

W D N Berry

