



News & Record



Issue 62, January 2021

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News & Members

Silver Ghost 2224

James Black emailed Ken Forbes with an update on the ex-factory team car, which he is keen to have ready for the 2023 Alpine Tour. Chassis 2224 is one of three works cars sent to compete in the 1913 Austrian Alpine Trial and was driven by Hives and Hancock. The chassis, found abandoned on a farm in Belgium some years back, has at least 150 modifications against the standard Ghost chassis. Original registration R-1705 has been retained.

Dear Ken

We are well advanced with fuel, air pipes, and relevant control lines in place fed from the extra oil and fuel tanks – specific to the alpine specification cars. We researched the paint colour and the consensus was that the team cars were a blue/grey so we selected a paint supplied by Craftmaster. We have spent several months painting the chassis and wings in the traditional method, applying approximately twenty coats by brush, thoroughly flattening between coats and I have to say it has turned out to be a pleasing job, with a deep lustrous finish. We have commissioned a body as close as possible to the Holmes Alpine Eagle design, keeping it as light as possible to enhance the chassis performance, just as Rolls-Royce intended. I should have the car roadworthy by late 2021, allowing plenty of time to bed in for participation in the 2023 Alpine Trial.

The Alpine Eagle is an exciting project and will make an excellent stablemate to our recent 20hp purchase 4-G-II which, as you probably know, was the third Goshawk 2 built and Henry Royce's personal car at Le Canadel for about three years. This is the oldest 20hp in existence having been taken off test in December 1921. We were very fortunate that the car retained its original Hooper front and rear



wings and valances – an important feature – as the chassis cards specify "Polished instrument board and wings and valances and running boards to be exactly to Mr Royce's designs." Several photographs show Royce with the car at La Canadel and West Wittering. This car should be finished and ready for its hundredth anniversary in the 2021 season.

Should you or any members find yourselves in Northern Ireland at any time, you are more than welcome to visit our workshops and give us your opinion on the restoration of these two important early Rolls-Royce motor cars.

Yours with kindest regards, James

Wanted - Urgently sought rear axle or components parts for 1913 Rolls-Royce Silver Ghost, needed to complete chassis no 2258E. Contact James Black Tel:02892 652800 or email james@jamesblackrestorations.com

Below: James with SG 2358 a previous restoration.



A dog's life!

In answer to the call for pet-related pictures Martin Woodnutt dropped me a line with a picture of his 1936 Rippon 25/30 GHL18. The passengers await the arrival of their chauffeur but look set to travel in some style; Brook on the left, Poppy in the middle and Brutus on the right.



The eagle-eyed John Fasal spotted this image within his archive showing 1928 20HP GKM10 drophead coupe by Henri Binder of Paris. The car was supplied to Baronne de Werthern in Holland and is seen here, in Cannes, in 1929 with her friends and her dog.

Finally, for this issue's look at pet related pics, Australian member Peter Jordan-Hill sent in a photo of Judy, sitting, waiting patiently for her driver in 1931 20/25 Barker Sedan de Ville GNS60.

Actually, Judy isn't Peter's dog, she is a Seeing Eye Dog and part of Vision Australia. Pretty impressive.

Just as we went to press we learned that member and friend Peter Blond had passed away. We will remember Peter in the Spring issue.



The 'From the Archive' mystery solved!

My thanks to those of you who spotted my school-boy error of mistaking the numberplate ADV-777 for AOV-777, however I believe that Peter Jordan-Hill (see above) has solved the mystery! 'ADV777 is, as far as I can tell, my 1934 20/25 Thrupp & Maberly saloon GYD29. In 1960 my car was owned by Edward P Hatchett of Ealing London an engineer who made scale steam engines for a large track in his garden [just like our own John Snook, Ed]. Between 1969-1989 the car was in the USA but P&A Wood brought it back to the UK and registered it with the original number FA5626.' Henry Fitzhugh and Philip Hall have confirmed that Edward P Hatchett of Ealing was indeed a member back in 1960 and I think the circumstantial evidence is strong enough to say that the car pictured on the front of our Winter 1960 edition was indeed GYD29. Happy days!



New Members

It's great to welcome back Lee and Pamela Wolff of Ohio. Lee sent through a picture of his 1925 Silver Ghost S210PK, and I asked Lee about the car especially as I noticed it was shod with Excelsior Stahl radial tyres. *I have owned the Ghost since 1988 and we have put about 30,000 miles on it. We have done SGA Tours all throughout the US and Canada as well as in the UK France, Germany, Belgium and New Zealand. Steve Littin rebuilt the engine 15 years ago. The radials were put on last year. They hug the road nicely vs the bias ply [aka crossplies] which when on a small peak in a road, would send*



the car to and fro. I do not notice a difference in the steering. I recommend the radials.'

Above: Pam Wolff and S210PK on the right next to Susan Littin and 1914 Silver Ghost 18PB.



And, delighted to report, that Jonathan Bailey, son of long-standing member John Bailey, has joined us. Jonathan is an active member of the Bugatti Owners Club but also owns a 1928 Springfield PI Chassis no S205RM, engine 22056 Registration number 375. Originally fitted with a Merrimac 6-seater tourer the PI now carries a Brewster Playboy Roadster body. I couldn't resist using the picture Jonathan sent through on our front cover for this issue – just brilliant!



The car on the right is not a Rolls-Royce and the chap driving is not a new member! But following on from the piece about Brian Fidler racing the Pomeroy in the last issue, here is a shot of him at Prescott in September taken by top photographer Peter McFadyen. The VSCC Prescott Speed Hillclimb is all about driving as fast as possible up a wiggly road leading up to a rather nice country house. Brian ran a couple of cars at the event and got the fastest time of the day in his ex-Raymond Mays ERA. Congratulations! I thought a pic of his Bugatti might link nicely with Jonathan Bailey's interest in Bugattis above. Look closely, and you will note a 20-Ghost Club badge in prominent position. It put me in mind of those stickers you used to see on Ford Anglias in the 1970s; 'My other car is a Rolls-Royce!'

A Continental conundrum - a case of chicken and egg?

Duncan Young wrote in: *I was fascinated by Harrison Royce's account of the Phantom II Continental in the October 2020 issue of News & Record. I believe I read that the saloon bodywork was inspired by the 1929 Riley Stelvio and enclose a photograph of that model which I own. I think it is also quite a handsome car and can see the attraction it might have had for Sir Henry. Strangely the Riley Stelvio itself was a poor seller and there are very few survivors.*



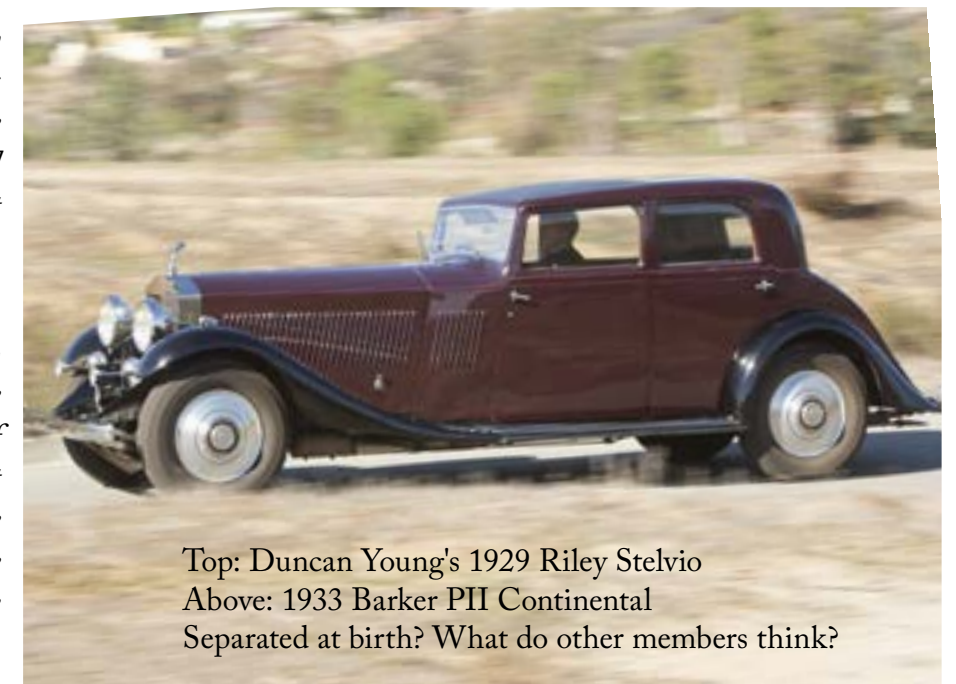
I put this to Harrison Royce (AKA Sir John Stuttard):

According to Raymond Gentile, writing in The Rolls-Royce Phantom II Continental, Ivan Evernden (the R-R designer) is reported (on page 68) as saying that Henry Royce was most impressed with the 'Close Coupled' body in which the rear floor was lower than the front and that the most outstanding British example of this type was the Riley 9. According to the web the Riley Stelvio was made between 1930 and 1935, whereas the Riley 9 was made between 1926 and 1938. Royce and Evernden were designing the Continental in 1929 and early 1930, so I think the Riley 9 gave the inspiration and not the Riley Stelvio.

Duncan responded:

There is some confusion over dating of the various Stelvio models. It seems that there were Stelvios around in 1929 although the earliest ones had a boot narrower than the main body of the car. I cannot argue with what Ivan Evernden wrote and don't wish to raise an unnecessary hare, but I have to say there is quite a resemblance between the Phantom II Continental and the Stelvio and it appears that the latter came first at least in production terms.

Certainly the Riley 9 Monaco was announced well before the Stelvio and this was the one of the first to have dropped foot wells in the rear meaning the rear seating and the roofline could be lower than otherwise would have been the case. With best wishes, Duncan



Top: Duncan Young's 1929 Riley Stelvio
Above: 1933 Barker PII Continental
Separated at birth? What do other members think?

As reported last time, very sadly, Australian Chairman, Peter Crauford, died on 27th August. David Davis kindly sent through the following:

'Peter had been battling cancer for some time, nevertheless, he attended to the Chairmanship of the Australian Chapter with vigour right up until his death. He had a passion going back to his childhood about old cars. He took part in rallies with his young family bundled into veteran cars for days on end. He certainly developed a liking for Rolls-Royce as evidenced by the number that he has owned. He was fascinated by coachwork and would wax lyrical about some obscure body type. He was not fussed if it was a Phantom 1 or a Twenty, it was the bodywork that interested him. While brought up in Sydney, Peter followed a career in the country and became a typical landholder facing fires, drought, low prices and cashflows. He surmounted all with optimism and courage. He and Elizabeth joined wholeheartedly in the activities of the Australian Chapter and added his unique stamp of excellence on it from which we have all benefitted.'

Our sincere condolences to Elizabeth.

Bob Vass dropped a line on the article on dry Autovac in the last issue:

The article on starting a 20/25 with a dry carburettor was spot on. When ours (GWP37) has been left for a few weeks we often find that the fuel in the float bowl has evaporated or leaked away, and now I always take off the carburettor top as described and pour in fresh fuel to be certain there'll be no 'issues'. We never turn off the petrol tap, either. We know that one should, but ours is extremely stiff to turn and a few operations always seems to result in a scrapped washer, even with copious use of that superglue supplied by Autovac as washer grease. A few years ago we experienced another fuel problem – vapour locking in the pipe from Autovac to carburettor. On GWP37 this is routed along the firewall bulkhead very close to the rear of the cylinder head. My supposition was that, on a gentle run in hot weather, fuel boiled in this pipe and vapour lock resulted. Summer day drives were frustratingly prone to stuttering and stalling but Matt Pickles who serviced the car suggested simply insulating the fuel pipe. This we did, and have never experienced the vaporisation problem since, even on the hottest days.

The photograph shows the insulated pipe heading into the fuel filter and I hope this might be of assistance to anyone else suffering this problem. I was told that modern fuel has a low boiling point in the 85/90C range which is fine with the high pressure pump recirculating fuel systems fitted to current cars, but not our simple atmospheric pressure gravity fed carburettors. Best regards, Bob and Hilary Vass



Peter with his Park Ward bodied Silver Ghost 38EM. Peter always loved cars fitted with unusual coachwork. The photo was taken at the Creswick Rally in 2019.



FBHVC statement

Like most decent UK based vintage and classic car clubs the 20-Ghost Club is a member of the Federation of British Historic Vehicle Clubs which *'exists to maintain our freedom to use yesterday's vehicles on tomorrow's roads.'* The FBHVC have published a position statement on the Government ban on sale of new cars with internal combustion engines from 2030.

Published: 19/11/2020

UK Government has revealed plans to ban the sale of new petrol and diesel cars by 2030 followed by the same sanctions being placed on all hybrid vehicles five years later, in 2035.

The move is part of the UK Government's £12 billion strategy for stimulating green industry and quite naturally has caused huge concern within the motor industry. The UK Government has promised a £1.3 billion investment in establishing a charging infrastructure across the country to service the demands of the new electric vehicles.

The move suggests that Government policy will still support the use of private vehicles as a mode of daily transport, but not when they are required to be powered by fossil fuels.

The Federation of British Historic Vehicle Clubs must consider the implications of this policy on the historic vehicle movement from the point of view of our need to focus solely on protecting the freedoms to use heritage transport on the UK's roads, unhindered. The Federation is not concerning itself with debating the 'for and against' arguments around certain technologies and power sources for new vehicles used purely for commuting and functional transportation purposes.

The main focus in light of the announcement of the intended 2030 ban will be limited to:

a) Ensuring the ban on new vehicles does not extend to restrictions on the use of pre-existing vehicles powered by fossil fuels. In particular, historic vehicles over 30 years old and 'future historic vehicles' yet to reach the rolling 30-year classification of historic.

b) Monitoring the effects of changing mainstream consumer demand for petrol and diesel on the accessibility and affordability of fuel supplies for vehicles requiring fossil fuels.

c) Lobbying for the protection of fossil fuel supplies long into the future to service historic vehicles.

The Federation urges caution amongst the historic vehicle community not to 'panic' that historic vehicles are in some way about to be made obsolete or unusable as a result of the announcement of these intended UK Government bans. As the 2020 National Historic Vehicle Survey has revealed, there are more than 1.5 million historic vehicles registered in the UK and therefore they represent a material element of our National Heritage. Additionally, the historic vehicle sector contributes a huge £7.2 billion to the UK economy through highly skilled jobs that will be a vital part of the regeneration of the UK's economy post-pandemic and post-Brexit.

Despite that huge financial input into the health of our country, the National Historic Vehicle Survey also shows us that the use of historic vehicles only contributes to 0.2% of the total annual miles driven in the UK. That amount of road use is very small in the overall aim to reduce carbon emissions to levels safe for the health and future of the planet. Nonetheless, the Federation recently appointed an Environmental Director on our board, tasked specifically with monitoring, offsetting and measuring the carbon output of the historic vehicle movement.

The strength in numbers that the historic vehicle community enjoys will help to ensure that we cannot be ignored or hindered without significant financial implications for the country. If we work together as a sector to encourage continued health, growth and skills for the future – the movement stands every chance of survival and the future of historic vehicles powered by internal combustion engines will be secured, regardless of what technology has in store for the future of road transport.

To read the facts behind why the Historic Vehicle community is part of the answer to build the UK economy into the future and why the sector deserves a bright future, you can read the National Historic Vehicle Survey results from 2020 online now at:

<https://www.fbhvc.co.uk/>

Club database update - more please!

Over the last few years, the Club has sought to update information about members' cars on the Club's database. Much information was collected as part of the production of the 70th anniversary book and, now, all new members joining the Club are requested to provide a history of their car(s) and photos. Original Rolls-Royce factory records are also requested or can be acquired by the Club. This information has been loaded by the webmaster into the database in the private members' section of the Club's website. Building up a history of as many cars as possible adds to an understanding of their provenance and is an important source of information and a legacy for the future.

At the end of November, Ken Forbes wrote to all members asking if they wished to participate in a project to gather as much information as possible about members' cars by asking existing members, on a voluntary basis, to complete a form in respect of each of their cars. This included providing as much information as possible about its history, original and modern photographs and the original Rolls-Royce sales, construction and test cards (sometimes referred to as chassis cards).

The response so far has been good. Sir John Stuttard has received detailed information on 47 cars and this has been loaded onto the Club's database together with photos.

If you would like a description of the history of your car(s) to be included in the Club's database, please complete the form and scan the original Rolls-Royce factory chassis cards and send them to Sir John at johnstuttard@btinternet.com. If you don't have the original cards, the Club will obtain these free of charge, so that an accurate record of the car's manufacture and despatch to its original owner, together with details of subsequent owners, is shown in the database.



Russell Cook sent through his car details to Sir John. In the last issue we pictured his 20HP and 25/30 and above is his very fine 1926 PI Barker Salamanca 65TC. You can read about both cars on the website. Just go to the site, log in (perhaps set your machine to keep you logged in), go to 'members' and then 'vehicles'. It's a fabulous resource so please send through your details.

The 20-Ghost Club Database - Information for description of members' cars

(December 2020)

Please complete and return this form, plus attachments, to johnstuttard@btinternet.com

Summary details for database:	Please complete information below:
Model	
Year of Manufacture (Off Test)	
Engine No	
Coachbuilder of current coachwork	
Current registration No	
Chassis No	
Body name/type of current coachwork	
Body colours (current)	
Main colour (current)	
Please provide For Derby built chassis: Original chassis and sales cards For Springfield built chassis: Schoellkopf cards If you do not have the relevant cards, we can obtain them free of charge	
History of your car	Please provide as much information as you know about your car - in text format, if this is easier
Details of original coachbuilder and body name/type of coachwork if different from current, as above	
Details of original owner, early owners and their businesses/addresses, per the chassis and sales cards	
Details of owners over the years, with their addresses and dates of ownership	
Different registration numbers over the years, if applicable and if known	
Major changes to the car, eg coachwork, engine, colours	
Major renovations to the car	
Major achievements, eg Concours	
Major tours and rallies attended	
Photos of your car	Please provide photos of as good a quality as possible in interesting locations for inclusion in the database and in News & Record

THE 20-GHOST CLUB LIMITED REGISTERED NUMBER 5224633

PRESIDENT: HRH The Duke of Gloucester

CHAIRMAN: Ken Forbes kennethforbes@btinternet.com

HON. VICE-PRESIDENTS:

Brian Fidler, John L Kennedy, Sir John Stuttard, Jimmy Valentine



COMPANY SECRETARY: Brian Fidler

WEBMASTER & DATABASE: Dr Henry Fitzhugh henryfitzhugh@talktalk.net

TREASURER: Philip Hall

MEMBERSHIP SECRETARY: Graham Tyson

OTHER UK DIRECTORS: Ashley Carmichael; Johnnie Gallop; Rosemary Jeffreys; Fokko Keuning; Strone Macpherson; Doug Magee; Nick Naismith; John Narvell; John R Redmill; John Snook.

Please see the website for full contact details of our committee and directors

AUSTRALIAN CHAPTER:

Chairman: Rory Poland; Vice-Chairman: David Davis; Treasurer: Bruce Humphries; Secretary: Ian Berg

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The Forbes Report

As we turn the page into 2021, we bid a less than fond farewell to the travails of 2020 and look forward with caution to the year ahead and most importantly the resumption of our events. As I write this, much remains uncertain, especially the timing of a return to socializing with friends and travel. This impacts our ability to hold events and adds to the challenges for our tour organisers. However, we are determined to be ready as soon as is prudent!

We are very pleased to welcome two new club directors - John Snook and John Narvell. This will bring the compliment of 'Johns' on the Board to five! Both will bring their own skills in business and John Narvell will, in particular, get involved in our database and website management. Henry Fitzhugh has done this on his own up to now, so we are delighted to have some backup for this key area for the club. John has lots of ideas for further development, which we look forward to seeing in due course. We also want to thank the two retiring directors, Brian Palmer and Roland Duce, for their contributions over many years and look forward to seeing them on an event in the future. There is a little about each of them over the next couple of pages.

Johnnie Gallop has got off to a great start as editor and despite the lack of events, this edition is once again full of interesting articles. A glutton for punishment, he is planning no less than 5 editions for 2021, with 4 seasonal editions after this one. N&R continues to be the glue that binds us together and appreciated by us all.

One of our initiatives this year has been to try and build on our database of information on members cars and their histories. John Stuttard continues to unearth previously unknown details on cars, so if you have not already done so, I urge you to take advantage of John's expertise, while he is still contained at home, by filling in the form and getting it off to him.



My Chairman's Report for our annual report and accounts to 31 October 2020 will be circulated shortly. This year's AGM, in marked contrast to the grandeur of Goldsmiths Hall last year, will be confined to the routine business of the club and held by Zoom from your own home - dinner being the takeaway of your choice! All voting will be by proxy and the the accounts along with the AGM Notice will be circulated by the end of January.

We continue to be in a strong financial position, showing a small loss for the last year. This was attributable to the residual costs of the 70th Anniversary book, and without any surplus from events. We had expected to have to fund much of the book from reserves, but the legacy from Lenox Jamieson reduced this need considerably. Otherwise, we are in the healthy position of our subscription income covering all normal running costs, so no increase is needed. The postponement of events means the Club is holding considerable tour deposits from members, against deposits to hotels etc. We have spread this out across our various bank accounts, to take advantage of the bank guarantee scheme. So far, nearly everybody is committed to the revised tour dates and our chosen hotels remain in business - long may it continue.

It has never been more appropriate to wish you all A Very Happy New Year and with the expectation that we may raise our horizons beyond simply staying safe sometime soon!

Best wishes
Ken

Directors: a welcome, and a heartfelt thanks

Ken asked John S and John N to tell us a bit about themselves by way of introduction.

JOHN SNOOK: 1911 Silver Ghost 1701 LtoE and 1914 Silver Ghost 50YB Holmes Tourer

I am genuinely very flattered to be invited to become a little more involved in the Club. After Geography at Cambridge (no employment prospects) I just managed to survive articles as an accountant and spent a career as, what a friend described as, "money juggling". My partners and I managed a small portfolio of totally diverse businesses for some good clients ranging from road builders, to medical products. It was thirty years of great fun and experience but a young man's game. So, I retired early and took up playing with big toys full time.

The attached picture is of me with my Aston DB3S, a great historic car, sadly now gone, but to a good home, and replaced by an Aston '30s team car. Unlike Brain Fidler I have never been a racer, but my great passion is touring in a proper car. It is this that brought me to the ultimate Edwardian tourer, a Ghost, which I should have done years ago. In addition to 20-Ghost Club jaunts, I usually manage a couple of tours to the Alps or Pyrenees each year with a motley group of friends.



Above: John Snook and Aston DB3S

Along with the two Ghosts, I seem to have a car covering most decades of motoring; which is all I am prepared to admit to. I love fiddling with them and driving them but I am not much for standing around in a field wearing a straw hat (ref picture!) looking at them. My other engineering hobby is miniature railways (10.25" gauge). Peculiar I know, but in their Edwardian heyday no gentleman was without a garden railway. Woolf Barnato had one, as did the Duke of Westminster, Lord Rothschild has a good one, so there! In lockdown I am busy building another engine; 5yrs in and five to go.

JOHN NARVEL: 1931 PII 67GX Continental Sedan & 1939 Wraith WEC27 Saloon



I was born in Philadelphia, Pennsylvania, but then raised in the South before moving up to New England to study at Brown University.

It was there in Rhode Island that I met my wife and navigator Mary, who has

accompanied me overseas for 30 years of our 41 year married life. We have enjoyed exploring the cultures and landscapes of Belgium, Bermuda, Switzerland, India, and the UK – locations to which my professional career as a general insurance actuary has taken us.

I am enjoying a glide path into retirement while continuing to specialise in insurance company valuations for an international reinsurer while maintaining my certifications as a Fellow of the Casualty Actuarial Society and a member of the American Academy of Actuaries. Board service is familiar to me as an Executive Officer of the CAS alongside various insurance company Boards.

I am an enthusiastic, if relatively new convert, to the lure of vintage RRs having first fallen under their spell during an Irish Georgian/20-Ghost Club trip in 2012. Since then I have become the proud steward of Yasmine Primrose, our 1939 Wraith (sports saloon) and our newest adoptee, Hyacinth Celeste, a 1931 Phantom II Continental (Sedan coupe). I very much look forward to contributing to the 20-Ghost Club and learning from my esteemed colleagues.

We are very grateful for the contribution of two members who are leaving the board after many years service. We look forward to seeing them in their cars at future events.

ROLAND DUCE



Above: Roland and Kimberly Duce - cheers!

A Committee member for well over ten years, Roland organised some notable tours, including a two-week tour of Croatia (jointly with Angelika Elliott), northern Italy in 2009, and a tour of the Pyrenees in 2010.

He has also organised events around his home in Nottinghamshire and in 2016 organised a 3 day event, culminating in a musical performance by the Nottingham Symphony Orchestra, followed by supper in the Orangery at Thurgarton Priory.

Amongst his collection of interesting cars, 1933 Phantom II (31MW) James Young Tourer is now with the third generation of Ducues: Geoffrey in 1960s, then Roland, now his son, Alex.

BRIAN PALMER

Prior to his back problems in recent years, Brian & Joan Palmer attended nearly every 20-Ghost Club event and won everyone's admiration for some epic drives over the years. Never one to take the easy route and have his car shipped, he thought nothing of driving to and from the Adriatic, Finland and Austria, to name a few and all accomplished with the minimum of fuss. He also organised a tour of Dorset in 2012.

Brian has also organised the Autumn Lunches for many years – and usually with an optional excursion and overnight stop, notably to Bletchley Park a few years ago.

[Editor: Brian organised the very first 20-GC event and tour that we attended. Brilliant hosts, he and Joan made us feel at home immediately. Thank you dear chap.]



Above: Brian Palmer - ready for the off!

Tyson Holds Forth

Graham (Stiffcrump) Tyson, our membership secretary, owns a fine 1920 Silver Ghost (97AE) fitted with a touring body made by Cunard. Fearless of controversy he provides a regular source of fun, wit, and thoughtful reflection!

With winter here I was grumpy and cheered myself up by deciding on the most stunning pieces of British engineering ever produced. Concorde is joint first (yes, I know it's alleged the French had some minor input!) What stunning lines and, even now, when it sadly no longer flies, it still looks incredible especially when considering the look of most motor cars when it was on the drawing board. Joint first with Concorde is Rolls-Royce chassis 1701. I was reminded of this car when Johnnie had it as his centrefold in the last N&R. It is simply the most fabulous motor car the company has ever produced - bar none. Nothing that comes close and I do not even pause to consider any of the cars made post the Silver Cloud!

But snapping on the heels of the joint firsts sits the E-Type Jaguar, simply sublime.



Above: In a shot taken by Sarah Tyson just a year or so ago, a svelte Graham feigns a minor malfunction to avoid a ticket...apparently it worked! 'Yes, those smoky Jags are more trouble than they're worth.' said the meter maid with a wink!



But with my grumpiness returning - on another topic completely - can someone please tell me why there is this headlong rush to produce electric cars, and a wholesale switch to green energy?

Cornwall, where we have lived for 50 years, has pockets of giant wind turbines (not windmills as some starry-eyed enthusiasts insist on calling them); more than 500 and counting. These turbines which create a dystopian landscape in their hilltop positions can be over 80 metres in height and contain 900 tons of steel. Each one stands on a base made from 2,500 tons of concrete; 45 tons of rebar, 45 tons of non-recyclable plastic, without counting the metal required for wires, additional pylons and transformers. Currently a new turbine being built, relatively locally, where each rotor blade is longer than the height of Nelson's Column. Incidentally, did you know that turbines can be built as close as 300 metres from your house? Oh and by the way, turbines do produce noise, as I have witnessed when standing within a couple of hundred yards of one, a whooshing and low pitched hum. Even when shut down they produce loud vibrations from the flexing of the blades and the tower.



Every wind turbine contains magnets made of neodymium - 2.5 tons of it in the larger ones. Mining and refining neodymium is dirty and toxic involving repeated boiling in acid, with radioactive thorium as a waste product. China produces 80% of the world's supply. The current 'clean energy' scenarios imagined by the World Bank requires a 1000% to 4000% increase in neodymium supply in the coming decades. So, although turbines exploit the wind which is free and green, the turbines themselves are the pure embodiment of fossil fuels.

A single electric-car battery weighing half a ton requires extracting and processing roughly 250 tons of raw material. That is 20 times more than the 12 tons of petroleum that an internal combustion engine uses over the life of a car. On average, each mile of driving an electric car 'consumes' 2.5 kilos of earth, whereas an internal combustion engine consumes about 0.1 of a kilo of liquids per mile. (With acknowledgement and thanks to IEE Spectrum and The Manhattan Institute from whom the information and statistics above were sourced).

Wind and solar machines and batteries are built from non-renewable materials and they wear out. Old equipment has to be decommissioned, generating millions of tons of waste. At the end of a turbine's life (around 20 years) the concrete and steel foundations cannot be recycled instead they have to be simply covered over and left.



My view is that we should throw all our resources into hydrogen fuel cells, a far better green power unit for cars than batteries.

What will happen to our cars? I see the end of days approaching for the hobby we love. I believe they will have to become passive items of abstract interest in various museums and other displays. Doubtless there will be some of you far and away more qualified and knowledgeable than I who will be apoplectic at some of the information I have set out, in which case it would be excellent if you were able to put pen to paper for the next edition.

'Stiffcrump', by the way, is an 18th century word meaning 'an obstinate and haughty individual who refuses to budge no matter what', but then I am sure you all knew that already.



Above: Concorde - stunning! Top right: Too much wind!
Left: Turbine base under construction - nearly ready to pour concrete

From Across the Pond

Kimberly Shadduck

Kimberly and Dave Shadduck own a Springfield Ghost (S131MK) and Springfield Phantom I (138FR). Kimberly is a photographer noted for her images of cars in motion as well as informal shots capturing both the spirit of our motors cars and our club.

We eagerly awaited the start of 2020, as we had eleven car tour/events on our calendar. Ultimately, each one was cancelled and so, with fellow 20-Ghost member John Dolan, we decided that we should get together to do our own tour. The mid-point between where the Dolans live in New York and where we live in Chicago is western Pennsylvania and we decided that area would be a great scenic area to tour in the fall. Then, a week or so later, Bob McKeown a fellow Silver Ghost owner from Pittsburgh, came to town to deliver a car to a restoration shop near us and to also retrieve David Campbell's 1912 Silver Ghost from the same shop. Bob and girlfriend Kelly Driscoll stayed the night and during dinner we told Bob of our Pennsylvania plan. Bob thought it was a wonderful idea, asked if he could join in, and told us of great places to tour in the Allegheny Mountains.

Bob was off to the races and recruited fellow Pittsburgh Silver Ghost friends David Campbell, John Guehl and Jon Leimkuehler to assist in the planning. Our two couple tour was growing fast! Obviously, we had to be Covid compliant – so we called it the YOYO tour (You're On Your Own!)

Bob and Kelly secured us rooms at the Omni Springs Inn, Bedford, PA (founded in 1890). Daily excursions included the Flight 93 Memorial, Johnstown Flood Memorial, Covered bridges and much more. We were strictly COVID compliant, wore masks in the hotel and stayed socially distanced.



Eleven cars gathered in Bedford PA for our fall colors YOYO mountain tour. We were non-denominational: bring whatever car you like! There were three Silver Ghosts (John & Denise Dolan's 1908, McKeown's 1924, John Guehl's 1925), a 1930 Phantom I (Jon Leimkuehler), two Packards (Shadduck's 1932 and Campbell's 1936), a 1917 Pierce-Arrow (Bob Lederer), a 1930 Duesenberg (Bill Parfet's), two 1930 Bentley 4.5L tourers (Tim & Pia Sierra and Tom & Mary Jo Heckman's) and a 1940 Ford woody wagon (Les Holden's). Participants came from Florida, Illinois, Michigan, North Carolina, New York, and Pennsylvania. Touring can be done safely in a Covid environment!

Unfortunately I didn't take my DSLR camera so in lieu of no images from the YOYO tour I culled through my photo catalogue and found some shots of our Silver Ghost Association tour of Ireland in 2015. It was Dave's and my first SGA international trip. Billi Carey was the tour master and put together a fabulous tour. It was spectacular in so many ways: luxurious hotels, wonderful day trips with so much to see, friendly locals, and gorgeous scenery. And of course, lots of shared members with us 20-Ghosters! So forgive my pictures not matching my words but I hope you like them nonetheless!

After writing the above piece Dave and I just learned that Les Holden (he drove the Ford Woody on our YOYO tour) passed away from Covid. Les, 68, and his wife Linda married earlier in 2020 - our thoughts are with her.

Ireland 2015. Below: The Ghost Train! Top Right: The road to Glencree. Bottom right: The Irish bog strikes. All pictures by Kimberly Shadduck



Gone with the Wind!

Charles Rentoul relates an expensive experience with his PII

I recently had occasion to climb up my stepladder to take something off a high shelf in my garage. On looking down from the stepladder at the roof of my car (which one can't see on entering the garage as the roof is above one's eyeline) I saw to my amazement that half the roof of the car was missing. The car is a 1933 PII Continental 118MY, a four-door sports saloon bodied by Park Ward. I wondered where on earth the missing part of the roof could have gone.

Then I remembered something: the last time I had driven the car had been a few weeks earlier

when I had been driving at my usual motorway speed of about 60 mph along the M40 towards London. At some point on the journey I remembered hearing an odd sort of 'whoosh' noise. My driver's window was open (it was a hot day) and at the time I had attributed the strange noise to a gust of wind caused by another car overtaking me at speed.

The car has a sunshine roof with a forward portion which, when opened, slides back underneath a separate, fixed, portion. It was that fixed portion which had disappeared! All that remained were some of the 36 screws which held (or were intended to hold) that fixed portion in place.

What must have happened is that the wind created by the car doing 60 mph had found its way under the tiny gap between the end of the sliding portion and the front of the fixed portion, causing the fixed portion to be lifted up and blown clean away. No-one drove past me to alert me to what had happened even though the motorway was quite busy at the time. Fortunately, so far as I am aware, the blown-away portion did not land on any other car or injure anyone.

Surprisingly, Halfords do not stock a replacement rear portion for the sunshine roof on a 1933 Rolls-Royce. So I had to take the car to a specialist coachbuilder to have a new rear portion made to order and fitted. That cost £6,000. Oh dear!



Left: Only visible from the top of the stepladder! Charles spies that all is not well with his sunshine roof.

Right: Super repair job, albeit pricey.

Above: 118MY looking glorious.



Goodwood visit and picnic

Rolls-Royce invite 20-GC members and their cars

On Friday 4th September our members and, crucially, their cars were invited to the Home of Rolls-Royce at Goodwood for a private viewing of their new Ghost (revealed to the world just three days before). Of course, this was to allow a photo and media opportunity for the company to publicise their new model, but Rolls-Royce really pushed the boat out. The day dawned bright, clear and fairly warm and we began to assemble from 11am. Colin Hughes was on hand to photograph us as we passed through the gates and then various good folk with walkie talkies explained precisely where to park. It was only after the handbrake had been applied that I saw the R-R photographer, way above us, on an extended cherry-picker directing operations from on high!

Although Torsten Müller-Ötvös, Chairman of Rolls-Royce could not be there in person, he left us a very warm welcome with a video message in the foyer on arrival and the event was hosted by Andrew Ball, who has been named as Head of Heritage, which reflects the importance that the company places on the early cars.

Social distancing was fully respected but Rolls-Royce still managed to make us feel like kings. The new car was unveiled before us with a short talk from the designer. 'Can we touch it?' asked Susie Forrest 'Oh yes!' came the reply and without further ado we clambered all over it. Brilliant fun. As we came out of the building so we were handed a picnic hamper each with lunch, champagne and honey made from Rolls-Royce's own apiary (who knew?)



For most of us the event was rather special - it presented a splash of vivid colour within a year which, otherwise, could be painted in tones of dark grey. It was great just to be able to lay eyes on each other and chat, even if handshakes and kisses remained off-limits. Ashley Carmichael brought along his Silver Ghost 47RE and at the end of our day at Goodwood, Andrew Ball presented a cake: 47RE had come off test on 4th September 1920 - it was a century old that day! Rolls-Royce: attention to detail matters.

Andrew said 'When you see the earliest and latest models to bear the Ghost name alongside one another, you realise just how far we've come in terms of design, technology and capabilities, while remaining true to our founding principles of effortlessness, excellence and serenity.' He's right. Say what you like about the Goodwood range - and I know that not all of you approve of the looks - but they are created to appeal to a market segment light years away from the customers of a century ago and yet remain simply the best in the world.

A brilliant day; our sincere thanks to all the team at Rolls-Royce and to Nick Naismith for organising.





Cars and members working from left to right:

1919 SG 32PP Patalia Car, Steve Plimmer, John Fasal, Tara Shaddick; 1914 SG 27BD HJM Torpedo Tourer Strone and Phil Macpherson; 1911 SG 1606 Barker style Nick and Jo Naismith; 1920 SG 47RE HJ Mulliner Limousine John Dean and Ashley Carmichael; 1932 20/25 GAU69 Thrupp & Maberly Sedan Sir John Aird & Lady Xiaofen Aird; 1919 SG 51TW Flewitt Tourer Graham and Gill Adams; 1911 SG 1701 L-E Tourer John Snook and Ken Forbes; 1922 SG 42ZG Skiff Nick & Fiona Channing; Caroline & George Hodgson; 1927 P1 25EH Tourer Robin & Nicky Salmon next to Bryan Stringer & Carol-Anne Raisbeck; 1933 20/25 GHA16 Windovers Limousine Johnnie Gallop and Bella Hoare; 1921 SG 33CE Barker Tourer Nick Stow and Mark Banks; 1933 20/25 GHA37 HJM Sedan Jane and Miles Preston; 1913 SG 2442 Saoutchik Tourer Mermie Karger and Colin Hughes; 1912 SG 2154 Barker Tourer Katie and Susie Forrest; 1928 PI 29WR Cassini & Tonolo Tourer John Arthy and Michael Kent.

With thanks to Rolls-Royce and Colin Hughes for the photographs on this and previous pages.

Acceptable modifications to a Silver Ghost chassis

Harrison Royce takes us through a range of worthwhile improvements



My first two Rolls-Royce motor cars were a 20/25 and a Phantom II Continental. Manufactured in the 1930s, each benefited from developments in automotive engineering which, in many cases, had been introduced by rival car companies and then taken up and improved by Sir Henry Royce. These changes resulted in owners being able to keep their cars in good running order without the need of a Rolls-Royce trained chauffeur.

For these two models built in the first half of the 1930s, a 'one-shot chassis lubrication system' made maintenance much less onerous. Gone were the very many oiling points which the Silver Ghost, New Phantom and 20HP possessed. Synchromesh was introduced to third and fourth gears making driving much simpler. Stainless steel (Staybright) replaced nickel plating for the radiator, making polishing easier. Servo-assisted brakes were continued from the 20HP and controllable shock dampers were included.

In 2000, our family acquired a Silver Ghost, perhaps the finest model that Rolls-Royce ever

produced, earning it the accolade of the Best Car in the World. As the late Tim Forrest wrote: 'The Silver Ghost is probably the most rewarding Rolls-Royce as it is very enjoyable to drive, particularly when fitted with relatively light open coachwork. The details of its construction are fascinating. But, it is most demanding to maintain.' And so I quickly discovered when driving and enjoying our new motor car.

Two 1920s publications by Rolls-Royce, Book of General & Technical Information Useful to Drivers and Owners of Rolls-Royce Cars and Instructions for Running Rolls-Royce Cars, constitute the 'Bible' for Silver Ghost owners and, particularly, for their chauffeurs. They contain a wealth of information about the chassis and provide mandatory instructions for maintenance. To these two books must be added the authoritative publications produced by the Silver Ghost Association (SGA) including the SGA Technical Bible and The Silver Ghost Association Roadside Manual and the many articles written over the years by Bill Kennedy and others.

As Tim Forrest went on to explain: *'Preparing and maintaining a Silver Ghost before an event will typically take at least half a day as there are so many individual lubricators to attend to. Everything requires lubrication, some of it daily and most of it on a weekly basis. Later post-War Ghosts are slightly quicker to lubricate as they use a gun and Enots connectors to oil each point rather than a cap which has to be unscrewed, filled with oil, replaced and then tightened again. Once on a tour there are lubrication schedules to be done every 250 miles and every 1000 miles.'*

Andy Wood of P&A Wood amusingly added: *'If anyone can prepare a Silver Ghost for an event in half a day, I would very much like them to work for me. Preparing a Silver Ghost for a long tour is not just lubrication. It should include: Checking magneto and battery ignition contact breaker points and timings, fan belt, tappet clearances, spark plugs, fuel pressure system, cooling system, batteries, tyres and tyre pressures. The list goes on and I think you need something more like 3 days.'*

In discussion with many other Silver Ghost owners and with Roy O'Sullivan, who has maintained our cars for well over 20 years, I found that there are many engineering 'modifications' which can be made to a Silver Ghost chassis to make the motor car easier to maintain, while preserving its originality and authenticity. In the words of Nigel Hughes, who has owned a 1925 Silver Ghost (120EU) and has written very many technical articles over the years: *'The essential principle must be that any non-factory modification should be capable of being removed without trace, in order to preserve authenticity. Any modification requiring machining of original engine castings might result in a well-engineered job but, in my view, should be deplored and would definitely not be approved by club technical advisers or judges.'*

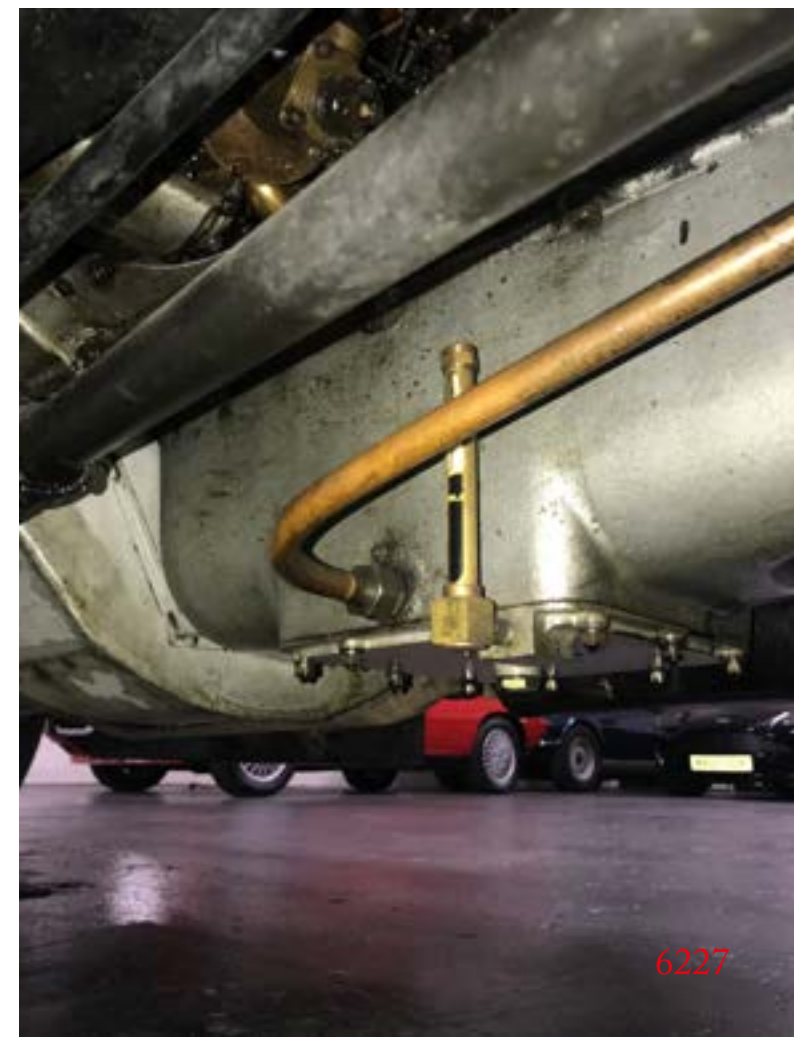
I also learnt that the SGA, and many restorers, have offered various Silver Ghost modifications and below I list a few, some of which have been made to our 1921 Silver Ghost (33LG).

Maintaining sufficient oil in the crankcase

Silver Ghosts love oil and the more of it splashing around the chassis the better. It is particularly important to ensure that there is sufficient engine oil in the crank chamber. The method, devised by Rolls-Royce, of checking the oil level in a Silver Ghost is effective but quite crude and often results

in excess oil finishing up on the floor of the garage or on the pristine drive of a hotel or stately home. To check that there is enough oil in the chamber requires a special overflow cock, fixed on the lower half of the crank chamber, to be turned from a vertical (closed) position to the horizontal position, thereby resulting in a small amount of oil dripping onto the floor. If there is an inadequate amount of oil in the crankcase, the flow will cease until sufficient oil is added to the engine. When the desired amount has been introduced, a flow of oil will begin, adding to any oil already on the garage floor or on the pristine drive. It is a fairly environmentally-unfriendly procedure which, these days, is not overly welcome.

An early modification was the introduction of an easier, and less messy, means of checking the oil level in the crankcase. One such solution involves fitting a brass and glass oil gauge (an oil sight glass) that is mounted at the bottom of the engine on a reproduction of the original sump cover plate. The original cover is then retained for replacement on the car if required in the future for purposes of originality and authenticity. This modification enables the level of oil in the crankcase to be assessed with relative ease.



Filtering engine oil

Ensuring that the engine oil is clean is as important as ensuring that there is enough of it in the engine. Oil filter conversion kits have been produced enabling the filter to be attached to the chassis using existing studs, so avoiding making new drill holes, with additional pipework provided to make the conversion.

Many oil filters have been fitted in a horizontal position below the engine.



But Bill Kennedy, Technical Director of the SGA, advises that, for engines with Babbitt metals, the oil filters should be positioned vertically so that foreign material, such as chunks of Babbitt, are allowed to settle into the bottom of the upright canister.

Filter papers should be changed every time the engine oil is changed. Incorporating an oil filter will lengthen the life of an engine.

A continuing challenge with modifications is making them look attractive and not too out of place. Painting them black certainly helps. Some Silver Ghost owners have shied away from introducing a range of modifications because they do not look original. For those cars that enjoy large annual mileages, perhaps some sacrifice to aesthetics may be called for.



Filtering dust

Sir Harry Ricardo, in his book on 'The High Speed internal Combustion Engine' established that most of the wear to an engine is due to abrasive dust from air. He advocates using a very efficient air filter as being of more use than an oil filter. He cites the Volkswagen 'Beetle' engine as an example of a long-lived engine with next to no oil filtration but a very effective, if restrictive, oil bath air cleaner. Adding an air filter to a Silver Ghost is a big problem as there are at least two separate sets of air intakes, neither of which is easy to fit with a connection.

A replica of an original Springfield Ghost air cleaner has been produced by Steve Littin and is available from the SGA at US\$ 2,365. However, this requires substitution of major castings on the carburettor, with replacements.



Not everyone will wish to make such a significant modification. But, if you plan to do high annual mileages and you want to extend the life of an already long-life engine, then this is worth considering.

Ensuring clean fuel

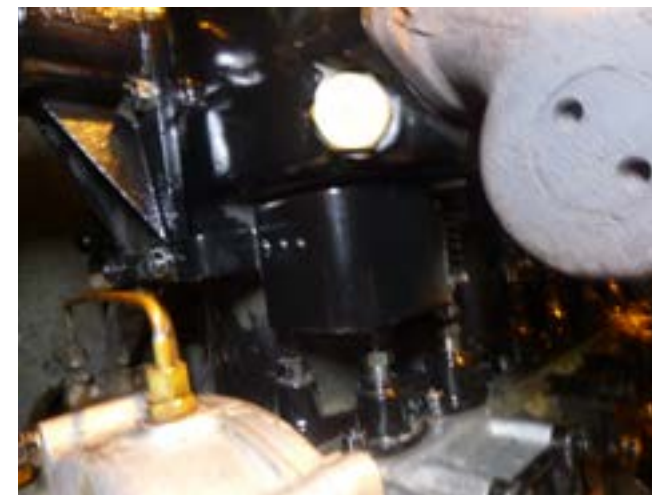
1930s cars, particularly with Autovacs, are sensitive to fuel impurities but the Silver Ghost is robust.



It can cope with most things, including fuel contaminated with particles of dirt. However, to ensure potential problems are eliminated, fuel filters have been devised which can be fitted to a cross member of the chassis without needing holes to be drilled. Modifications do not need to be made to the car other than to reroute the copper line through the filter unit.

Valve gear air deflector

Silver Ghost engines are quite open to the elements. Airborne dirt can be blown from the radiator fan onto the valve gear. Andy Wood, of P&A Wood, has designed a simple sheet metal deflector which prevents the lion's share of dirt reaching the engine. This followed a return journey from Jordan to the UK in 1999 when he noticed a build-up of dust on the front valve spring. On arriving home and checking, he found that number 1 valve guide was completely worn out, all the others being OK. He believed that constant, reasonably high speed running had allowed dust to the valve stem, hence the reason for the shield. This valve air deflector has been reproduced by many restorers as well as by the SGA.



Oiling the torque tube sphere

Rolls-Royce recommended that a syringe-full of gear oil should be injected into the universal joint of the propeller shaft every 2,000 miles. To which was added the following instruction: 'Care should be taken with the lubrication of this part, as the work that this joint has to do is at all times heavy and the joint is working continuously.' Because of the importance of the sphere and the use to which it is put, maintenance engineers have suggested that

gear oil should be added to this part more frequently, at least every 500 miles or even more often. This entails filling a lubrication gun (sometimes referred to as a grease gun) with gear oil and injecting the oil, under pressure, into the sphere via a nipple which is attached the chassis on the offside of the car. It can be a messy affair. Because of this the Springfield factory introduced a modification by providing a lubricator under the bonnet to feed the torque tube sphere. A similar modification was made to some Derby built Ghosts which were imported into the US.

The modification involves attaching a copper tube from the sphere to a small vessel, with a screw top, fixed to the fire wall. Thus the sphere can be topped up with gear oil by simply unscrewing the top. This modification has been made by many Ghost owners. It is a straightforward procedure to fit and it enables owners to add gear oil easily to the sphere, without mess, each time the car is used and, certainly, at least every 500 miles. Andy Wood adds: 'Excess oil in the sphere will not hurt, it will merely get thrown out and add to the numerous drips of oil that a Ghost displays'.



Fitting small cans for engine and gear oil



Silver Ghosts require engine and gear oil regularly. Large cans can be stored in the spaces above, or within, running boards. It is, however, more convenient to have smaller cans, with nozzles, close to the engine compartment, for ease of maintenance. Two small cans can be fixed to the chassis on the offside of the engine using existing studs. This welcome addition was designed and fitted by Roy O' Sullivan.

Fitting a battery isolator switch



For safety reasons it is a good precaution to fit a battery isolator switch close to the battery. This also prevents the battery running down if there is a leak somewhere in the electrical system. Many owners also leave their battery on trickle charge in the garage so that it remains fully charged when the car is not in use.

Changing the electrical supply on Springfield Ghosts

Derby built Ghosts had a 12 volt electrical system whereas Springfield Ghosts built after 12 March 1924 were 6 volt as all American cars of the period were 6 volt. There were no 12 volt batteries or other components generally available in the US and this added to the inconvenience of owning a Rolls-Royce in America. Nowadays, with the greater availability of 12 volt batteries and electrical components (bulbs etc), many 6 volt Springfields have been or are being converted to 12 volt systems. This requires the generator and the coils, as well as any 6 volt components, to be changed. (Note: The R-R starter draws 1200 watts which requires 200 amps with 6 volts but only 100 amps with 12 volts).

Converting oiling points to grease

A continuing experiment with high mileage Ghosts has been the conversion of various oiling points to grease and to provide replacement oil cups that will take a modified slide on grease gun (pressure gun) fitting. The SGA Roadside Manual says it generally takes an experienced man eight hours to service a Ghost. The change to grease cuts that time by about a half, as well as providing better lubrication for a longer period on tours. Similarly, conversion of the seal in the steering box to one that will hold oil can be beneficial. However, Andy Wood adds: *'It is very important that oil is used where specified and not grease. The problem with grease is that because it is lacking in fluidity it will not penetrate points where lubrication is required'*.

Changing beaded edge tyres

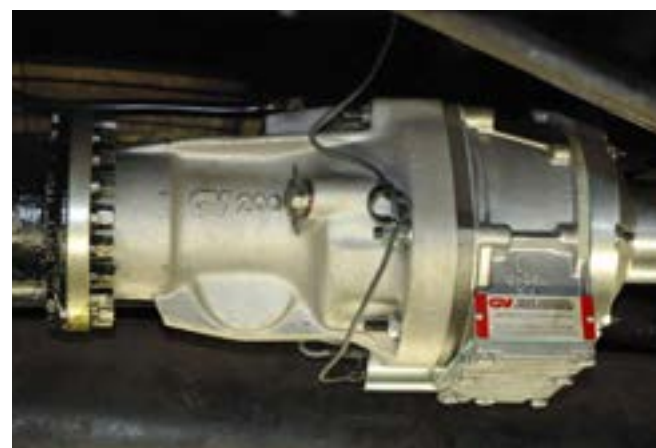
For many Silver Ghost owners, beaded edge tyres were the bane of their lives. As Allan Glew of AJ Glew advises: *'The ability to get away from beaded edge tyres in recent years has been helpful but with modern technology and a new manufacturer and supplier (Blockley Tyres), they have improved'*. Andy Wood advises replacing beaded edge wheels with straight sided for both safety and convenience. [Editor – see also Lee Wolff's suggestion on tyres on page 6206]

Magneto drive brake oil catch tray

Andy Wood has also made small oil catch trays that fit underneath the magneto drive brake. These are designed to catch oil that would otherwise drip on to the front down take silencer box causing staining, smell and smoke, as is common on Silver Ghosts. These are shaped to be a press fit onto the magneto mounting bracket, with no fixings and not affecting anything. They can be easily removed and cleaned.

Fitting an overdrive

Sir Henry Royce spent much time designing the Silver Ghost chassis, including the gear ratios and transmission. In recent years, overdrive units have been fitted to many pre-War models. An overdrive significantly improves the touring experience for cars that don't have a high-speed rear end. The lower RPMs reduce the stress on the engine and also the occupants, since noise levels and vibrations decrease at lower engine revs. A side benefit is that an overdrive also allows the car to cruise at a higher speed; but be careful - a higher speed must be balanced against the fact that the original brakes fall rather short of an ABS equipped modern car!



Satnav holder and power supply

There is one further modification which has been made to our 1921 Silver Ghost, by Roy O' Sullivan, recognising the increased use of satnavs on tours. It was a simple addition to make to improve the ease of navigation in today's world. First, a cigar lighter socket was fitted underneath the dashboard, picking up electrical supply from a live feed from the battery, making sure you have polarity the right way round for your equipment. Then, to make the satnav screen more stable and visible to the driver and passenger, a chromed plate was designed and attached to the



windscreen using existing studs. In our case the V-shaped windscreen, with its central pillar, made this possible. The position was chosen so that the driver's view of the road would not be impaired.

The magnet of the proprietary satnav holder (a TomTom) enabled the satnav to be held secure on the chrome plate. The plate can easily be unscrewed and removed, if necessary.

Incorporating brake lights and indicators

Allan Glew advises: *'nowadays brake and indicator lights can be easily accommodated within rear lights and are sensible for safe driving'*.

Introducing these simple modifications, as well as others, can make owning a Silver Ghost even more pleasurable and, in some cases, extend the life of the engine. They are relatively inexpensive and most are easy to fit. To reassure Nigel Hughes and meet his standards of authenticity and originality, they are reversible.

In addition to the SGA, names of suppliers and restorers have been suggested to me as sources of these parts and/or are able to fit these modifications. Their contact details are shown below, with the usual caveat of 'the Club accepts no responsibility' etc. If anyone has additional suggestions, please let the Editor know and these will be included in a future issue:

- A.J. Glew Limited, Unit 7, Draycott Business Centre, Near Blockley, Moreton-in-Marsh, Gloucestershire, GL56 9JU, UK. Tel: 44-(0)1386-700987; info@ajglew.co.uk; www.ajglew.co.uk
- Complete Automoblist, Unit 7 Merebrook Business Park, Hanley Road, Malvern, Worcestershire, WR13 6NP, UK. 44(0) 1684 219864; nfo@completeautomoblist.com; www.completeautomoblist.com
- Fiennes Restoration, Clanfield Mill, Little Clanfield, Oxon OX18 2RX, UK. Tel: 44-(0)1367-810438; enquiries@fiennes.co.uk; www.fiennes.co.uk
- James Black Restorations Ltd, 2B Old Road, Ballinderry Upper, Lisburn, County Antrim, Northern Ireland BT28 2NJ, UK. Tel: 44(0)28 9265 2800; james@jamesblackrestorations.com; www.jamesblackrestorations.com
- Jamestown Distributors, 17 Peckham Drive, Bristol, Rhode Island 02809, USA. Tel: 1-(800)497-0010 or 1-(401)253-3840; Fax 1-(800)423-0542 or 1-(401)254-5829; www.Jamestowndistributors.com
- Jonathan Wood, Clockhouse Workshop, Finchingfield Road, Little Sampford, Saffron Walden, Essex, CB10 2QN, UK. Tel: 44(0)1799-586888; info@jonathan-wood.co.uk; www.jonathan-wood.co.uk
- P & A Wood, Great Easton, Dunmow, Essex, CM6 2HD, UK. Tel: 44-(0)1371-870848; enquiries@pa-wood.co.uk; www.pawood.co.uk
- Restoration Supply, 15182-B Highland Valley Road, Escondido, California, 92025, USA. Tel: Order Desk 1-(800)306-7008, Other Inquiries or outside USA: 1-(760)741-4014, info@restorationstuff.com; www.Restorationstuff.com

- Ristes Motor Company Limited (Steve Lovatt), Gamble Street, Nottingham, NG7 4EY, UK. Tel: 44-(0)115-9785834; info@ristesmotors.co.uk; www.ristesmotors.co.uk

- Rolls-Royce Enthusiasts Club, The Hunt House, Paulerspury, Towcester, Northants NN12 7NA, UK. Tel: 44-(0)1327 811788; www.rrec.org.uk

- Roy O' Sullivan, Upper Hill Farm, Bournes Green, Oakridge, Stroud, Gloucestershire GL6 7NL, UK. Tel: 44-(0)1452-771113; roy@rr-restoration.co.uk

- SGA Club Stores: Contact Bill Kennedy, Storekeeper, P.O. Box 304, Taylorville, IL 62568. Tel: 1-(217) 287-7231 x54; billkennedy@kennedymetal.com

- The Vintage Garage (Pierce Reid), Consolidated Farms Barn, 111 North Hollow Road, Stowe, Vermont 05672, USA. Tel: 1-(802)253-9256; rpreid@pshift.com; www.vintagegaragevt.com

- Vintage & Auto Rebuilds, Inc (Steve Littin), 121 Industrial Parkway, Chardon, Ohio 44024, USA. Tel: 1-(440)285-2742; vinauto@windstream.net

- Vintage Supplies Ltd, Unit 7, Merebrook Business Park, Hanley Road, Malvern Worcestershire WR13 6NP, UK; Tel: 1-(0)1684 212882; info@vintagesupplies.com; https://www.vintagecarparts.co.uk

I am grateful to 20-Ghost Club and RREC technical guru, Nigel Hughes, to my Silver Ghost engineer, Roy O' Sullivan, to Andy Wood of P&A Wood, to Allan Glew of AJ Glew, and to Bill Kennedy, Technical Director of the SGA, for suggested additions, changes to, as well as their expert review of, the content of this article.

This page and page 6226, Sir John and Lady Lesley Stuttard's 1921 Silver Ghost 33LG, all weather tourer by R Harrison & Son

The Sir Henry Royce Memorial Foundation

Trustee Philip Hall tells us a little about the charity which is crucial to the wellbeing of our cars.



On the 4th of February 1971, the unthinkable happened... Rolls-Royce Ltd went bust. Prolonged technical problems with the development of carbon-fibre turbine blades for the RB211 gas turbine engine had brought the company to its knees. However, Rolls-Royce was too important to be allowed to fail, so the Government took the company over. This included the Motor Division, which was actually performing well with buoyant sales of the Silver Shadow. But the government of the day felt that a company making expensive motor cars for the wealthy was not a suitable component of a nationalised industry, and so in 1973 a new independent company, Rolls-Royce Motors Holdings Ltd was floated on the stock exchange.

The Crewe factory now had to stand on its own two feet. This meant much reorganisation and economies. One of the first things to come under scrutiny was the space and overhead required for storage of vast quantities of records, drawings and files accumulated since 1904.

Nevertheless, the company realised the historic interest and offered to pass the records on to an organisation that would suitably store and preserve them. Col Eric Barrass, then General Secretary of the RREC, had the inspired idea of forming a trust and in 1976 The Sir Henry Royce Memorial Foundation was born. Charitable status was granted the following year.

Premises were sought, and The Hunt House, a semi-derelict property in Paulerspury, Northamptonshire was found. It was an ideal location, being close to the geographical centre of England, with good motorway and rail links to the rest of the country. An appeal and a loan from a generous benefactor facilitated the purchase.

At the time RREC membership had reached a point when it was too large to be run by volunteers and a permanent staff was required. It was agreed the RREC would rent space from the Foundation so that The Hunt House would become its HQ.



The Hunt House



The fact that the Foundation is the RREC's landlord and shares the same premises often causes confusion but the two organisations are entirely separate. The RREC is a motor car club whereas the Foundation is a registered charity tasked with the custodianship of Rolls-Royce records and artefacts. From this point of view, the Foundation's relationship with other Rolls-Royce clubs and interest groups is no different to that with the RREC.

Over the years the Foundation's collection has grown massively, thanks to continued handing over of records by Rolls-Royce. When Rolls-Royce and Bentley came under separate ownerships in 2002, Crewe passed on all its remaining Rolls-Royce documentation, together with many thousands of photographic negatives, technical manuals, films, etc. In addition the Foundation has acquired several coach-builders archives and service records, etc, together with memorabilia donated by past employees.

The Foundation also seeks out artefacts and documents offered privately or at auction. Occasionally a highly important and unique item appears which cannot be missed. Invariably such items are expensive and beyond the Foundation's means, but generous benefactors can sometimes be found who are willing to help (in full or in part) and then loan back to the Foundation. An example is the portrait of Sir Henry Royce by Spy which was purchased by the 20-Ghost Club, and now hangs in the 20-Ghost Club Room at The Hunt House.



Probably the most important items in the Foundation's collection are the engineering drawings. These comprise some 500,000 blueprints, dating from the earliest days up to the 1970s, and though not absolutely complete, they do include the manufacturing specifications for the vast majority of individual components used on Rolls-Royce chassis. The companies which specialise in the restoration and maintenance of Rolls-Royce cars rely heavily on these drawings, and thanks to these companies, the most commonly required parts are available almost off-the-shelf. Private owners also make use of them. There can be few old Rolls-Royce cars on the road today that do not have at least some replacement parts that have been re-manufactured using these drawings. When P&A Wood restored the 1907 10 HP car, SU 13, the Foundation was able to supply them with some drawings which had been used when the car was originally manufactured.

Whilst spare parts are vital, for most owners, the history of their cars is also of huge interest. The Foundation holds detailed construction and test records of every individual chassis, built in Manchester, Derby and Crewe. Scanned copies are

available, a benefit that most owners take up. The 20-Ghost Club database contains perhaps more comprehensive details of its members' cars both past and present, than any other car club in the world. Sir John Stuttard in particular is at great pains to ensure the accuracy of the car details given, by comprehensively checking Foundation's records. He did this when writing the Club's 70th Anniversary Book, and continues to do so for new member's cars.

Another aspect of Foundation work is the promotion of engineering excellence, with particular emphasis on encouraging young people to enter the engineering profession. It offers annual prizes for apprentices and engineering achievement, with links to the Engineering Institutions. Additionally, it runs a programme of lectures at The Hunt House.

The Foundation receives a modest rent from the RREC, but apart from that it is funded almost entirely by voluntary donations and legacies. The Hunt House, built in 1862, is a listed building, and maintenance costs are high. The overhead of providing storage for the massive archive is also significant. This includes the provision of the high-specification Argon gas fire-extinguishing system, and comprehensive CCTV and intruder alarms. The Foundation does therefore have difficulty in making ends meet.

The Sir Henry Royce Memorial Foundation is clearly of importance to all admirers of Sir Henry Royce his colleagues, successors and the products they created.

www.henryroyce.org.uk

pah.rr@btinternet.com



Editor's note: The Sir Henry Royce Memorial Foundation (or SHRMF for short) is a simply excellent resource for us all in the 20-GC. Frankly, as pre-war owners we have far more need of them than any other class of R-R enthusiast. There is no doubt that they need our help. If you go to their website you can become a member. However all I did was ask my bank to set up a monthly standing order. It's quite a small sum so I hardly notice it - but I hope that you might be willing to do the same. Send Philip an email and let him know.

The bank details are:

Sir Henry Royce Memorial Foundation, Sort code 20-20-15 A/c No 90525952

Smitten With the Mitten II



**Ron and Nannette Elenbaas Bill Johnston and Ronda Stryker
& their Silver Ghost Covid Jailbreak!**

The Jailbreak!!

Like everyone else around the world, we were doing our best to comply with Covid lockdowns, restrictions, masks and social distancing - all as cheerfully as possible. What we came to realize was that one of our most enjoyable activities was touring in our Rolls-Royce Silver Ghosts, to see beautiful places in the company of wonderful friends. So, one night round the campfire, we decided to reprise part of an SGA tour we ran in 2018..."Smitten With The Mitten". I know that many readers of this magazine joined us on the 2018 tour and came to learn about the beauty of Michigan.

The Tourers

Our home is set in a small community of friends and neighbors, all living on the same beach on Gull Lake. Having been quarantining together all summer we had the health angle covered and so we recruited two neighbor couples, Brad Vandenberg, Amy Upjohn and Jim and Leslie Babel. We pulled two extra Ghosts out of our garage, so we had a quorum of four cars, four couples, or more conveniently, two golf foursomes! We picked one of Michigan's premier golf resorts, Arcadia Bluffs, Arcadia, Michigan. Both new drivers attended a one day driving school taught by our great staff at the Off Brothers Collection. The Ghosts were awakened from their slumbers and we were off. So wonderful to plan and execute a tour with friends!

Sunday September 6, 2020



Jim & Leslie Babel
1913 2617

Bill Johnston & Ronda Stryker
1923 23EM

Ron & Nanette Elenbaas
1911 1676

Amy Upjohn & Brad Vandenberg
1923 357HH



We have a big driving day ahead of us...234 miles winding our way north, along the shoreline of Lake Michigan. A good test for our "rookies".



Safety first: each custom made mask sported the relevant Silver Ghost grill!



Arrival 6:00pm

After a great day in beautiful countryside, we arrive at our destination. Yes, we then introduced our rookies to the "Restoration Hour" festivities. They do well.



Monday: 100 Mile Driving Tour (before golf)

After an early breakfast, we head for the cars and get ready for our morning tour. The most beautiful 7.4-mile road in Michigan, Pierce Stocking Drive, is only 42 miles north of us, so away we go. This drive is the entry to Sleeping Bear National Lake Shore and one of the most dramatic vistas, anywhere.

Tuesday: 103 Mile Driving Tour (before golf)

Again, up early, we fire up the cars and set out to explore the “fruit-belt” of Michigan, the Traverse City area. One of our rookies, Jim Babel, was born and raised in Traverse City, so part of our exploration involved finding his childhood home. Also, Bill & Ronda are re-building one of the city’s most iconic and historic buildings as a northern Michigan headquarters for their Greenleaf Trust, so we wanted to inspect the construction progress. On the way back for afternoon golf, Jim & Leslie led the tour south back to Arcadia with a wonderful tour through the Long Lake area...starting of course with ice cream at (world famous) Moomers Ice Cream Parlor. To finish our day we again teed off for 18 holes of golf.

In August 2011, the Sleeping Bear Dunes National Lakeshore was named by Good Morning America as the "Most Beautiful Place in America".



Above the Babel Homestead

The ‘Off Brothers’: In 1996 Bill Johnston bought a 1953 Buick Skylark. On the other side of town, his friend, Ron Elenbaas, decided to attempt restoration of a 1938 Ford Woody Wagon with his 12 year old son. Quickly realizing they needed a garage Bill found a large tumbledown rustic building nearby. The front wall had collapsed, part of the roof was missing and it had no windows or electrical power. But the friends restored the building and moved their two cars inside.

You know what happens next:

‘We have lots of room, let’s get another car!’

A partnership agreement was drawn up on a cocktail napkin and was covered in one sentence...

‘Either partner can buy whatever he wants and the other partner is in for half the amount’.

Fast forward 25 years, the original building has been expanded, another has been built and they acquired a third. The exact count of cars is elusive but around 100 is a safe bet. *‘We are lucky to have four very talented staff who keep the operation spinning.’* One of the best parts has been the friendship between the partners and how it has grown and navigated the ups and downs of buying old used cars. Over 25 years, there have been occasional raised eyebrows but never a cross word. The last examples into the barn were a Messerschmidt Tiger, by Ron and a 1957 Ford Star Liner, by Bill...the fun continues!

Wednesday: 213 Mile Drive Home

Time has come to pack up, load the cars and start the journey home. We laid out a route that went essentially straight down the middle of Michigan’s lower peninsula. It is a beautiful area, full of farms, lakes and small towns. Our first destination was the little town of McBain. My father, Gordon, was born and raised there and as a child I spent a large portion of my summers in McBain, playing with cousins, baling hay, picking pickles, raspberries and trout fishing. A nice, nostalgic drive for me. We continued down M-66 before coming upon famous Moo-Ville...a local creamery for some ice cream. Another hour on the road and we pulled into The Off Brothers facility where our cars are kept.

We had a great time organizing our small tour and recruited friends to join us. We were able to stay safe, follow all of the protocols and finally get out of the house and back on the road. As you might expect, our staff at the car barn traveled along with us. We asked them to stay 2 hills behind us, so it appeared we were doing it all by ourselves! All cars “continued to proceed” as designed, though one of our rookies ran themselves out of fuel, twice, so they got the full tour experience. A heart-felt thank-you to our special team: Tom Whitlock, Matt Zuidema, Rob Poth - below



We had a great tour and a welcome respite from the coronavirus lockdown. When we arrived home, we asked ourselves.... *‘why had we waited so long to get back on the road?’* We will get out again soon and see you all during 2021 we hope.

Ron, Nanette, Bill & Ronda.

There's just something about that Rolls-Royce...

Roy Minter on his 1926 ex-Stanley Sears 20HP GYK2, owned since 1973, 1960s swinging London, and the Bentley that got away.



Roy and the editor examine GYK2 with the 1930 Bianchi in foreground. Behind the Bianchi you can just spot Roy's Series 3 E-Type. Graham Tyson would approve!

Right: even if the 20HP engine doesn't have as much wow-factor as a Silver Ghost it still has beautiful details.

In 1963 Roy Minter was a struggling article clerk who was re-building a 1930 Bianchi. *'It was my very first car and once I had got it running I used to potter down the Kings Road'* he said proudly *'but it seemed to conk out quite often. It didn't have a starter motor so I had to jump out and start it on the handle – caused me quite a bit of embarrassment but much amusement to the mini-skirted girls in Chelsea back then.'* He smiles.

His love of really old cars was infectious and one day his best mate David rang up *'I fancy joining in and buying a Lagonda!'* He had located one down in Kent *'near Hastings I think'* recalls Roy *'so off we went and he bought a 3 litre Lagonda with an engine from a Austin Champ – so he changed the motor and did some restoration work. But he also bought a 2 litre Lagonda – high chassis...oh and a Vauxhall 30/98, a Healey Silverstone and a 4.5 Litre Bentley. Prescott hill-climb became an annual pilgrimage. My flatmate at the time had an Invicta which he raced, so in the end there were about a dozen of us and we had quite a few cars to choose from.'*

Roy had a flat in Turks Row, Chelsea but found a three-car garage to rent close by in Pavilion Road. *'It was owned, I think, by Lady Diana Cooper who lived upstairs and was a great landlady, and took much interest in what we were doing. David and I would turn up at the garage after work, about 6pm, and start making whatever repair or adjustments were needed – we were known, as a joke, as DavRoy Motors! But 'The Loose Box' a wine bar (a new thing in London at the time) had just opened up a few doors away and our garage became a bit of a cocktail bar really.'*

Sometime in the 1970s the Pavilion Road premises were sold and they had to move out. *'I found a derelict factory just down from Earls Court Exhibition Centre. It was huge and available for, I think, about £40 per month – so I took that on and shared the cost with ten of us. Everybody had a key – there was so much room – we could have had our own race-track inside!'*

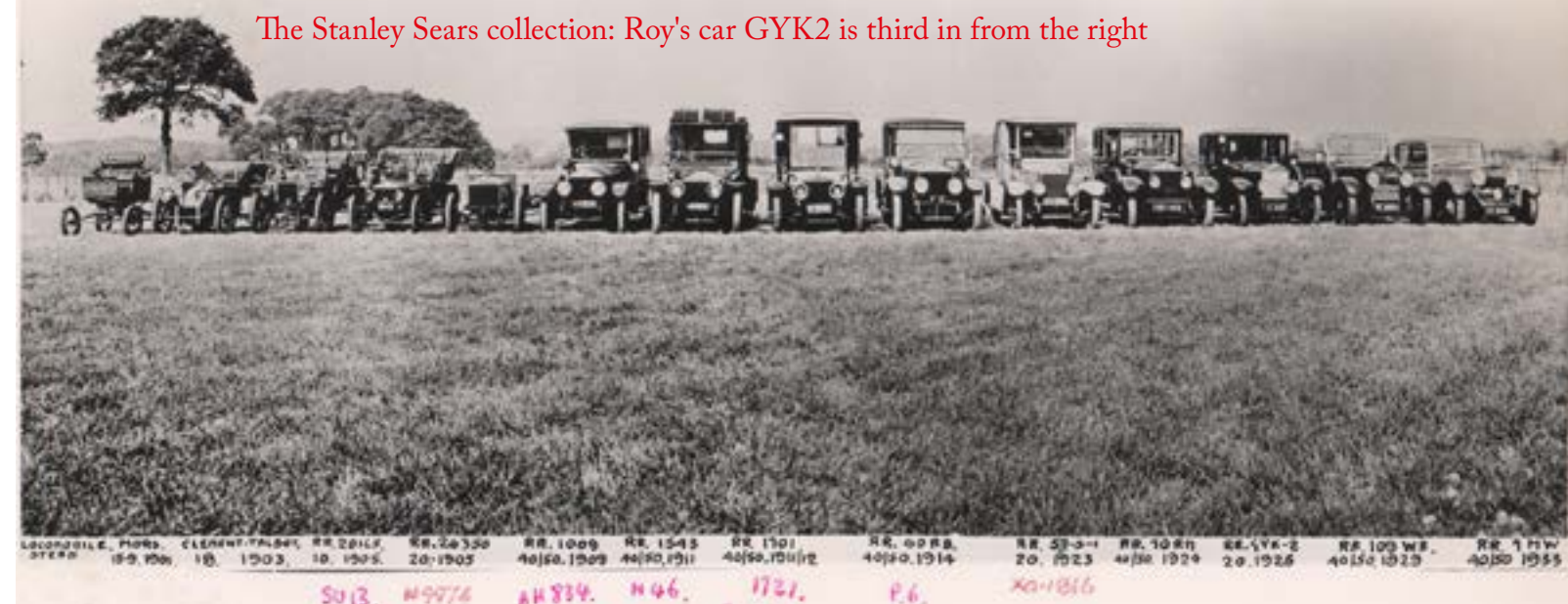


It was in the middle of all these cars, fun and fashion that the Rolls-Royce 20HP made its entrance. I wondered how a 20HP fitted in with all the fast and exotic machinery. *'Well it was an old chap in the office nicknamed Clay – he was a fly-fisherman and had written several books which he had illustrated himself. Knowing that I liked old bangers he came to my desk one day – 1973 I think – and mentioned that a neighbour down in Basingstoke wanted to sell some old car which had failed its MOT some years before. I asked him what it was but he didn't know. However, he was able to draw me a picture on my blotter. He penned the radiator, the lamps and the bumper – 'looks like a Rolls-Royce' I said 'Err yes, maybe.'*

'Well I fancied going to see it, but Rolls-Royces weren't of huge interest, and anyway I was short on cash at the time but David my 'DavRoy' partner was interested too so we went down there for a look and a pub lunch – to a house with the delightful name of Goble Hole.'

The vendor was delighted to see them and explained that he had been offered £500 for his '20' by the local garage but thought they were going to sell it in America and he wanted it to find a home in England. *'He told us that it was a wonderful motor, once owned by the famous enthusiast Stanley Sears.'*

The Stanley Sears collection: Roy's car GYK2 is third in from the right



Roy and David looked at the car aghast. It was in a woeful state. A tarpaulin had covered about two thirds of it but the driver's door had rotted through completely whilst the vendor's children had bounced up and down on the roof so hard that they had gone right through to the back seats!

'Why the towbar?' 'Ahb well that was for our caravan – marvellous family holidays'. 'Why the octopus straps wrapped around the occasional seats in the back?' 'Ahb well that was to hold in the paraffin heater to keep the kids warm in the back while the wife and I sat up front on those journeys down to the west-country.'

Hmmm! But the two friends had made the journey down to Gobley Hole, it was a Rolls-Royce and they were actually quite taken with it. '50:50?' 'Oh go on then – £250 each.'

The Roll-Royce was added to the collection but just left as it was, given a relative lack of funds.

It took until 1981 when the original co-owner of the 20HP decided to opt out and transferred his share to another friend of Roy's, for the start of the restoration to commence. The car went off to Mike Knowles of Ro-Ben Cars of South Stoke and finally emerged after five years and a staggering £40,000.

By then Roy was married and he and Nickie had built a four car garage at their new house to accommodate the 20HP, and to house various other cars – some owned alone, some shared. These included, over the years, amongst others, a C-Type Jaguar and the Embiricos Bentley.



The Embiricos Bentley...yes, you read that right! In 1938 Greek businessman and racing driver, Andre Embiricos, wanted a custom-built car for the road. He lived in Paris and put his ideas to Paulin, chief designer at Carrossier Pourtout, who mated a 4¼ litre final series Derby chassis to a quite extraordinary, one-off, swept back body. It went on to not only compete in three post-war Le Mans races (achieving a best finish of sixth) but to influence the creation of the R Type Continental in 1952. *'It was bought in 1985 from a private collection and competed in the 1987 Mille Miglia once it had received some TLC and safety upgrades at Fiennes. It was owned for a few years before moving it on...quite a fantastic car really...'* says Roy wistfully.

Below: a couple of snaps of the Embiricos Bentley during Roy's co-ownership 'Quite a fantastic car...'



But, back to the 20HP story. Post restoration the car looked immaculate! *'She was almost too good to use'* but use it they did. Le Mans, Normandy beaches, countless weddings, embarrassing their children by rocking up to school sports days. *'It's great just to go to the pub in her.'*

Roy had been told by the vendor in Gobley Hole that the car was originally owned by a member of the Scottish Fleming family. *'The records say that the first owner was a chap called Bartlett-Glen (a director of the Clyde Shipping Company) so perhaps he was a scion of the Flemings.'* The car certainly retains its original Glasgow registration. Later on Stanley Sears bought the car in 1944. The body is by Hooper and Roy spoke to them when they were still trading. The Hooper notes with the car say 'body supplied by customer' which Roy had assumed meant Hoopers had built it for the car. But no, Hoopers explained that meant the original customer had supplied the body off his old car which they had refitted to the then new Rolls-Royce chassis. Sadly, no further details survive *'Maybe the body came from another 20HP but perhaps a totally different car – we just don't know.'*

One delightful aspect of the coachwork is the offset arm-rest in the rear compartment. It seems that Bartlett-Glen was a substantial chap and needed a larger chair. Perhaps that was the reason for retaining the bodywork from their previous car. Of course, it could have been Mrs Bartlett Glen who wanted the larger seat...history does not record!

Roy has owned and looked after so many cars including lots of pre-war motors. Right now he has the 20HP, a Mulliner Sports Saloon Bentley R Type that belonged to his Father, a S3 Jaguar E-Type and still has the Bianchi – his very first car. How does the Rolls-Royce compare to all those others?



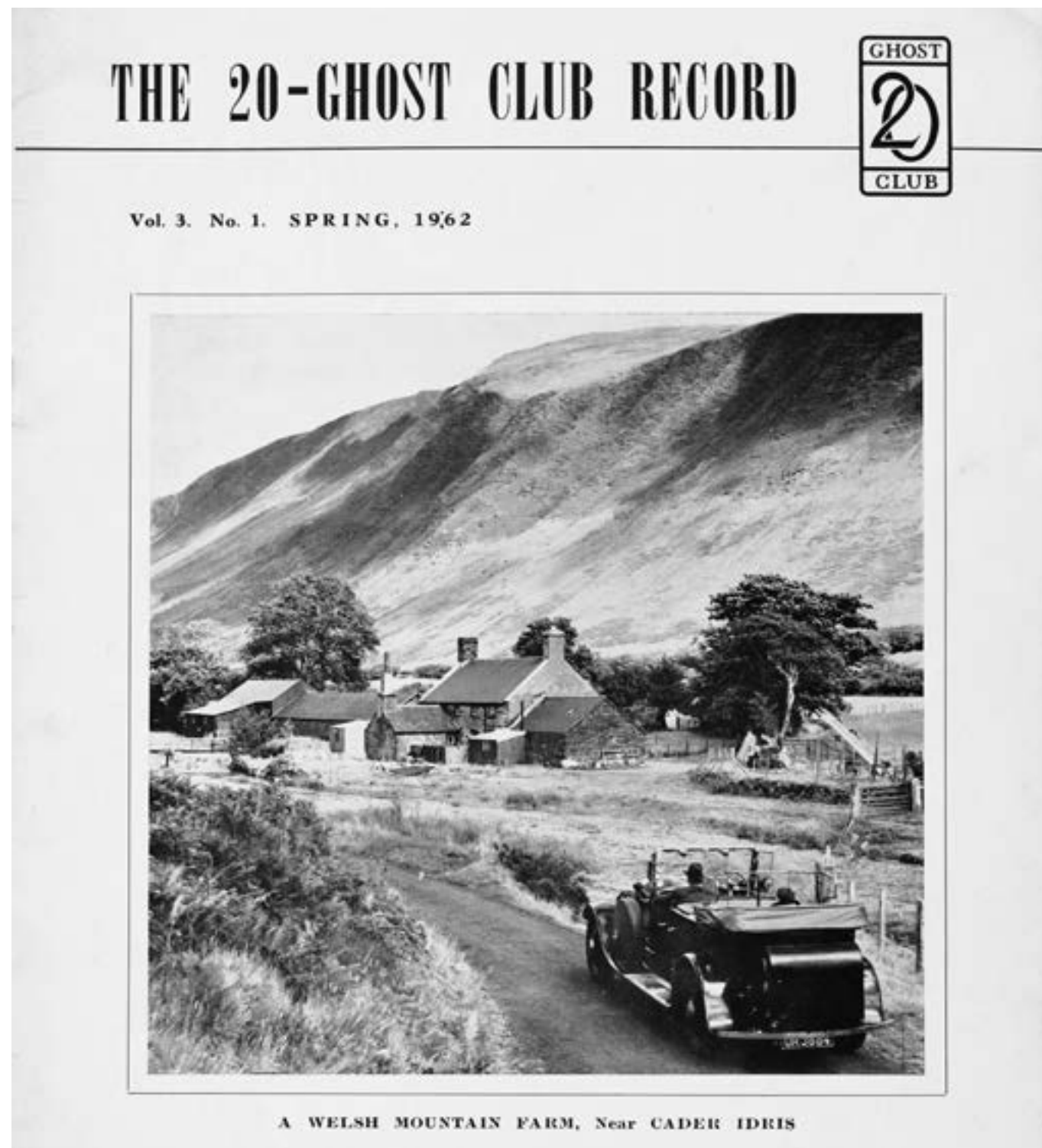
Above: offset arm-rest in the rear compartment of the Hooper body. The original owner moved the body from an older car across to the new 20HP chassis.



'Slow!' comes the response. But there is a smile to accompany the reply 'To be fair most of my other cars over the years have been soft tops or sports cars of some description. I don't know what it is about the Rolls-Royce that makes me want to keep her and drive her – just can't put my finger on it.'

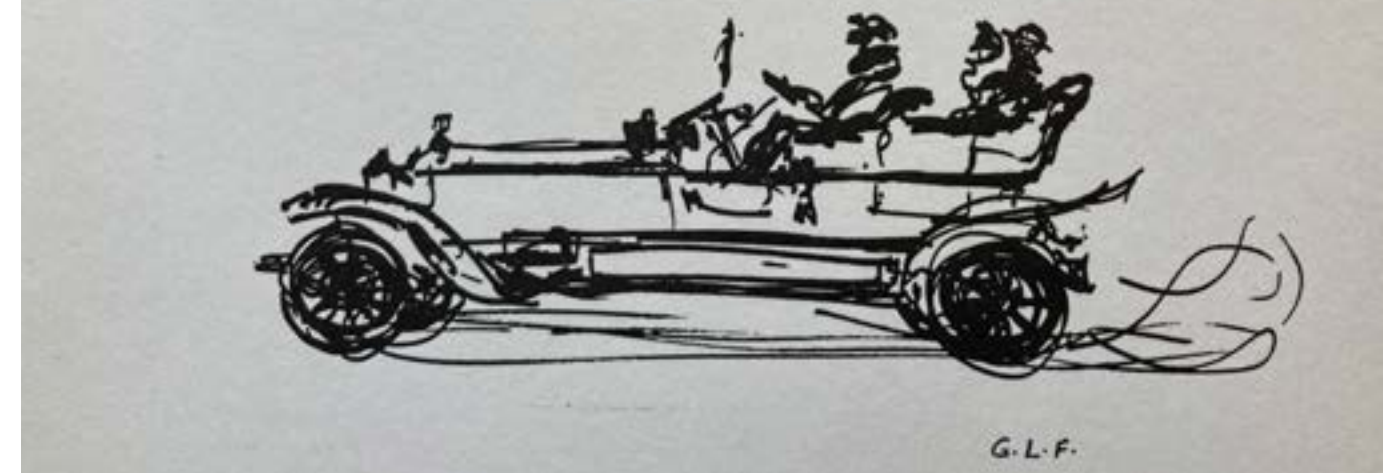
There probably aren't too many of our cars which have been owned by the same person (albeit in partnership for some of the time) since 1973. *'It really doesn't seem that long ago to me!'* says Roy.

From the archive - better roads ahead



I have gone slightly out of date order above for a few reasons; mainly I felt this image of Leonard Taylor driving 1929 PI (109WR) Barker Torpedo Tourer (now owned by Ned & Mayumi Numata in Hawaii) is full of hope. Here's to a better 2021 for us all. Also the car is ex-Stanley Sears and can be seen second from the right in the picture on page 6241 parked next to Roy Minter's GYK2. Finally, there is an excellent description of the car, with some great stories, on our website database (see page 6210), including a link to a 1960 Pathé News Reel - don't miss it!

Wise words: from Nigel Hughes



Every day, it seems that there is yet another way in which the electronics revolution targets new cars. We may have thought that SatNav was sufficiently worth having that we should add a coyly hidden cigar lighter socket behind the dashboard of our Silver Ghost (see page 6231) and given the apparent disdain of some road users for our cars, we might now also consider a dashcam to record our journey. These seem reasonable propositions, adding little to the electrical load on our batteries and dynamos.

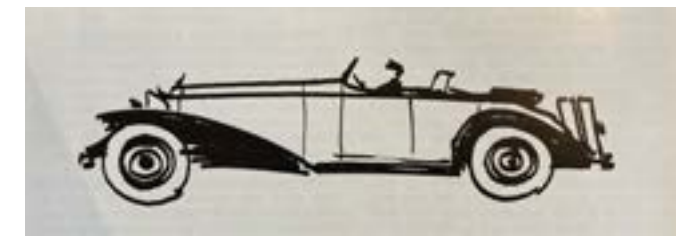
However, modern cars increasingly provide automated functions, such as lane following and distance keeping, requiring new forms of sensor on the vehicle and powered controls such as steering and braking. Our vehicles will, we are told, need to talk to one another, to be sure they can manage the traffic conditions, and intelligent sensors on the roadside will monitor our car's behaviour. Use of accelerator and brake may also be watched by sensors provided by our insurance companies to see how well we are driving. The risks for the old car movement are that cars below a certain level of automation may eventually be discouraged from use of some roads, particularly motorways.

What seems certain is that the role of the driver in a self-driving car is set to change. He or she will be expected to monitor the automatic systems, rather than doing the actual driving. The requirements of the human 'driver' in this new situation could be very different from traditional driving skills.

The effect of all of this will, I suggest, take away the traditional challenge and fun of driving. For me, and other members I know, the sensation and satisfaction obtained from driving a pre-1940 Rolls-Royce properly cannot be beaten. Proper use of ignition timing and carburettor mixture controls, to say nothing of navigating a pre-synchromesh gearbox all have their rewards, particularly on interesting roads. Heaven for me is a perfectly silent change, from third to second, at high rpm with a cold non-synchromesh gearbox during a full throttle climb. [Hear hear! Ed.]

We buy our cars for a mixture of reasons. Some admire the art of the coachbuilder and our motors carry some of the finest examples of their craft. Some admire the sheer quality of the engineering. However, I think that we all share the belief that our cars should be used and driven well. After all, that was their primary purpose. It is hard to beat the

satisfaction of driving on empty roads when we can listen to the engine, and settle to its natural rhythm and speed, without the feeling of being harried by less patient road users. Let's hope that a positive effect of a move to more automated vehicles might just be to leave minor roads to us to enjoy.





The Last Word

I'm following the electric car debate with interest. At the start of 2020 shares in Tesla were about \$70 each and ended the year at

about \$670 each. Three hundred years ago during the South Sea bubble, Sir Isaac Newton stated '*I can calculate the movement of the stars but not the madness of men*'; but as the South Sea share price continued to rise Newton got the collywobbles, ignored his own prediction, and bought the stock. He lost about £3m in today's money when the collapse finally came. Please note there is no suggestion from me that members should either buy or sell Tesla shares!

Elsewhere in this issue Graham Tyson suggests that the switch to 'green' energy will lead to poor outcomes for the classic/vintage car fraternity. Graham makes some very good points but, actually, I'm more optimistic. Nigel Hughes reminds us exactly why we drive our Rolls-Royce motor cars and I continue to believe that our children and grandchildren will be able to share in the love in the years ahead thanks to the help of organisations such as the Federation of British Historic Vehicle Clubs (page 6209) as well as our own Sir Henry Royce Memorial Foundation (page 6233). They make an effective case to keep the show on the road...quite literally!

Last time I asked you about page numbering and also font size. The page numbering idea (this issue's numbers are prefixed by 62) was universally welcomed but the larger font had a mixed response. So, with apologies to those of you who liked it, I've

reverted to 12 point text, which does mean I can get about 14% more copy on a page.

I'm writing this just after Christmas and so you should receive this issue in January. After that, I hope to be able to put out a Spring issue in March which will be something of a Scottish special. If you have any R-R themed Scottish stories and pictures then please send them through ASAP. Also a huge thank you to those members who have responded to my call for articles. Please don't be disappointed if your story isn't in this issue as I can assure you it will feature in the future. And do keep sending through stories, ideas and especially photographs - I need lots.

The picture opposite is of our local greengrocer and florist in Mere, Wiltshire. We popped in to get some last minute provisions on Christmas Eve and Bella snapped the shot. There are a couple of giveaways but basically the picture could represent any time during the last 100 years which I rather like. See you next time.

Johnnie

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