



News & Record



The Magazine of the 20-Ghost Club
The Oldest Rolls-Royce Car Club in the World

Issue 50 February 2017

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NEWS & RECORD ISSUE 50

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FRONT COVER Captain blessing the boat carrying GUN7 down the Brahmaputra. Photograph by Rupert Grey.

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EDITORIAL

In this issue, we have an article about the event which took place at Sandhurst last July, when the famous driving trials and concours took place, and the Taylors went down in the Club annals as having driven 'Trust your Partner' so fast that no one was able to take any photos of them doing it! This article had to be held over from the last (bumper) issue, but I hope you will agree it was worth the wait. There is also an account of the autumn tour in Wales, which had all that a rally needed – great organisation, lovely driving, comfortable hotels and splendid weather.

The long article in this issue is an interview with Rupert and Jan Grey, who very kindly spent time with us telling us about their adventures in India, when they drove 7,500 miles from Bombay to Calcutta, via Bangladesh, in their 1937 25/30. Henry and I drove to meet them in one of our 25/30s, and we enjoyed seeing the two cars together (almost twins), although ours has not (so far) had the adventures that GUN7 has had.

I am very sorry to say that Mike Evans, whom we met just over a year ago to learn about his work on his Silver Ghost, has died recently. You will find an obituary by Philip Hall. We remember Mike with great affection. I have put one photograph of him on this page and there is another with the obituary.

Our Technical Editor, Nigel Hughes, has written an article about LED lights which I hope some of you will find useful. We have them (thanks to Henry) in our cars now, safely adjusted, and find they have transformed night driving for us.

You will find a list of coming events, as usual, as well as a reminder about subscriptions, on the back page. There is one event which we have had to remove from the 2017 schedule. In 2015 the Club enjoyed a stimulating visit to the Chalke Valley History Festival in Wiltshire, with a tour of National Trust properties, and was invited to return with a selection of cars this year. Unfortunately, the organisers have had to move the site of the festival to another location in the Chalke Valley and have requested us to postpone our visit to another year. The festival takes place

at the end of June. In 2018, many of our members will be on the Tour of Poland and Germany (which is now almost full) and so we are planning to return to the history festival at the end of June 2019. Further details will be available in due course.

You may remember that we sent out a questionnaire about events with the last issue. We are very grateful for all the responses received, which we are currently analysing. Some people found the questions a bit confusing, for which we apologise. If you were one of those, I wonder if we can persuade you to fill in a revised version of the questionnaire (thanks to Roland Duce), which is enclosed with this issue. Don't feel you need to fill it out again if you filled out the original version!

Our Webmaster (Henry) has asked me to include a message about apparently missing emails. He has been sending out bulk emails to all members regularly over the past half year. If you have not been receiving these, it means one of three things. First, that Henry does not have your current email address; secondly that the email has landed in your junk folder or thirdly it may have been filtered out by BT or another supplier. Do please check your junk folder from time to time. In the other cases, please contact henryfitzhugh@talktalk.net.



Driving Events, Concours and Picnic at The Royal Military Academy, Sandhurst 3rd July

Tim, Susie and Katie Forrest

After a lapse of several years the Committee of the 20-Ghost Club decided it was high time we re-invigorated the annual driving tests. These had been a major event on the Calendar of the club from 1963 to 1998 with a very handsome trophy for the deserving winner.

Graham Tyson organised the event, partly because he had strong connections with Sandhurst, where a very successful event had last been held in 1971. Brian Fidler, whose expertise includes an intimate knowledge of the VSCC, devised the driving tests. Graham had a brainwave and decided it would be a good idea to have a bit of competition from Napier, one of Rolls-Royce's biggest competitors from its foundation into the mid 1920's. Somehow the Forrest Family was requested to write up the event, possibly because Katie was the youngest driver participating, Tim was to be one of the Judges and Susie as Trophy Master organized the Ladies' Trophy. Our memories of the day follows.

Katie's Driving tests

As a new member of the Club, and an even more novice Ghost driver, I must admit I was a little daunted when my father informed me that I was entered into the Club's much esteemed Driving Test Day on the 3rd of July. I only started driving Nellie (our 1912 Silver Ghost Tourer) at the beginning of May this year. I was therefore somewhat apprehensive as to whether I was ready to put the car and my newly acquired skills to the test, but I dutifully accepted the challenge! Having gained a fair few driving hours on the French Sunshine Tour, and much tutoring from my father, I felt like I was finally getting to grips with Nellie's crash box and the dreaded double-de-clutching. However the thought of mastering the numerous tests set by Brian Fidler was altogether another matter. Having been dropped a few hints as to what two of the tests might be,



Younger members of the Thomas family in their 1900 8hp Napier with New College in the background. Photo by Clive Boothman

I thought a few practice runs might be in order. The thought of driving Nellie on the open road whilst blindfolded however did not appeal much to my parents, so we left that one out, and instead had a quick practice of the Snail Race (thankfully on a very quiet country road).

So the 3rd of July duly approached rather rapidly, and Nellie and I, along with my sister Erica as navigator, were set to uphold the Forrest Family honour! We could not have been blessed with a nicer day or a more beautiful setting. The New College at Sandhurst made for a wonderfully fitting backdrop, with the four tests laid out aptly in front of it. First on the agenda was "Quick off



Katie about to be guided by Erica

the Marque” where fast acceleration and heavy braking were a necessity. Nellie is certainly quick off the mark, but braking is not her strongest point. No sooner had I jumped off the start line rather rapidly and was well away in second, than I was hard on the hand brake yanking my charging elephant back to a halt. Fortunately, we managed it with front wheels over the line and the rear wheels behind it. Test one successfully completed with a time much quicker than my



Walk the Plank. Looks horrifying to the Editor.

dad, who had good brakes, but a very slow gear box!

The next trial was “Slowly Does It”, aka the Snail Race. Fortunately, this was one we had practised so having dropped Nellie’s Ignition and



Andrew Taylor was going SO fast that no one managed to get a picture of him. This photo was taken at Broughton Hall, on a somewhat more sedate occasion, in July 2015. Photo by the Editor.

Governor right down as previously rehearsed, I was feeling quietly confident. That was until I realised that her high gearing was quite outplayed by her younger, lower geared counterparts, who all were much, much slower than us!

With my pride slightly dented, I went on to test three, "Walk The Plank" with full vigour and determination! After a slight stutter off the start (having in my novice eagerness forgotten to raise her Ignition lever!) we charged towards the first plank, then reversed frantically towards a nearside flag, then shot forwards to the white circle and then through the finish line. Slightly puffed but full of pride, we made it, and I'm slightly smug to say, a lot faster than Dad who went all over the place!

The fourth and final test was one I was most hesitant about. Although my sister Erica and I get on swimmingly most of the time, we do have a fair few altercations when it comes to directions and map reading, so "Trust Your Partner" was not something I was too confident about. Thankfully though, my anxiety was unfounded as my sister did an incredible job of directing me around the various cones and obstacles, and we made it through the finish in the second best time. I think my parents were most relieved that Nellie remained unscathed and that we didn't

drive into the building or the rather marvellous statue perilously situated next to the finish line!

Nellie, Erica and I finished the tests with a great feeling of achievement and huge smiles on our faces. Having gone through each test, I can now truly appreciate how nimble a car Nellie is and what amazing fun she is to drive. It was a real turning point in my Silver Ghost driving journey and a day that I certainly won't forget in a hurry. All I can really say to finish is: when can we do it all again?!

Tim: As a postscript to Katies's account, I should add that despite her acknowledged speed, it was as nothing compared to Andrew Taylor driving his Phantom I Park Ward limousine ably assisted by his sister Sue. He simply rocked and rolled around the course showing surprising acceleration and splendid judgement through the cones. This was most remarkable given that he was blindfolded and relied totally on Sue for being his eyes – it was as if they were his. Together they simply romped away as clear winners, beating many smaller and nimbler cars by a useful margin. Well Done!

Having the Napier cars there provided an intriguing contrast. The earliest, a 1900 double Phaeton, showed quite clearly why horse lovers detested early cars, as it valiantly snorted and



From the right: the Kennedys' Light 20, 26530 and Silver Ghost 2260E, the Tysons' Silver Ghost 97AE, the Stuttards' Silver Ghost, 33LG, and Greg Leniston's Phantom II, 36UK in the distance



Steve Horne's stunning 1933 20/25 Freestone and Webb Sedan fixed-head coupé, GBA64. Photo by Steve Horne.

coughed its way around the course. However the Napiers also showed what incredibly rapid progress was made in the first decade of the 20th century with the 1912 and 1914 cars performing almost as smoothly, although not as silently, as the contemporary Silver Ghosts.

Altogether this was a most enjoyable event for both the competitors and spectators. Everyone who participated hopes we will be able to repeat it annually if enough good locations can be found.

Tim & Susie's Concours, ably assisted by the Chief Judge

While the fun of the driving tests was diverting people's attention, the tall figure of Nigel Hughes could be seen unobtrusively walking along the impressive gathering of 21 Rolls-Royces dating from 1905 to 1935. As soon as I had parked my car after a rather ignominious performance in my 1924 Silver Ghost, I joined Nigel Hughes the Chief Judge to reach our verdict. Meanwhile Susie encouraged all the ladies present, or at any rate one lady per car, to vote for the car they felt was the most attractive. Similarly, Graham Tyson

was showing the cars off to the Colonel's wife so that she could choose the one she most admired.

The previous year I had to my astonishment won the Concours for large horse power cars and not knowing quite why, decided with the Committee's approval that this year we should adopt a rather more formal basis of assessment. Thanks to Brian Fidler, we adopted a simplified version of that used by the VSCC covering originality, mechanical and general condition of engine and chassis, coachwork both exterior and interior and finally the overall aesthetic appeal. Nigel Hughes commented

"As this was a Concours d'Etat, rather than the more usual Concours d'Elegance, the overall presentation of the car was critical. A few cars were immediately ruled out as they did not appear to have been washed recently. Apart from these most had gleaming coachwork, excellent interiors and brightwork with varying degrees of patination due to age which was recognized and accepted without penalty. However, the majority of cars were frankly filthy underneath. For a Concours d'Etat it is expected that the whole car



The Elliotts' beautiful Phantom II, 80 MY. Photograph by Graham Tyson

will be clean. Cleaning the engine and chassis provides an organized way to inspect every working part of the car including the minor controls and parts of the engine. Inspection underneath also highlights anything unusual or out of place, including oil leaks from either major components or from the important one-shot chassis lubrication system showing that oil is getting to where it is needed rather than leaking out of damaged pipes or failed connectors. Regrettably, the majority of cars had dirty front axles and it was clear some of the front axle pivots were suspiciously dry indicating a lack of lubrication.

Having eliminated those that failed the chassis test, the judges were left with a short list of cars for closer examination. Many of the engines and gearboxes had been observed in the driving tests. There were some clearly using oil and one that was running very rich due to the recently fitted electric fuel pump flooding the carburettor. The owner plans to fit a pressure regulator to control this. At this higher standard, attention to detail is the key to success. Poorly fitted wheel discs, slightly dropped door hinges, or chrome plating of pipework where plain copper or nickel plating would have been correct can differentiate one car from another."

As a "lay judge" I found it fascinating to note the detailed points that Nigel picked up and could only admire his knowledge. In the end there were

clear winners in both the large and small classes. The winner of the Large Horsepower Concours was John Kennedy's well known 1913 Alpine Silver Ghost 2260E. This car has covered a great many miles around Europe since the Alpine Centenary Celebrations in 2013. You can but admire the condition that the car has been preserved in, despite the extensive use on the road as well as at various Rolls-Royce events around the world.

In the small Horse Power class, new member Steve Horne had the choice of several delightful cars to bring to the event. He finally came in a very attractive 20/25, GBA64. This appeared to be original in all respects, was beautifully preserved inside and out, as well as being reasonably clean underneath.

Meanwhile freed from all these technical cares, the ladies were multitasking as usual, looking after friends and families, putting out the picnic and deciding which car they thought was the most beautiful or handsome. Unsurprisingly they chose one of the best looking cars ever produced by Rolls-Royce, Michael and Angelika Elliott's 1933 Phantom II Drophead Coupé, 80 MY by Barker. Usually the Ladies Choice is a very close contest, but this year the Elliotts won with a clear margin.

The Trophies for the winners of the driving test and the Concours were given away in front of the

magnificent entrance to New College by the Colonel's wife. To my surprise I was rewarded with her prize for my 1924 Silver Ghost, which she thought was a most lovely colour and was very different. Katie was also in for a surprise, winning the award for the enthusiasm and skill with which she drove the 1912 Silver Ghost. What could be better than that, especially as two bottles of the very best Sandhurst Champagne came home too!

The day ended with a tour of the fascinating buildings and archives of the College. Blessed with sunshine throughout the day it was a resounding success and we should be grateful to all the organizers and to The Royal Military Academy for making it such an interesting and enjoyable day for participants and spectators alike. It also proved an excellent way for the



Brian Fidler giving the starting signal to Tim Forrest driving 16RM, his 1924 Silver Ghost Doctor's Coupe

younger generation to learn the capabilities of their family's cars.

Name	Year	Chassis no.	Model	Registration
Kennedy Rae	1905	26530	Light 20	AX-147
Forrest Katie and Erica Ingold	1912	2154	Silver Ghost	R-1487
Kennedy John	1913	2260E	Silver Ghost	R-827
Macpherson Strone and Alex	1914	27BD	Silver Ghost	LR6839
Tyson Graham and Sarah	1920	97AE	Silver Ghost	CE454
Stuttard John	1921	33LG	Silver Ghost	XR6547
Palmer Brian and Joan	1921	49AG	Silver Ghost	KE6676
Banks Clayton	1922	34MG	Silver Ghost	JL1
Fasal John	1922	42GO	20HP	CH3732
Forrest Tim and Susie	1924	16RM	Silver Ghost Doctor's Coupe	MF8651
Kuhnke Rolf and Max	1925	25HC	Phantom I	?
Coburn Tony and Jean	1925	37HC	Phantom I	25JY
Baird Guy and Guide	1925	GCK43	20	YM9546
Taylor Andrew and Susan	1926	20TC	Phantom I	YO8869
Joy Michael	1926	57YC	Phantom I	YR8084
Ayres Andrew	1926	27TC	Phantom I	BR7415
Dowling Shaun	1931	GRW31	20/25	JJ-2309
Elliott Michael and Anjelika	1933	80MM	Phantom II	AGN333
Rentoul Charles	1933	118MY	Phantom II	CG4554
Tidy Mark and Susette	1933	GRW4	20/25	GAS975
Goose John	1934	GFE20	20/25	BLR 798
Hughes Nigel and Ann	1934	GWE67	20/25	BLM789
Horne Steve	1933	GBA64	20/25	AXL616
Leniston Greg	1935	36UK	Phantom II	BYU155
Watkins Alan and Diana		GLP26	25/30	ERA530
Napiers				
Angel Bronwen	1900	16	16	AP3575
Boulding Peter and Wendy	1902	10768	15hp	DS 7149
Boothman Clive	1902	423	D45	HE1
Simpson Robert	1912	9411	T46	LD3440
Angel Toby	1914	15002	T67	LL1238

AUTUMN TOUR OF THE LAKES AND MOUNTAINS OF WALES

Henry Fitzhugh



Llanggoed Hall serving as a backdrop for our cars. Photograph by Colin Hughes.

Well! What else can one say? A truly great Rally, especially for drivers, with heart-stopping moments of precipitous drops to either side, lofty crags, tremendous scenery, grand isolation, blind summits, steep gradients – we loved it! We were

taken over roads that, as Brian Palmer observed, no one knew existed. All in all, a great drivers' rally, with wonderful hotels thrown in. Anthony and Gilly Armitage had really laid it all on.



One of the things the 20-Ghosts do really well....

We set off to join the Rally on Sunday under brilliant sunshine, of the sort that Anthony and Gilly were able (mostly) to fix for the rest of the trip. We began at Llanggoed Hall, a magnificent pile that reminded your correspondent of the interior of Buckingham Palace (on a public day!).

We quickly settled down to what we really do well, including welcoming no fewer than four cars from Holland, of whom more later. There were familiar faces, and new ones too – especially the Dutch Team.

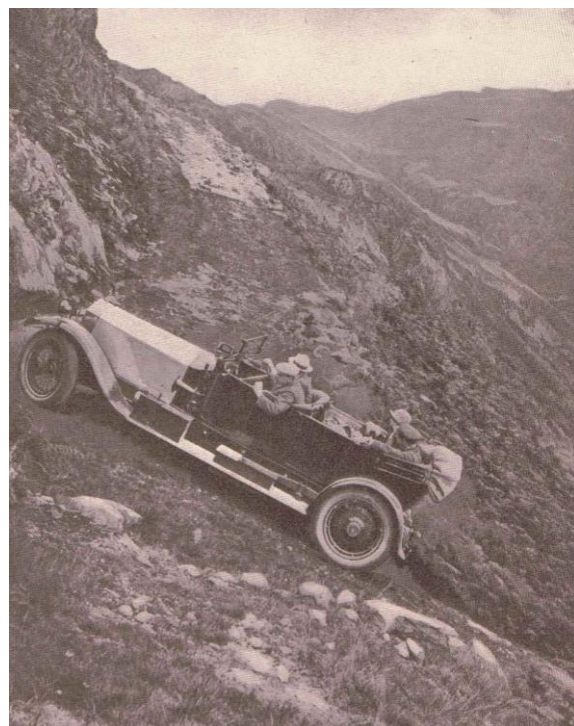
On Monday, a low mist began the day, but it seemed like it barely covered the treetops, and, sure enough, on Anthony's advice we set off for the first of the high passes we were to traverse. Given a few hundred feet in altitude, we emerged into full sunshine, no clouds, and the most brilliant scenery that Wales has to offer. Virtually total isolation, on roads that did not see a car for 20 miles, and on which we would have had a tricky time passing if we did.

Anthony and Gilly had in fact offered us two routes on Monday. It would have been theoretically possible to drive them both in a day, but the scenery was so breath-taking that we were slowed to a pace so that your correspondent and editor only did the longer of the two – the Northern Route. Of course, very minor roads constructed in mountainous terrain will be steep, because no one wants to pay to have the mountains flattened out, so the local lie of the land determines the gradients of the tiny roads, which themselves are the result of low spending and low traffic upon them. This is unlike the Alps, where the mountains are so severe that great embankments, elevated trestles, tunnels and the like were the order of the day. In Wales the roads just follow the contours of the mountains, making some attempt to reduce the gradient by clever use of hairpin bends, and that's it. Grades of 1 in 4 obviously mean low gear, at least in a 25/30, but it was late autumn and the actual gradients were not long, and so mercifully no one reported any overheating, although we did seem to lose radiator water, perhaps gone out the overflow on the steep downhills.

Our ancestors – before us, not the ancestors of the cars - had it much more steep and difficult. The gradient in the black and white picture is about 1 in 2½. This Ghost sadly was not one of us, but the terrain at times did seem almost like that. I wonder how those tyres will last, and if that turn will actually be made. I don't fancy restarting on that bend. The passengers – note three of them! – seem quite relaxed even though they can clearly see the same gradient continuing. Which is worse – going up or doing down? Those with only rear brakes will give a quick answer, I'm sure, but for my money I'd rather come down than up. Either way, I find that the driver is at a disadvantage. The lucky passenger is admiring and commenting on the wonderful views, but all



1 in 4 What goes up...



...And up...



... Must come down. 1 in 4, Not at all uncommon on our routes!

a driver sees is the uneven and indistinct edges of the road, the sheer drop on one side or the other, and may spare a moment to try to look at the temperature and oil pressure gauges as well, while desperately hoping not to meet the local hayrick, school bus, or flock of sheep. All of these actually happened on this climb and descent.

On return on Monday evening, we heard that the day was not without even further – and unexpected - drama. One of our visitors to the UK had been treated most inhospitably and forced off the road! Of course, most of us heard of this only at dinner, when, mercifully, all that remained to be done was to clean off a little bit of mud. The episode happened at a place called



The Dutch Team justly celebrates!

All the way from Holland The Silver Lion came, but at last back on her preferred and correct side of the road. Note she is complete with umbrellas ready to hand – someone must have informed on Wales’ reputation, but we had almost no need for them throughout the entire Rally. The red bulls-eye staff is presumably to be used as a warning sign in the event of an unscheduled failure to proceed – surely never needed, certainly not on this visit.

The Silver Lion enjoyed one of the most regal, flamboyant and yet tasteful mascots we have ever see – and with an appropriate flag, giving a new meaning to the command “Follow the Flag!”



A Heroic Rescue and Victory for the Dutch Team, after a careless Yokel (Eng: Yokel) took his half of the road out of the middle. Photograph by Lida Castricum.

Bwddbwlchclwglws above a pool called Gwnddllnnsbbtthhtwb (lit: Church of the Wet Bed by Gwendolyn’s Jacuzzi, as far as my Welsh goes). Other members of the Dutch team heroically helped her out. And, as a famous Welshman did not say – all’s well that ends well.



The Silver Lion, appropriately carrying the Union Jack



"The Silver Lion", Klaas & Luce de Boer's
1910 Roi des Belges, 1302



The joy of the open road, on the northern loop on the first day. Photograph by the Editor from GRP49,
with the Forrests in the distance.

On Tuesday, we headed North, over an extremely interesting (read: challenging) series of backroads, one of which deserves the name it has – Hell Fire Pass. Anthony was keen to take us there because it was used as a test track by Rolls-Royce during the development of the 20HP, and by several other manufacturers later on.

It was a beautiful setting – I would even use the word sublime. The sense of isolation and stillness was near complete – during the hour that we spent watching and waiting, only one other car than our Rally companions went by. The air was so still that we could hear sounds from deep in the far valley, sheep bleating above us, and, mercifully only for a few moments, the sound of a sort of small four-wheel drive climbing a slope that we would have thought utterly impossible.

The valley was so still that we could hear an approaching car many minutes before it appeared around the bend in the left of the photo. Of course, we knew it was one of ours – by the throaty power of the Ghost engines.

While your editor and correspondent were perched precariously above the crest of the Pass, aiming to get photographs without slipping down onto our oncoming cars, we reflected that the very stone under our feet, the Cambrian Mountains, was the scene of “The Cambrian Explosion”. No,

this does not refer to some Welsh Nationalist plot, but to the very beginning of Serious Life on Earth. Before 550 million years ago, there was only marine life, and a few fungi and bacteria on dry land – none of the beautiful heather, bracken, moss, and ferns that we enjoyed in those precious minutes. But only 55 million years later, all of the body types of animals we see today were well established. Without this “Explosion” there would be no Rolls-Royces at all! Think how unthinkable that would be.



Bwlch y Groes, Hell Fire Pass in the 1930s, looking as it did when it was used as a test track for the 20HP



Hell Fire Pass now, with Mermie and Colin in 2442 in the same spot.
Photograph by the Editor



Gervase and Margaret Forster in 60 NE at the top of the pass. Photograph by the Editor



Anthony and Gilly in 65CL. Photograph by the Editor

All of these enjoyments were well rewarded, and we duly arrived at the Bodysgallen Hotel, near Conwy. It was an interesting old structure that one realised, as soon as one tried to find one's room, had grown higgledy-piggledy over generations. Nonetheless, it was superbly comfortable, and had gardens that would have been worth the visit if nothing else. It is a Grade I listed house owned by the National Trust and built mainly in the 17th century, but the earliest feature is a 13th century tower, reached by a narrow winding staircase, once used as a lookout for soldiers serving the English kings with views over Conwy, or Conway Castle. Every leaf and blade of the garden were cut to precision – notice the fine flat faces and square edges on the hedge feature in the foreground. It was wonderfully cosy and contented before the wood fires that were kept roaring all evening and even in the day.

On the last day, several of us visited the Real Car Company (even if we had difficulty finding it!), and enjoyed seeing more superb cars. Most of us drove on to Plas Newydd, which has more superb gardens. Anthony and Gilly then suggested various routes we might like to take in the afternoon. The weather remained superb, and several of us managed to see Snowdon.

Sadly, we had to depart from this Idyllic setting, reflecting upon a Welsh proverb which I'm sure you are familiar with "Bent hyg dros amser byr popeth a geir yn y a byd hwn" – Everything you have in this world is just borrowed for a short time. Quite appropriate, I think, for those who see themselves as custodians of great cars who will outlive us.

It was a fitting and appropriate venue to end the superb rally that Anthony and Gilly had organised. With all that



Bodysgallen Hotel, with a tiny proportion of its exquisite gardens. The central tower is thought to be part of an outpost of Conwy Castle to protect the Menai Straights.

happened on the way, it became clear exactly how much organising, anticipation, and second-guessing, they had done. The driving routes had all been superb, both for challenge, interest, backdrop, and route planning. No one got lost, and there was never any dreary scenery. Well done, we all said!

Note by Editor: not wishing to spoil the fun, I should really add that the photograph of the Ghost going up the steep slope was actually taken in the Lake District (Hardknott Pass) by Mr David Weeks of Keswick.



2442 at rest while Mermie and Colin enjoy the superb scenery (Snowdon is in the background). Photograph by Colin Hughes

Vehicles and Participants

Year	Model	Body Style	Colour	Chassis No.	Reg No.	Owner/Passengers
1910	SG	Roi des Belges	Navy Blue & Aluminium	1302	NB-6104	De Boer, Klaas & Luus
1912	SG	Torpedo Tourer	Pearl Grey	2154	R-1487	Forrest, Tim & Susie
1913	SG	Tourer	Red	2442	BF-6606	Karger, Mermie & Hughes Colin
1913	SG	Salamanca Cabriolet	Dark Green & Black	53PB	BD-3577	Mead, Graham & Barbara
1920	SG	Open Drive Limousine	Silver & Black	47RE	PX-1780	Carmichael, Ashley & Adrienne
1920	SG	Cabriolet	Mid-Blue	46PE	AR-69-29	Castricum, Cees & Lida
1920	SG	Torpedo Tourer	Aluminium	50RE	MH-2245	Hilditch, Michael & Linda
1920	SG	Tourer	Grey & Black	97AE	CE-454	Tyson, Graham & Sarah
1921	SG	Tourer	Yellow & Black	60NE	SV-6608	Forster, Gervase & Margaret
1921	SG	Tourer	Maroon	149AG	KE-6676	Palmer, Brian & Joan
1923	PII	Continental Sports Saloon	Black & Chinese Blue	47MW	AM-20-40	Keuning, Fokko & Helene Boonstoppel
1923	SG	Torpedo Tourer	Silver & Black	72NK	XR-7664	Van Baal, Rijn & Mieke
1926	20 HP	Doctor's Coupé	Green	GOK47	NE-7966	Crossley Cooke, David & Elspeth
1926	PI	Cabriolet de Ville	Black & Maroon	56YC	YR-2648	Joy, Michael & Sally Whittet
1928	PI	Restyled Tourer	Aluminium	65CL	TY-5221	Armitage, Anthony & Gilly
1929	PI	Weymann Saloon	Blue & Black	1OR	UV-1923	Valentine, Jimmy & Janet
1929	PII	Sports Sedan de Ville	Maroon & Beige	81XJ	GC-2819	Beach-Thomas, Anthony & Teddy
1929	PII	6-Light Limousine	Black	20WJ	AZ-3896	Lyndon Stanford, Michael & Inga
1932	PII	Sports Saloon	Green & Black	4MS	GX-8578	Van Arendonk, Ernest & Annemieke
1934	20/25	Sports Saloon	Pink & Brown	GSF29	BXB-12	Stuttard, John & Lesley
1937	25/30	Enclosed Limousine	Yellow & Black	GRP49	RD-753	Fitzhugh, Henry & Rosemary
						Dyas, Tony & Vivien
						Ingles, Bob & Kathryn

“IT ADDS A BIT OF LIGHTNESS TO THE WORLD”

The Editor and her husband went to interview Rupert and Jan Grey at their home in Hampshire. Many readers will already know something about their 7,500 mile journey through India and Bangladesh in 2012-3 in their 25/30 Barker Limousine, GUN7.



Rupert and Jan enjoying the drive. Photo by Oliver McGarvey

Ed: When was your first ride in a Rolls-Royce?

Rupert: My father had a 20-hp Sedan de Ville, dating from 1925/6, registration no. YP7205. It had a split windscreen. He bought it from his sister-in-law, Elizabeth David (of cookery fame!) in 1946 after he came back from India, where he had served during the War. He needed a car for his medical practice, and drove it around Kensington, where we lived, until 1959, when he bought GUN7. He kept the Angel (Spirit of Ecstasy) when he sold it. I learnt to drive on GUN7, and in fact I had a bit of a shock when I was asked to drive a Morris Minor, when I was 17, as I had never driven anything except the Rolls-Royce before!

Jan: My uncle, who was passionate about engineering, always drove Bentleys. He once had a Rolls, but it had a bad press because it kept breaking down. Rupe's brother drove me to our

wedding in the Rolls and of course I love it. I love the fact that it makes people smile. It adds a bit of lightness to the world.

[Rupert, Ed and Henry nod enthusiastically. It sums up why we drive these cars].

Ed: Was it your father's stories about India that made you want to drive there?

Rupert: Partly. There were lots of factors. We travelled in India for six months when we were first married, and we wanted to have some time away together after being married for thirty five years. There was a symmetry in going back to where we first started. But a photographic festival in Bangladesh was the excuse for the trip. This festival, the Chobi Mela, is the most radical and exciting photographic festival in the world. It was founded by Shahidul Alam, who has been an important friend to me for the last thirty years.

He is a leading political activist in Bangladesh and uses photography to influence change. The festival, in which I have exhibited my own photographs, is part of that. I also teach at the Festival and the university in Dhaka. Rudyard Kipling's "Kim" was one of several literary inspirations. Every strand of that story is based on fact. Along with Peter Hopkirk's *Quest for Kim*, essential commentary on the text, it was one of our guides for the journey. Time together and time on the road were a major draw. We have always had six months off, about every five years, a sort of sabbatical, since I started practice as a lawyer. It gives us time to review our lives, our priorities, to recharge the batteries. This journey was part of a pattern.

Ed: Does Jan drive this car?

Rupert and Jan: She had a lesson, driving round the local school before we went. She said afterwards that she could drive me to hospital if the need arose! But she prefers to leave it to me.

Ed: How many miles do you drive, normally?

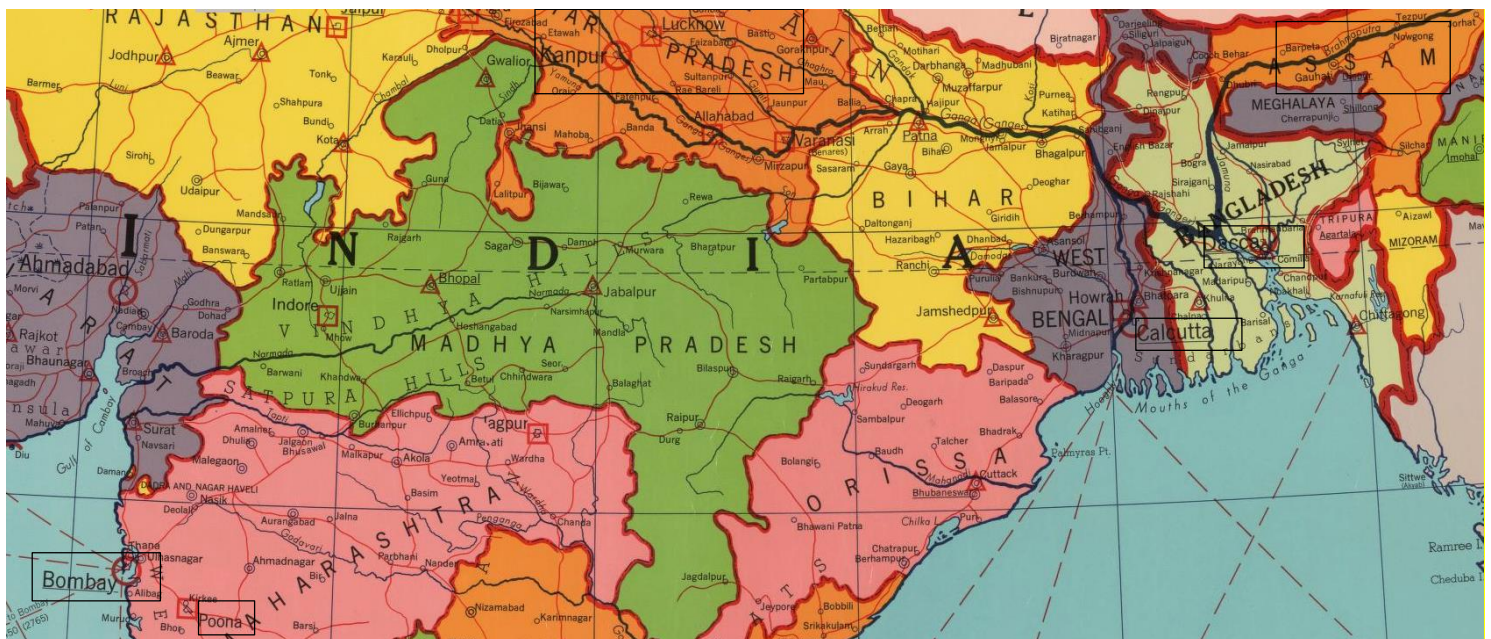
Rupert: About 2-3000 per annum. The trip was 7,500 miles and took six months. We have done about 6-7000 since then. The car has probably done 400,000 miles. I remember my father saying we had just arrived at the moon when I was a boy

(240,000 miles), and we have clocked over twice since then.

Editor: Tell us about how you planned the trip.

Rupert: Our basic plan was to drive from Mumbai (Bombay) to Calcutta, via Bangladesh. This involved driving through Uttar Pradesh, which our Indian friends described as the Wild West. They thought we were mad. When they eventually realised we were being serious, they lent us a car and driver for the first six weeks to help us find our feet. This made a big difference. Another family, who own a large number of Rolls-Royces, introduced us to their network of Rolls experts throughout India. This was gold-dust.

You try and plan for all sorts of things. The Rolls-Royce is of course a symbol of the British Raj, and we were anxious about how we would be treated. But I can honestly say that we had no worries at all from the moment we arrived in India. We shipped her to Bombay, as we were advised against driving through Iran and Pakistan. We took certain precautions, like removing the Spirit of Ecstasy (which we left at home). We didn't make any attempt to repaint her or spruce her up for the trip. There is an advantage in this kind of trip in looking pretty battered. The bodywork hadn't been touched since 1968.



Map of northern India with some of places visited with GUN7 shown in the textboxes.

I thought she was mechanically in pretty good shape, but about three months before we were due to leave, in the winter, she suddenly started emitting steam from every orifice. It turned out that the block was solid with rust. I took her in to Jim Stokes, in Waterloo, who looks after classic sports cars. One of his workmen, named Jim, went all over it very carefully, and when he had finished, I asked tentatively whether it was a

turned out to be a good move because the doors fell off because the frame dried out in the Thar desert. We were introduced to a wheelwright in Rajasthan who did the repairs to the frame with the ash.

Ed: Did you take spare petrol and oil?

Rupert: No. The car has eclectic taste in petrol,



The wheelwright working on repairs to the ash-frame

long list. No, he said grimly. “But it’s a list of things we *haven’t* got to do to it”! GUN7 was overhauled from the clutch plate forwards, as well as all the wheel hubs and centres. They redid everything electrical, stitched the head and a good deal more besides. Jim Stokes said, before we left, that if I had any problems while we were away that were down to him, he would fly out to India and fix it. But I never had to ask him to do that. I did ring him once, when black smoke was coming out of the exhaust “Not to worry” he said. “Just a bit of kerosene in the petrol”!

Ed What did you take in the way of spares?

Rupert: Oh, the usual things. Two spare wheels and two tyres, but I never even had a puncture. A spare rotor arm, radiator hoses, a spare head gasket, bulbs, a spare fanbelt. Tools, a jack, two wheel spanners. A shovel. A tow rope. We had a roof rack made by a local firm, who did a first-class job. I also took two lengths of ash, which

but I mentioned the incident when we got off the boat and she was emitting terrible black smoke. I never had to put any oil in save when I gave her a full service in Kathmandu.

Ed: You have shown us some clips from a documentary, which is brilliant. How did that come about?

Rupert: Our friend and godson Oliver McGarvey makes films and got in touch just before we were due to leave, and said you CAN’T go to India without letting me film it. I had turned down some previous offers as Jan and I aren’t all that keen on media attention, but when Oliver rang, it was different. As well as being a very good photographer who absolutely knows what he is about, he is part of the family. He sat on the roof, rode on the wing, drove behind us on a Royal Enfield motorbike, hired a helicopter, waited on hillsides for us to pass - and has made a wonderful documentary.



Oliver filming from the roof of GUN7, with the roof-rack coming into its own.
Photograph by Rupert Grey.

Ed: Was there any kind of support vehicle?

Rupert: No. the whole idea was that we wanted to be on our own. We had a network of experts on whose advice we could call and who, we hoped, could come to our rescue if necessary. With that in place we felt safe – up to a point. You need to understand that there is no breakdown service in India. The AA of Western India doesn't do that kind of thing.

Ed: What about insurance?

Rupert: Nobody would insure us for India from the UK, although I did find a French company. I thought it would be easier to fix at the Indian end, but all I could find there was 3rd party insurance, which I bought over the counter for \$50. In the end, I rang my bank, Hoare's, and asked if they could arrange it for me with the French company, which, wonderfully, they did. I never had to make a claim.

Ed: How did you find driving a Rolls-Royce around India?

Rupert: For most people whom we met on the road, it was just another old car. It was different in Rajasthan where people recognised it. We treated the car like an ordinary car. We preferred it like that. I think we would have had a lot more problems if we had turned up in a smart car, which would speak wealth.

Henry: More generally, how did you find driving in India? We have always had to have a driver.

Rupert: It is an attitude of mind. If you love India, and are not in a rush, you adapt. With good eye-sight and strong nerves you can navigate the crowds, narrow streets and bone-crushing potholes. Not to mention other impediments like goats and cows and rickshaws swerving in front of you. If there's a gap, you go for it. You have to be the last person to give way (elephants don't count). India has the highest accident rate in the world by a factor of about ten. But they are incredibly good drivers. There are no speed controls or limits of how many people are on the roof. It is easy for us in the UK, we stop at the lights, but this isn't so in India. A horn is absolutely, utterly, essential, and so is a co-driver. Jan sat beside me the whole way, and her second pair of eyes were absolutely crucial. The motorways (known as quadrilaterals, one of which incorporates the Grand Trunk Road), by the way, are fine. There was one occasion when I managed to pick up a rickshaw on each wing, but we won't go into that.

Jan: Rupert adapted immediately. He just started to drive like an Indian. We arrived during monsoon rains, and he drove without any concern from the moment the car came off the ship.

Ed: What about navigation?

Rupert [roaring with laughter]: We tried Sat Nav, but it was *dreadful*. It kept taking us to the wrong place. Binesh, our friend's driver who was with us for the first six weeks, refused to use it. "Waste of time" he shouted when it got us comprehensively lost for the umpteenth time, "Binesh GPS", he went on, "is best". And so it was: roll down the window and shout the name of the place we were going to at anyone in earshot. It didn't always work, we noticed - you needed to work out whether the generous direction-giver really knew the way, or was just trying to be helpful. After Binesh turned back at the Nepalese border, we carried on, and Binesh GPS is to this day our preferred method for getting around.

Assam was different. We needed local ears, for civil unrest was widespread. The borders were open to tourists for the first time for decades a few months before we arrived. We did not see a single one in the 2 months we spent in what used to be called the North-East Frontier. We were more cautious, and stuck to the main roads most of the time. We had good maps, of course.

Ed: Was it difficult to find a boat to take you on the Brahmaputra?

Rupert: Yes. There was not a boat in sight when we arrived at the river, which was five miles wide - obviously too much for a bridge. We planned to head upriver. We drew a blank at first but by a lucky chance we were approached by a film

director, who was making a film about the uprising against the British in 1943. The actor playing the Colonial Governor of Assam was sick. The director had seen us on the TV news and tracked us down. Would I stand in? Now I knew that Indian films always have fixers, and fixers can find boats if anybody can. So I said I'd do it if he found us a boat. It took him literally thirty seconds. We took it over 3 days later.

The journey down the Brahmaputra gave us a welcome rest from the driving. The boat was long, sleek and just broad enough in the beam to fit the Rolls-Royce between the gunwales. The only way to get from prow to stern was through the car. The photograph on the front of this issue shows a rare moment, the captain ritually blessing the boat. You can just see the altar, a plant on the foredeck, to which he is directing the water. He did this every morning.

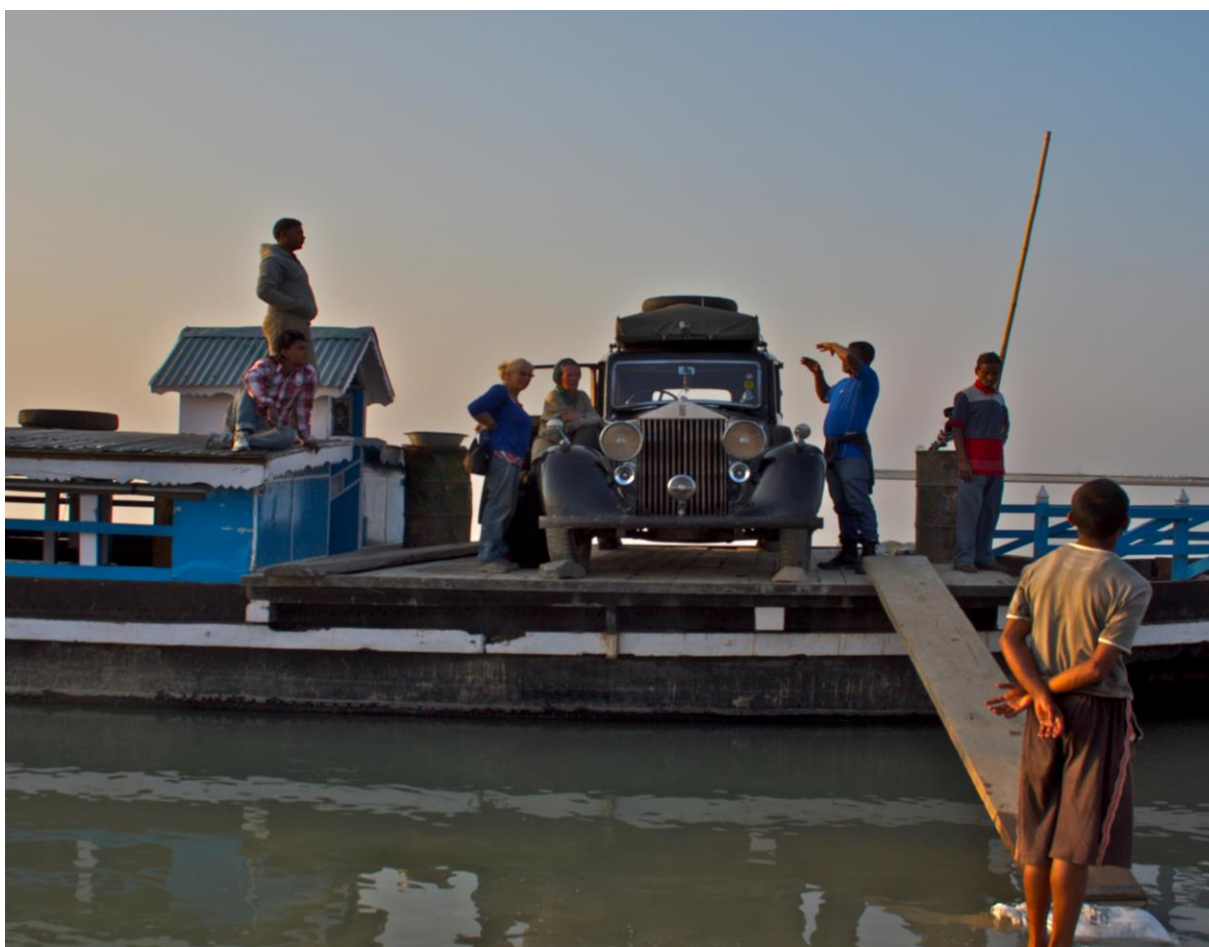
It was very restful cruising down the Brahmaputra and exactly the opposite getting the car off the boat. There was no quay, just two planks at a steep angle from the deck to the sand-bank, which I had to drive down. I did ask for some bamboo poles to help the stability. I looked at the planks, and thought if I can't drive down two planks, then I shouldn't be driving across India, so I did. Jan said there was no going back, which was right. She sensibly waited on the bank.



Rupert driving GUN7 off the boat. Photograph by Oliver McGarvey.



GUN7 on the S-S Dibrugah. Photograph by Rupert Grey.



Thinking how to get GUN7 off the boat. Photograph by Rupert Grey.



Crowds surrounding GUN7. Photograph by Rupert Grey.



Typical traffic scene in India. Photograph by Rupert Grey.



GUN7 passing the time of day with an elephant. Photograph by Rupert Grey.



A monk, who also worked for Assam TV, filming from the bank. Photograph by Rupert Grey.



GUN7 in Thengal Manor, Assam. Photograph by Rupert Grey.

Ed: What about hotels? Did you cover the car up at night?

Rupert: No. Smart cars might need covering, though I have never quite seen the point – but smart GUN7 certainly isn't. We stayed in hotels ranging from fantastic palaces to one costing \$5 a night. The only condition we always insisted on was that there was a compound. In India this is standard. We also made sure that the compound had a night watchman. One of the first things we learnt from Binesh was to find the night watchman when you first arrive in a new place, make sure he has food and someone to take over if he needs a sleep.

Ed: What was it like on the road?

Rupert: We ate from stalls at lunchtime. This was the best, freshest and safest food we had throughout the journey. It was also where we met people, found out what was going on locally and where the good shops were. Young people were drawn to the car, and those times by the street-stalls were very precious

Henry: What about the Photographic Festival in Bangladesh?

Rupert: We did get there, but it was touch and go. We were refused entry to Bangladesh. In the end, we had to leave the car outside the Customs House at Tamabil. We wrapped the Rolls in our (capacious) tent, appointed gunmen to guard her, and went down to Dhaka, some 350 miles away, to sort it out. It took a week before we secured, with Shahidul's help, a meeting with the Minister of Finance. He was courteous, quick off the mark and solved the problem straightaway. We retrieved the Rolls and arrived, after driving for 14 hours, in Dhaka the day before the festival started.

Jan: Chobi Mela was a major gathering of photographers from all over the world. Rupe knew many of them, and because we were the Guests of Honour, the car became the centre of attention. In some ways, it was the high point of the journey - yet in another way it was not our journey any more. It was as if we had been assumed into another world. The Rolls-Royce, and our journey, became a symbol of something bigger than ourselves. The festival is a politically powerful force for change; we were drawn into it, and became part of it.

Ed: What happened after that?



Admirers of GUN7 at a lunch stop

Rupert: We all got sick. Dhaka is probably the most polluted city in the world and we all got chest infections. Oliver didn't do any filming there. By the time we got to Calcutta we were pretty tired and needed to recuperate. We thought we might be ready to go home. But at the Bengal Club we had a big debate and worked out that we had another six weeks before our visas ran out, so we considered our options. We didn't want to drive back across India but we did like the idea of driving through the Western Ghats. We spent three days looking for a container truck, and eventually got one to transport the car down to Bangalore. We looked at three transporters before we found one with a safe floor. Jan and I went by train, which was blissful, Oliver went with the truck, and we met at an ancient palace on the outskirts of Bangalore. Not far from there is Mysore, near the site of the Battle of Serindipatan, where Tipu Sultan was slain by the British. I was keen to see the site. We had done our research and found the place

where he died, right by the snake shrine outside the Watergate leading down to the river. It was quiet and beautiful. We drove through the Western Ghats, stayed in research stations and spoke to the cobra experts. In Goa we stayed in the Customs House. They are more used to Westerners, of course, in that part of India.



Oliver and the camera mounted on the car in Bollywood

We motored north to Pune and thence to Mumbai, where Oliver joined forces with his Bollywood friends, borrowed a massive Red camera and strapped it to the radiator. This is the Rolls-Royce of cameras and worth about three times as much! We drove round Mumbai like Bollywood film-stars, surrounded by beautiful Bollywood women shouting instructions and waving mikes with Oliver hanging on to the headlights as we swerved round corners hoping to avoid the police. We were home a week later, and reunited with Oliver three weeks after that.

Ed: At the end, were your Indian friends surprised that you had done it?

Rupert: A group of a dozen or so took us out for a grand lunch the day before we put the car back on the boat for home. They all came in their Rolls-Royces. There were three things they really wanted to know about: How did I manage the driving? Partly an attitude of mind, I said, but mainly because Jan was always on the look-out for hazards. Then they asked how often had I had to adjust the brakes going down the Himalayas? Three times, I said. And how did Jan manage for 6 months? I left that one to Jan. None of them had done anything like it. Two-week rallies with support vehicles was as far as they got. They never drive on their own. They were impressed by the journey, but even more impressed that Jan had sat beside me all the way and enjoyed it.

Ed: would you do it again?

Rupert and Jan: Yes, of course! We are planning another trip next year, to Danzig and then down to Transylvania.

Note by Editor. We are enormously grateful to Rupert and Jan for talking to us about their wonderful adventure. The documentary by Oliver will be released some time this year. There is a teaser on Rupert's website at www.rupertgrey.co.uk/india-films/, which is well worth watching. I believe you can see Rupert as a Colonial Governor in the film *Yugadraghta (The Visionary)* but I am afraid it is in Assamese with no sub-titles!



GUN7's badges of honour.



Jan and GUN7 relaxing in Pune. Photograph by Rupert Grey.

MEMBERS' NEWS

New Members welcomed to the Club

Simon and Barbara White
12919, Magnolia Pointe Blvd, Clermont
Florida 34711, USA
Email: simon@viptg.com
Tel: Mobile: 321 436 7660
Home: 407 822 7755
1920 SG chassis no 32YE, engine M233

Clive Green
29 Tyburn Lane, Pulloxhill, Bedfordshire, MK45
5HG
Tel 01525 718433
Email: pulloxhill@tiscali.co.uk

Walker, Andrew & Pippa
The Browns End, Bromesberrow, Ledbury
Herefordshire, HR8 1RX
Tel. 01531 650500
e-mail andrwjwlkr@aol.com
1938 25/30 GAR48

Ian and Caroline Maiden
Curtle House, Beaulieu, Hampshire, SO24 7YB
Email: ianmaidencurtle@aol.com
Tel 01590 612677 Mobile 07779 111323
1921 Silver Ghost Chassis no 48CE, Reg no.
XH48.

Ivo and Zuzana Smutny
Kvetnova 16, 267 11, Vraz, Czech Republic
Tel: (Mobile) +420-774-911-993
Email: ivosmutny@auto-veteran.com
1929 PI chassis no 20KR, engine BD85
1930 20/25hp chassis no GSR3, engine Z3H

Our apologies to Ben and Adrienne Grew, who were wrongly listed as New Members in the last issue, but who have been members for many years.

The Editor asked **Philip Hall**, who took over as Treasurer from Brian Fidler at the last AGM, to write a few words about himself to introduce himself to members. "I was infected by the irremediable Rolls-Royce bug at the age of sixteen when I was asked to do some work on the 1913 Silver Ghost (chassis no. 2632) in my school's workshops. I was immediately addicted, and thereafter spent much of my free time working on the car. Eventually I was afforded the huge privilege of being allowed unsupervised access to the workshops as an alternative to cricket. (I was no loss to the cricket field.) I left school being determined to acquire my own Rolls-Royce at the earliest possible moment. My first car was a 1925 3-Litre Bentley, but two years later in 1962 I bought 20/25 chassis No GPS5, a two-door coupé-cabriolet with coachwork by Mayfair. I still own this car, and also owned 20HP GYL5 for thirty years. In 1995, having retired from the electronics industry, I was asked to move to Paulerspury to become Chief Executive of The Sir Henry Royce Memorial Foundation, a post I held until 2008. I remain a Trustee of the Foundation. I also served on the RREC Committee for 15 years. I became a member the 20-Ghost Club in 1998. Other current posts include Secretary of the Rolls-Royce and Bentley Specialists Association, Treasurer of the Society of Automotive Historians in Britain and being a member of the RAC Segrave Nominations Committee."

OBITUARY: MIKE EVANS

Philip Hall writes: It must be true to say that Mike Evans knew more about Rolls-Royce history than any other living soul, and it is likely that no one now will ever amass the vast amount of knowledge that he had. This extended to aero engines and personalities as well as motor cars. Mike had the most amazing

mind; it would appear that he remembered everything he ever heard or read, and he could instantly recall it.

Mike was born in London in 1937 and attended primary schools in the area before going to Nether Edge Grammar School in Sheffield. He went on to take a degree in archaeology at Cambridge, after which, in 1959, he joined Rolls-Royce as graduate apprentice. From the outset, he took a great interest in the company's history, and was dismayed to find that little was being done to acknowledge it. His expertise in this subject was soon noticed by the senior management, but it was not until the late 1970s that he was given the go-ahead to formulate plans for the preservation of company's glorious heritage.

In 1981, the Rolls-Royce Heritage Trust was established with Mike as its Chairman. The Trust (along with the Sir Henry Royce Memorial Foundation – of which Mike was a keen and active supporter) has safeguarded the huge collection of archive material drawn from all sections of the company. The Trust looks after a superb museum at the Rolls-Royce Learning and Career Development Centre in Derby, and houses a vast collection of engines elsewhere in the city. The Trust is also responsible for the company's Spitfire. For many years, Mike was also Chairman of the W. O. Bentley Memorial Foundation. The RRHT Historical Series of books was Mike's initiative, and he wrote No 4, "In The Beginning", in 1984. He continued his research into this topic for another twenty years, and in 2004 produced a greatly enlarged second edition. He contributed numerous articles to RRHT publications and other magazines. Mike organised all the company's major historical celebrations, including the great Centenary Luncheon in Manchester in 2004.

In 1968, Mike acquired Silver Ghost 72MG, which although at this time had been made into a farm lorry, was originally built with "special attention to power and speed". With its streamlined Cunard body it was (and is) the fastest production Silver Ghost. Mike spent 44 years meticulously restoring the car, and when he finally completed it in 2012, he was invited by P & A Wood to display it on their stand at the RREC Annual Rally. There can be no greater testimony to Mike's work than that. In further recognition of this magnificent restoration, in 2016, Mike was awarded the 20-Ghost Club's Harry Watson Trophy for Engineering Accomplishment.



Mike at the wheel of 72MG

With Mike's passing, we have all suffered a severe loss. Among other books on Rolls-Royce history that it was his intention to write, was his own fascinating memoirs of his lifelong career with the company; it is a great shame that this now cannot happen.

The Editor adds: Members may remember the interview with Mike in Issue 46 when we talked about the restoration of this car. Our thoughts are with Frances, who with Mike welcomed us to their home.

TECHNICAL CORNER

Nigel Hughes (aka Dampf von Krankenschaft) writes: I am a strong supporter of the need for maintaining authenticity of our cars. After all, we are custodians of history. Fortunately, this is recognised by the authorities and, as new laws relating to car construction have been introduced, these have not generally been applied retrospectively to historic vehicles. The only exceptions I know of are the need for rear reflectors, two rear stop/tail lights and for double dipping headlamps. While regulations may not require us to adopt changes, we need to be aware that the vast majority of road users expect lights and signals to behave in a familiar way. For example, they are probably blind to semaphore direction indicators and expect to see flashing amber indicators. Given the very restricted rear view from some of our closed cars, there is good sense in ensuring that we have clear direction indicators to show what we intend.

There is now a very wide range of Light Emitting Diode (LED) lamps which are a plug-in replacement for many of the bulbs on our cars. You can even obtain a flashing festoon bulb for a semaphore trafficator and which does not require a separate flasher unit. LED bulbs are not only bright, but have a much lower current consumption than conventional filament lamps. In most cases, running with sidelamps, headlamps, dipping solenoids, windscreen wipers and perhaps an electric overdrive solenoid results in a load which our dynamos cannot support. Note that in some countries it is now necessary to use headlamps during daytime for all cars. While a good battery can tolerate this for a while, this is not a happy situation. LED bulbs can help us out of this jam. They will reduce the recharging load on the dynamo by at least 6 amps for headlamps and more if more bulbs are fitted. Some examples of LED bulbs which are particularly useful include a combined white and amber bulb for use in a twin contact and earth sidelight, providing amber flasher and white sidelight, also usable as a daytime running light. Clearly the wiring needs to be adapted for this use, including the appropriate flasher wiring. This must include a special flasher unit, as ordinary ones only flash at the right rate with the expected load from filament lamps. Direct plug-in replacement red stop/tail lamps, white lamps and individual amber lamps are available. In addition, one can obtain flat circular LED clusters which will fit in Divers Helmet lamps, making them very visible. High brightness LED bulbs are available for headlamps. They are a much larger light source than a conventional filament lamp, impossible to focus and resulting in a very diffuse and dazzling beam, which will not go down well with other road users. If you purchase them it would be a good idea to re-aim your headlights. They give far better and safer light for night driving. Otherwise I would retain conventional bulbs for headlamps, if night driving is anticipated. LEDs would be fine for daytime running only. There is one further caveat needed regarding LED lighting. With the later cars, from about 1935 onwards, voltage regulators were employed, avoiding the risk of overcharging and loss of battery acid. The earlier cars either had a single fixed charge rate of about 10 Amps or a choice of summer and winter rates, the higher rate obviously being assigned to winter use. With a single fixed rate, it is necessary to use the generator only part of the time, to avoid overcharging, handbooks suggesting that the generator should be on for the first and last quarters of the journey (daytime). Owners of cars with a single fixed charge rate will probably need to switch the generator off from time to time, even when using LED headlamps, day or night. LED bulbs are not cheap, currently running at £8 to £10 each, and £35 for headlamps, but they could do a great deal for peace of mind and are a small price to pay in comparison with most of the costs of running our cars. One source for these 'Vintage and Classic' LED bulbs is a company called Classic Dynamo and Regulator Conversions whose web address is www.dynamoregulatorconversions.com. I am sure there are other sources.

Ed. Note: As with any other item in the News and Record, opinions expressed in this article may not be construed as being necessarily those of the 20-Ghost Club. Although the Club, its editors and contributors of all articles always endeavour to produce accurate information and advice, they cannot be held responsible for any loss or damage caused by acting on such information

Subscriptions for 2017 were due in January; if you have not yet paid, please arrange to do so as soon as possible. Renewal forms were sent out with the October edition of News & Record; if you did not receive one, or have mislaid it, please contact Philip Hall, pah.rr@btinternet.com, and he will send one to you. Please note that until your subscription is paid, you will not be able to take part in any Club events, as there will be no valid insurance for you.

COMING EVENTS

The following are correct at time of going to press, but may change as arrangements are progressed. Details, booking forms and other information are available on the club website.

Friday 24 February 2017

AGM and Annual Dinner 2017 at Cutlers' Hall with prior visit to the Old Bailey, in the City of London (Susie Forrest. forrestsusie@aol.com)

Wednesday 19 to Saturday 22 April 2017

A three night tour of Hampshire and the Isle of Wight (Ashley Carmichael - ashley@aacarmichael.co.uk)

Saturday 22 April 2017

Spring Lunch at Armsworth Park House (Strone Macpherson - strone@stronemacpherson.com)

Sunday 7 May 2017

A day at Brooklands Museum, Test Hill, Driving Tests and Lunch (Brian Fidler - brianhfidler@aol.com)

Friday 12 to Monday 15 May 2017

Irish Georgian Society Visit – location to be decided (John Redmill - barred@indigo.ie)

3–18 June 2017

A tour of the Iberian Peninsula, starting and finishing in Santander (Ken Forbes - krf@draytongroup.co.uk) – tour full, with waiting list

Saturday 22 July 2017

A one day car tour and a concert at Thurgarton Priory (Roland Duce - roland@thurgartonpriory.co.uk)

Wednesday 26 & Thursday 27 July 2017

A flexible two day tour and visit to Sudeley Castle with informal Concours (Graham Tyson - gtyson@outlook.com)

Friday 1 September 2017

One day at a Concours at Hampton Palace (Tim Forrest - forresttim@aol.com)

Monday 11 September 2017

A four night tour of South East Holland (Ernest van Arendonk - E.vanarendonk@taigle.nl)

Sunday 10 September to 1 October 2017

A three week Southern Aurora Tour of South Eastern Australia celebrating the 25th Anniversary of the Australian Chapter (Sofija Virgo – virgos@airnet.co.au or UK contact: Roland Duce roland@thurgartonpriory.co.uk)

Friday 6 to Sunday 8 October 2017

A flexible two night tour of the Cotswolds and Autumn Lunch (Brian Palmer - brian@bandipalmer.co.uk)

Saturday 17 March 2018

AGM and Annual Dinner at Magdalene College, Cambridge

April 2018 (date to be fixed)

Spring Lunch at Armsworth Park House (Strone Macpherson - strone@stronemacpherson.com)

Late May 2018 (dates to be fixed)

A short tour of South and South West Cornwall (Graham Tyson - gtyson@outlook.com)

Sunday 24 June to Sunday 15 July 2018

A two or three week tour of Poland and East and North Germany (John Stuttard - johnstuttard@btinternet.com)

August 2018 (dates to be fixed)

A few days in the Yorkshire Dales, with an evening at the International Gilbert & Sullivan Festival in Harrogate (Terry Bramall - terry@bramallinc.com)

Mid to late September 2018 (dates to be fixed)

A day at the Kop Hill Climb with one or two nights locally (Brian Fidler - brianhfidler@aol.com)