

ROLLS-ROYCE ENTHUSIASTS' CLUB

BULLETIN

EDITORIAL

The Club continues to grow, and its growth has brought about more work for our Secretary, Miss Harris. With this in mind, the Committee has decided that the responsibility for the club bulletin should, be taken off her shoulders, and has created the post of Assistant Secretary and Editor of the bulletin, which I hope adequately to fill.

We have decided, that this bulletin should now be professionally duplicated, and that its scope should be enlarged. Whilst carrying announcements of meetings as before, we will try to give more details of the form of meetings, so that members will know what to expect when they turn up. We also hope to carry reports of club meetings and to include a 'Sales & Wants' column in which members will be able to place advertisements.

The Committee is always glad to receive any suggestions from members on the substance of the bulletin and the types of meeting they would like.

READ, MARK, LEARN AND INWARDLY DIGEST

Members should receive a copy of the club rules with this bulletin. A large number of members have failed to pay subscriptions for 1959. This is formal notice of the committee's decision to enforce the rules and strike them off the club list if the subscriptions are not paid within one month of receipt of this notice.

Subscriptions should be sent to Miss G.M. Harris, Paternoster Farm, Yarnton, Oxon.

THE SPIRIT OF ECSTASY

On December 1st, 1959, Mrs. Phillips (Jo Sykes) daughter of the late Charles Sykes, who designed the 'Spirit of Ecstasy', gave a talk to members of the club at 'The Chequers', Cassington. Unfortunately it was the worst night of the year for weather, Oxford being blanketed by thick fog. Nevertheless, fourteen intrepid members turned up to hear Mrs. Phillips.

She started by saying that, about 1910, Rolls-Royce Ltd. suggested that a graceful mascot should be designed to replace the horrid little mascots that owners were fitting onto the radiator caps of their cars. Charles Sykes was inspired by the challenge of producing a mascot which belonged to the car as much as a carved wooden figure-head belonged to the ship of which it was a part. At the same time, the mascot should convey an impression of smoothness and speed, and the harnessing of mysterious power. His answer to this challenge was the 'Spirit of Ecstasy', which was born on February 6th. 1911.

Mrs. Phillips told us how, in 1920, and unknown to Charles Sykes, a photograph of the mascot had been entered for the World Competition of Radiator Mascots, in Paris, by Rolls-Royce, and had won first prize. She showed us the gold medal commemorating this, and, the gold-plated mascot sent later for exhibition.

She then gave us details of how the mascots were made, of the various sizes which were produced, and of the production of the kneeling version on January 25th 1934. We were shown the bronze mascots, used for casting, and a pair of small silver-plated ones, 2½ inches high, one on a silver ashtray, and the other supporting a goblet. The latter were made for presentation to exalted members of the firm and its associates.

The talk was followed by an extremely interesting question period, when more points came to light, and Mrs. Phillips denied the story that the figure of the Spirit was modeled from any particular person.

We recorded the meeting on tape, and an edited version has been sent to the Rolls-Royce Owners Club of America, together with a set of photographs of the original mascots.

The meeting was concluded with the showing of the 16mm, colour cine-film of the year's outdoor events.

MEETINGS IN 1960

Early in May, a party from the Rolls-Royce Owners Club of America are planning to fly over here, and we are organising a meeting to entertain them in Oxford, some time in the first week. Will members please try to get their cars back in one piece, for this meeting, as we are keen to put on a good show.

We hope to arrange our major meeting of the year, the Concours d'Elegance at Blenheim, for some time in June. This, of course, is subject to permission from the Duke and Duchess of Marlborough who very kindly allow us to hold this meeting in the superb setting of Blenheim Palace.

Our driving test meeting has been modified in the light of recent experience, and we are considering a safe driving trial, possibly with a Concours attached, which will definitely not be of the car breaking variety.

We have been invited to attend a Fete at Bishopstrow House, Warminster, Wiltshire, on July 9th 1960. The cars will be parked in the pleasant surroundings to the house for public admiration, and members will not be asked to indulge in antics of any kind. I understand that clay pigeon shooting is being organised, and any members with shotguns would be welcome to take part. Will anyone interested please write to the Rev. P.F.. Tanbling, Bishopstrow Rectory, Boreham Road, Warminster, Wilts., as he is keen to find out how many members would be likely to come.

Further details of the above meetings will be sent to members nearer the appropriate date.

SPARES SERVICE

The club hits a wide range of spares, particularly for 20-25, P1. and P.2. Problems regarding spares and service sheets and sales and wants should be addressed to:- The Assistant Secretary, Nigel.E.Hughes, 15, The Drive, Harefield Place, Uxbridge, Middlesex.

The club has arranged that members can obtain a substantial discount on all Wellworthy products, from: Associated Engineering (Sales) Ltd. 120, Great Portland Street, London W1. Phone: MUSEum, 9721. (Wellworthy make pistons, rings, &c.)

CLUB NEWS

Our Chairman has obtained the service of Col. J.E. Buckley, the well known expert of vintage cars, as a judge for our Concours.

We have acquired approximately fifty photographs of early Hooper bodied R-Rs., from the Hooper works at Park Royal. You may have read of the closing of these works. We are highly indebted to Mr. Rivers of Hoopers for so kindly letting us have these practically unique records. If anybody is going in for restoration, these should be a very useful guide.

SALES AND WANTS

FOR SALE

'Boadicea', 1932 Phantom 2, MS series. Well known at R-R.E.C. events. She is good mechanically, and has excellent tyres, brakes, gearbox, etc. Enormous body - you can practically stand up in it. Passable paintwork. All she really longs for is a little care and attention.

Enquiries to : R. Symmons, 78, Banbury Road, Oxford.

Another P.2. 1932 No. 34 MS. Eng. No. 15 AK. Mechanically and Bodily sound. Funeral body by Barker. Well shod, £125.

Enquiring and details : P. Attwood, 12, Headland Close, Lowton, near Warrington, Lanes.

20-25. GBA 32. Four door owner-driver Saloon by James Young. All in quite sound condition. Full history. Mechanically excellent. P. Johns, Blackfriars School, Laxton, Corby, Northants.