

BLLENHEIM CONCOURS.

The Club will be holding its annual Concours d'Elegance at Blenheim Palace on Sunday 19th, June at 2.30 p.m., by kind permission of the Duke and Duchess of Marlborough. Members who wish to picnic may do so from 12 noon onwards. The judges will include Mr. W.H.Vivian, Registrar of the 20-Ghost Club. The Chairman's Trophy, and the Dennis Organ Trophy, will be awarded for the best Visitor's and best Member's cars respectively. In addition, outright prizes will be awarded in four classes, those proposed being: (i) Ghost, Twenty, and Phantom I; (ii) Phantom II; (iii) 20-25 H.P.; (iv) 25-30 H.P., and Phantom III. Due allowance will made for are. An entrance fee of five shillings will be charged.

Members of the 20-Ghoat Club, and of the V.S.C.C. Rolls-Royce Section, have been invited to this meeting. The entrance to Blenheim Palace is in Woodstock, seven miles North of Oxford. Entries should be sent to the Secretary, Miss G.M. Harris, Paternoster Farm, Yarnton, Oxon., by 12th, June, 1960.

HON. C.S.ROLLS ANNIVERSARY RALLY.

The Rolls-Royce Section of the V.S.C.C. have invited us to take part in a Rally and Concours d'Elegance to Monmouth Castle on Saturday July 16th.

To mark the fiftieth anniversary of the death of the Hon. C.S. Rolls, the Monmouth Festival Committee are arranging for an exhibition in the Rolls Memorial Hall, which will be opened on July 7th. by Lord Brabazon.

This event, for which there will be no entry fee, will be as informal as possible, to allow the maximum time for seeing the exhibition and the other attractions of the town during the Festival. We understand that free tea will be available for those taking part, and a prize will be awarded for the car traveling the longest distance.

Members wishing to take advantage of this invitation must make written application to the R-R.E.C. Secretary, address as above, by Juno 25th., when final instructions will be forwarded.

BEAULIEU RALLY.

The Montagu Motor Museum authorities are organising their annual Rolls-Royce Rally at Beaulieu on 17th. July. An entrance fee of ten shillings will be charged, and a Concours will be arranged for any who are interested.

R-R.O.C. ANNUAL MEET.

Any members touring the United States this summer will be

welcome at the Annual Meet of the Rolls-Royce Owners' Club of America, which is being held in Natural Bridge, Virginia, from August 26th.-28th.

SPARES ANNOUNCEMENTS.

We regret that in future, no spares can be dispatched to members until payment has been made. We prefer that spares be collected personally.

The Chairman has arranged that the Club can now obtain almost anything for cars, with the exception of tyres and petrol at about 25 % off retail price. For example, five-gallon drums of Castrol XL are available at a reduction of about 17/-. Clearly the Club cannot act as distributors, but if members wish to place specific orders, they may collect them in Oxford, or by arrangement, at a club meeting. Enquiries should be sent to:
The Chairman. R-R.E.C., 78 Banbury Rd., Oxford. In a future Bulletin we will include a price-list of popular articles.

RECENT R-R.E.C. EVENTS.

On April 3rd., a rally and Engine Concours was held at Hatherop Castle, Glos. on the kind invitation of the owner, Sir Thomas Bazley. Mr. Walker brought along his recently acquired tourer, which had been in store for thirteen years. He arrived two hours late, having learnt a great deal about the car on its first outing. Mr. Harris arrived in his Ghost, which due to gasworks trouble, was doing two miles per gallon.

Lt.Cdr, J.C. Dymock-Maunsell, and Mr, c. Daff, combined to judge the competition. This was won by a certain Committee member, owning a red 1928 Twenty saloon, (Why not? Ed.)

A plentiful and excellent tea was provided by the Castle staff, the proceeds from which were in aid of a local Boy's Club. The Club collection of photographs of Hooper coachwork and of original mascots was on show for the first time properly mounted.

Despite the mechanical problems which beset some members, the meeting was a very enjoyable one.

On the afternoon of May 8th., in glorious weather, the Club held a rally in Oxford, when Mrs. Argyle acted as guide for some of our members, and took them round a number of the Colleges.

We were glad to meet Mr. S.J. Skinner, power behind the V.S.C.C. R-R, section who brought his immaculate 1910 Ghost tourer. A photograph of this car appeared in the following day's Oxford Mill.

We were disappointed that more members did not take this opportunity of coming to a meeting that demanded so little effort on their part.

SALES AND WANTS.

For Sale:

1931 20-25. Black Mulliner Sports Saloon 183.000 miles. Rebored, £250 spent on body five years ago. Four new tyres. Price £250. Apply to Mr. J.P.Hutt, Appley Cottage, Ashmore Green, Newbury, Berks, Tel. Thatchan 3257.

1929 P.II limousine, low mileage, generally sound condition, suitable for restoration, offers around £60 to R. Symmons, 78 Banbury Rd., Oxford.

Wanted:

Who's holding out on me? Surely somebody must have a Boa-Constrictor horn suitable for a 1928 Twenty. Details and price to N.H. Hughes, Spinney House, The Drive, Uxbridge, Middx.

SPARES SERVICE.

The Club has a number of information and service sheets. These are available to members at a hiring charge of five shillings and a deposit of one pound per sheet. Enquiries for information, spares, and service sheets should be addressed to the Assistant Secretary, Nigel H. Hughes, Spinney House, The Drive, Uxbridge, Middx.

We always have a number of serviceable part worn 600/650 - 19 tyres, and new remoulds. We also have a large number of 20-25 parts in stock including a complete engine in good condition with synchromesh gearbox. Also in stock are a complete set of interior trim fittings for a 1934 20-25 limousine.

REPORT ON THE VISIT OF THE R-R.O.C. TO ENGLAND.

Ten members of the R-R.E.C. joined the 20-Ghost Club and V.S.C.C. R-R. Section in the arrangements for meeting the R-R.O.C. members at London Airport on April 30th., and in taking them to Bolney on May 1st, to see Stanley Sears' collection of cars.

Saturday April 30th. dawned bright and clear, a great relief to all who had spent the previous night polishing, and those who went to London Airport agreed that we could not have had better weather for meeting the Americans. As soon as we arrived at the car park, it was deer that a flittering array of cars was assembling. The R-R.E.C. entry included a Silver Cloud, a P.III., a 25-30, three 20-25's, and a Twenty, all very well turned out.

There being some delay in the arrival of the D.C.-7's bringing the Americans, we were able to enjoy the sun while having a good look at the seventy or so cars present, including three Edwardian Ghosts. At least two members contrived to have a look round a Comet Four. At about 11.30 a.m., our guests arrived, and after a pause during which the sound of many cameras was heard, we moved off and took our passengers to their London hotels.

Sunday May 1st. produced dull weather and a trace of drizzle,

but not enough to ruin the polished brightwork of the cars which lined up in Battersea Park to take the Americans to Bolney. On this day, the R-R..E.C. ranks were strengthened by Mr. Walker in his newly acquired 1924 Twenty tourer, looking very trim in its new coach-paint, and Mr. Harris 1924 Ghost cabriolet. Mr. E.A.N, Spicer also brought his maroon and black 1938 P.III sedanca. We were given coffee by the Pleasure Gardens authorities, and this gave us a chance to meet our guests for the day, who wore different from those we had taken into London the day before. The R-R.O.C. presented drivers with 3 nicely designed plaque commemorating the event.

At about 11 a.m., the Police hustled us into our cars, and we were shepherded out of the Park in the general direction of Bolney. Although there were different ideas on how best to reach A.23, and a number of false trails were laid, all eventually arrived intact.

When we had all arrived at Bolney, we wore given a most satisfying lunch by Rolls-Royce Ltd. After lunch, the American organiser of the trip, Mr. John Utz, presented the Chairman of the host clubs, and the R-R. Ltd. representative, with large versions of the commemorative plaque. While the speeches of welcome were being made, it rained heavily, but could not have chosen a better time.

Afterwards we spent a very enjoyable afternoon looking over Stanley Sears' collection of immaculate cars. These had been supplemented by a number of cars from R-R. Derby, including the 1905 2-Cyl. 10 H.P., the original Silver Ghost of 1907, a Silver Cloud II, a Phantom V (somebody is going to have a job keeping that clean in thirty years time), a Bentley S.2 and Bentley Continental.

We had been advised to leave by 5 p.m., to avoid the traffic from Brighton, and apart from some congestion in Central London, had a good trip returning our guests to their hotels. The end to a perfect day for me was a sight of the only type J Duesenberg in captivity in England, outside the Grosvenor House, and a look under its bonnet.