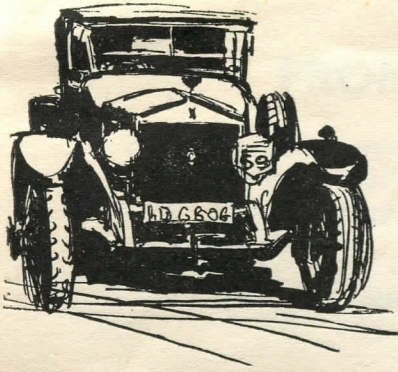




THE 20-GHOST CLUB Newsletter



EDITOR: John Anderson - 37 Cecile Park, Crouch End, N.8.

No. 2. OCTOBER 1959

EDITORIALLY SPEAKING

This is a sad moment for your scribe. This, the second Club letter, must also perforce be the last under the present editorship. A recent club circular has already explained the dilemma in which your editor finds himself and a cry for help has gone forth.

No 3. under a new Editor will undoubtedly improve upon all that has gone before and will faithfully record the growth of our unique club.

Speaking personally, as I feel entitled to do on this occasion, I must refer to the work of the small but enthusiastic Events Committee, of which I have had the honour to be Chairman for rather more than a year. Their names appear in the current list of Officers and Committee, and it would be invidious to attempt to single out individuals for especial praise. I can only say that without the wholehearted support of the entire team, the year's events could not have been planned or carried out at all.

It has been a year of, perhaps, unspectacular events but all have been good fun; many new members with some fine cars have been welcomed and that indefinable "atmosphere" which makes the 20-Ghost Club unique has never been lacking. If there is one matter in which the Events Committee can claim for once complete success, it must be in the selection of dates when the sun has shone from cloudless skies as never before!

To President Stanley Sears, our Chairman and all the officers of the Club with whom I have been privileged to serve, I owe a debt of gratitude and offer my sincerest thanks for their support.

With the best of good wishes (and sympathy!) to my successor, I now sign off

Your Reluctant Renegade,

The Editor

FROM THE EDITOR'S POSTBAG

The following unsolicited letters were received by the Editor after the appearance of our first NEWSLETTER. For reasons of space some must of necessity be extracts only.....

SOME BOUQUETS

From W.A.L. COOK, Keston Court, Keston, Kent - 29.1.59

"I would like to congratulate you on the first issue of the NEWSLETTER. It is absolutely first rate and just what was required. I am quite certain that the circulation of a newsletter of this type to members will do more than anything that we have done to foster enthusiasm and interest in our club."

From JONQUIL TREVOR, Riviera Palace, Beausoleil, A.M. France, 31.1.59

"Delighted to see the first, very entertaining and pithy, edition. Although we are so far away, we follow the goings-on of the Club most avidly, and if we can provide any items of news at any time, we shall be delighted to do so. Good wishes for the success of your editorial baby."

From A.L. MAYES, "The White Lion", Yateley, Camberley, Surrey, 26.2.59

"I must thank you for the first "20-Ghost Club Newsletter". I have enjoyed it immensely and wish you great success in your personal efforts to record for the members of the Club the happenings and calendar of future events too. I must apologise for not sending my appreciation sooner."

From W. WOODMANSEE, Milwaukee 3, Wisconsin, U.S.A. 16.2.59

"I have just finished reading every word of your first Newsletter and want to compliment not only your efforts but your courage in undertaking a task which, in many organisations, can be quite without thanks! Having served for many years as editor of the magazine of our city's bar association, I know full well the perils which you face! In reading your accounts of various events in the Newsletter, we hunger for attendance, with or without our Ghost, at another rally or concours!"

From A.G.RIPPEY, 909 Sherman Street, Denver 3, Colorado, USA. 17.2.59

"Congratulations on your decision to issue a Newsletter. Issue No. 1 January 1959 is an unqualified success from the viewpoint of one some 5,000 miles away. There is so much that is interesting about the Club's events, and about the marque, that your publication is bound

..... AND SOME BRICKBATS!

From L. TAYLOR, Holly Bank, Yatton, Somerset, 29.1.59

"May I respectfully suggest that since the interest of the members of the "20-Ghost Club" centres mainly around the finest British car ever made, we might at least expect our Newsletter to be as British as possible. I trust therefore that you will not mind my asking you not to allow any Americanisms to appear. I object to being told that something is "fine" and being asked "what have you" and furthermore I most strongly dislike my beautiful Phantom 1 being described as a "convertible".

From C.S. PHILLIPS, "The Brackens", Windlesham, Surrey. 14.4.59

"In case it is proposed to produce further issues of the Newsletter, may I draw your attention to the fact that in your January issue you state, under the results of the Longleat Rally, that Class 2/3 was won by J. Barclay with a Silver Ghost. Although it is now rather ancient history, this class was in fact won by my Phantom 1 - or, at least, I sincerely hope so, as I most certainly have the Trophy in my possession! May I, while writing, add a plea that any further Newsletters please be printed on quarto paper, not foolscap, which is an inconvenient size to handle or file."

EVENTS

ANNUAL DINNER, 31st January, 1959

In rising to propose the toast of "The Guests", Stanley Sears, President of the Club, revealed that attendance was a record - the hoped-for target of the magic 'hundred' being exceeded by one! In fact, but for last minute unavoidable cancellations this figure would have been 108.

Among our many friends from Rolls Royce Ltd. apologies for absence had been received from Mr. Pearson who was in the United States and Mr. Maddocks who was unfortunately not sufficiently recovered from his recent illness to attend. He also regretted that Mr. Robotham had not found it possible to attend due to other engagements. As most members knew, Mr. Robotham was in the process of moving his home to Shrewsbury to the Sentinel works, where he was in charge of the Company Oil engine projects. Stanley said that he would defer until another occasion the opportunity to ask questions about Mr. Robotham's products which he nicknamed "knockers and stinkers" - he was anxious to know whether they knocked more than they stank, or vice versa!

Referring to the welcome presence of Mr. Kelley from Derby, Stanley reminded us that though he was not of the old school of Royce colleagues, he nevertheless brought to bear a kindly and most efficient influence on affairs at Derby, which inspired so much of the Company's success all over the world. Mr. Kelley also managed to find time to act as President of the Rolls-Royce Motor Club - a position in which his enthusiasm and wise counsels were of the greatest benefit.

Also warmly welcomed as guests, though they were really old friends, were 'Doc' Smith and Mrs. Smith, Mr. and Mrs. Jack Scott and Mr. and Mrs. Roney Messervy. Stanley wished particularly to put on record that Mr. and Mrs. Ray Dorey had applied for tickets in their own right as Honorary Members, and he thought that that showed really tremendous enthusiasm. No one who remembered the Silver Ghost Jubilee Rally at Buxton in 1957 would ever forget the yeoman work by Ray Dorey on that occasion on the Club's behalf.

It was impossible to mention every guest by name, but he would particularly welcome those non-members whose names appeared on the Club's list of "interested parties". He hoped that in due course many of them would enjoy membership of the Club.

Mr. Kelley, in responding for the Guests, emphasised that although everyone who had the interests of the Company at heart must pay homage to the famous chassis produced in the past, he personally, looking always at the sales side of present day production, hoped apparently in vain, that one fine day members present would be inspired to buy a current car!

The question was sometimes asked why the Company did not maintain a representative museum. He thought that the Company had, throughout its history, consistently distilled its knowledge and experience of the past in perfecting new techniques which look far ahead. He would say "Good luck" to members of the 20-Ghost Club who, as custodians of all that was best in past automotive history, were doing a fine job that the Company could not economically attempt to carry out. He had to admit, however, that he had a son at school who, having visited the Longleat Rally, had now some pretty fixed notion as to the kind of car he preferred! Encouragement in this could begin too young, and he hoped to persuade him that a start might be made with something rather smaller and easier to reconcile with a correspondingly small pocket!

Our Honorary Secretary, Fred Watson, reviewed briefly the year's activities, and made special reference to the acquiring by Stanley Sears of the only 30 h.p. six-cylinder of 1905 manufacture known to exist. Stanley was to be heartily congratulated on his long and patient negotiations resulting in the bringing to this country from Australia of at least the major part of the skeleton of this unique car, which he was now going to restore in its entirety; the task was something which it was safe to say would be unlikely to be even attempted by anyone other than our President. The value to the Club of this unique acquisition was quite incalculable.

Following the 'official' speeches, Doc Smith, at Stanley Sears' special request, treated his audience to one of his inimitable and delightful series of R-R anecdotes.

The evening - possibly the most enjoyable yet - concluded with members and friends joining in agreeable conversation accompanied by an equally pleasant 'one for the road'.

J.P.A.

RALLY AND SOCIAL GATHERING AT HURLINGHAM CLUB - 18th April 1959

The first outdoor meeting of the year was at the Hurlingham Club on the 18th April. The day was fine but very cold and considering the conditions the number of members and friends who attended was very gratifying. By four o'clock there was a fine array of 33 cars assembled in the Four in Hand Yard which, fortunately, having regard to the piercing wind, is enclosed by high walls enabling 88 members and friends to view the objects of their affection without feeling the effects of exposure to any noticeable extent. There were a number of very interesting cars which most members had not seen before, notably amongst them Mr. Sears' Wraith, and Mr. Watson's Phantom II, both of which were viewed with great enthusiasm.

Tea was served between four and five o'clock in a delightful room reserved for the 20-Ghost Club, by which time most of the ladies present were taking a keen interest in the architecture, decor and furnishings in the lounge of the magnificent mansion which is used as a club house, a cultural enthusiasm which surprised no one in view of the temperature outside. In any case, the club premises and appointments were worthy of this tribute.

During the interval between tea and cocktails, which were served in a delightful bar, again exclusive to our club, one of our members had occasion to change a wheel and experienced some slight difficulty. It was gratifying to note that such was the fellow feeling that a number of members made the matter their concern, and the operation having been completed all involved thankfully adjourned to the bar to refresh themselves after their exhausting efforts.

After a most enjoyable cocktail hour 23 members and friends stayed to dine after which our President paid a graceful tribute to Mr. A.N.E. McHaffie who had arranged for the rally to be held at the Hurlingham Club of which he is a member. All who attended this very successful rally were most appreciative of the facilities extended to them as honorary members of the Club for the day, and of the Club's very helpful and courteous staff.

We are most grateful to Captain R.H. Rump R.N., the Secretary of the Hurlingham Club, and Mr. Stickland the Catering Manager for their very excellent organisation and interest, which contributed so greatly to the success of this meeting. It was most unfortunate that the cold weather prevented the full enjoyment of the beautiful grounds and outdoor amenities, and members of taking greater advantage of the very kind offer of Mr. Harry Casson, for many years a member of the Hurlingham Club, to act as a guide, and assist in any way to make the visit an enjoyable one.

C.M.

DINNER at R.A.C. COUNTRY CLUB, EPSOM, 14th May, 1959

More than fifty members and guests spent a very pleasant evening here enjoying the amenities which the excellent R.A.C. Country Club house and grounds provide. Cocktails served on the verandah overlooking a fine green lawn, and a splendid unobstructed view of the Surrey countryside, started the evening off well. A well-chosen dinner followed and everyone present appeared to have enjoyed the opportunity that such an occasion presents for making new friends.

It was due to our President's happy suggestion that this social event was organised and our warm thanks might best be expressed to him by repeating this very successful event in 1960.

Thanks are also due to Commander D.P. Little who originally put Stanley's request before the Country Club Committee and also to Mr. E.G. Vivash, House Manager of the Country Club who, with a most enthusiastic and helpful staff, saw to it that everything possible was arranged for the comfort and pleasure of us all throughout the evening.

J.P.A.

DRIVING TESTS at The Royal Military Academy, Sandhurst, 14th June 1959

A very successful day was spent here, over 40 cars competing in a series of tests excellently arranged and carried through by the cadets in an exemplary manner. A thoroughly enjoyable day, for which many thanks to all the RMA Staff who helped to make it so.

CHARTERHOUSE RALLY, 27th June, 1959

Charterhouse was a wonderful setting on the 27th June for the fine range of cars which arrived to grace it. In the parking area the boys carried out the marshalling like veterans of the course and then acted as guides to show their visitors over the school.

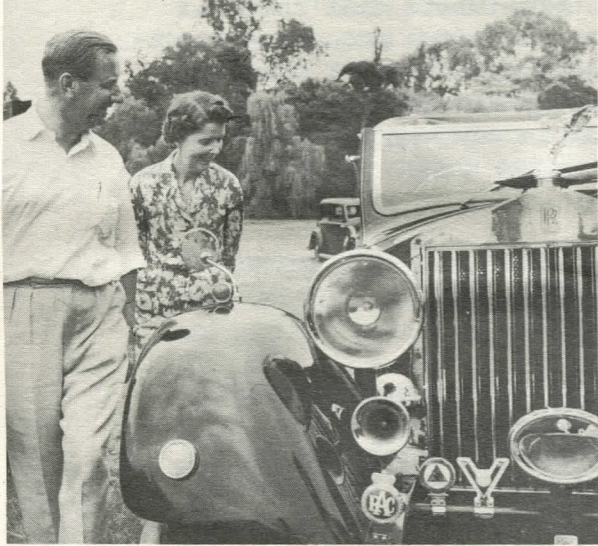
The pleasant surroundings and the very friendly welcome extended to the Club on this warm afternoon made it a most enjoyable occasion. It is hoped that the selection of models, from Silver Ghosts to Phantom III's and Wraiths, presented by the members did, in return, provide very satisfactory subjects for films and photographs.

K.S.

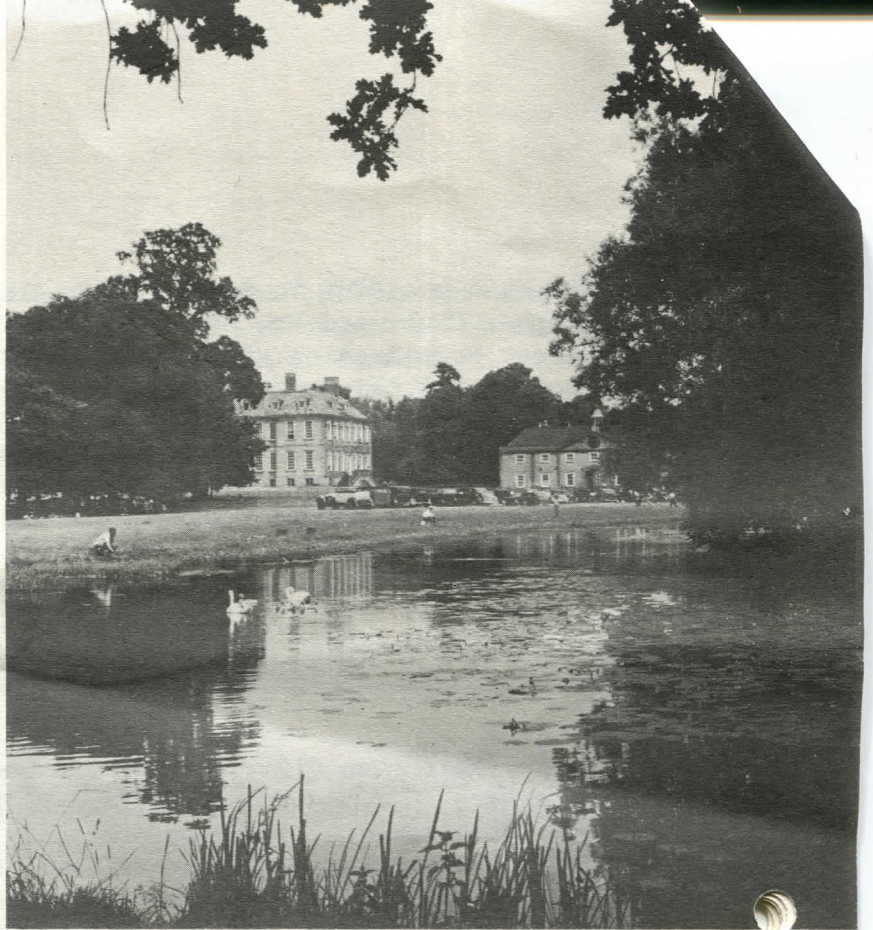
Stanford Park Rally & Concours d'Elegance

Sunday 5th July 1959

A selection of photographs taken by club member
Hans Wild during the judging of the Concours d'Elegance
and presentation of prizes by Lady Braye.



Two judges in action—Lady Braye and A. F. Kelly (Rolls-Royce Ltd.)



The lovely setting of Stanford Hall, the home of Lord and Lady Braye.



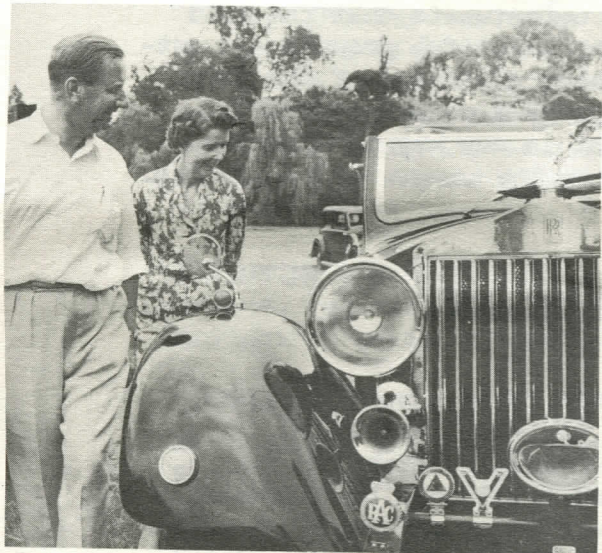
Lord Braye, on right, discusses a point with Mike Vivian.



Miss Penelope Verney-Cave and Adrian Garrett in deep thought.

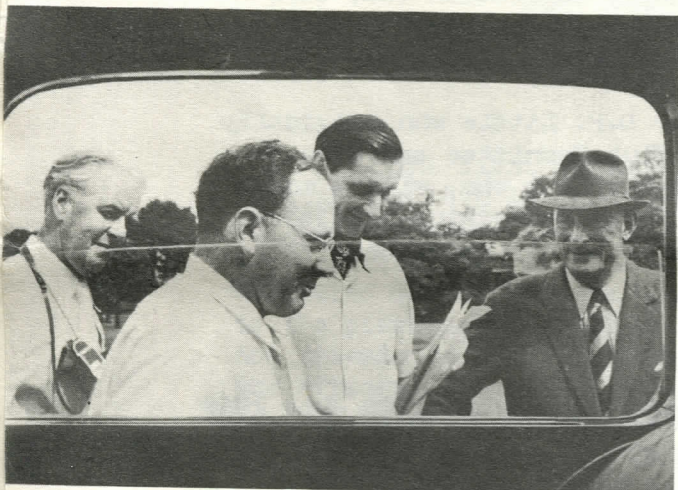


A selection of photographs taken by club member Hans Wild during the judging of the Concours d'Elegance and presentation of prizes by Lady Braye.



Two judges in action—Lady Braye and A. F. Kelly (Rolls-Royce Ltd.)

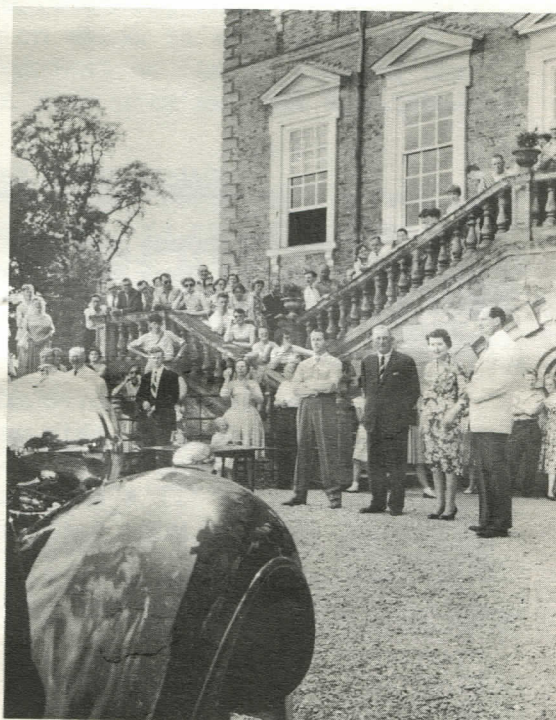
The lovely setting of Stanford Hall, the home of Lord and Lady Braye.



Lord Braye, on right, discusses a point with Mike Vivian.



Miss Penelope Verney-Cave and Adrian Garrett in deep thought.



(Above) scenes at the Prizegiving (Left) Stanley Sears coming up for First Prize, presented by Lady Braye, and (Right) giving a vote of thanks to all concerned at the conclusion of a very successful event.

RALLY & CONCOURS D'ELEGANCE,
STANFORD PARK, RUGBY, Sunday 5th July, 1959

The beautiful setting for this year's major rally and concours d'elegance was made possible by the kindness of Lord Braye, who invited the Club following our very successful event at Longleat last year, where a cousin of his was a competitor.

We very quickly accepted this invitation for a number of reasons.. It was quite unusual and very gratifying to be asked by anyone to use such a lovely setting, both Lord and Lady Braye's personal enthusiasm was boundless and, from a geographical point of view, the location was about as near the centre of England as we could hope for in order to attract members from all points of the compass.

Although the date eventually fixed clashed inevitably with some members' holidays, a very fine turn-out of twenty five cars was mustered for the Concours d'Elegance and twenty more came for the Rally only. The sun shone continuously, everyone enjoyed the tour of Lord and Lady Braye's lovely home - a William and Mary house of rare distinction - and the B.B.C. Midland T.V. Newsreel cameramen took pictures of us for the following evening's Midland T.V. News.

Judging was carried out on the same basis of marking as at Longleat, as follows:-

Elegance of Line	60 marks
Exterior condition	15 marks
Interior condition	15 marks
Under-Bonnet condition	10 marks
	100 marks

The panel of judges, who worked like beavers throughout the afternoon, was divided into three parties:-

Lord Braye	Lady Braye
M.H. Vivian (20-Ghost Club)	A.F. Kelly (Director, Rolls-Royce Ltd.)
Miss P. Verney-Cave.	
A. Garrett (R-R Owners Club of Australia)	

Final placings were:-

Concours d'Elegance

1st.	S.E. Sears	1938 PIII 3DL76
2nd.	E.G. Duce	1933 PII 31 MW

Rally

A special prize was awarded by the judges to the best turned out car attending the Rally and was won by:-

Kenneth Hibbert 1939 Wraith WLB12

Some excellent pictures of this event were taken for us by member Hans Wild to whom we offer our very warm thanks. A selection of these appear on our picture page - an innovation which it is hoped will be appreciated.

J.P.A.

RALLY at Chesford Grange Hotel, near Kenilworth, 15th August, 1959

The rally at Chesford Grange Hotel had the distinction of being the smallest of the year. Ten cars brought twenty eight members and friends to this delightful part of the country, and although the numbers were small the quality was well up to 20-Ghost Club standard. Mr. Sears and Mr. Hibbert showed their enthusiasm for the occasion by driving from Bolney and Hull respectively.

For the ladies there was the added interest of a wedding reception at the Hotel, and it is but fair to mention that the prettiness of the bride was sufficient to distract the gentlemen from their contemplation of and discussion on Rolls-Royce motor cars.

After a very good luncheon, and encouraged by the beauty of the day, members drifted away to visit the many places of interest in the neighbourhood.

C.M.

FLASHBACK . . .

Silver Ghost Jubilee 1957

Prizewinner's Postscript from Wisconsin, by WEBSTER WOODMANSEE, 16.2.59

First Prizewinner of Concours d'Elegance, Rolls-Royce Silver Ghost Jubilee Rally at Buxton, 13th September, 1957.

"Speaking of our Ghost, we were so overcome by winning the award at Buxton that we have re-restored the vehicle, this time completely in white, even to the point of painting each spring leaf separately and lathering it with white lubricant.

Of recent weeks I have been engaged in a project which may be of interest to you and your readers of the Newsletter. A friend named Smith, teaching law at our State University, had acquired a late Springfield Ghost with a convertible coupe coachwork by Brewster, a rather rare body. After having had it painted, more or less carelessly (also in white!) he lost interest in completing the restoration and offered the car for sale. Unfortunately the only enthusiastic prospect was a local real estate man who wished to use the vehicle to advertise his business. Fearing that Smith might finally become sufficiently discouraged to let him have it, I offered (1) to bring the car here, 80 miles distant (2) provide warm storage at no cost to Smith, (3) to lubricate, tune and the like so the car would be more desirable to a buyer, and (4) to seek a buyer who would have club standards at heart when using and restoring the car.

As of this date, I have succeeded in all four respects and am now engaged in educating the new owner in R-R lore and the care and feeding of ghosts.

For Mike Vivian's file, I offer this data: S348RL, 1926 Springfield "Stratford" convertible coupe (you call it 'drophead') now belongs to Dr. Robert Holzgrafe, 8120, North Mohawk Road, Milwaukee 17, Wisconsin, U.S.A.

As you may imagine, the project has made three people happy; Smith has found a good home for a Rolls he couldn't maintain, the doctor has found a fine motor carriage after searching for some years, and I, most fortunate of all, have had the deep satisfaction of arranging such transfer and instilling a new person with the spirit which moves all of us in the hobby, to say nothing at all of the sheer pleasure of making the car perform as befits a Rolls-Royce!"

FROM THE ROCKY MOUNTAINS

A message from ARTHUR RIPPEY.

Members might be interested to learn of the older Rolls-Royces in this Western State of Colorado. In 1945, we located our 1922 Silver Ghost phaeton and restored it. This was a one-owner car, one of three purchased by the Humphreys family. We also obtained the second of the three cars from the aforesaid family, a limousine, but resold it to a collector in Detroit. The third of the cars turned up in the possession of collector Ray Dougherty of nearby Longmont, Colorado, who drives it to veteran car meets today. This is also a phaeton, a 1922 chassis with a 1925 body.

For several years, no additional Rolls-Royce came to light. Then in the past two years, in rapid succession, there appeared a 1929 Phantom I touring with dual cowl, a 1930 Phantom II convertible coupe, a 1936 Phantom III sedan and just before Christmas a 1927 Phantom I limousine with a body by Binder.

As a happy coincidence for those of us who drive modern examples of the make, a dealer has been appointed. Now in the State there are five Rolls-Royces and a Bentley - our own 1956 Silver Cloud, a 1955 Silver Dawn, two 1958 Silver Clouds, a 1959 Silver Cloud long wheel-base Park Ward Sedan, and a 1956 Bentley S.

People have almost stopped saying: "I didn't know they still made them!"

MORE LINKS WITH AUSTRALIA

by Adrian Garrett.

In 1957 when I heard that my company would be sending me to Australia for twelve months, I was faced with the problem of what to do with the White Ghost, my 1907 40/50. That summer we took her on a tour of Norway, and the old lady behaved so well on the rough dirt roads that I decided to take her with me to Australia as my every-day car. Only a few days after celebrating the 50th anniversary of the Silver Ghost at "The Cat and the Fiddle", Buxton and Crewe, I drove down in the pouring rain to the docks at Liverpool. The journey reminded me of my first hoodless drive with the Ghost - from Plymouth to London on the day of the Lynmouth floods in 1952 - after months of restoration work. At that time I was a Midshipman in the Navy, and I only had £40 to my name when I paid £35 to a car wrecker for my first car - Rolls-Royce chassis 588.

At Liverpool, the car was safely loaded aboard the shabby little freighter and I was not to see it until two months later in Melbourne. The car was not crated and only protected by sticky plaster over the four square yards of bright work and Redex in the cylinders. I flew to Australia and was delighted when the car arrived in good shape and just 36 hours before a veteran car rally. The reception I received from the Rolls-Royce Owners' Club of Australia was unforgettable. They even provided me with their vice-president's daughter as a navigator for the rally - she made a good navigator and, later, a good wife! The veteran car clubs were also very good to me, as I believe it was the first time a visiting veteran car owner had brought his car with him to Australia.

The R.R.O.C. of Australia is an active and growing organisation. It was started in Sydney in 1956 but there are now also branches in Melbourne and Adelaide. Owing to the vast distances separating them, each branch has its own committee and events, but they follow a common policy. As with the 20-Ghost Club there are both social and motoring events, but they sometimes take a slightly different form from ours. Driving events combined with picnic parties are very popular, and some weekends a member will invite the club to his farm "property" in the country, where they will sleep on camp beds and cook on a barbecue fire. I have memories of a very happy week-end of this type when I made some genuine friends - I say genuine because the "Aussie" makes friends with people he likes solely because he likes them, and never because they went to a famous school or have important relations or great wealth. There are many young members, and so dances and theatre visits are added to the list of social outings for the club.

Rolls-Royces in Australia are of all ages, but as the population was small in the early days, only a few cars were imported and during the depression they found Tin Lizzies cheaper. However, I managed to track down fifty five Silver Ghosts of which twenty five were pre-war. There were twenty one in Victoria, twenty in New South Wales and thirteen in South Australia. There must be others, particularly in the other states I didn't visit. Many of the early cars had a hard life as farm tractors and were often modified when replacement parts were not available. Half of the cars mentioned are undergoing restoration and owing to the great expense of coachbuilding, few will ever be as good as we and the owners would like.

However, some of the Silver Ghosts I saw were in beautiful condition. In particular, I must mention a fine collection of twenty six veteran cars - including seven Silver Ghosts - which belongs to Mr. George Green in Sydney and Gavin Sandford-Morgan's 1910 in Adelaide. I saw the 1905 six-cylinder 30 h.p. car stored in a farm shed in Adelaide, and must say I was very pleased to hear that Stanley Sears had acquired it and is about to commence restoration; the car would never have got on the road again without the knowledge, enthusiasm and skill that Stanley possesses. In Australia, there is a fair selection of later Rolls, some in remarkably good order but others suffering from a long life on bumpy roads. In the Australian Club as a whole, the older Silver Ghosts are preferred by the more enthusiastic members.

During my year in Australia I covered many thousands of miles in the White Ghost without any troubles more serious than two plug leads swapping cylinders. We drove nearly 700 miles in eighteen hours in order to take part in one rally. Trips like this can be as interesting as the meeting itself, but the wind and hot sun and dust make one tired. The wooden wheels also tended to shrink unless we doused them with water each day. The R.R.O.C. were certainly very good to me during my visit, and when I married George Green's daughter they all drove their cars for the guests, and we came from the church in a 1910 Laundauet and went away in a 1907 Phaeton. My visit to Australia forged another link of friendship with the Rolls-Royce Owners' Club and they asked me to remind any 20-Ghost Club members who may be visiting Australia to be sure to look them up. They mean it.

Just in case you are wondering what has happened to 588 - well, it is safely housed in Sydney awaiting my return in the near future. I will never part with such a faithful friend.

THE "SILVER GHOST" REGISTER

Mike Vivian, our Honorary Registrar of Cars, must already feel well rewarded for his yeoman efforts over many years to compile this historic document, which lists the ownership and whereabouts of every known "Silver Ghost" throughout the world.

When the first copies were sent out to the Press in July, enthusiastic and complimentary notices appeared in a number of national papers including THE TIMES, MANCHESTER GUARDIAN and SUNDAY TIMES in addition to MOTOR SPORT and SPORTING MOTORIST (formerly "Autocourse").

This unique publication should surely be in the possession of every member of the 20-Ghost Club, costing only 5/6d post free from M.H. Vivian, 14a, Roland Way, London, S.W. 7. Any member knowing a friend owning a Ghost should lose no time in advising him about this register.

THE "THIRTY"

Progress on the restoration of this car continues apace under the expert guidance of our President. The cylinder block is being rebored by Laystalls and lined so that the original pistons can be refitted. The crankshaft, connecting rods and big ends are being reground and balanced by Rolls-Royce Ltd. Stanley Sears says that the company is taking the greatest interest in this work and giving all possible help in the restoration.

The road springs have been retempered and the extra leaves which were fitted subsequent to delivery in order to carry an especially heavy body have been removed so as to adhere to the original specification. The chassis frame which was damaged in transit by sea from Australia has been straightened and the wood road wheels are being rebuilt by a specialist. Another item being specially made up by Rolls-Royce Ltd. is the ignition equipment.

There is much yet to be done to the engine and chassis - not to mention the ultimate problem of building a suitable body to complete this magnificent and historic restoration. Stanley hopes to have the car roadworthy by 1961.