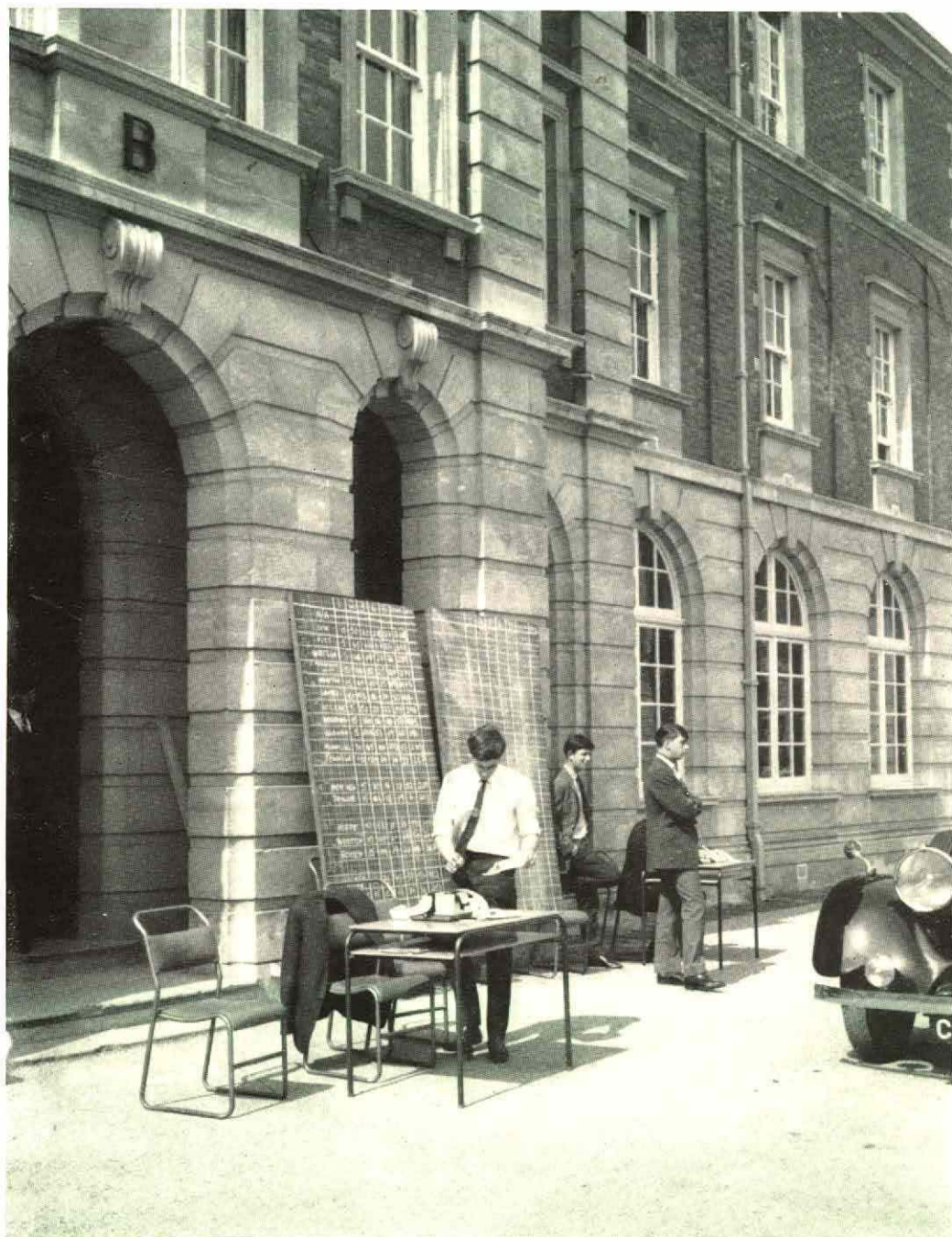


THE 20-GHOST



CLUB RECORD

Vol 9 No 2 1968



SCOREBOARD AT SANDHURST

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EDITORIAL NOTES

The Editors wish all members a Happy Christmas and prosperous New Year, and would like to thank most warmly all those who have sent in material for publication.

If contributors fail to find their articles in this issue we hope they will not be disappointed. Competition results and descriptions of meetings must inevitably take pride of place, otherwise they will be outdated.

Everything possible will be used in due course, and we hope that the magnificent response we have so far received will not slacken off because contributions are not immediately published.

It is hoped to resume publication of pictures of members' motor cars with accompanying articles describing points of interest; past history, previous owners, any restoration work and so on. Would members who found this feature of interest in the past, and whose cars have not been featured in the magazine so far, please send in a good picture and some 300/500 words to accompany it.

Contributions from new members would likewise be most welcome.

It is only in this way that we can resume this feature of the magazine.

Claude Curtis, like so many of us, has had trouble with inner tubes due to frictional wear. He writes to say that he took the matter up with Dunlops and was told that the answer is the SO (Special Order) 254, 600,650-19 tube. This is apparently much stronger, and eliminates the trouble. Interested members may secure further information from Mr. A. H. George, Manager, Special Projects Department, Fort Dunlop, Birmingham. Mr. George, incidentally, is busy restoring his Phantom II.

Members who are concerned about the leather of their motor cars may be interested to learn that it can be resuscitated by Connollys for about £15, provided that it is not torn or split.

They are willing to do the work at the owner's house.

In this issue we publish the first contributions to our proposed list of "20-Ghost Club Recommended Hotels". This we hope will expand rapidly with the cooperation of members everywhere to cover all parts of the British Isles.

No hotel will be included in the list unless it has been specifically recommended by a member. The main criteria for a recommendation are:

- 1) Good accommodation for members.
- 2) Good accommodation for their motor cars.
- 3) Good food and wine.
- 4) Pleasant interior and surroundings.

Many a member has no doubt found himself at the end of a long day's drive compelled to make a right-hand turn midway down a narrow crowded high street in order to edge through an arched alley into a minute cobbled "car park" which is then found to

be already filled with Ford Cortinas. One aim of the new list is to avoid this depressing experience. Only those hotels which offer ample and simple parking space, preferably with cover, will be included in the list, so that a member arriving for the first time need have no qualms about what awaits him as regards his motor car as well as himself.

We hope that this may turn out to be a useful service for many members, but like so much of this magazine, it is up to members themselves to make it work. Tastes differ of course, and some may be more concerned than others about showers, luxury bath-rooms, furnishings, head waiters, wine waiters and so on. But at least nobody should be gravely disappointed, and we hope that most people who use our list will be delighted.

Will all who can help please send in brief details to the co-Editors covering the main criteria, and with the name, address and telephone number of the hotel concerned.

Another innovation which we hope will be of use is the introduction of a Sales & Wants Page. This we hope will make its first full-scale appearance in the Spring issue of 1969. Would members who receive mint condition Rolls-Royces for Christmas for which they have no use please get their advertisements to us by February 28. For those requiring still more half-shafts, the same applies.

The charge is 10/- for 50 words, and a further 10/- for anything between 50 words and the maximum for each advertisement of 100 words. Cheques and P.O.'s in favour of the 20-Ghost Club.

A modest start to the new service will be found on another page.

Ian and Melanie Munro,
Calvert's Cross, Jordans, Bucks.

Extracts from Letters to the Editors

From John Castle.

I don't know whether to congratulate or commiserate with you on taking over the editorial task. Anyhow I do wish you both the best of luck!

Who does the proof reading? I observe that on page 3 of Volume 9 No. 1 Lieut.-Cdr. J. C. Dymock-Maunsell R.N. (Retd.) has been promoted (?) to Lt. Col. in a junior Service.

Also I am pained to see on page 16 an incorrect replica of the Club Badge. The Badge on the cover is not quite correct, but is not so blatant. The Badge was devised by me and designed by Member George Frost. As well as having a resemblance to the R.R. Badge, the lettering on the Club Badge is as near as possible to the type used at the top and bottom of the Rolls-Royce Badge.

I apologise for my first letter being so full of criticisms! I do realise that none of the above is your fault, and only hope you will be able to help in putting the matter right.

(Note by Eds. There were three proof readers. If we sack them, we sack the "Lt. Col." and the two co-editors. Any volunteers?)

From Robin Barnard.

I must congratulate you on the success of your efforts in reviving the 20 Ghost Club Record to new strength. My own feeling is that it needs to be more unexpected and amusing. The need is for amusing fillers for the odd corners—"1932 Rolls hearse. Original body in good condition"

(Advert). This was published in the V.S.C.C. Bulletin under the title "The Best Embalming in the World".

From John Hampton.

The last issue was a real shocker;—over-exposed photos and mistakes.

From W. A. Robotham.

Congratulations on your last issue. You do maintain an exceedingly high standard.

From Phil Taylor.

Having enjoyed Club Driving Tests for many years, and being quite happy with the tests set, I feel I can offer one or two suggestions which might be considered.

As a "younger" member, I have always thought that the "Le Mans" dash in the parking test is unkind to older members, and that the ability to run does not test driving skill.

Could we have a test of smooth driving? Perhaps a full glass of water on a tray placed on the running board, with the car driven through the wiggle-wobble. Marks deducted of course for the amount of water spilt.

Would it be possible to present a Ladies Prize, as I am sure that this would help to stimulate interest among the lady drivers?

As a matter of interest have you noticed that Ghosts seem to start better "On Switch" when driving tests are not involved?!

1968 SANDHURST DRIVING TESTS



Picture by I. MUNRO

The eleventh annual driving tests, held on 28th July, were again staged at the Royal Military Academy, Sandhurst. Not only did the test attract a large entry, but they also dispersed the clouds, and members were able to enjoy to the full the customary drink and mutual admiration gossip before a déjeuner-sur-l'herbe in ideal conditions.

It was just slightly disappointing to learn that the 1000 odd chairs on stands in front of the Old Building were not there for our function, but for the Sovereign's Parade the following week.

John and Marion Hampton's staff work was as smooth as ever, and to round things off John went on to win first prize in his class.

The tests, almost unchanged from last year, comprised the tennis balls test, parking, wiggle-wobble, pedestrian and turning circle tests. The one difference was that the "drunken" line of 10 half tennis balls had to be run over with the offside instead of the nearside wheel. Five penalty marks were incurred for each ball missed. Mercifully this was not a timed test!

Observations: OFFSIDE WHEEL JUDGEMENT.

The reduction in penalties incurred by drivers in this test, as compared with last year, indicates that the task was less difficult with the change from nearside to offside front wheel. This is not to say that the test was easy. Running over a ball was still tricky, and finding the next ball ahead was no less exacting. Was it just coincidence that Class V seemed to collect most penalties here? H. E. Marshall, for instance, who was a prize winner in his Wraith, managed to miss five balls, and half the drivers in this class missed 4, 5 or 6 balls apiece. Clifford Meachen in his 20 Tourer did this test in "naval" fashion, standing up with one hand on the "helm" while he looked overboard, and to good effect too. Bill Cook in his 1912 Silver Ghost was one of only four competitors

who never missed a ball; he returned very good marks throughout, but his judgement failed him—as it did so many others—in the turning circle test.

Three of our guests, D. Macmillan and D. Randall of the R.R.E.C. and J. Compton of the R.R. and B.O.D.C. were the other drivers who had clear rounds in this novel ball game.

PARKING:

This test reverted to its previous format of parking the car on its nearside and having the manoeuvre timed: for many drivers the arduous part of this test is the sprint to the car—Le Mans style! Some drivers entered their cars from the nearside, and it is assumed that this was done to avoid the handicap of a gear lever up the trouser leg.

Bill Cook led the field in this often exasperating manoeuvre, closely followed by H. E. Marshall in his Wraith and John Dymock-Maunsell only a few points behind in his Silver Wraith. Dymock returned a very good final score in both this car and his 20/25.

Was the parking gap the same this year? It appeared to be shorter. Anyway it was here and in the turning circle test that our official team lost most marks.

ZIG-ZAG or WIGGLE-WOGGLE.

The hazard in this old favourite appeared to be the ammunition boxes rather than the pylons. A number of drivers struck the boxes, and this must have been rather unnerving as it was an expensive sound! P. Taylor, who is also Chairman of the Midland Club, did a sizzling run and touched nothing. Paul Hoppé was fast and accurate as usual. Anthony Heathcote found his true form here, briefly, but it deserted him again and he did not have a good day by his normal standards. John Oldham in his P II which he had brought over from Jersey was unlucky in this and the Parking Test, but still managed to return a good final score which made him a prize winner.

PEDESTRIAN:

This test tends to sort the men from the boys! The men go like blazes and rely on fierce accurate braking, while the boys go fairly fast and start braking early. It isn't the fear of losing 50 marks for a hit that worries them, but the thought of losing some paint I suspect. N. Taylor was outstanding in this test, as he was in all the others. Dymock, Paul Hoppé and D. Macmillan of the R.R.E.C. were all "men", and to good effect. Claude Curtis did a very fast run and a well judged stop, but before he was measured he appeared to release his clutch with the car in gear and he moved forward. He made a second run, but this time he was a little less accurate with his stop.

TURNING CIRCLE:

The Events Committee are to be congratulated on devising this devilish test; devilish because it appears so simple and yet it had many a good driver staring incredulously at the magnitude of his over-estimate. Such a one was Major Pitt in his S.G., who is normally skilled and consistent. Three other surprised drivers were H. Wilkins, A. Heathcote and L. S. Knill-Jones of the R.R. and B.O.D.C. A number of drivers did better by touching the plank—a mere 50 penalty marks! Susan Taylor was the maestro here with only a six inch error. John Oldham and Ivan Yates were within a foot of the plank, as also the versatile Skit Poulter driving John Dymock-Maunsell's S.C.I. By winning the post-war class and coming third in the Silver Ghost class, Skit

showed again that Edwardian Ghost and Elizabethan Cloud respond equally to his skill. Is it more difficult to judge a right hand turn than a left in this test?

Despite the large entry this year, the tests were completed in very good time. This was largely due to the energy, enthusiasm and unfailing courtesy of Captain Tony Black, Aubyn Benz-Smith Cranmore, who has helped us every year, and the many cadets who ably assisted them,—not forgetting those who kept the scoreboard up to the minute, and who presented all competitors with a typed sheet of results before we were halfway through tea. Thank you, R.M.A.

The Rolls-Royce Enthusiasts Club had a well deserved win in the inter-clubs competition, in particular as they had the most difficult cars with which to compete. This competition has now been won twice by them, once by the 20-Ghost Club, and once by the now extinct Vintage Sports Car Club Rolls-Royce Section.

The prizes were presented by Marion Hampton at tea; pint tankards to the best 40/50, best small Rolls-Royce and best post-war, half pint tankards to the best Phantom, and best in classes 1V and V, and glass Spirit of Ecstasy ashtrays to the drivers of the R.R.E.C. team.

G. L-B.

This year's Driving Tests were noteworthy for a superb achievement by 17 year-old Nicholas Taylor, eldest son of Phil Taylor. With a total of 112½, he turned in far and away the best score of the day, having only passed his driving test less than four months earlier on April 8, the day after his 17th birthday.

It was this feat which also won him the Fergusson-Wood Trophy for 1968, the first year of this new award, the results of which are listed elsewhere.

Nicholas had just returned from a tour of Denmark with his sister Susan (19) and brother Andrew (16) in their father's 1927 "20" Hooper Tourer. The "Crew", as they are known, called at Egeskov Castle, on Funen, to collect the family caravan, where it had been left by their parents after the Midland Rolls-Royce Club's Danish Tour.

In the Sandhurst Tests he drove a 1935 25/30 Hooper Limousine.

After leaving school, Nicholas followed his sister into the family business, and was joined by Andrew in July this year. He has been attending Club events along with the rest of the Taylor family for over 10 years.

Next year he will have a hot rival in his younger brother Andrew, who will then be old enough to enter for competitions.



Trophy Winner

1968 DRIVING TESTS RESULTS

Name	YEAR	MODEL	TENNIS BALLS		WIGGLE-WOGLLE	PEDESTRIAN	TURNING CIRCLE	TOTAL
			1	2				
CLASS I SILVER GHOSTS								
J. G. Hampton	1925	S.G.	15	68	20	25	49 $\frac{1}{2}$	177 $\frac{1}{2}$
W. A. L. Cook	1912	S.G.	0	50	20	22 $\frac{1}{2}$	122	214 $\frac{1}{2}$
W. F. Watson								
(Driver H. B. Poulter)	1913	S.G.	5	114	19	27	84	249
H. Fergusson-Wood	1921	S.G.	5	106	15	25	120	271
W. Pitt	1912	S.G.	5	65	22	67	231	390
CLASS II PHANTOMS								
W. J. Oldham	1935	P II	5	109	53	19	10	196
J. C. Dymock-Maunsell								
(Driver H. Savage)	1926	P I	10	103	14	37	50	214
R. B. Honnywill	1936	P III	30	145	44	22 $\frac{1}{2}$	50	291 $\frac{1}{2}$
H. R. Wilkins	1932	P II	5	151	21	22	197	396
W. F. Watson								
(Driver W. Holding)	1935	P II	15	360	24	26	50	475
CLASS III 20's and 20/25's pre 1933								
P. Hoppe	1930	20/25	10	68	11	17	50	156
P. Taylor								
(Driver Miss S. Taylor)	1927	20	15	145	18	19	6	203
C. Meachen	1926	20	5	80	14	18	112	229
Mrs. B. M. Wootton	1932	20/25	10	127	21	69	50	277
CLASS IV 20/25 Post 1932, and 25/30 Pre 1937								
N. Taylor	1935	20/25	10	58	13	13	18 $\frac{1}{2}$	112 $\frac{1}{2}$
J. C. Dymock-Maunsell	1936	20/25	5	88	12	17	50	172
G. B. Lochee Bayne	1933	20/25	10	76	15	31	50	182
R. D. Dale	1935	20/25	5	119	25	26	50	225
R. M. Harrison	1935	20/25	20	118	19	20	50	227
C. J. Curtis	1936	25/30	5	133	23	29	55	245
R. Williams	1933	20/25	15	153	18	31	36	253
I. Munro	1936	25/30	30	199	21	33	50	333
S. J. S. Boord	1933	20/25	15	189	19	20	104	347
CLASS V 25/30 POST 1936 and WRAITHS								
H. E. Marshall	1939	Wraith	25	53	31	22	29	160
J. I. Yates	1939	Wraith	25	153	24	21	11	234
D. Burness-Smith	1939	Wraith	30	165	22	24	19	260
Mrs. M. Munro	1937	25/30	10	207	15	31	50	313
S. J. Lovegrove	1937	25/30	10	261	26	23	50	370
A. Heathcote	1938	25/30	20	116	11	59	168	374
CLASS VI POST-WAR								
J. C. Dymock-Maunsell								
(Driver H. B. Poulter)	1956	Silver Cloud	10	102	16	21	12	161
J. C. Dymock-Maunsell	1955	Silver Wraith	10	63	17	38	50	178
R. Colton	1951	Silver Wraith	5	110	14	21	50	200
K. L. Rossi	1956	Silver Cloud	5	107	17	20	73	222
E. C. Flynn	1955	Silver Dawn	20	115	19	30	50	234
J. D. Townsley, (Jnr)	1953	Silver Wraith	10	120	20	34	83	267
H. Fergusson-Wood	1953	Silver Dawn	30	176	14	24	32	276

Continued on page 12

MESSERVY TROPHY RESULTS 1968

	Year	Model	Concours	Driving Tests	TOTAL
J. C. Dymock-Maunsell	1936	20/25	694	-172	522
J. C. Dymock-Maunsell	1955	S. W.	690	-178	512
W. A. L. Cook	1912	S.G.	710	-214 $\frac{1}{2}$	495 $\frac{1}{2}$
N. Taylor	1935	20/25	591	-112 $\frac{1}{2}$	478 $\frac{1}{2}$
J. I. Yates	1939	W	705	-234	471
E. C. Flynn	1955	S. D.	692	-234	458
H. Fergusson-Wood	1921	S. G.	720	-271	449
C. J. Curtis	1936	25/30	692	-245	447
R. C. Williams	1933	20/25	683	-253	430
P. Taylor	1927	20	633	-218	415
D. Burness-Smith	1939	W	648	-260	388
R. B. Honnywill	1936	P III	677	-291 $\frac{1}{2}$	385 $\frac{1}{2}$
I. Munro	1936	25/30	702	-333	369
Mrs. M. Munro	1937	25/30	663	-313	350
A. Heathcote	1938	25/30	697	-374	323

DYMOCK-MAUNSELL TROPHY RESULTS 1968

Events and mileages travelled, first seven places only.

NAME	MODEL	AGE	Dodington	Shottesbrooke	Ulster	Oundle	Ponds	Sandhurst	Camberley	Shaftesbury	Total mileage	x square root of age	GRAND TOTAL x root events attended
W. F. Watson	P II	32	148	65	246						459	2596	
	SG	56									50	375	
	SG	54				164		50	82		296	2174	
J. C. Dymock-Maunsell	P I	41	88	19	234				46	86	473	3029	13600
	20/25	31				114	71	40			225	1253	
W. D. N. Berry	P II	36		223		170			226	255	874	5244	10488
R. B. Honnywill	P III	31	40	85	210		108	83	83	10	619	3446	9120
C. J. Curtis	25/30	31	108	30	226		40	25	25	85	539	3000	7940
I. Munro	25/30	31	114	15	180	97	3	18	18		445	2496	6552
R. C. Williams	20/25	34	128	15		82	18	24	33	96	396	2310	6110

FERGUSSON-WOOD TROPHY RESULTS 1968

Awarded to members under 30 years of age and those with less than three years membership.

	Concours Shottesbrooke Max 100	RMA Sandhurst Driving Tests Min -100	Event Attendance Max 25	TOTAL
N. Taylor	77	-24	10	63
R. C. Williams	89	-53	25	61
E. C. Flynn	90	-49	20	61
J. D. Townsley (Jnr.)	81	-56	25	50
D. Burness-Smith	85	-55	10	40
K. L. Rossi	72	-47	10	35

(First 6 places only)

VISIT TO PONDS HOME FOR SPASTICS — 13th JULY, 1968

This was the Club's second visit to Ponds, and it attracted a very good turn-out of twenty-two cars. We could not produce a Ghost or a Phantom II, but had at least one representative of every other model and spanned the years from 1926 to 1956. We met for lunch at the Jolly Farmer at Chalfont St. Peter, where we nearly filled the car park and attracted a good deal of attention and photography, and then drove in procession the three miles to Ponds Home.

The "family" of fifty-two young spastics who live at Ponds are very heavily handicapped indeed; most of them spend their lives in wheel chairs and many have severe speech difficulties; they and others like them often complain that the general public treat them as if they were children and mentally deficient into the bargain. Our members did not make this mistake, and after the initial shyness had worn off all problems of communication seemed to be overcome and every member of the "family" had acquired a chair-pusher-cum-amanuensis to help them in our guessing competition. Six cars have to be guessed at; during our last visit we asked for the age only, but this year we asked for the model as well, and the only clues allowed were those provided by a study of the other cars. The results were of such a high standard that we had to award five prizes, four of which, incidentally, were won by ladies. The winner had guessed every model correctly and had made errors of only a year or two in the ages.



Picture by I. MUNRO

The question is often asked; what became of young people like these ten and twenty years ago before the Spastics Society and others had started to provide places like Ponds? One of the Ponds family, who is rather older than the rest, spent twenty years in a hospital for mental defectives, because there was nowhere else where she could be cared for; it only remains to add that she was one of the prize-winners and had filled in her form virtually unaided.

After the competition came rides round the neighbouring lanes and through the village of Seer Green, where the family are all well-known. They were delighted to be seen in such regal splendour, and waved graciously to the bystanders.

After tea, the prize-giving. By this time all shyness had vanished and the whole family were assembled including one or two who had hitherto kept apart. For those who had won, and for their friends, it was a very, very exciting moment. We are most grateful to

all who turned up and helped to make such a successful day, and also to those who could not come but sent donations to swell the funds. We gave away £9 in prizes and had £10 left over, which was put towards the cost of a boat trip for the family later in the summer.

The Warden writes: "Although the 'Family' do find it difficult to express their feelings adequately, I assure you that they are indeed most grateful to the 20-Ghost Club for their great kindness, as indeed we all are, not least myself. May I add my humble congratulations and admiration for such a magnificent turn out."

A MEMBER WRITES: But, oh, what a desperately tragic sight it all was. I'd no idea what horrors I was going to see and hear; I had, never having been there before, visualised a sort of grown-up Treloar's home where there is hope, but these poor folk were so much worse. One, whom I took on my drive, pathetically remembered the former visit six years ago as though it was yesterday. These all too infrequent visits of the Club are RED LETTER days in the greatest capitals. Those two who talk of marrying; if it can come off, can't we provide a galaxy of Bridal coaches? For the guests as well as the Bridal pair, I feel that I'd come from the ends of the earth to do just that.

And what of the dedicated saints who live with, and nurse, them day by day? All honour to them.

THE DISABLED DRIVERS' MOTOR CLUB

When we first held a joint meeting—in September 1965—with the Disabled Drivers' Motor Club, it was such a success that both clubs agreed to make it a two-yearly event. Our second meeting was held in the grounds of the Lancastrian Schools in Chichester in September last year by courtesy of Dr. Read, Director of Education for West Sussex, who is himself a member of the D.D.M.C. They proved admirably suited for the purpose with unlimited parking space, and private roads and a quadrangle for use in the driving tests.

There was a good attendance of 21 cars and 46 people from the 20-Ghost Club and a similar number from the D.D.M.C. The driving tests were designed to be as fair as possible to the old cars, as this was a straight competition between the clubs. A roundabout in the grounds was used for a speed test—once round forwards and once round backwards; then came a parking and width judging tests and finally that unfortunate pedestrian, who got hit twice.

Thirteen Rolls-Royces and 11 modern cars took part, the majority of the latter being modified in some way in accordance with the driver's disablement. These modifications seemed to have little effect on the driving, and these cars were handled in a hair-raisingly sporting manner. However, the results were not too disgraceful to 20-Ghost competitors, indeed our President came second in his Silver Ghost Alpine.

A really delicious tea was then served in the Youth Club building by the school canteen staff, who deserve very special thanks. The prizes were kindly presented by Mrs. Read.

DRIVING TESTS WITH DISABLED DRIVERS CLUB, SEPT. 2nd. 1967

First Eight Results						
Name	Club	Roundabout	Parking	Width of Car	Pedestrian	TOTAL
1. T. R. J. Smith	D.D.	45	49	18	21	133
2. W. F. Watson	20-G	62	68	14	9	153
3. F. J. Rocker	D.D.	46	65½	28	14	153½
4. Seymour Price	D.D.	42	68	26	25	161
5. J. G. Hampton	20-G.	55	55	36	19	166
6. B. Hose	20-G.	66	63	34	10	173
7. D. Hadrill	20-G.	65	63	30	24	182
8. P. A. C. Sampson	D.D.	40	100	20	23	183



Relaxing in Dingle Bay

Picture by C. Curtis

TWO 25/30's IN SEARCH OF EIRE

The Adventures of GUL 49 and GAR 21

Our first night in Eire after crossing by the Fishguard-Rosslare ferry was made the pleasanter by a sociable encounter outside the Talbot Hotel at Wexford where we had booked reservations. Having left our ladies inside the hotel, we found ourselves engaged in entertaining conversation with two Irish women who happened to be passing and were looking at our motor cars. They told us to mention their names and ask for John in the hotel, as he would attend to our every want at dinner. This we did, and it worked like a charm indeed. We had an admirable meal and delightful evening.

We planned to spend a week or so in the south-west and then move up to the mid-west coast before joining the Club in Newcastle. We left Wexford in mist and rain making for Glengarriff, a little place two miles beyond Bantry and about 200 miles from Wexford. Very soon the sun shone and we had the road to ourselves apart from straying cattle, but it was not until we were west of Cork that the country became really interesting, and in places exciting. A little east of Cork we lunched at a modern hotel where we availed ourselves of car washing facilities. We had an engagement to keep for which the cars had to be immaculate. So after lunch, now spick and span, we pushed on to keep a long standing invitation to visit an Irish family living in a small town on the way to Glengarriff. Although we had not met our hosts before, we were received with the utmost hospitality, but nevertheless made Glengarriff safely in time, but only just in time, for dinner.

With the view of Bantry Bay and the Caha mountains beyond, we thought Glengarriff one of the loveliest spots in the country, and maybe in the British Isles. Thackeray once wrote of Bantry, "Were such a bay lying upon English shores it would be the world's wonder".

Our two helpful ladies of Wexford had given us strict instructions to visit a Mrs. Murphy in Skibbereen, Co. Cork, to partake of her special fish lunches or dinners. Although it was a Monday, the road was filled with the cars of her Irish customers when we arrived at the West Cork Hotel where she presides. The lunch she arranged included

such delicacies as Dublin prawns and fresh salmon steaks. A meal to remember, and also kind to the pocket.

Besides our gastronomic pleasures, we toured the Ring of Kerry, rode in a jaunting car round Muckross estate at Killarney, and visited the gardens which stretch down to the shores of Lough Leane,—a blaze of colour and beautifully cared for. We swam in Dingle Bay with not a soul in sight except ourselves.

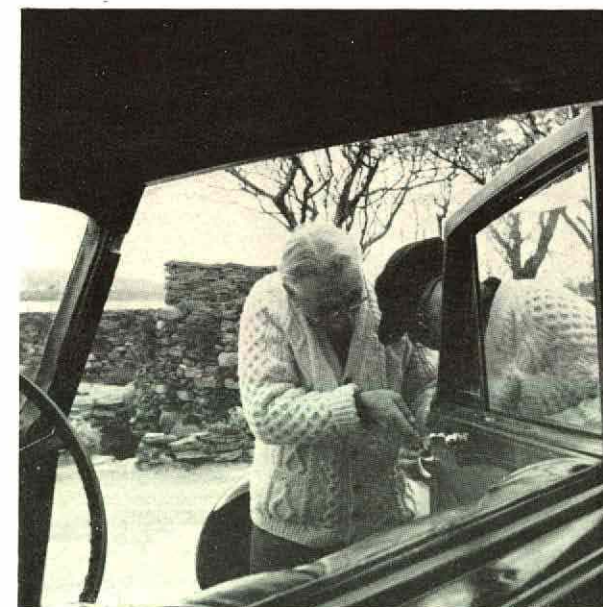
We visited Clifden on the coast beyond Galway, and were invited by strangers to join their party of merry-makers. On the heights overlooking Donegal Bay and westward to the Atlantic we stopped for a picnic tea, and were soon joined by a little girl carrying a large bag. Her father had noticed the cars from their cottage below, and had sent her on her bicycle to ask if we would like to see her tweeds. So there, amidst the mountains and the sea, this 11 year-old colleen staged for us a display of the local craft. Nearby at the picturesque little fishing village of Killybegs we were directed to Mrs. Rogers of the Bay View Hotel, and so much was her luncheon enjoyed that we returned for a dinner of freshly caught fish. The cars were parked outside the hotel under the eagle eyes of two officers of the Irish Constabulary, but this did not prevent various members of the community crawling underneath them, presumably "to see the works".

We experienced many instances of the generosity and courtesy of the natives,—such as the offer to let us use the swimming pool, including bedrooms for changing, at the Bundoran Hotel, Co. Donegal, where we were merely passing by. Again, when we were going through the Border Customs, the Irish Officer's only reaction on seeing the cars was to stand back and exclaim "Good God!" and let us through.

Another time we had the misfortune to have a puncture miles from anywhere, but while considering our flat front wheel an Irish Army jeep with four soldiers came up. With their help we were on our way again in ten minutes. Boyle was the next town, and there the principal garage attended to things at once. The charge was 10/-, plus, previously, the equivalent of four glasses of Guinness for the Army.

The two motor cars behaved perfectly throughout this delightful holiday, punctures alone excepted. In all we covered some 2,500 miles. GUL 49 consumed about half a gallon of oil, and petrol at the rate of 16.5 miles per gallon, a not unsatisfactory performance.

C.C.—P.C.



Two members with a screw loose

Picture by Peggy Curtis

20-GHOST CLUB STOPS THE SHOW

On Saturday September 21 at the Camberley Horse Show almost fifty Rolls-Royce motor cars, including four Silver Ghosts, occupied the main ring for half an hour, and there wasn't a horse in sight!

The occasion was the parade at the end of a concours which had been judged by many members of the Royal Military Academy motor club, who organised and acted as marshalls at the 20-Ghost Club's annual driving tests in July. In addition to the usual collection of familiar pre-war cars there was an impressive display of recently joined Silver Dawns, Silver Wraiths and Silver Clouds. Among the latter also was Ralph Harrison's newly acquired Silver Cloud I which attracted the admiration of many members. The set was completed by a Silver Shadow drop head coupe (RRII), which was not in the competition. The whole parade, and the detailed commentary over the public address system by the Chairman of the 20-Ghost Club, appeared to be much appreciated by the large crowd of spectators.

The concours was won by a 1926 Twenty Hooper Landaulette from Bristol owned by Mr. B. R. O. Harris, who received his prize from Mrs. Tower, the wife of Major-General P. T. Tower, C.B., D.S.O., M.B.E., the Commandant of the R.M.A.

With one or two obvious exceptions the turn-out of the cars was at the usual high standard, and was a credit to the Club. This was achieved in spite of two heavy showers of rain, during which members had to retreat into their cars to finish their pre-prandial drinks and later their picnic luncheons. In the middle of the latter the judges arrived to carry out their under bonnet and interior inspections! When they also inspected tool kits and checked tyre pressures some members wondered why the event had been billed as a "d'elegance" and not a "d'etat".

After the first shower it was interesting to see most members busily leathering down their cars, conscious that they were on parade. Some keen members even used their leathers after the second shower. Such is the standard of turnout now attained by the Club.

J.L.

Continued from page 6

INTER-CLUB COMPETITION

RREC

R. Brooks	1926	P I	10	163	19	64	50	306	} 611
D. Macmillan	1928	20	0	76	13	17	50	156	
D. Randall	1937	P III	0	94	12	25	18	149	

MIDLAND CLUB

W. Lawrence	1939	Wraith	20	208	17	51	36	332	} 662½
P. Taylor	1927	20	5	81	10	72	50	218	
N. Taylor	1935	20/25	10	58	13	13	18½	112½	

RR and BODC

J. Compton	1936	25/30	0	125	20	30	67	242	} 887
L. S. Knill Jones	1953	S/Wraith	10	156	20	30	157	373	
M. Leslie	1937	25/30	10	104	32	30	96	272	

20-GHOST CLUB

W. A. L. Cook	1912	S.G.	0	50	20	22½	122	214½	} 984½
H. R. Wilkins	1932	P II	5	151	21	22	197	396	
A. Heathcote	1938	25/30	20	116	11	59	168	374	

SHAFTESBURY LUNCHEON & HILL CLIMB

OCTOBER 12th.

Despite a chilly wind and blustery showers no less than four open Silver Ghosts arrived for this the last meeting of the season. D. W. Neale came with the lid up (but no side screens), John Hampton with lid and side screens, Allan Clark in his embryo 1923 conversion, and best of all our President and Skit Poulter in the 1913 Alpine, sans hood, sans side-screens, but muffled in wind cheaters, helmets, goggles,—the lot. We hand it to them for coming so many miles in such conditions.

It was a wonderful turn-out of 23 motor cars which finally assembled in the ample reserved car park at the Royal Chase Hotel. The main bar and dining room had been reserved exclusively for our party of about 60, and members were glad to get into the warmth of the hotel whilst the rain continued.

Then miraculously the skies began to clear and the sun came out as we sat at lunch, and a cheerful company entered their cars soon afterwards for the hill climbs and the lovely views to be seen from along the appointed route.

The 1 in 6 Spread Eagle Hill was the first to be tackled. Thence via narrow lanes through a number of pleasant little Dorset villages the motor cars returned to Shaftesbury for the second climb through the hairpin bends of Zig-Zag Hill to a parking area only a short walk from the crest of Win Green, a National Trust beauty spot from where the view all round the compass must be one of the finest in England. It was a pity that some members misread their route instructions, and gathered in a small parking place half way up Zig-Zag hill, thus missing not only the superb view from the crest, but the champagne which the hospitable Miss Kelly was dispensing in lavish fashion.

This agreeable occasion was made even more memorable by the arrival of the Alpine at speed over the brow of the down carrying two intrepid figures evoking memories of John Buchan and Dornford Yates. Need one report that the Alpine had completed the course in top gear?

Thus a meeting which had started all too gloomily finished most happily in bright sunshine and beautiful surroundings.



Zig-Zag Hill: Summit Conference

Picture by J. D. Townsley (Jnr.)

THE SILVER GHOST

A Few Servicing Suggestions

OIL LEVEL

I have found that the oil level in the engine can, with advantage, be kept at a far higher level than is recommended in the instruction book, namely one gallon. If one gallon only is put in, say after a change of oil, surging takes place when braking sharply or cornering to the left. The oil pressure gauge comes right back to zero lbs., which is a bad thing and may cause an air lock.

Also, with the engine running there may be $\frac{1}{2}$ to $\frac{3}{4}$ of a gallon circulating, consequently leaving the sump level dangerously low and very hot.

I always put in at least $1\frac{1}{2}$ gallons in my own engine, Castrol GTX 20/50, and usually add a pint every 150 or 200 miles, which seems to work very well. When on one of our long rallies like Scotland or Wales I add a little each day from the side tank. I do not think there is any danger of the big ends dipping in the oil unless you have well over 2 to $2\frac{1}{2}$ gallons in the sump, so as I have said earlier every advantage is to be had by $1\frac{1}{2}$ gallons instead of 1.

CLUTCH SHAFT LUBRICATION

It is not generally realised how very important is the proper and regular oiling with heavy gear oil of the steel and bronze cardan blocks; when regularly attended to they will last for years without showing much wear.

THE SPHERE JOINT BEHIND THE GEARBOX

This is another vital point which must be lubricated with 250 gear oil and at least $\frac{1}{2}$ an Enots oil gun injected every 500 miles. Again, this universal joint will last for years, but if neglected will become noisy, with consequential play in the prop-shaft.

When lubricating this part in the way just described, it is important to make sure that you are not over filling the back axle as the oil, although thick, will find its way into the differential casing with disastrous results of saturated brake linings. So test the level when hot after a run, and let any surplus drain off. Make sure that the air escape holes on the brake back plates are kept clean and clear.

STEERING BOX

I find it almost impossible to keep anything in the box. So about every 1,000 miles I remove the cover to see how much is inside, and add a handful of soft grease. In between times, about every 350-500 miles, I remove the greaser on top of the box and insert a syringe full of 250 gear oil. All this makes for very silky steering with plenty of self-centring. The oil leaks mostly from the joint where the pendulum comes out of the steering box, and so far I have shunned what would probably be a big job to renew the gland.

FRONT SHOCK ABSORBERS

It is most important to see that there is no up and down play in the top and bottom linkages of these units. I discovered that there was on my car, and mysterious noises made previously have now disappeared. Keep the leather cones well soaked in engine oil, and the linkages adjusted so that you can just swivel them with no up and down play, and all should be well. The above adjustment to the arms is an easy job, and should take 10 to 15 minutes provided no snags are encountered. Keep the joints of the linkages well oiled with the gun, not greased, about every 500 miles. When doing the king pins and steering joints, again use thick 250 gear oil and not grease.

J.G.H.

LOOKING BACK: A few notes on the early days of The 20-Ghost Club

Why The 20-Ghost Club?

So the uncomprehending voice of the future may ask.

Already the answer seems almost incredible. Twenty years ago the 20h.p. and the Silver Ghost were the cheapest models to buy and to run and consequently were bought and were driven by those amateur enthusiasts whose desire to share their delight in their motor-cars brought the Club into being. Now old Rolls-Royces have become high fashion, capital investments, symbols of assured taste; then they were just old Rolls-Royces, faithful servitors to the few who appreciated their merits. 1950, the year that saw Pool petrol come off coupons, saw the Club's inaugural dinner at the Cafe Royal on the 14th February. At that time the post-war car famine was still intense and waiting lists were in terms of years; but you could still stop your car in Bond Street if you wished to shop, and as yet undreamt of was the paraphernalia of yellow streaks, yellow-banded wardens and ravenous meters. A new Silver Wraith cost £6,000 but realised much more when, after a year, it could be resold. But for the lovers of vintage machinery these were halcyon days. For the last time, the great cars of the 1920s were available in good numbers and could be bought cheaply. Unlike today, the older a car was, the cheaper it was. While a 1923 Silver Ghost saloon, "a good runner", could be bought for £50, a 1927 20hp tourer in good order was worth £325 or more. You could spend £900 on a 20/25 saloon of 1932, over £1,000 on a Phantom II Touring car and £2,000 on a 25/30. Edwardians could still be found—an average runner for £120—or at the end of the scale, a 1912 Barker Landaulet in *concoirs* condition was sold for about £600, but naturally went to the U.S.A. Such were the times.

Months before the dinner at the Cafe Royal, various of the founder members had met informally and talked about their cars. Mr. A. J. Belsey reminds us that the Club was really born on 26th May 1949: 'The actual metamorphosis into an organised club followed a head-on collision between Peter Fawcett and myself in Hyde Park on Sunday morning. Fortunately we were both on foot at the time.'

Six of the founder members then met together and as they owned either 20hp or Silver Ghost type cars the name The 20-Ghost Club was born. Following the dinner, at which the doyen of Rolls-Royce collectors Stanley Sears was elected President, steady progress was made. In January 1951 the members list showed 38 names opposite 14 20hp, 7 Silver Ghosts and 1 Phantom II, while a year later there were 61 names squeezed on to the single sheet of foolscap opposite 12 Silver Ghosts, 18 6-cylinder 20s, 1 4-cylinder 20, 1 P I, 2 P II and 1 25.

A rally with driving tests was held at Sandhurst on 22nd July, 1951. The tests—acceleration, wiggle-woggle, parking—sound familiar, as do the names of the overall winners: 1. S. E. Sears (1914 40/50) 2. S. E. Sears (1923 20hp) 3. W. F. Watson (1911 40/50). However, in the top-gear acceleration Dr. Attlee's 20hp put up the best performance. In all nine 20hp and five 40/50's took part. In May 1952 there was a luncheon party at the Weston Manor Hotel which was well attended. Stanley Sears drove his 1905 4-cylinder 20 hp in chassis form with test-rig body—and was able to discuss it

with A. G. Elliott, (who joined R-R Ltd. in 1912, became Chief Engineer in 1937, and joint Managing Director with Lord Hives in 1945). At the Bentley Drivers Club Firle Hill Climb in September 1952 there were two classes set aside for The 20-Ghost Club and W. F. Watson's 25/30 proved the fastest overall.

With the year 1953 there came one notable piece of encouragement for all those who loved old cars with huge engines within their shining bonnets—the £12 10s. annual tax was extended to everyone. Previously you had either to persuade the authorities that your Silver Ghost had been rebuilt and should be re-registered, or pay on 49 hp at the rate of 25/- per hp. To celebrate this rare concession a rally was organised for January 10th, starting with lunch at Layton's Wine Bar on the corner of Duke Street adjoining Manchester Square and then proceeding to the Richmond Hill Hotel for tea. This was the first Club Rally the author witnessed: it was a misty rather dark day, but somehow with a sense of exhilaration in the air. Unlike later events, this one was shared with the Mercedes-Benz Club and les hommes à l'Hispano; any Isotta-Fraschinis that could come were invited. And an Isotta was indeed there, a pale blue tourer of 1925. In Duke Street, W.A.L. Cook's Phantom III stood in front of a 38/250 hp S.S. Mercedes, while into Manchester Square there flashed the silver stork of a 12-cylinder drophead Hispano, followed by the roar of a white 37.2 hp 'type course' driven by the bearded Morin Scott.

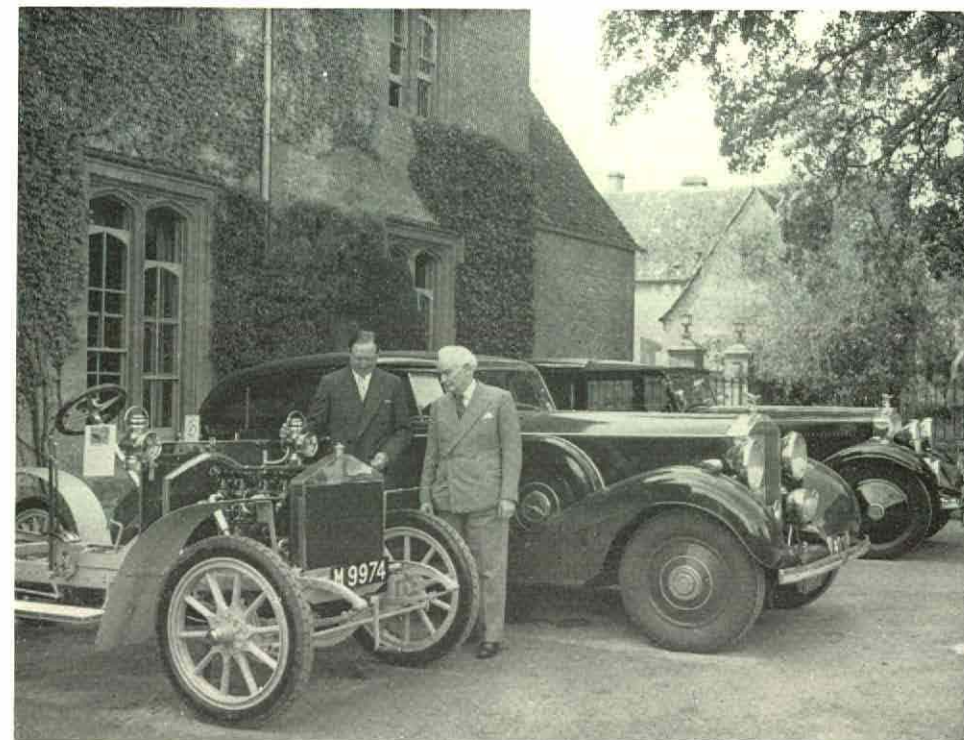
As dusk fell the forecourt at Richmond was filled with noble motor cars and talk continued late into the evening. The event gained a little discreet publicity: Autosport (Jan 16th 1953) gave a column and two photographs, while "Vintage Veerings" of Motor Sport (Feb 1953) examined the entrants with a critical eye. The latter was turned towards a "40/50 Rolls-Royce sporting tourer disguised as a mobile laboratory, its driving compartment so cluttered up with dials and flow-meters that forward visibility appeared to be entirely obscured—possibly, we reflected, the owner is so busy looking in that he gets no time to see where he is going. We noticed that certain of the controls were labelled 'Late' and 'slow'....." In fact the owner sat well above the line of his slightly modified windscreen (see photograph). This was, of course, Frank King who with Jack Frost formed the original Events Committee.

At the Annual General Meeting held in May 1953, Stanley Sears, Fred Watson and Adrian Belsey were re-elected to their respective offices of President, Secretary and Chairman and the committee now comprised Captain and Mrs. Castle, Mrs. Fawcett, Bill Cook, Jack Frost and Frank King (Hon Librarian), Eric Dudley was Press Liaison Officer. Membership was now over 80 with over 50 cars.

Plans were now being laid for a really large event—a Rally and Concours d'Elegance to be held in Kensington Gardens to mark the Coronation. This was to be the first major public event and a landmark in the story of the Club.

R.O.B.

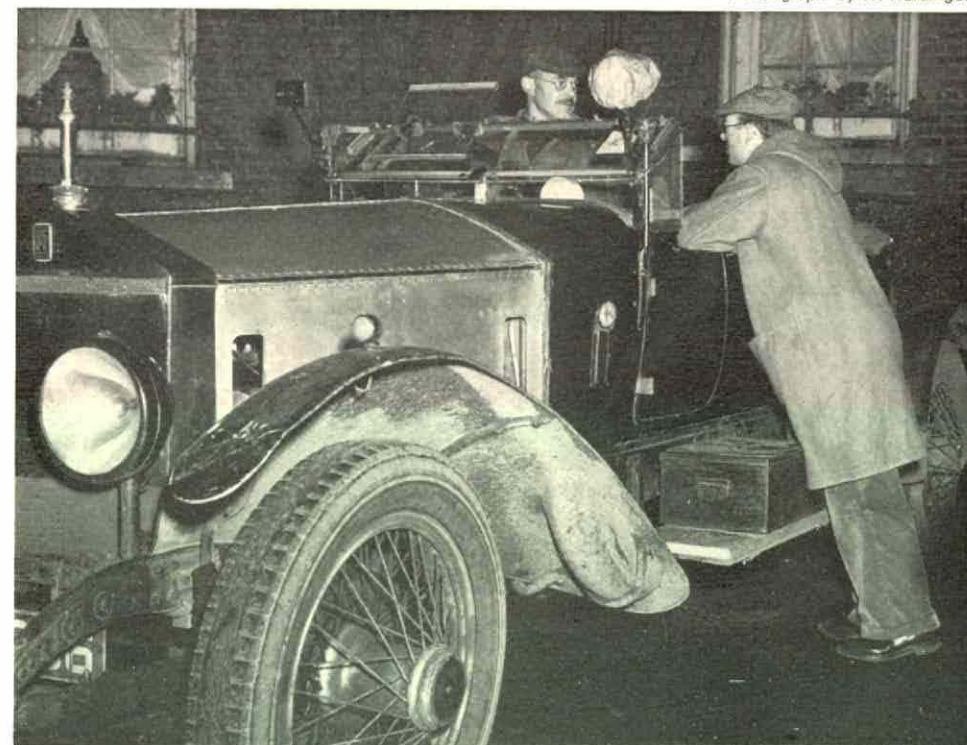
(to be continued)



A. G. Elliott and Stanley Sears with 1905 20 H.P. in course of restoration outside Weston Manor Hotel, May 11, 1952. In background 1930 P III and 1933 P II

As darkness fell. Founder members Frank King and Jack Frost, who together then comprised the Events Committee, with 1924 Silver Ghost 22 LM at Richmond—January 1953.

Photograph by N. Hardinge.



NEW MEMBERS

H	ASHLEY-CARTER, G. C., The Dower House, Newington, nr. Oxford.				
	BROOKS, R. J., Long Close, Woodstock, Oxon. Woodstock 482.				
	P I	1926	57YC	Reg YR 2648	Cabriolet Barker
	BRUMMER, G. E. R., Baarn, Faas Eliaslaan 3, Netherlands.				
	SG	1922	56HG		Limousine Barker
	20/25	1934	GWE60		Saloon Park Ward
H	BURCHMORE, R. O., 103, Harrow Way, Carpenders Park, Herts.				
	COLLINSON, P. H. and Mrs., The White House, 18 St. John's Rd., Loughton, Essex.				
	SG	1924	135AU		Chassis
	25/30	1937	GAN35	Reg ENO 818	Limousine Park Ward
	COOPER, Rev. J. P., The Cheven, Catton, Thirsk, Yorks. Topcliffe 259.				
	20/25	1935	GBJ2	Reg CLC 488	Sedan-de-ville H. J. Mulliner
	COXE, M. S., 72 Orange Street, Brooklyn, New York 11201, U.S.A.				
	SW	1954	LBLW73		Touring limousine H. J. Mulliner
	FLATHER, D. G., Dobbin Springs, Peakley Hill, Barlow, Sheffield. Holmesfield 259				
	SG	1913	2643	Reg LW 7027	Tourer Replica
	FLYNN, E. Cecil, Malvern House, 163 Malvern Rd., Bournemouth. B'mouth 54947.				
	SD	1955	SUJ4	Reg PYM 579	Saloon Hooper
	HOLYOAK, J. G. and Mrs., Keythorpe Court, Tugby, Leicestershire. Tugby 212.				
	20	1923	83K1	Reg BC 8358	Tourer Hamshawe
	W	1939	WMB62	Reg FFX 444	Touring Limousine H. J. Mulliner
	HUGHES, H. K., DFC, and Mrs., Gatwick House, Horley, Surrey. Horley 5357.				
	SCI	1958	SGE40	Reg 712 GBL	Convertible H. J. Mulliner
	JEWKES, M. W., Fieldhead Cottage, Myton Rd., Warwick.				
	20	1925	GNK59	Reg RO 1887	Brougham Lawton Goodman
	JOHNSON, R. H., 27 Hume Road, Dunkeld, Johannesburg, South Africa.				
	SG	1921	45SG		Tourer Barker
	MACMILLAN, D., 14 Silverdale Road, Bushey, Watford, Herts. Watford 21007.				
	20	1928	GYL55	Reg PX 8225	All weather Saloon Cockshoot
H	MILLER, N. Rolls-Royce Inc., 45 Rockefeller Plaza, New York, U.S.A.				
	OVEREND, Miss L., LLD, Airfield, Dundrum, Dublin. Dublin 98439.				
	20	1927	GMJ52	Reg Z 287	Tourer H. J. Mulliner
	PITTS CRICK, P., and Mrs., Pembroke House, Pembroke Rd., Sevenoaks, Kent. Sevenoaks 53633.				
	SW	1949	WCB50	Reg KUC 747	Drophead James Young
	ROSSI, K. L. and Mrs., Rogues Hill House, Penshurst, Kent. Penshurst 236.				
	20/25	1934	GLB14	Reg AYY 327	Tourer Woodman Nicholson
	SCI	1956	SPZ95	Reg TGT 836	Saloon Freestone and Webb
	SLANEY, R., and Mrs., 25 Rye Hill Avenue, Brookside, Chesterfield, Derbyshire. Ch'field 6459.				
	SW	1951	WME81	Reg RS 20	Touring Limousine
H	SMITH, J. L. E., M.P., Shottesbrook Park, White Waltham, Berks.				
	SPRY-LEVERTON, J. C. S., VRD. MD. MS(LON), FRCOG, and Mrs., Barnack, Stamford, Lincs.				
					Bainton 229.
	20/25	1935	GLJ4	Reg JR 4057	Saloon Hooper
	SUENSON, Ebbe, Dresselvej 35, Copenhagen F, Denmark.				
	25/30	1937	GHO70		Limousine Hooper
A	SYMMONS, M., Darsfield, Sutton, nr. Pulborough, Sussex. Sutton 225.				
	VALENTINE, F. A. B., 29 Cornwall Gardens, London, S.W.7. 937 4623.				
	VALENTINE, Lady Freda, A11 Albany, London, W.1.				
	P I	1929	1OR	Reg UV 1923	Limousine Weyman, H. J. Mulliner
	WILD, R. G., 201 Poplar Ave., NW, Canton, Ohio 44708, U.S.A.				
	P III	1936	3AZI32		Drophead Coupe H. J. Mulliner
	W	1938	WXA 79		Drophead Coupe Park Ward
	SD	1952	LSHD 60		Convertible Park Ward

CHANGES OF ADDRESS

BLOUNT, Maj. W. L. M. and Mrs., Tickerage Cottage, Blackboys, Sussex.
 CARPENTER, B. J., Roxbourne, Onslow Crescent, Woking, Surrey.
 DENNIS, R. A., 49, Markham Street, London, S.W.3. Flaxman 8068.
 ELLIOTT, A. G., Oceania, West Parade, Bexhill on Sea, Sussex. Bexhill 4779.
 EVERSHED, F. C. T., 301 South Farm Rd., Worthing, Sussex. Swandean 1024.
 FENNING, R. E. D., The Steering Wheel Hotel, Hollycroft, Hinkley, Leics. Hinkley 4256.
 de FERRANTI, D. Z. and Mrs., Massbrook House, Bofeenau, Ballina, Co. Mayo, Eire.
 FROST, G. L., 6 East House, Rosemoor St., Chelsea, S.W.3.
 HARDING, J. P. S. and Mrs., The Prebendal, Thame, Oxfordshire.
 LEIGH MELLOR, J., 11 King's Bench Walk, Temple, London, E.C.4.
 RICHEY, Wing-Cdr P., DFC, 14 Adams Row, London, W.1. Mayfair 6229.
 SCOTT, J. E., 8c South Cliff Tower, Bolsover Rd., Eastbourne, Sussex. Eastbourne 23383.
 STEWART, H. L. S. and Mrs., Waterleat Farm, Ashburton, South Devon.
 THOMPSON, S. Graham, FRCS, Leverington Hall, Wisbech, Cambs. Wisbech 2055.
 YATES, J. I. and Mrs., Quarry Lodge, Admoor Lane, Southend, Bradfield, Berks. Bradfield 228.

20-Ghost Club Recommended Hotels

THE ELMS, Abberley, Worcestershire. Tel: Gt. Witley 231.
 Internationally known cuisine. A superb chef. Wines in keeping. Beautifully furnished public and private rooms. Friendly country house atmosphere. In large private grounds. Large covered garages available.

HOLBROOK HOUSE, Nr. Wincanton, Somerset. Tel: Wincanton 2377.
 In delightful private grounds some 3 miles from Wincanton on the A371 to Shepton Mallet. Ample open parking. Lockups which will (almost) take a Rolls-Royce. Swimming pool. Good English fare with adequate wine list. Friendly family atmosphere.

WESTON MANOR, Weston-on-the-Green, Oxfordshire. Tel: Bletchington 260.
 Ample parking in private grounds. 2 large lock-ups. Picturesque mediaeval interior with a minstrels gallery and beautiful panelling. Good food and wine.

STUDLEY PRIORY, Horton-cum-Studley, Oxfordshire. Tel: Stanton St. John 203 & 254
 Really beautiful Elizabethan house completed in 1587. Used as background in film "A Man for All Seasons". Skilfully modernised including central heating. 15 acres of splendid grounds. Excellent simple food. Interesting wine list. Present owners acquired the house in dilapidated condition six years ago. Money still being spent on modernisation. Ample parking and three Rolls-Royce size lock-ups. The hotel will supply a map pin-pointing its position.

SALES & WANTS

WANTED. One of those two-pronged gadgets, no longer stocked by Hythe Road, whereby to tighten against the wheel discs the two holed circular plates at the bases of the tyre valve extensions of a 25/30. Please write Munro, Calvert's Cross, Jordans, Bucks.

LOST (and FOUND?) At last year's driving tests at Sandhurst Mr. Holyoak, then a prospective member, arrived with tyre trouble and John Lovegrove lent him a foot pump. The pump was subsequently put into the boot of a Rolls Royce—but the wrong one! Has anyone a yellow footpump in his boot?



OFFICERS AND COMMITTEE

MASTER: S. E. Sears
PRESIDENT: W. F. Watson
VICE-PRESIDENT: A. J. Belsey
CHAIRMAN: J. C. Dymock-Maunsell
HON. SECRETARY AND TREASURER: W. F. Watson,
Aldwick Hundred, Bognor Regis, Sussex.

EXECUTIVE COMMITTEE

J. C. Dymock-Maunsell (Chairman); A. J. Belsey; W. A. L. Cook; S. J. Lovegrove;
W. F. Watson; Mr. and Mrs. I. Munro.

EVENTS COMMITTEE

J. C. Dymock-Maunsell (Chairman); J. G. Hampton; F. Hellings; R. B. Honnywill;
S. J. Lovegrove; C. Meachen.

GENERAL PURPOSES COMMITTEE

W. A. L. Cook (Chairman); Capt. and Mrs. J. E. Castle; Mrs. F. Hellings.

OTHER OFFICERS

Hon. Technical Liaison Officer: J. G. Hampton
Hon. Historian and Librarian: R. O. Barnard
Hon. Solicitor: F. Hellings
Hon. Co-Editors: Ian and Melanie Munro

GENERAL NOTES

LIBRARY — Members are reminded that the Club Library contains a considerable amount of Rolls-Royce literature, most of which may be borrowed from the Hon. Librarian. This includes issues of "The Flying Lady", instruction books, Rolls-Royce Bulletins and files of cuttings.

INSIGNIA — Club insignia available from the Hon. Secretary include lapel brooches (for ladies and gentlemen) in sterling silver at 35s; Club ties at 22s 6d; and silver cuff-links at 40s.

1969-FUTURE EVENTS

Provisional programme:

Wednesday, January 15th	A.G.M. Eccleston Hotel, Victoria.
Saturday, January 25th	Dinner Dance, Hyde Park Hotel.
Saturday, March 29th	West Country Luncheon.
Friday, April 18th	Embarkation for U.S.A. Tour.
Sunday, June 1st	Concours d'état.
Sunday, July 6th	Driving Tests, Sandhurst.
Saturday, July 19th	Raglan Pageant.
Saturday, August 2nd or Sat., September 6th	Disabled Drivers Meeting.
Saturday, September 20th	Camberley Horse Show.

These and other events are in the process of negotiation.

The Committee would like it to be known that members who wish to cancel their entries for meetings and events cannot obtain refunds of their entry money unless notice of cancellation is received 48 hours before the event.

