THE 1970 PROPOSAL TO FORM A TECHNICAL ASSOCIATION BETWEEN ROLLS-ROYCE AND BENTLEY CAR CLUBS. HOW WE GOT TO KNOW ABOUT THIS.

OWNERS' CLUB, INC. THE ROLLS-ROYCE sparts to the right place Jel 1970 ANTONIO P. GUERRERO \$101 con 28 mont Meriton, R. D. 4 Easton, Pennsylvania 18042 out shally set thit to fun the subre where the Mr. Barrie Gillings and allowed examples of example to be at at an at 121 Bannockburn Road Turramorra control Tentember, I will also want to be down that I train remaining who N. S. W. and the T will be without and the

This is quite a difficult letter to write. It is supposed to explain a lot of things brewing now at R-R Ltd and I shall try to keep a semblance of order as I go along. Please have a little patience.

Quite a long time a go I had the idea of creating a Technical Federation of Rolls-Royce Clubs.I felt that it would help everybody concerned improve our position with R-R Ltd, increase our knowledge of the foibles of our cars , facilitate the purchase of spare parts and brok somehow the priviledged position of the British Clubs versus the Overseas Clubs.

To that effect(and at the time R-R Ltd did not bother to give any status to the stablished Clubs) I took a first steep writing to the R-R Owners Club of Australia presenting my scheme and asking for their support .I got the authority to represent your Club and later on the South African group. Later on I went to England and got the cooperation of the 20-Ghost, the Enthesiasts and the Middlands.It took time but the results are enclosed in the report I am mailing with this letter.

There is a shortcoming now. The correspondence with Australia was carried out, as I say, quite a long time ago and I d_o not know the names of your actual officers or Directors. I only know that as in all the clubs they change quite often, and it could even be that the the ones in charge do not have any information

1

about the entire scheme. In a sense I have to start from the very beginning.

I shall be most grateful if you send the report to the right place and if I can get in correspondence, as soon as possible, with the officers of your Club so I can get their reactions and comments . Of course, Whatever advanteges our Club gets out of this are yours too.

To me it is of extreme importance to make sure that the blessing of your Club received long time ago still stands. I shall need it when we have our talks coming September. I will also want to be sure that I truly represt you and can explain your wishes exactly at the Meeting.

I send thids letter to you because I have a copy of one you have sent to McFarlane in which y the ask about the situation re a Federation of R-R Clubs. You to e-olaim a lot of things bracing now at 8-3 sign yourself as the historian.

A copy of the report will go to Mr Green via Jack Frost who is participating in your Rally. I wish I could but my car -purchased in New Zealand two years ago-is still on the surgery table.

All antrany adult

Hope to hear from you soon. My very best regards

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of contraction too I. there that all of the sector to the sting emeters or Directors, I only know that as in all the clubs they channe out in

THE ROLLS-ROYCE

ANTONIO P. GUERRERO Mariton, R. D. 4 Endon Verneyhorou 15042

> Mr George W. Green Le Canadel 15 Linden Way Castlecrag Sydney, N.S.W. Dear Mr Green;

Our friend Mr Frost gave me a detailed report of your conversations re:Technical Federation of RR Clubs after his return to the States. I understand that you have seen the letter and plans I have. I also believe that the Australian Club is interested and willing to sooperate, according

to the outline presented .

Up to now I have considered myself not only my Club Representative but also yours, at least for the preliminary steps. Quite a long time ago I was in correspondence with some of your Officers and we reached a provisional understanding.

Now the situation has changed for the better and there is a strong probability that we can reach a Technical Federation. I am trying to have a Meeting called for the 2nd or 3rd of coming September at London, in the R-R Ltd offices (Conduit Street).

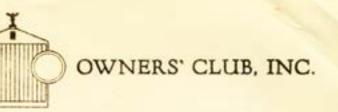
I would like to know if you want to send a Representative , if such Meeting takes place , or if you want me to continue representing you. Of course the first solution is the bestbut it is a rather expensive proposition. Please let me know your decision and IF I am going to represent you, your Club reaction to the proposals you have already and to the plans sketched on this letter and enclosed copies ...

The situation up-to-date is as follows: 1- Spares for old carsi R-R I suspect that it would be necessary to have some kind of receiving and

Ltd accepted my proposition of centralization of the distribution of parts for cars up to and including Bantom III and Wraith. I have reliable news that the RIPPON BROTHERS outfit will be (from June 30th) the sole distributor. What the procedure will be is not clear yet but it promises spedier delivery. distributing office at your end. I am goin-g to see if our Club is interested to do so. Otherwise we have to find some commercial outfit to carry out the work.

2-Technical Federation; I shall enclose a copy of my letter to R-R Ltd, a copy of the tentative Agenda for the Meeting and if possible a copy of the form letter send to the Presidents of other Clubs. These papers plus the notes that Mr Frost gave you should give you guite a clear idea of what is going on. Please feel free to ask any question. I shall be delighted to answer. I am sincerely sorry that I missed your wonderful Rally and hope somehow have the pleasure of Meeting you. Maybe the Alpine Rally in 1973? Maenwhile

I look forward to your answer. My very best regards



June 12/10

V.P. International

Replies from Avst State brandes praide follow Jerrile Arst Kloc refs for. "Le Canadel", 15 Linden Vay. Castlecraz, R.S.V... Australia 2068. Keile Jagarn, Greff Varingin, Davin Kenn-aug Idn Redd + Jon Clark 1 Sugest Davia Kenway, Pres. Vic braine 1970, 40 principal Soliestan, will For Clarke, Eutr "Presclarm & altenation spokerman Gellings 22nd June 1970. Antonio P. Guerrero, Eng., Non Braine Historia. Antonio P. Guerrero, Esq., The Rolls-Royce Owners' Club Inc., & International Education Referentation Hariton, R.D.4, <u>EASTON</u>, Pennyslvania 18042 See. Australia Legin Most Inc. (Reveaury Syda, Legin) Dear Mr. Guerrero.

I have for acknowledgment your letter of the 12th instant re Technical Federation of Rolls-Royce Clubs. At a Federal Meeting covering all States of the Commonwealth, held at Canberra on Saturday, 13th June, it was decided to appoint Dr. Barry Gillings as the club's representative to investigate the position re the Solls-Royce company's spare parts for old cars, and to expand the region of the R.R.O.C. of America, he has established in N.S.W. to cover the whole of Australia, to bring about a closer relationship with all R.R. clubs throughout the world and acquaint them with what spares are available in Australia.

In reference to the proposed meeting with Mr. D.E.A. Miller-Williams of Holls-Royce Ltd., London, when we have a firm date from you, it is possible a suitable member may be in London and he could attend and represent the Australian club.

Thanking you for your interest and for keeping us fully posted,

4

Yours very truly,

G.W. GREEN - Ismediate Past Federal Pres,

New Federal President (just appointed)

the other manufacture wanted but over

Mr. David Jones, 3 Bellaire Court, Toorak, Victoria 3142.

Dr. Barry Gillings 121 Bannockburn Road, Turramurra, N.S.W. 2074.

THE ROLLS-ROYCE

ANTONIO P. OUFI LERO International Rolman Vs. President Maritan, R. D. -Easton, Pennsylvania 1574 12 5 A.

1- Approval of the formation of a Federation of R-R Clubs (Technical).

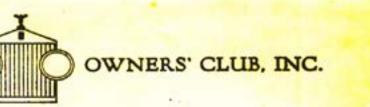
2- Nomination and vote for provisional Officers

3-Financial support.

4- Technical Information exchanges. A. Publications

5- Spare parts, A. Available spares, Coordination with Rippon Bros. B. Non-available spares. Coordination with R-R Ltd.

6- Nomination of Committees.



Tentative AGENDA for the formation of a TECHNICAL FEDERATION OF R-R CLUBS,

B. Blueprints

C. Books

D. Microfilms



I have not written before for several reasons. The most important is that I was waiting until my election as International Relations Vice-President of the RROC, so as to be able to give a full report to my Club and ask for their approval re A Technical Federation of R-R Clubs. I am glad to state that our Club is ready for full participation in the scheme. I

With this introduction finished, let's begin with the report, which will be divided in two parts... Purchase of Available Spares and Federation. I THE REAL BUILD HAVE AND

FURCHASE OF AVAILABLE SPARES.

am, as of now, the Delegate of the Club.

You must have received a preliminary report sent to you by Mr. Fergusson - Wood after the Talks at Crewe.

The Meeting at Crewe was attended by Mr. G. Fawn, Managing Director; Mr. D. A. S. Plastow, Marketing Manager; Mr. G. H. Craig, Service Director; and Mr. E. A. Miller -Williams, Publicity Manager: Mr. Fergusson - Wood, in an advisory capacity; and myself.

At the time that I presented my plan for the centralization of the purchase of available spares I was thinking only of the Overseas Clubs since the purchase procedure involved made things extremely slow and unreliable for us and the British Clubs have greater facilities for direct purchases. Nevertheless, it seems that the plan was expanded and affects now every Club. I believe that it is much better this way.

At Crewe I presented the name of Mr. Philip Taylor as the Overseas Clubs representative for Parts and this name was tentatively approved. He is working for RROC as of now.

Things have changed since the Meeting at Crewe and the consensus seems to be now to have a professional distributor, preferably a R-R franchise holder (to quote Mr. Miller -Williams' last letter) as parts representative for everybody. There will be a Meeting with every Club represented and with R-R Ltd. included, of course, to decide upon the dealer. I am sure that an agreement can be easily reached. RROC will naturally abide by the decision of the majority.

TECHNICAL FEDERATION.

My dream seems about to become a reality. As we talk of Federation of Technical Services we talk of (a) A Federation purely technical without any interference with the running of the component Clubs; (b) A clearing house to gather and disseminate information to all the Clubs involved; (c) A center to catalog world-wide needs for parts not available now at Crewe but which R-R Ltd. is willing to manufacture; (d) A group for the possible study of the manufacturing or the substitution of those unavailable parts that R-R

Ltd. is reluctant to produce for whatever the reason

Notice that I have kept the Federation separated from the Purchase of Available Parts. which is, to me, a purely business proposition.

I do not think that this is the right place to discuss in detail the work of the Federation without getting into a long, long letter. But I can assure you that I have dedicated guite a considerable time to think about what can be called a viable plan. This plan could be carried out by a group of people ready to work as an executive team, directed and advised by a Steering Committee of Delegates.

Representing now not only RROC but some of the other Overseas Clubs, I wonder if I could suggest a Meeting of R-R and Bentley Clubs at which I hope to present a "working model" for the Federation.

If approved, after discussion and amendments, we could try it for one year during which the budget will be minimal.

If you like this idea and I suggest the fall of this year, around September; with exact time and place to be decided later.

I hope to hear from you soon.

February 1970

Copies - Mr. M. Newman - President, Rolls-Royce Owner's Club Mr. W. F. Watson - President, 20-Ghost Club Mr. S. Fortune - Chairman, R-R Enthusiast Club Mr. P. J. Taylor - President, R-R Midlands Club Mr. S. Sedgwick - President, Bentley Drivers Club Mr. B. Gillings - Rolls-Royce Owner's Club of Australia Mr. D. F. duToit - Rolls-Royce Group of South Africa Mr. D. E. A. Miller - Williams - Publicity Manager, R-R Ltd.

My very best regards.

Possible refs i lander Kiele Forgues 3 brace the like, Asu Sustite Sarrey on Guelt Harrise .

David Konway Cas

THE ROLLS'ROYCE O OWNERS' CLUB, INC.

For the moment I do not the moment is because they/seelled quite in detail to our convious mailing. You must have all the correpondence re-the Tech-

ANTONIO P. GUERRERO International Relations Vice President Mariton, R. D. 4 Easton, Pennsylvania 18042 U.S.A.

JANUARY 1971

Dr Barry Gillings 121 Bannockburn Road Turramurra N.S.W.

Dear Turramurrian:

After quite a long and painful ilness due to a slipped disk I am again on my feet and ready to go again. Hence this letter with some news which I hope will interest you.

First: I am going to call a Meeting for the purpose of creating a Technical Federation of RR Clubs. The time Thursday the 10th of June 1971. The place probably the offices of R-R Ltd, Conduit Street, London. This place is tentative pending the approval of Dennis Miller-Williams of R-R. I sincerely hope that you have somebody there to represent you. Otherwise I shall do it , if you wish if I can get exactly your position by means of some corresponding. You have my tentative schedule but just in case I am enclosing one for your consideration.Please let me know your opinion on the different items.

I for my part am ready to explain in detail whatever points you want me to. It will take a bit of correspondence but it is necessary that we know what everybody thinks.

One of the items, for example, is the Technical Information Exchanges: It is my intention to open our Libraryto all the other Clubs so their members can buy material at the same price that our members. To start the ball rolling I am enclosing a list of the books published by RROC and you can offer them around at the cost marked. Maybe you can send a list to me of the books available there and I can publish it in our Flying Lady.

Then we have some blueprints that we are microfilming. When the operation is finished I shall send you a list of the microfilms available and our cost. When I no to England coming Spring I shall try to buy blueprints of micrfilms from R-R and include them in our collection.

I undesratand that your Federal President is Mr David Jones. I was thinking that perhaps would have been better to write to him directly, but on second thought I believe that it is better that I write only to you and then you can disseminate the news as seem fit because you know better than I do what is going on there. For the moment I do not nive you more details because they/spelled qui detail in our previous mailings. You must have all the correpondence resthe Techcal Federation filed somewhere... Very best remards. Hope to hear from you real soon most sincerely

January 21, 197

ROLLS-ROYCE MOTORS LIMITED MOTOR CAR DIVISION

A DATA DATA INCOMENTATION

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Directors: P.LLEWELLYN BUITH C.B.E. E. H. VIDLER

Mr.A.P.Guerrero, c/o Carmen Guerrero, Rocio 11. Sardinero, Sardinero, Santander, SPAIN.

JHC 6/JOB.

12th May, 1971.

Dear Tony Guerrero,

Notor Citize and the

and act 0.000

Mr.Plastow has handed me the letter with enclosure that you wrote to him, and I have had an opportunity of considering the working plan for the proposed Federation which you have kindly sent. As you know, the Company has for some time felt that some form of liaison and co-operation between the various interested Clubs on technical matters and spares could only be to the mutual benefit of these Clubs and the owners of the pre-1940 cars produced by Rolls-Royce and Bentley.

I am glad to see that a positive step is being taken to implement this because, as you know, the number of personnel employed by the Company who have direct knowledge of these cars is diminishing rapidly and, in the foreseeable future - . say 5/7 years - we doubt whether we shall be in a position to supply technical information.

You have kindly asked if we would give you our opinion of your proposals, and you are already aware that whilst we welcome your approach to us at all times, we do feel that the autonomy of the Motor Clubs is something that must be maintained.

In this context, I would hope that you would take the following points that we offer as a genuine desire to be constructive, without in any way inhibiting the action of the individual Motor Clubs and their Members:-

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continued

to attend at the moetings. We would feel that such Technical Federation should

2)

- The Company agrees that it would be essential for a attend the meetings.
- The Company feels that the purpose of the Federation, 4) Federation could perform, is two-fold:
 - a) Clubs.
 - b) To obtain from Member Clubs knowedge of likely
- The Company feels that the other activities of the 5) the Company's field.

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So that the meeting, proposed to take place at Conduit Street on the 10th July, should be as productive and as useful as possible, I have taken the liberty of sending a copy of this letter to the Officers of the Clubs listed in your own letter, and I have also sent a copy to the 20-Ghost Club since they appear to have been inadvertently omitted from your list.

.3

The Company feels that the formation of a Technical Federation is the responsibility of the various Clubs connected with the Rolls-Royce and Bentley movement and that the Company, whilst prepared to offer such help and assistance as may from time to time be required, should not be a Member of it; but of course, would be pleased to be invited to send a representative

not attempt to be yet a further Club, and in this context we would refer to the suggestion that there should be a President and also that there should be a Federation Badge. We would humbly suggest that the Technical Federation should have a Secretary General, since we would imagine that it would not be the wish of the Officers and Members of the various Clubs which form the Federation to lose their individual identity.

representative of Rippon Bros.Ltd. to be invited to

and indeed the most useful function that the Technical

The compiling of technical information on those Rolls-Royce models for which no workshop manuals are available, and the eventual publication of such information, together with imparting a more wide-spread knowledge of the already existing technical information available within the Member

spare part requirements for the future, and to impart this information to Rippon Bros.Ltd. in order that they may assess the situation and make appropriate recommendations, or take suitable action. This would involve discussions regarding likely quantities and, in certain circumstances, the possibility of special manufacture.

proposed Technical Federation relevant to standards of judging and Concours Committees and the like are all strictly a matter for the Member Clubs, and outside

Yours sincerg

John H. Craig **Marketing Director**



ANTONIO P. GUERRERO International Relations Vice President Maritan, R. D. 4 Easton, Pennsylvania 18042 U.S.A.

To the Officers of :

Bentley Drivers Club
Rolls-Royce Midlands Club
Rolls-Royce Enthusiasts Club
Rolls-Royce Owners Club of Australia Rolls-Royce Owners Club
Automobilhistoriska Klubben of Sweden

Rolls-Royce Motors Ltd.

Rippon Brothers

Dear Barry

Excuse this impersonal letter but I have about 25 copies to mail and I must have recourse to a typing outfit.

I enclose the working plans for the Federation. The time available for our Meeting will be limited and so we have to use every minute of it to the utmost.

It is my contention that if you take a few minutes of your time and give me your opinion on the enclosed schedule, I can produce, somehow, a definitive one which, with luck, can be approved without too much trouble.

So, please give me your opinion. Mail it to me, care of Carmen Guerrero, Rocio 11, Sardinero, Santander, Spain. I shall arrive there the 14th of May and stay until the 20th. I hope to have there the leisure necessary to work the thing into an acceptable shape.

There is nothing to lose with trying, so let's make a go at it.

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Sincerely, Tou

copy to her D. Jones.

A. P. Guerrero

1. Federation

The Rolls-Royce and Bentley Clubs listed herein have decided to constitute a Pederation to be called the "International Federation of Rolls-Royce and Bentley Clubs"; Bentley Drivers Club, Midlands Rolls-Royce Club, Rolls-Royce Enthusiasts Club, Rolls-Royce Owners Club of Australia, Rolls-Royce Owners Club and Automobilhistoriska Klubben of Sweeden (Rolls-Royce Section) under the following provisional By-Laws:

1. The Federation will not interfere in any way with the inner workings of the Federated Clubs, which will continue functioning as before, with complete independence.

 Any Club regardless of its size can join the Federation if it so desires provided that said Club is formed for the preservation of Rolls-Royces and Bentleys.

3. Any Club can separate from the Federation if it so desires, three months after giving notice to this effect.

4. The work of the Federation shall be carried out by:

A President

A Secretary

A Treasurer

and a certain number of Working Committees (see III Working Committees). The committee chairmen shall be chosen from Club Representatives, and each of them will have a vote in the Federation.

5. There will be a two years' trial period for the Federation. If after two years it is found that said Federation is doing a useful job, more complete by-laws will be prepared incorporating the experience acquired during said trial period.

The Officers of the Federation will work without any pay or reward during the trial period (except mailing expenses).

7. In consideration of the absolute necessity of maintaining a continuous contact with the Marque, Rolls-Royce Motors Ltd. has been invited to have a full representative in the Federation with full voting power.

8. In consideration of the fact that Rippon Bros. has the exclusive rights for the sale of spare parts for old cars, said Company has been invited to have a representative in the Federation with advisory power.

9. The Federation shall meet for a business meeting at least once a year, or more often if called in an emergency by any of the Federated Clubs, provided that such a meeting is approved by the President.

II. Purpose of the Federation

A. To insure the smooth flow of spare parts to all members of the Federated Clubs. Establishment of procedures for export purposes.

B. To tabulate and collate lists of unavailable spare parts from all the Federated Clubs to insure final manufacture of the parts necessary to the proper maintenance of old Rolls-Royces and Bentleys. These parts to be produced by Rolls-Royce Motors, directly or by a third party, with Rolls-Royce approval.

C. To catalogue all the literature produced by the Marque and the Federated Clubs and make it available to interested members.

II. Purpose of the Federation (continued)

D. To organize a working arrangement so that blueprints or microfilms of same can be purchased by the Federated Clubs.

E. To distribute technical information to all members in need of it.

F. To create a single judging standard acceptable to all Federated Clubs.

G. To reinforce the friendship ties among Clubs and their individual members by organizing International Meets or ralleys from time to time.

III. Working Committees

The work shall be carried out by Committees. Their fields shall be as follows:

1. Engineering Committee. Taking care of items II-A and II-B. (Rolls-Royce and Rippon Bros, shall be represented on this committee.)

2. Library Committee. Taking care of HI-C and HI-D. (Rolls-Royce Ltd. must be represented on this committee.)

3. Technical Committee. Taking care of item II-E.

4. Judging Standards Committee. Taking care of item II-F.

5. International Concours Committee. Taking care of item II-G.

Each Committee shall be chaired by a Representative of a Club to the Federation. Said Chairman shall nominate the members of his Committee according to his choice among all the members of all the Federated Clubs. Three to five members for every committee seem a fair number. The Chairmen of the Committees can nominate also, if so they wish, members from Clubs not represented already on his Committee as correspondents for informative purposes. This is very important considering that some Clubs are very far, geographically speaking.

IV. Expenses and Revenues

Expenses: During the two first years, they will be minimal, mainly stationary and mailing.

Revenues: A small voluntary contribution by the Clubs, proportional to the number of members but not to exceed a certain sum. (Proposed maximum fifty pounds or \$120.00.) After the Federation is working there can be additional revenues.

A Federation Badge (both for the car and for the lapels) sold at a profit.

A possible small percentage on the literature sold Interclub.

Voluntary contributions from the Industry and from private Club members. Expenses are bound to increase as the Federation gets established and working, but the benefits should be such, it is hoped, that there will be no trouble with the revenues.

If such were not the case, the Federation should be dissolved after the trial period.

> A. P. Guerrero April 1971

Praeclarum April 1971

Volume 5

Number 1

This issue marks a change in the "history" of our club. As from March of this year the Company has taken on a new form. A brief financial history of the events which led to this change may be found in this addition. It is, of course, with regret that we view the official liquidation of the Rolls-Royce company as we knew it but I am sure that we all look forward to a great success for the new company and wish it well.

Price 80 cents

Editor, R. Andrew Brownell, 106 Williams Road, Gooseberry Hill, 6076.

EDITORIAL



pha - Mr

ANTONIO P. GUERRERO International Relations Vice President Mariton, R. D. 4 Easton, Pennsylvania 18042 U.S.A.

Quite a few weeks ano I send a latter to you with the last plan for the creation of the Federation of R-R Clubs. I have not had any answer from you and I suspect that, perhaps, the letter is lost. Just in case, because it could have been that you were a lazy bones I am going to repeat some of the things I said before.

Dear friend;

There is a meeting called for the 10th of coming June. The place London and probably at the Coundait Street Offices of the R-R Ltd. The time has not yet been fixed but it has to be afternoon. Representatives of all the important Clubs are expected to be there and we hope to close the mathering with celebrations for the creation of a brand new Federation.

Six or seven Clubs are invited, but there are really only three which can make the Federation a working organization. The Enthusiasts, yours and mine. Your presence there (or your representative, dully qualified) is a must. And whoever goes has to have enough authority to represent your Club with a vote, either way, pending the full approval of your Club in due time.

There is going to be Agenda mailed in advance for study and comment. Out of the reaction of the different Clubs we can build the definitive Agenda and save quite a lot of time at the actual Meeting. Because we cannot stay for days and days closeted.

The main points which will be explained in the Agenda are the same than the ones presented in the agenda mailed last Year. You probably have it filed away. If your files are a little like mine I better remat them in a hurry and save you a lot of searching.

Approval of the Federation Nomination and vote for provisional officers Technical information exchanges. A Publications

B- Blueprints C-Books D- Microfilms

Spare parts, Available and unavailable Study of the possibility of normalizing Judges Manuals Yearly International Rally, Each Club host in succession. Nomination of Committees.

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money.

And , of course, the most difficult point of all of them. Money, money

All of this gives you an apportunity to put your thinking cap...

OWNERS' OLUB, INC.

results are worth the trouble ...

Here goes this letter then. I look forward to your answer.

P.S. I have in mind the possibility of selling a Federation Badge and probably cover quite a lot of the expenses with the profits. Maybe also to take a very small comission for the sale of books. Do you have any other idea about it?. Of course the Clubs have to contribute a small amount probably proportional to the number of Members. suspect that, persons, the letter is lost, but in case, occase it could

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And the entire set-up provisional for two or three years to see if the

THE ROLLS ROYCE

Cerry Hearthan

JUNE 1971

These minutes seat by Tom Clarke received 12th Aug 71. The encloser letter Stated that RR will probably approve microfilming of records at Cnewe. Archives at Derby (belonging to otote, Duision) also of interest, + Cu. MERTOR is using this making for his backs. Tom will return to Australia befor December 1971. Regards, B. GILLINGS.

Insermational Blations afficer NOTES OF A MEETING HELD AT ROLLS-ROYCE MOTORS LIMITED, FREE AUST CONDUIT STREET, 10TH JUNE, 1971, TO DISCUSS THE PROPOSAL 13 Aug 1971 TO FORM A TECHNICAL FEDERATION BETWEEN ROLLS-ROYCE AND BENTLEY CAR CLUBS

PRESENT

Dr Mark Sheppard, Rolls-Royce Owners Club, USA - Chairman Mr H Edward White, Rolls-Royce Owners Club, USA Mr Stanley Sedgwick, Bentley Drivers Club, England Mr Dennis Miller-Williams, Rolls-Royce Motors Limited Mr Peter Baines, Rolls-Royce Enthusiasts Club, England Mr Nigel Hughes, Rolls-Royce Enthusiasts Club, England Mr Phil Taylor, Midlands Rolls-Royce Club, England Mr Harry Fergusson-Wood, 20 Ghost Club, England Mr Tom Clarke, Rolls-Royce Owners Club, Australia Mr Bob Johnston, Rolls-Royce Owners Club, South Africa, Mr David McLintock, Rippon Brothers Limited, England Mr Frank Hellings, 20 Ghost Club, England (part time)

1. The Meeting started with tributes to the late Tony Guerrero by Dr Sheppard, Mr Miller-Williams and Mr Taylor.

2. TECHNICAL FEDERATION

Mr Fergusson-Wood suggested that the Agenda proposed by Tony Guerrero be followed, but after some discussion, it was agreed that the basis for the Meeting should be Mr Craig's letter to Mr Guerrero of 12th May 1971, which was regarded by the Meeting as being a blue print for the future.

3. TECHNICAL INFORMATION

After a lengthy discussion during which all members present participated, it was agreed that it was essential that, (a) all available technical information and drawings (b) historical information on pre war cars should be available to all Club members through the technical libraries of the Clubs. Mr Hughes then said that he could arrange for any material to be photographed on 35mm film. It was then suggested that the most important literature which could be so photographed was;

- (a) general arrangement drawings of which it is believed some 450 are available
- (b) the prewar depot sheets
- (c) the sales and factory chassis cards

Mr Miller-Williams explained that a Management decision would be required before this could be done, but he would try to get a decision shortly. If the Company decide to do it, the facilities will be available to every Club. It was further noted that the RROC and RREC have funds available to undertake the necessary work.

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WORKSHOP MANUALS Mr Sedgwick said that their Club had tackled this problem not only with

the original W O Bentley cars, but with the Derby built Bentleys as well and Club members had undertaken to write chapters for the workshop manual, where none previously had existed, and suggested that this should be an objective of the Technical Committee. Dr Sheppard explained that there had recently been formed a Fhantom III Technical Society, who had already started such a project. Mr Hughes said that he was considering something on the 20/25 or maybe a Phantom II, and Mr Haines of Hythe Road had also agreed to assist. No positive conclusions were reached.

5. PREWAR SPARES

Mr McLintock explained that there had been some difficulties and inevitable delays during the start of their appointment as Distributors for prewar spares occassioned by their merger into the Appleyard Group of Rippon Brothers Limited and subsequently due to the troubles at Rolls-Royce. He said that they receive some 15 letters per day, and they were now in the process of moving the stock from Huddersfield to Leeds and they would hope that members would bear with them and they would do their very best to give a good a service as they could. Mr McLintock then asked if the Club Journals could publish a notice in them explaining when an enquiry is answered, it is accompanied by a proforma invoice, and they need to receive payment on this proforma invoice before any parts can be sent. Mr McLintock said they were anxious to appoint agents for prewar spares, particularly in the United States. An individual was mentioned, but he was not acceptable to the RROC. It was felt that an existing Rolls-Royce Distributor would be the best solution. Mr Miller-Williams felt, that because of the high capital value of most members cars, that it was obviously desirable that owners continued to be able to obtain genuine parts for their cars, and if 'pirates' were to be allowed to flourish, they would undermine the viability of the prewar spares situation. It is only when parts are no longer available, that alternative sources of manufacture should be considered.

6. CONCLUSION

The following note of agreement for the future objectives was submitted by Mr Sedgwick and was agreed by the Meeting:

It was decided to set up an International Technical Joint Committee of Rolls-Royce and Bentley Clubs to which the following clubs may appoint one or more representatives.

The object of the Joint Committee will be to promote co-operation between represented Clubs in the compilation and publication of technical information in the determination of likely spare part requirement, and the collation and discrimination of historical information.

The representatives present pledged their Clubs to make all the information in their possess available to the Joint Committee for the good of members of all the represented Clubs.

The Joint Committee should meet annually in England to report progress and to plan future courses of action so as to concentrate efforts of Clubs (not

Notes from Tom Clarke 10th June 1971

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individuals) in the most useful directions and to avoid duplications of work.

It was agreed that for the practical fulfilment of the Joint Committee objects would, for practical reasons, have to be centred in the United Kingdom. Mr Hughes asked to, and agreed to take on the job of co-ordinating efforts in the United Kingdom. It was further agreed that Dr Sheppard's offer to act as the executive arm of the Joint Committee in the United States be gratefully accepted. These two Officers would act as the channel of communications between the Clubs and the Company.

Mr Miller-Williams agreed to act as Secretary to the Committee for the purpose of calling meetings of the Joint Committee and distributing notices and reports as thought necessary by the executive Officers.

Mr Sedgwick suggested that a notice of the existence of this Committee be circulated to the motoring papers, so that an appeal could be made to anyone who has technical information or documents relating to Rolls-Royce and Bentley cars to allow them to be copies for Club members.

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X=RROC Anst. 12. Action !

NOTES ON A MEETING OF ROLLS-ROYCE CLUBS HELD AT ROLLS-ROYCE MOTORS LTD .. MOTOR CAR DIVISION, 14 CONDUIT STREET, LONDON W.1 10th JUNE 4934 at 6.30 p.m. to supplement the official minutes. Tom Clarke

To the President, Rolls-Royce Owners Club of Australia To the Secretary, Rolls-Royce Owners Club (U.S.) in Australia

All major Clubs were represented and Dr. Mark Shepherd of the RROC took the Chair. The Chairman felt that a formal International Club as envisaged by the late Tony Guerrero was not feasible in light of a. the views expressed by John Graig, Marketing Director, RR Ltd., in his letter of the 12th May to Tony Guerrero q.V. b. the wish of the Clubs to co-operate in an informal way

This set the feeling of the meeting and I feel brought about more understanding of the aims set down by Tony Guerrero. The original Agenda drawn up was not adhered to for these reasons. During the Discussion that followed a JOINT INTERNATIONAL TECHNICAL COMMITTEE of ROLLS-ROYCE CLUBS evolved on an ad hoc basis having a Secretariat of Dr. Mark Shepherd, Mr Nigel Hughes (Tech. Sec. RREC, U.K.) and with Mr Dennis Miller-Williams as a Liaising Sec. It was agreed that Nigel Hughes ; would look after writtsh and American interests in dealing with the Company and would therefore be the focal point of the JOINT COMMITTEE the Australian and South African Clubs, the latter notformally organised, being corresponding members. The Jt. Cte. would endeavour to meet annually in London during June and the Blenheim Rally. The general consensus was that the Clubs would respond to one another with information and material.

ACTIVITIES: These were considered under these broad headings -

- a. Information Sources b. Spares and Rippon Bros.
- c. i. Literature
- ii. Members enquiries

d. Other sources of sugres. a. Information Sources: Mr Miller-Williams affirmed the Company's resolve to preserve and retain documents whilst at the same time to disseminate material which would be in line with COMPANY POLICY to make the Clubs dependent of the Company. The following project was agreed to as a printity subject to Company approval: To microfilm on 35 mm film the GENERAL ARRANGEMENT DRAWINGS (400) Crewe Hythe Road, though others are in DEPOT SHEETS various parts of the world. CHASSIS CARDS Crewe 20,000 to 1940 SAIES ORDERS CARDS Conduit Street

Reels would be sold to Clubs and possibly members. This project is under consideration by the Company management and although doubts were expressed it was felt essential to get as much of this material as possible to make Clubs independent. Mr Miller-Williams suggested that the Company might bear the costs involved (Approx. £300-£600) although g Mr Shepherd and Mr Hughes unofficially thought their Clubs could step in if necessary.

. b. Spares and Rippon Bros: Mr McLintock of Rippons was present and clarified the situation. A new agreement has been signed between the Company and Rippons. Stock is constantly replenished from Crewe. Contrary to rumours the stock is comprehensive and valued into 6 figures. Attempts to buy the stock out during the Crash were feeble. Rippons have been taken over by Appleyards of Leeds, Yorkshire, and between August and October 1971 Appleyards-Rippons will move to new headquarters in Leeds. They will CONTINUE to serve pre-war RR cars. As stocks run out at Crewe Rippons are considering outside sub-contracting to manufacture parts and are able to acquire RR drawings, jigs and patterns. Already the RROC and the RREC have given Rippons an analysis of both spare part requests and future requirements especially in areas where remanufacture will be necessary e.g. heads. This greatly assists Rippons in their decisions. The RREC had a very good 25% return on their survey. A similar effort which I initiated through Praeclarvm after Federal Council in 1966 and r passed on to N.S.W. appears to have failed but I feel another attempt should be made if we are to swing decisions to make vital and expensive

- compoments. I should like to recommend to the Federal Council that the following statements made at the meeting should be published in Praeclarvm * for the benefit of members and Rippons:
 - 1. Rippons must have full details of parts which members order and where possible part numbers and drawings.
 - 2. As they are unable to issue parts before payment they will send a PRO FORMA INVOICE for parts which they can supply. They do a lot of work tracking down parts and issuing these Invoices and it is therefore essential for a prompt reply with REMITTANCE to be sent to them OR letter declining the parts but they must have a response, positive or negative. They receive a fair number of ingenuine requests from overseas.
 - 3. A 10% reduction is available to RREC members only.
 - 4. They cannot entertain enquiries on Coachwork parts or non RR parts e.g. Ace discs.
 - 5. Members should seek advice from the Club if he is uncertain about his spares requirements.

The service Rippons offer is improving all the time and I feel the Clubs must co-operate in every way to make their task ensier. Rippons are considering the appointment of spares agents in Australia (Kellows) and America. This would channel requests centrally and cause longer delivery delays for overseas owners but it would cull problem orders before going to Rippons. Such dealers would have to be supplied with . part number lists etc. If the Club has any suggestions to put forward on this tentative suggestion or others it should contact Mr McLintock setting out its views. It may have the advantage of causing stocks of quick-turnover parts being sent to the agents.

c.1 Literature: The Clubs wish to promote a. historical b. instructive literature.

c.1.a. Historical: The RROC U.S.A. will eventually be receiving the papers of Ernie Wooller, Royce's first apprentice, when he departs. These will go into the Club fireproof library but copies will be made for other Clubs. In exchange or rather, to reciprocate, they would, as would other Clubs, like copies of further Royce material e.g. John * Schroder, the RREC Historian, in his private collection of Roycercana,

has a vast collection of R's memos from c1925 - 1933 dealing mainly with the EAC (P 1), brakes etc., a complete set of photocopies having been passed on to Nigel Hughes. And there must be other RR material which needs to be disseminated amongst the Clubs. This is the type of material which must be preserved in private or Club collections for use by Tech. Secs. and the like. The Jt. Cte. would like lists of such material and holdings in private/public/Club hands so as to know where to enquire for specialist information and to secure photocopies of the original where possible.

I was asked about the RROC Aust. Vic. Br. Spare Part reproductions Catalogues. This was seen as a worthy effort similar to the reprints of handbooks etc by the RROC U.S.A. Up to date lists of what Clubs publish should be sent to the Jt. Cte., so that this sort of material can be publicised if the originating Clubs can handle the orders. The Xpublications of other Clubs should be publicised in each others journals. The Jt. Cte. would like to establish what further publishing each Club fcan do or is contemplating and where each Club feels gaps exist. All agreed that each could publish each others articles in journals, so as to ensure maximum coverage for important contributions to RR literature.

The Drawings etc forming part of the proposed microfilming project would be on 35 mm and hence photocopies could be made though each Club swould be responsible for providing this service unless the bigger Clubs offered a commercial service. Many of the General Arrangement Drawings would and should be published in Club magazines. The Company still provides a search service for £2.00 in to each chassis history.

c.1.b. Instructive: The Company have stated that over the next 5 years their capacity to answer enquiries will vanish as older staff retire and because very little is written down.Much is being done by such books as Morton's and Fasal(on 20 H.P.s if ever it is published)as well as RR Service Leaflets, MREC Technical Manual and through Bibliographies like Schroder and Paterson etc. but the Company would wish to channel more enquiries to the Clubs which have the resources. The RROC have a Technical Section and the RRE: have a Tech. Sec. Mr Nigel Hughes. They already handle many enquiries which is just as well because many enquiries both local and overseas are too amateur and general. As more Company material is handed over the Clubs will have to tackle the bulk of enquiries. ** The RROC Aust. also has Tech. Secs. for particular models and I feel we can commence the scaling down of Company-directed queries by publishing in each issue of Praeclarvm a list of these Secs. so that queries in the first instance are handled at home. One would request that SAEs be used! * The Jt. Cte.should be advised of these Tech. Secs. so that enquiries to RR or Rippons can be directed back where it is felt the local Club has

- the resources to handle them.

The RROC U.S.A. is anxious for the Clubs to publish supplementary material, in a consolidated form, on various models. Journal articles of this type are too fragmented. For example the RREC will eventually put out a 20/25 manual (possibly to augment the Service Leaflets) as it is strong on 20/25 cars and material. This is not to say the Clubs are aiming to make mechanics of enthusiastic amateurs. The RROC U.S.A

"recommends specialisation - e.g. they are strong on Silver Ghosts, Phantom 18 and Phantom 118, both in quantity of cars and in documentation because they have Springfield material which is extant whereas much of the British SG and P1 equivalent was lost in war. The Jt. Cte. would * like to know what oreginal material the Clubs have published or intend to publish and if Clubs would be prepared to fill in gaps of technical knowledge. E.g. the Juarnal of the Phantom 111 Society (RROC) which is filling in gaps. Or possibly individual members have done considerable research on a car or a special aspect. The Bentley Drivers Club have also donee work on producing supplementary material on the Derby Bentleys.

d. Other sources of spares: The topic of privately and Club held stocks of second hand original spares was not discussed except to say the Jt. Cte. recognises the problem of completing early cars, which will extend to the later models.

A more realistic assessment is being made of production runs for replica components e.g. heads. As RR no longer claim copyright the field is open for such manufacture. It was felt that duplication must be avoided and that copoperation can be secured from RR and Rippons for such major projects only if fair numbers want the item e.g. 100 Pi heads with 50% deposit possibly. Quits a lot has been done for example in the U.K. about stainless steel exhausts for the small cars. I am able to say very cautiously that the Americans may be able to gain access to RR head patterns once thought extinct. But this is only rumoured, and until such a release members will continue to try making unecomomic runs e.g. a 25/30 head is expected to be available in the U.K. shortly although it will not have had its years weathering before machining! I was asked about Eric Rainsford's Ghost parts and could only say that 2 these were for

- * personal negotiation only between enthusiasts. This is of course a fruitful and desirable feature of the vintage car spirit but the Jt. Cte. gwould like to rationalise these productions by asking Clubs to advise
- what parts they are able to make in quantaty, what has been done and thus get a greater knowledge of these sources around the Clubs. The Company will NOT make available drawings to enable the manufacture of parts to the detriment of Rippons who would handle these items if they became scarce This obviously would not cover major components: items long since out of > production would be subject to negotiation if manufacture were considered
- * by Clubs or members. Clubs should also advise the Jt. Cte. where they feel urgent attention should be directed for the manufacture of parts.

The meeting ended with a request for a Press Release from Miller-Williams to acknowledge the existence and aims of the Cte. and thus perhaps get more interest. We then retared to dinner.

11 June 1971

Friday 11th June 1971

Dear Barrie.

Tomorrow at 10.00 GMT I will be ringing you although I tried to get you last night and this morning because I shall be in Nottingham tomorrow and thought I might not have access to a phone. Well, we'll see.

The Minutes for this meeting should arrive soon and then I'll post this off to you and you can post a copy to David. My notes are just that - my recommendations, brazen as they are and my assessment of places where the RROC Aust. can start the ball rolling. The impetus must not be lost.

On Sunday I go to Blenheim so I will speak informally to the delegates I met and see where further we can push this exchange along.

Finally, tribute was paid to Tony Guerrero at the meeting and Miller-Williams has been in touch with his wife. Stanley Sedgwick also paid a compliment to the RROC for arranging such an international meeting which he thought must be unique. I emphasise again of publicising our facilities and getting others in return from other Clubs. As the Jt. Cte. has no organ it is up to the national Clubs to acquaint members with developments and new servaces.

Mursday of Jone. Jonny to have held Kere up & long - miller-taiseands has not sent to minutes to I hill ' send ten segaration. . . .

Past unon Mon

MINUTES OF AN ANNUAL MEETING HELD BETWEEN ROLLS-ROYCE MOTORS LIMITED AND THE CLUBS, HELD AT 14-15 CONDUIT STREET, LONDON, ON THURSDAY 3 FEBRUARY 1972

PRESENT

Colonel E Barrass, Rolls-Royce Enthusiasts Club Mr J Craig, Rolls-Royce Motors Limited Mr H Fergusson-Wood, Rolls-Royce Owners Club of America Dr B Gillings, Rolls-Royce Owners Club of Australia Major A Heathcote, 20-Ghost Club Mr N Hughes, Rolls-Royce Enthusiasts Club Mr D E A Miller-Williams, Rolls-Royce Motors Limited Mr A Murgatroyd, Appleyard Rippon Limited Mr S Sedgwick, Bentley Drivers Club Sir A Stamer, Bentley Drivers Club Miss S Taylor, Midlands Rolls-Royce Club Mr R Young, Rolls-Royce Motors Limited

 The Meeting commenced with apologies for absence from Hugh Harben, Bentley Drivers Club, Bob Johnson, Rolls-Royce Club of South Africa, Tom Clarke, Rolls-Royce Owners Club of Australia and Peter Baines and Stuart Fortune of Rolls-Royce Enthusiasts Club.

2. SPARES

Mr Craig said that this was the first occasion that the Committee had met since the formation of Rolls-Royce Motors Limited, and he restated the Company's policy on spares for Rolls-Royce and Bentley motor-cars produced prior to 1940. He confirmed that the Company would continue to manufacture and supply spares to Appleyard Rippon, so long as there was a demand at a price that was economic to the Company. Mr Craig suggested that it was unreasonable to expect that owners of cars which are now more than thirty years and older to get the same service on spares as owners of more recent models.

3. APPLEYARD RIPPON LIMITED

Mr Murgatroyd of Appleyard Rippon Limited explained that the past year had been one of considerable difficulty for them, because of the merger of Rippon Brothers with the Appleyard Group and the moving of the stores from Huddersfield to Leeds. However, Mr Murgatroyd said that they were training staff and they estimate that they will clear the backlog of orders and be dealing with current enquiries by the end of March. Mr Murgatroyd did say that of all the enquiries they have received so far, only 20% had come to fruition. After further discussions, it was suggested by Mr Sedgwick that a leaflet be prepared outlining the spares position together with a list of prices for about a hundred of the more common items and this was agreed to be a good idea. The Company said that they would undertake to produce the leaflet in conjunction with Appleyard Rippon. Dr Gillings asked if it would be practical for Appleyard Rippon to receive bulk orders on behalf of overseas clubs, and Mr Murgatroyd said he would welcome this as it would cut down the cost of shipping.

Continued



4. SPARES GENERAL

Mr Miller-Williams read a letter which he had received from Mr Harben of the Bentley Drivers Club which raised the following points:-

- (a) Lack of supply of 17" tyres from Dunlop Since the meeting, Mr Craig has had discussions with Dunlops, who make the following recommendations:-
 - (a.1) Any communication to Dunlop Limited regarding tyres for members' cars should be addressed to Mr E Cutler, Dunlop Limited, Fort Dunlop, Birmingham B24 90T.
 - (a.2) All Dunlop tyres in the sizes suitable for Rolls-Royce and Bentley cars produced prior to 1940 are only supplied through Vintage Tyre Supplies Limited, 30 Dalston Gardens, Stanmore Middlesex. Telephone Wordsworth 8811.
 - (a.3) Dunlop Limited confirmed that they will continue to give members of the motor clubs every assistance in manufacturing tyres suitable for these cars, but it has to be appreciated that moulds deteriorate and sometimes require renewal, and . also that the skilled operators, required for the manufacturer of these cars in small numbers, do eventually retire.

Nevertheless, Dunlop Limited will continue to support the tyre requirements of the cars, providing that the operation is on an economic basis.

Crown, Wheel and pinion - 3:9 ratio (b)

Since the meeting Mr Young has confirmed that stock of 10 X 41 and 10 X 43 crown, wheel and pinions are available.

(c) Spares from Crewe

Mr Craig said that it was a matter of Company policy that owners of old cars were not able to obtain spares from the factory. Mr Young said that a new method of distributing spares from the works to Distributors had recently gone into operation, which would ensure a more satisfactory delivery.

(d) Cylinder heads

Mr Miller-Williams said that cylinder heads had been discussed at previous meetings and the Company policy was that it would be prepared to manufacture these if there was a sufficient demand. After considerable discussion, during which time it was revealed that the Company had recently manufactured a batch of six Phantom II heads, it was agreed that the Company would prepare a list of prewar heads if the patterns were available, with an estimate of the price, and the most economical batch size. This information will be circulated to all the clubs.

Since the meeting, Mr Young has confirmed that the minimum order quantity for prewar heads would be 75 for each particular number

TECHNICAL INFORMATION

Following a meeting held on 10 June 1971, which was planned originally by the late Tony Guerrero, it had been agreed that the Technical Federation was not a practicable idea and a small working committee composed of Dr Sheppard of the Rolls-Royce Owners Club of America, Mr Hughes of the Rolls-Royce Enthusiasts Club and Mr Miller-Williams of Rolls-Royce Motors Limited (acting as secretary), would be formed with the express purpose of disseminating technical information from the Company to the clubs.

Microfilming

Mr Miller-Williams said that Mr Hughes had undertaken to do this on behalf of all the clubs. Mr Hughes produced samples of microfilmed drawings. Costs for reproducing the six hundred G/A drawings were about £25 and the chassis cards would amount to about £250. Mr Miller-Williams said that the Company were ready to release the drawings and cards for microfilming as soon as the clubs were ready.

Technical Publications

Mr Hughes said that the Rolls-Royce Owners Club of America were going ahead to produce a manual on the Phantom II, and Dr Estridge was doing a manual on the Phantom III. The Rolls-Royce Enthusiasts Club had undertaken the responsibility to produce manuals for the 'small cars.'

ALPINE RALLY 6.

Colonel Barrass said that they had already received requests from 170 owners wishing to take part, and said that the number would probably have to be limited to 120. He asked if the Company would provide a service vehicle to accompany the trip. Mr Craig promised to consider thisi

ANY OTHER BUSINESS

Colonel Barrass also raised the question of another International pageant. Mr Miller-Williams said the next significant date was 1974, which was the 70th anniversary of the meeting of Rolls and Royce. Mr Sedgwick recommended that on future occasions, the BARC should handle the administration and it was agreed to hold a meeting later in the year between the clubs to discuss further the feasibility of another pageant.

D E A Miller-Williams February 1972

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and they would require a three year lead time and the retail price is likely to be £500 per cylinder head.

MINUTES OF AN ANNUAL MEETING HELD BETWEEN ROLLS-ROYCE MOTORS LIMITED AND THE CLUBS, WEDNESDAY 28 FEBRUARY 1973

PRESENT

Mr Stanley Sedgwick, Bentley Drivers Club Mr Nigel Hughes, Rolls-Royce Enthusiasts Club Mr Harry Fergusson-Wood, Rolls-Royce Owners Club of America Mr John Dymock-Maunsell, Bentley Drivers Club Mr Stuart Fortune, Rolls-Royce Enthusiasts Club Mr Dennis Miller-Williams, Rolls-Royce Motors Mr Basil Brown, Bentley Drivers Club Mr Robert Young, Rolls-Royce Motors Mr David Botterill, Appleyard Rippon Mr Philip Taylor, 20-Ghost Club & Midlands Rolls-Royce Club Capt. Peter Baines, Rolls-Royce Enthusiasts Club Mr John Craig, Rolls-Royce Motors

The Company thanked those present for attending particularly in 1. view of the rail strike. It had not been possible to select an alternative date as Mr Craig was departing to Australia.

2. TECHNICAL INFORMATION

2.1 Microfilming

Mr Hughes was able to report that the exercise undertaken by the Rolls-Royce Enthusiasts Club on behalf of the Clubs worldwide to film the chassis card records and the general arrangement drawings for pre-war cars had been completed. The Club was now to embark on the microfilming of the electrical drawings. The Rolls-Royce Enthusiasts Club had been approached by other Clubs for copies and these had been supplied.

The guestion of microfilming the pre-war list of parts was raised and the Company agreed that they would supply to the Rolls-Royce Enthusiasts Club copies of the existing microfilm at a price of £50.00 per copy.

Mr Hughes raised the question of the supply of detailed parts drawings, to which the Company stated that once their decision had been made not to continue to manufacture any item, the drawing would be made available for microfilming. Requests for detailed drawings should be referred to Mr Miller-Williams

2.2 Manuals

Mr Hughes reported that the main activity was the publication in an edited form of the pre-war depot sheets, and it was felt that these would answer a great deal of the technical queries, and it is anticipated that when publication was ready, they would be available at about £5.00 per copy.

Mr Brown said that there were some gaps in the technical manual that the Bentley Drivers Club had produced on the 31 and 41 Derbybuilt cars, and asked if the Company would know of anyone able to

SPARES

3.

3.1 Appleyard Rippon

Mr Botterill said that the pre-war spares operation was expanding and since last October, they had opened about six hundred new files. Some orders were coming some twelve months after the original enquiry. He reported that he had more people on the job and the processing and dispatching had been considerably speeded up. He also reported that he was receiving enquiries for Springfield-built cars and regrettably was unable to help.

Mr Fortune asked about the supply of Silver Wraith spares, and Mr Craig said that spares for post-war models were only available through normal Rolls-Royce Distributors.

3.2 General

Mr Hughes asked what pre-war spares were being provisioned by the Company, but were not yet available, and Mr Young produced a list (copy attached) of those items which are currently being manufactured.

The Meeting then discussed cylinder heads and Mr Craig again emphasised that the Company were prepared to look into the question of manufacturing cylinder heads for pre-war cars. He pointed out, however, that the minimum economic quantity was not less than seventy-five, and that substantial deposits against orders would be necessary.

GREAT ALPINE RALLY

Mr Fortune said that they had filled the quota of one hundred entrants and that there were a further thirty on the waiting list. Of the cars entered, approximately fifty were Silver Ghosts. The souvenir booklet had received support from advertisers, but Dunlops had decided not to send an accompanying service vehicle. Mr Sedgwick suggested that the Veteran and Vintage Tyres could probably be of help. Mr Craig asked that the chassis numbers of all the participants should be sent to Mr Miller-Williams, so that a reasonable selection of spares could be made available.

5.

4.

INTERNATIONAL PAGEANT

The Meeting discussed the possibility of holding an International Pageant in the foreseeable future, and it was decided that the representatives of the Clubs would discuss the matter further with their Committees, as all present felt that another pageant would be worthwhile. Mr Sedgwick recommended that it be held in 1975, and a suggestion was made that the Royal Show grounds in Warwickshare be considered as a possible site.

assist. Mr Craig said that there was now nobody left in the employ of the Company with the necessary writing ability, who could undertake the work, and suggested that the Club should approach retired employees. Mr Miller-Williams was asked to let Mr Brown have the names and addresses of those whom he