



News & Record



Issue 65, Autumn 2021



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FROM ACROSS THE POND

Page 6520, Kimberly writes from the USA on the Pathfinder Transcontinental tour.

Cover image: 1908 and 1925 Silver Ghosts at Jackson Hole. Picture: Kimberly Shaddock.

Rear Cover: Adrian Dickens' PIII 3BU176 in the warehouse Savannah Georgia USA, ready to ship back to the UK for the first time in 59 years.

Left: 1912 Grey Moth (2047) and 1908 Silver Rogue (60737) shown on military service - see page 6534. Photo courtesy: John Fasal.

Below: Tim& Pia Sierra in their 1911 Silver Ghost 1671 - see page 6520.

Picture: Kimberly Shaddock.

MOTORING IN THE NEW FOREST

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SHOULD YOU GIVE A NAME TO YOUR ROLLS-ROYCE MOTOR CAR?

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THE LAST WORD

Page 6454, Johnnie G.



News & Members



New member Hamish McNaught sent me this picture of his 1930 20/25 GTR31 with Horsfield tourer body. *'Driving back from Bicester Heritage, about 5 miles from home, I heard a chugging sound. Being near RAF Benson I assumed it was a helicopter. To my horror, it was far worse and far more expensive than I first thought! The front cylinder severely overheated and this meant the piston scraped the bore – ouch. So a complete engine rebuild is needed and I will also be looking at the clutch and other hidden bearings whilst the engine is out.'*

Richard Chapman of Manor Garage, Wantage will work on the car (his brother owns a 1934 20/25 Hooper D-Back) but I will help to disassemble the engine completely, restore and replace parts where necessary and build it from the ground up. This will be all the more interesting as I am tied to a very tight budget, in Rolls-Royce terms.'

Hamish is studying Electrical Engineering at Northumbria University, on the Defence Technical Undergraduate Scheme as an army sponsored student on a pathway to becoming an Army Technical Officer. But during the holidays he works as an agricultural/site labourer to pay his fees.

Perhaps it's slightly sad to start with a picture of one of our cars on a trailer, but I'm convinced this will end up as a good-news story down the line. Well done Hamish! Please keep us up-to-date on how it goes and don't hesitate to shout for advice.



Bryan McGee wrote in regarding ethanol in petrol. *'I recommend 'Classic Engines, Modern Fuel- the problems, the solutions' by Paul Ireland 2020; an account of a research project at the University of Manchester using a 1930s MG engine. The most significant factor is that ethanol is highly hygroscopic and thus any moisture in the fuel or the tank is to be avoided. Ethanol and water form a corrosive mix and accelerates the attack on certain materials and galvanic corrosion of dissimilar metals in the system. To minimise this effect the author recommends draining off any accumulation from the fuel tank at least once a year and preferably before winter storage. This is made simpler by virtue of the water/ethanol, being denser, sinking to the bottom of the tank. Similarly, he suggests routine emptying of float chambers and Autovac reservoirs etc.'*

The addition of ethanol does not seem to have any deleterious effect on the running of vintage and classic car engines.

There is a case for ensuring the fuel tank is full during the winter to reduce the likelihood of condensation introducing moisture into the fuel.

In other respects, and aside from ethanol, modern fuels are more volatile than those in 'our' era which can lead to increased heat under the bonnet with consequent hot-start problems unless steps are taken to improve ventilation and/or insulate the exhaust components and shield the fuel system in the engine compartment.

More extreme steps can be taken, including using a fuel such as Sunoco Optima 98 or adding kerosene at up to 10%, which is legal for cars up to 1956.'

Editor: Very interesting. I hadn't heard of Sunoco previously and (whilst expensive) this, or something like it, could be useful down the line. Nigel Hughes mentions that kerosene has a higher boiling point than petrol and might reduce vapour lock but is liable not to vaporize unless the engine is really hot and can end up diluting the engine oil. The FBHVC advises against using it.



Fill her up! A rather better use for ethanol? 35TG 1922 Ghost Cabriolet on the 2003 Alpine Rally (pic John Stuttard)

New Members

Hamish McNaught of Newbury Berkshire owns 1930 20/25, Horsfield barrel sided tourer GTR31 as seen on page 6504. But also shown here on the right in past ownership with one of the ladies in the back properly dressed for open top motoring! (Thanks to Philip Hall for locating this image from the archives)



Daniel & Victoria Geoghegan of Craswell, Herefordshire. Dan is CEO of Bicester Heritage and owns 1927 PI Landaulette 7UF (left) and tells me that Victoria is planning the purchase of a Silver Ghost.

His and hers 40/50s...we approve!

Richard & Susan Beddall of Gerrards Cross, Buckinghamshire own 1928 PI Limousine 52AL, The Duchess which has been in the Beddall family since 1930. The Duchess is shown below and I hope Richard & Susan will provide us with an article on her for a future issue.



Malcolm Johns, the first chairman of the 20-Ghost Club, Australian Chapter, died in June.

David Davis kindly sent in the following:

Malcolm was a Sydneysider, son of a pharmacist but studied law at Sydney University and started his own practice becoming an innovative and imaginative lawyer in commercial matters.

He became a prolific Rolls-Royce collector, owning chassis: 1166, 6TB, 53LE, 24LG, 30KG, 58TM, 22NK, 96AL and GF8. He improved every car that he owned and was a great supporter of Edec Engineering which equalled Rolls-Royce in the quality of its work.

Malcolm joined the Rolls-Royce Owners Club of New South Wales with GF8. Shortly after he enquired if membership continued after sale of one's car, as he said that his bank manager didn't approve of the purchase of a Rolls-Royce on overdraft!

When the RROC expanded with a majority of post-war cars, a meeting was called on 16th March, 1992 at John Altman's home in Melbourne at which the 20-Ghost Club Australian Chapter was formed and Malcolm was unanimously appointed Chairman. The Chapter grew rapidly. Most activities were initiated by Malcolm as Chairman.

Malcolm held Christmas functions at his home which were magnificent occasions. His house was a gem, the Palm Court Orchestra played, the food gastronomic and the speeches kept to a minimum.

At the 10th Anniversary of the Chapter's Foundation in March, 2002 John Milverton spoke:

"Malcolm Johns has been our Chairman since that day, when he was elected unanimously... Malcolm has nurtured our Chapter brilliantly and has kept the membership limited and by invitation only. In this way he has been able to maintain standards and forge our organization into what it is today. Malcolm's imprint is on everything we do in this Chapter. We are used to his superb organizing skills, clear, dogmatic instructions (nicely bound), gentlemanly venues and with never a Bentley in sight."

Malcolm stepped down as Chairman in 2004 and was appointed an Honorary Member, in recognition of his contribution as Chairman.

Malcolm's life had many ups and downs, he was passionate about the Australian Chapter and took an abiding interest in it. He was a man who operated with conviction and sometimes stepped on toes, nevertheless all were fond of him.

We will miss his enthusiasm and generosity.



CHAIRMAN MALCOLM JOHNS WITH RAE AND JOHN KENNEDY

Welcome to you all!

Do you know somebody who ought to be a member?
Propose them to Graham: gtyson@outlook.com

Stan West by Jim Harvey.

I first met Stan in 2004 when he offered me a job. Stan had started his business in the 70s specialising in parts for air cooled Volkswagens but eventually expanded to cover all makes. He turned a small business in Brixton into a leading company with a £100 million turnover and 70 branches nationwide.

Stan's loves were his family, his business and staff, his classic cars and watches, horses, Chinese food and good red wine.

He spoke loudly and could hold the attention of a roomful of people. In the fifteen years that I knew him I never saw him be disrespectful to any person whether this was a competitor or someone that crossed him.

Stan had an uncanny sense of how to make money and what was good for the business. He did not tolerate fools or listen to BS. He believed every member of staff could contribute. He would listen and if he was happy, he would run with your idea.

If you were wrong, he never made you feel stupid, but would guide you towards a different more favourable outcome. He was right 99% of the time.

One of his favourite sayings was: 'Every time the farmer touches the sheep it costs money!'

He surrounded himself with knowledgeable people David Atkinson, Hans and Richard Windheuser, Joseph De Silva, and David Lewis to name just a few and I was lucky to have joined this team. I remember one occasion when Stan was talking to Dave, Richard, Hans and myself about classic Rolls-Royce cars and saying we could all afford one, what he did not explain that we could only afford rust boxes, but that was Stan! I can honestly say that every day was fun, it was a pleasure working for someone like him.

Tonight, I'll look up at the stars, raise my glass of claret whilst eating my Chinese and say thank you Stan West and R.I.P. A giant of a man that will be sadly missed by many.

Below: Stan in the centre with some of his team.

**Bill Davis'** niece Freddy provided the following:

William Maxwell Davis, aged 89, died peacefully at home in Charleston on July 2, 2021.

He graduated from Princeton University and spent his entire business career with the Bank of West Virginia, where he stepped down as President in 1979.

He was a world traveler, and some of his earliest trips included the World Fair in 1939 and the opening of the 1952 Olympic Games in Helsinki. He also served overseas in the U.S. Army.

A passionate automobile enthusiast from his very early days - he often recalled childhood events (and throughout his life) by the car that was involved. He was also among memberships and roles in a dozen different auto clubs, especially active with the Classic Car Club, the Classic Car Club of America Museum, and the Rolls-Royce Owners Club and judged the Pebble Beach Concours d'Elegance for over thirty years.

He was the oldest continuous American member of the UK based 20-Ghost Club and his cars often won best in class. An especially memorable event among many was his delight in taking an American-built 1928 Rolls-Royce Springfield (MA) roadster with left hand drive to England for a tour - creating some sensation on both continents, including a New York Times photo of it boarding the QEII for the Atlantic crossing.

He will be remembered for his great charm, and for his genuine devotion to West Virginia, his community, and his family — and for his bowties!

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

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Printed by Parchments Print of Oxford, Crescent Road, Cowley, Oxford OX4 2PB

Tyson Holds Forth

Graham 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!

What would Sir Henry make of today's leviathans that bear the Rolls-Royce name? How would he react, for example, to the glitzy 19ft convertible purportedly the world's most expensive car - allegedly \$28 million - with a boat tail and mechanised rear deck that transforms into a picnic set? The centre-hinged decklid opens up like a butterfly's wings to reveal two fridges and a special cutlery and crockery set. Completing the picnic theme are a pair of carbon-fibre stools and a parasol that extends from the rear of the car.

Would Sir Henry shudder at its ostentatiousness? Probably - but then I suspect he would have had similar thoughts over Barbara Hutton's 1926 Phantom I 'The Phantom of Love' with its Louis XIV look-alike interior not to mention the ludicrous Brooke Swan car owned by the Maharajah of Nabha which would not have looked out of place in a carnival procession!

Would he feel as uneasy as I do over such cars in these times where the wealth divide between people and the move against gas guzzling behemoths is so great? I suspect he would also agree that a great fortune certainly does not necessarily bring good taste.



Bentley, which whilst it also has a German parent is the original Rolls-Royce Motor Cars direct successor and still makes its cars mainly at the original Crewe factory with a small number made at VW's Dresden factory. What would Sir Henry think about the Bentayga - Bentley's most profitable model, even if the bodies are made at VW's plant in Bratislava? I have to say, I do like the Bentayga. It does not seem 'flash' and whilst from some angles one can see a distinct similarity to the Audi Q8 and its newest incarnation the Q9, it is, in my opinion, a good looking car exuding quiet good taste.

All I can say is thank goodness the rights to use the name Rolls-Royce were not bought by Ford. A Mondeo with a R-R logo would not look too good!

My own view is that, whilst taking nothing away from the new incarnation of Rolls-Royce, the last of the true Rolls-Royce cars was the Silver Cloud III. I think this was a glorious motor vehicle and have



often mentioned to Sarah that we should invest in one. Sadly she always says 'NO WAY over my dead body - it is an old man's car!' Could that be a possible 'Yes...' I wonder.....? Anyway, and as I never fail to point out to her, I AM an old man so do qualify for one.

Whilst I am usually successful on winning the domestic argument on motoring needs I fear, in this case, it will be a long uphill struggle but I shall not give up. Obviously were I to buy one and have the temerity to turn up to a Club event in it, I would ensure it was parked out of sight for the duration!

During my inactive moments, (quite a few currently given it will take eighteen months before this blasted ankle is mended), I spend time looking at the usual R-R dealers' websites, of which Richard Biddulph's Vintage & Prestige has to be the best. Not only in terms of pure volume but also in the quality of its descriptions, and especially the magnificent photographs.

As I write he is offering fifty-five cars from 'our period' some of which are unknown to the club, as well as the registration 201-AX. What a great number that is.

There can be no doubt that he has some gems including a very early 20HP (February 1923) patinated, painted yellow over black, and believed to be the last remaining 20HP carrying its original open drive limousine - delightful. What is noticeable is that the Ghost prices seem to be all over the place, for instance a 1910 Ghost with a Roi des Belges type body at just £465,000. This seems absurdly reasonable to me for a 1910 Ghost even given it does not have its original body.

Having considered the thoughts of Sir Henry earlier I wonder if W.O. Bentley might allow himself a smile of satisfaction were he to see the modern values of his old cars against those of the Silver Ghosts. Karma, perhaps given the events of 1931.

My word of the issue is:

DADDLE

vb. to walk tottering or unsteadily, like a child; to stagger; to walk with short steps, as a small child or an infirm person - indeed rather like me at this present time.

First documented use 1673, see example:

"...When I and my Bride [went to] bed, on my wedding-day at night,

My fancies with pleasure she fed, for I had my full delight.

She [could teach in] Venus's school, and with me she did daddle;

But I, a young puny fool, [knew nothing of curb or] saddle....."

From: A Comedy for the Country - A. Miles



The Forbes Report

At long last we have made a tentative return to events, to the evident delight of those attending. We have also been welcomed enthusiastically by hotels, who have gone to great lengths to ensure the Covid security of our stays. During the restrictions we have all got used to wearing masks, but it is an odd experience to be greeting friends again wearing one. As the only time you could remove it in the hotel was when seated eating and drinking, the natural consequence was an enjoyable time was had by all!

Our first event was at Mallory Court in Warwick and although the limited opening of National Trust properties and cafes made it difficult for Brian Fidler to organize as a group, everyone found somewhere to drive out to in the sunshine. It was good to welcome some new faces to the Concours and to have the skilled eye of Jonathan Wood to add to our judges.

This was followed by a well-attended and varied few days in the New Forest, kindly hosted by Irvine Laidlaw. Sadly, Christine and Irvine had been pinged after contact with a positive Covid case, so could only watch from afar and leave Phil Stainton in charge on their behalf. Irvine generously laid on a splendid lunch in a marquee on the lawn, opened his car collection for viewing and many of us enjoyed a ride on his traction engine in full steam. We even had our first trip abroad for a long time, with a day on the Isle of Wight! William and Clare Corbett very kindly invited us all to dinner at their family home deep in the Forest, all home cooked by Clare for the assembled multitude. The house was the base for the SOE trainers in WWII, but our talents for subterfuge and evading attention were not required as William had laid on more than sufficient wine in clear sight for us to help ourselves! Our thanks go to Johnnie Gallop for all his sterling efforts to make it work for the Club in challenging circumstances.

We now look forward to our two Scottish events in September, which have had to be heavily revised to reflect the inability of many of our international members to travel. We now have just one enlarged tour with 21 cars, when there would have been two with a total of 38 cars. It has been challenging

to re-arrange hotels and find additional rooms, as Scotland is a hugely popular destination right now. Many of us will be starting in style with the re-enactment of the Top Gear Trial from London to Edinburgh.

We are, of course, a Club of individuals, all with our own opinions. None more so than our colourful correspondent from Cornwall, Graham Tyson. He makes his usual controversial comments on what Sir Henry would make of the modern Rolls-Royce. His cars were certainly the leviathans of his day, in a period where there was even greater inequality in the world than there is today. I am sure he would marvel at the fine tolerances and quality control achieved in mass production today, together with the fuel economy and longevity of modern engines. The fact that we are encouraged not to open the bonnet these days (nor need to) would resonate with Sir Henry, who was opposed to fiddling by chauffeurs unless they had been properly trained at the School of Instruction. He would also empathise with the creation of the Goodwood factory from scratch, echoing his move from Manchester to Derby.

Sir Henry only concerned himself with designing and building the chassis and drivetrain; the bodywork added by the company back then was limited to the famous radiator and bonnet. The rest was up to personal choice and the coachbuilder's interpretation of the customer's requirements. Rolls-Royce today do likewise with every whim on interior and colours. Market demands on body design are no doubt more influenced by export markets driven by wealthy young entrepreneurs rather than the traditional landed gentry of Sir Henry's time (or Cornwall today!)

Whatever you are driving, enjoy the extra freedoms responsibly and we look forward to seeing you all out and about again very soon.

Best wishes
Ken

Right: Ken and Silver Ghost 68RM waiting to board the Isle of Wight ferry during the New Forest tour.

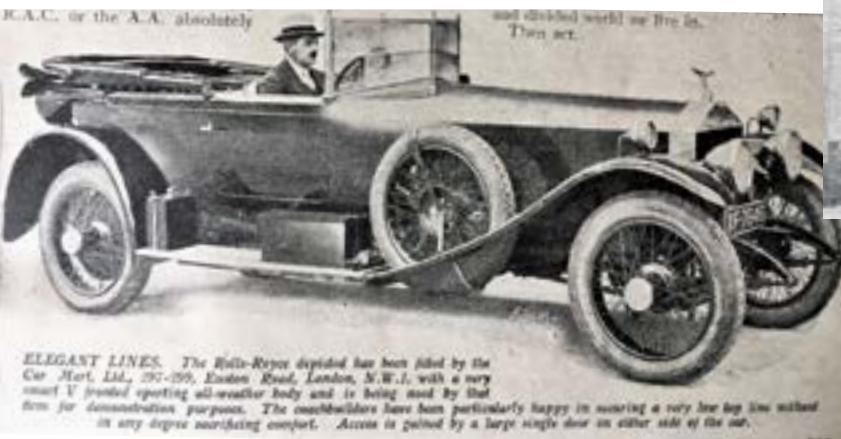


Just a century ago...

Herodotus – casts an eye over R-R related issues within The Autocar 100 years ago.

July – September 1921

Price Reduction. In July Rolls-Royce began to accept orders for chassis at £1850 compared to the previous price of £2100. Union negotiations were underway which would, if successful, enable considerable reductions in costs. If the talks failed, customers would have the option of cancelling the order or paying the old price. They were obviously successful and three weeks later the price reduction was confirmed. Rolls-Royce placed a full-page advertisement.



“Elegant Lines” pictures 33LG (now owned by Sir John Stuttard). Hopefully the full caption is legible above. Cart Mart Ltd was the retailer rather than the coachbuilder; this was R Harrison & Son.

Speed Trials at Brooklands. 1920 Silver Ghost 141EE driven by A D Sanderson won the class for Racing Cars (sic) in the Auto Cycle Union Speed at Brooklands in July. The car covered a kilometre from a standing start in 43 seconds.

Dolomites.

George Abraham, whose photographs of the Isle of Skye were featured in Sir John Stuttard's recent book, contributed a long article. The trip was made with Geoffrey Summers in Summers's 1920 Silver Ghost (39TW) the same car that the two had taken to Skye.

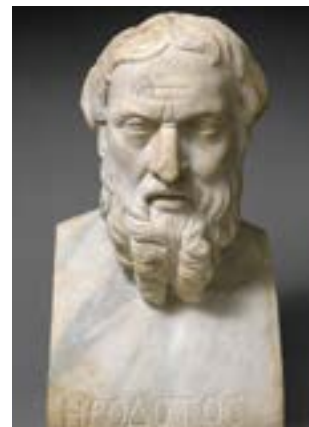
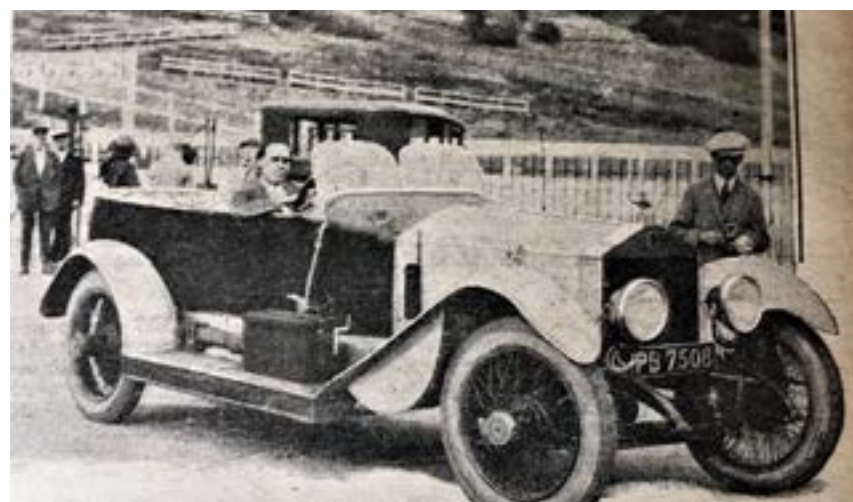
Abraham praised the French roads and enjoyed the forests and flowery fields, but complained continuously about the prices. He observed that the currency exchange rate for English people was variable, but always less than it should be.



Above: Roman Gates of Aosta

Far right: Isere Valley (pictures George Abraham)

Plagued by tyre trouble due to the excessive heat they found the solution was to remove the outer wheel discs, allowing the wheels to run cooler. In Italy the road was steep and slippery, and torrential rain caused rivulets a foot deep; water was flung in wide waves from the prow and the car ‘lurched and dived like a destroyer in a storm’.



Delivery to India. A photograph in August showed a new car being delivered to the Rolls-Royce depot in Bombay. The six-bullock power array had a maximum speed of 2 mph. Not an infrequent scene.



In August a car with a Rolls-Royce 14L 12-cyl Falcon aero engine was described. Fitted to a much modified Napier chassis in France it was said to be capable of very high speed, though no figures were quoted. Note the extra-large starting handle!



Above pictures two cars acquired by Emperor and Empress of Japan. Mounted on the roof of each is an electric horn, and two extra lamps.

Another article about mountain climbing appeared in August. 86AE was driven by Charles Freeston who spoke about ascending the Stelvio Pass ‘gaily’, and a ‘glorious romp’ over the Gobera. As to be expected, the car covered 3510 miles and 53 passes ‘without turning a hair’.



2nd Oldest 40/50. In August, the second 40/50HP car built 60502 from 1906, was on offer. Priced at £780, having recently been overhauled at cost of £400.

A comparison of 1914 and 1920 Models. Geoffrey Summers, whose 1920 Silver Ghost (39TW) was used in George Abraham's article on the Dolomites compares this car with the 1914 model (18RB) he owned earlier. The later model had superior acceleration, greater max engine revs and a much improved footbrake due to Ferodo lining rather than cast iron. He admired in both cars the perfect light springing, ease of control and tremendous reserves of power. The only drawbacks were a lack of water temperature control (changing radiator blanking plates took 20 minutes) and he suggested the car would benefit from front wheel brakes.



Claremont resigns. On 24th September 1921 Autocar announced that Ernest Claremont, Chairman of Rolls-Royce Ltd since formation in 1906, had resigned due to ill health.

Herodotus (well known to our own Philip Hall) suggests a standing order to Sir Henry Royce Memorial Foundation, Sort Code 20-20-15 A/c No 90525952

R-Rs in Colonial Tanganyika

Following the piece in the last issue on John Arthy's PI, 29WR which was used by the British in Tanganyika, former member (and arch-proof-reader) Peter Brown sent in this picture of 1937 25/30 GMP7 in Tanzania.

'In "Complete Classics 4" Bernard King records GMP7 as off test on 6th August 1937 and, bodied by Thrupp & Maberly as a limousine. However, within a year the black painted car was in government service in Tanganyika with its rear roof now a folding landaulette in leather and was used by that country's Governors-General until Independence in December 1961.

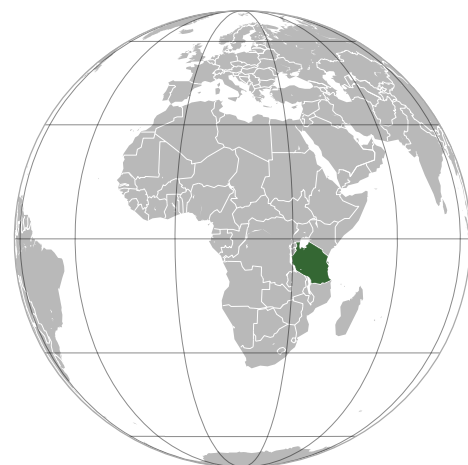


The first President of the United Republic of Tanzania (=Tanganyika and Zanzibar), the late Julius Nyerere, inherited GMP7 and used this relic of British hegemony to conduct around the capital's streets such visiting African luminaries as Liberia's veteran President William Shadrach Tubman ('Uncle Shad') and the Ethiopian Emperor Haile Selassie, both multi R-R owners in their own (people's) right. GMP7, upholstered in heavy brocade, must have been ghastly in the sauna bath humidity of coastal Dar es Salaam

President Nyerere wanted a new car befitting the distinguished visitors who came calling on one of Africa's first Socialist heads of state. A deal was concluded with the British government for a modern Rolls-Royce to perform this role and a bespoke Phantom V (5VD99) was delivered in 1965 for the grossly inflated price of £16,225 (£7875 for a standard car). Clothed with a State Landaulette body by Mulliner Park Ward, where the hood rolled back from the division, air conditioning was fitted to front and rear compartments and the rear seat could be raised. GMP7 was retired that same year and lay unloved in the government garage on Pugu Road until condemned to the city's National Museum where it has quietly putrefied ever since; its engine seized.

The Phantom was also retired to the museum when Jakaya Kikwete assumed the presidency in 2005 and preferred cars more suitable for Tanzania's rural areas. The Phantom has disintegrated alarmingly since, its paintwork crazed, and leather top shredded. Both the Rolls-Royce cars now sit in a corrugated iron shelter in the museum grounds no longer dry nor safe from the corrosively saline air of the littoral city.

Tanzania's neighbouring states of the East African Community have treated their inherited colonial relics variably. Kenya keeps its magnificent Phantom V (5VA95) in fine roadworthy condition. In Uganda however, the state limousine (Phantom V 5VD27) was burned when the Kabaka's palace was sacked in 1966 – it survives, just - but another R-R, known only to have been an open car with 'bicycle wheels', did not and is buried at the site, one day perhaps to be disinterred...'



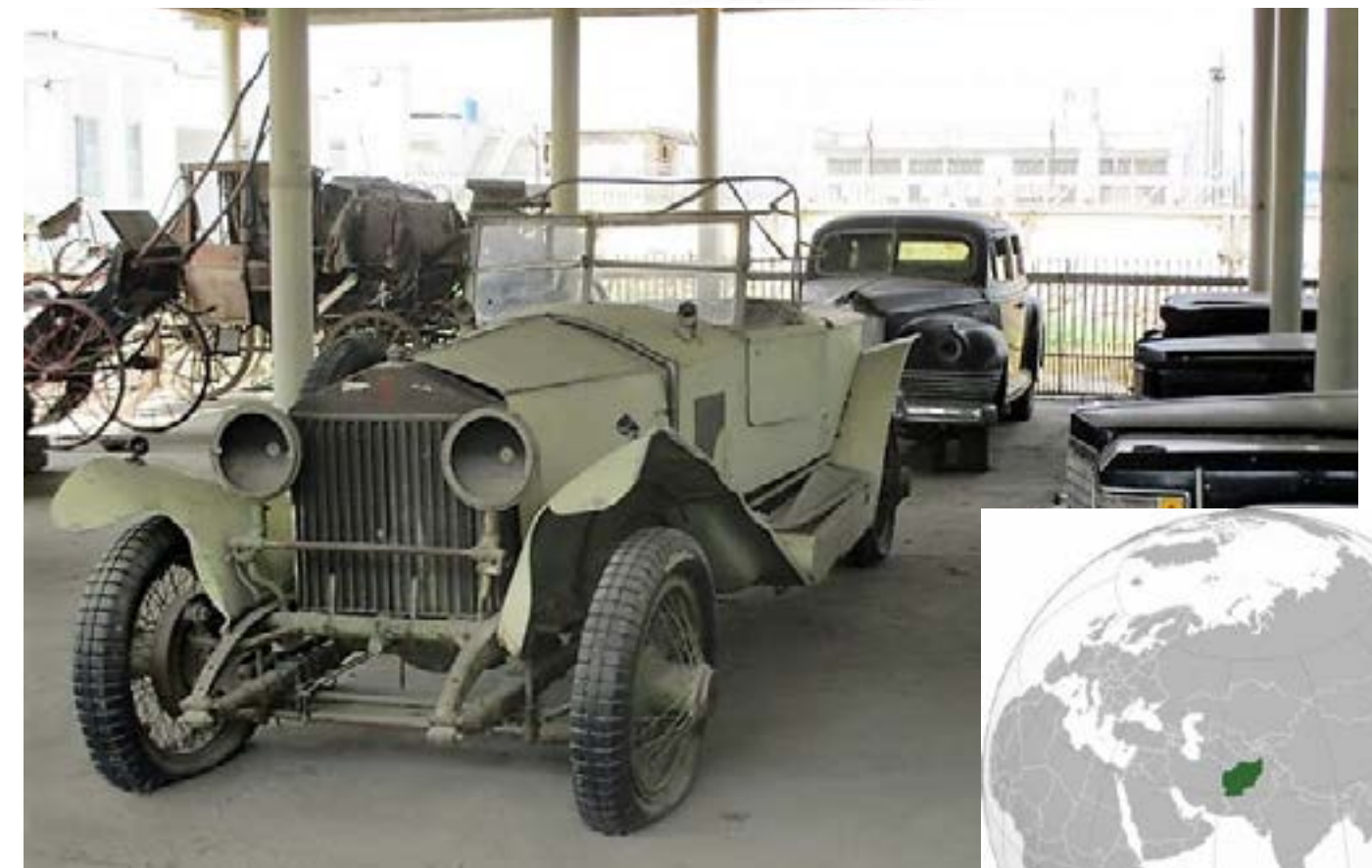
& Afghanistan

John Stuttard went to see master coach-trimmer Alan Geater in Thatcham. Alan gave John twenty small photographs of a Phantom I in Afghanistan, which had been given to him years ago. These will be passed on to Philip Hall at the SHRMF to add to the archive.

On returning home John looked through Lawrence Dalton's Rolls-Royce The Derby Phantoms and found (on page 121) a 1926 PI 60YC Off Test on 9 September 1926 and delivered to Bombay via S/S Rajputana.

John's suspicion that the pictures were of 60YC were confirmed by Tom Clarke:

'Yes, this is 60YC. King Amanullah had good taste. The photos you've sent must be ca 1950s-60s when the car reemerged. It has almost certainly now been destroyed. The Taliban, about 25 years ago, literally smashed all the cars in the King's garage. Unesco had earlier built a shelter to protect them some more because their significance was recognised, though in bad condition. Best, Tom'



Sacrilege?! Concours judge Anthony Armitage makes a useful modification and some comparisons.

During lockdown I was chatting to Michael Joy who mentioned to me that overdrives fitted on the torque tubes we have in Phantom Is and Ghosts can hit the handbrake cross shaft. This got me thinking and indeed worrying. As a result I spent a week creating an arch in my cross-shaft. It was either that or increasing the thickness of the rear axle bump stops.

Needless to say it took much longer than expected and having the thing in pieces made me think and compare it with the equivalent 1930s Alvis design.

Lots of Ghosts and PIs have been retro-fitted with overdrives which are usually the Gear Vendors/Laycock type. Mine is an all mechanical separate gear box supplied by Frank Cooke's son at Vintage Garage in New Hampshire twenty-five years ago. They also supplied some big bump stops with an inch and a half aluminium block above the rubber block. These undoubtedly worked, but hitting the bump stops is quite a crash and meant the overdrive at full bounce was very close or just touched the hand brake cross shaft which is what mine has very occasionally been doing since 1997 without my knowledge. Michael Joy has been fitting one of the Laycock type to his PI and found that it definitely needed a lot more clearance or much bigger bump stops.



So I decided that if you have an overdrive and don't want to endure overthick bump stops then you need to kink the handbrake cross-shaft. It only applies to Ghosts and Phantom Is as they are the only R-R cars that have the huge torque tube from the back axle to the gear box.

But having removed and dismantled the cross-shaft I discovered that R-R needed sixteen specific components (excluding the 16 bolts, nuts, spring washers, five hand fitted taper pins and one split pin) to bifurcate the pull from the handbrake to both back brake drums which themselves had two extra internal drums with four extra brake shoes with their own expanders etc.

Alvis managed it with one lug on the bottom of the hand brake itself which engages with another lug sticking out of the two inch lever the rod from the foot brake pedal pulls upon.

Okay, the Alvis brakes don't have differentials to equalise the force to each side although I wouldn't have thought necessary for a brake that's mainly used for parking...if it wasn't to be mainly used for parking why was the brake lining made of cast iron?!

And okay, the Alvis hand brake is not completely separate from the foot brake. It uses the same two brake cables to the wheels and brake shoes. As for equalisers, on the Phantom if one of the final brake cables fails the equaliser makes sure you can't pull solely on the cable on the other side, so you have no handbrake at all.

Taking another example the first production Bugatti was the four cylinder Brescia, so called after it won a race at Brescia in 1913 against all comers mainly of Edwardian muscle-bound monsters with engines of five to ten plus litres. The Brescia was the first high performance lightweight Grand Prix car and after being hidden during WWI was the first Bugatti to

be put into serious production. They made over a thousand (more than any other Bugatti) and Henry Royce owned one for a short while before deciding it was noisy and uncomfortable; the complete opposite to what he was trying to create. But in the Brescia the hand brake shaft goes straight across and is also the bearing for the gear lever. Two functions for one shaft. The Brescia four wheel brakes are compensated left to right by a part differential on the bottom of the foot pedal and front to rear by an S loop in the chain. It's an even better story than the Alvis.

Another thing I learnt when I had the whole assembly apart is that the shaft revolves in two sleeves - one at each end - lubricated via the oiler on the equaliser casing. There is no seal at either end of the shaft to retain the oil. It is designed to drip out, total loss. Each sleeve is about an inch and a half long so it will only drip out slowly. Is this another thing to check with a wipe of a clean white rag at the annual Concours d'Etat? One is always looking for ways to mark down impossibly immaculate cars!

Not sealing the bearing was because Royce wanted to give the old oil an escape route when fresh oil was applied. Practically all the oiling points on the chassis work this way which is fine and gives rise to the observation that there should be little oil drip

marks on the floor of the garage to prove the oil is getting through to all the places it is meant to. This particularly true of the later cars fitted with the automatic Bijur oiling system. It is also one of the nonsenses of spotless chassis in concours. All that proves to me is that oil hasn't been getting through - minus a point for each dry nipple!?

My point about Alvis and Bugatti is not that they were better than Royce's but they were miles simpler, had many fewer parts and provided perfectly effective handbrakes. For two-wheel braked Ghosts you could argue that the hand brake was an important part of their braking and therefore needed to have an equaliser incorporated in the hand brake system. As ever with things R-R one can never be dogmatic.

Having finished my arch modification to the hand brake cross shaft to increase its clearance over the overdrive and given it a thick coat of paint, I certainly don't want to take it to pieces again!

Left: Anthony's modified hand brake cross shaft.
Below: Judging at this year's Mallory Court Concours, clipboard in hand, examining 20/25 GSF29 'Harrison' as John Stuttard looks on.



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.

Dave and I experienced the grandeur of seven U.S. national parks on the inaugural Pathfinders Transcontinental Tour. Following the opening dinner on May 30th we drove 3,234 miles through six states (Arizona, Utah, Wyoming, Montana, Idaho and Washington) in 23 days ending with our closing dinner on June 20th. We took in the Grand Canyon, Zion, Bryce Canyon, Grand Teton, Yellowstone, Glacier and North Cascades National Parks as well as stunning byways and scenery all along the way.

The endurance run was devised by Dan & Samantha Findlay from British Columbia, Canada. The young Findlays (in their 30s) were inspired by the late Millard

Newman who put on a national parks tour in 1997. Putting over 500 hours into planning they mapped out the whole tour online using Google Maps, satellite imagery and motorcycle/biking software - they never drove the complete route nor knew what to expect from the driving experience. But they secured nineteen hotels, coped with last minute COVID-19 changes and put together a flawless tour book. Have a look at www.pathfinderstranscon.com, needless to say we hope they plan another tour soon.



Fourteen cars were on tour of which five were Silver Ghosts: John & Denise Dolan's 1908, Tim & Pia Sierra's 1911, Mike & Cynthia Sierra's 1913, Steve Haines & Kim Wilson's 1914 and Dave & Kimberly Shadduck's 1925. The other cars were a 1911 Locomobile, 1911 Thomas Flyer, 1912 Lohr, 1912 Peerless, 1914 Lozier, 1914 Premier, 1914 Simplex, 1915 Mercer and 1917 Pierce-Arrow. As I mentioned in my last article Dave and I were supposed to be driving our 1912 Pierce-Arrow (this was a brass era car tour), but the radiator on the Pierce-Arrow remains in Canada being re-cored, so the Findlays allowed us to bring our "modern" Ghost.

Starting in Scottsdale, Arizona the average driving day was 180 miles; the longest day's drive was 255 miles, which happened to be one of the 10 days that I drove. One of the more challenging driving issues we faced included driving in crosswinds of up to 40 mph in an open landscape. Much of the tour was driven along the western side of the Rocky Mountains. We climbed mountains on most days. In fact, the total variation in elevation was from 72 feet above sea level to 10,577 feet above sea level. We managed grades up to 13% (1:8) and switchbacks that went on for miles. On one particularly steep incline in Arizona, Dave coached me, in an instant, on how to split shift perfectly into overdrive while down shifting the transmission (you would have thought I did it all the time). Some roads we drove are closed from November to May due to snow and at Glacier National Park's Going-to-the Sun Road, only eight out of fifty gorgeous miles were open due to snow that still needed to melt.

The different elevations led to a huge variation in temperatures so we needed to pack summer and winter clothes. Our hottest day was 104 degrees F (40C) in Arizona and the coldest morning drive started out at 28 degrees F (-2C) in Yellowstone but the weather gods blessed us with sunshine and very little rain. Our top was only up for two days.





Our old cars can have issues (flat tires, starter problems, over-heating, etc.) and some just plain fail, but I can proudly say our Ghost had no issues. In fact it was a big help towing the 1917 Pierce-Arrow up the final mountain into Page, Arizona. The Pierce-Arrow had struggled all day with fuel delivery issues so while in first gear, we towed the Pierce-Arrow up a 4 mile incline so it could complete the last 30 miles to our destination.

This was also the first tour where I had seen a car lose its wheel! The Thomas Flyer had encountered many flat tires during the tour (including two on one day) all on the same wheel (driver's side front). After leaving one of the hotels and negotiating an extremely winding road, the errant wheel flew off after three miles! I arrived at the scene about 5 minutes later and fortunately no one was hurt and all of the parts had landed in the adjacent field. With a lot of help from the other guys on the tour, the wheel was re-attached and the car was on its way again.

Ultimately, three cars didn't complete the tour and two others left early. After 16 days on tour, Dave was called back home for business leaving me with the last six days and 900 miles to finish on my own.

Elk, condors, bald eagles, grouse, rabbits, longhorn cattle, sheep, deer, and wild horses were spotted throughout the tour. We didn't see any bears or moose but others did. I managed to dodge an encounter with a buffalo about forty feet away from me at Yellowstone and making his way towards the path I was on. There was no way I was going to impede his journey! Dave and I also drove alongside a family of buffalo as we were leaving Yellowstone and I was able to get images of both experiences. We also visited a reindeer farm in the foothills of the Cascade Mountains.

At Yellowstone, Old Faithful and the Morning Glory Pool were not to be missed as was stopping at the iconic Horseshoe Bend in Page, Arizona. The vastness of the Grand Canyon with the many viewpoints to admire the layered bands of red rock with the immense Colorado River flowing at the base was simply awe inspiring. Bryce Canyon's spire-shaped hoodoos with their red, orange and white colored rock provided spectacular views against the early morning blue sky.

Glacier National Park's pristine lakes and waterfalls were intoxicating, and Zion's surreal looking sandstone walls glowed when the sun light was on them. Stopping at a turnoff to take in the magnificent cascades in Washington were kids across the road throwing snowballs. I asked a girl to throw one at me and captured it in a photo.

I was able to shoot the Milky Way twice; first time at the Grand Canyon and then again at Bryce Canyon which has one of the darkest skies in the US, the Milky Way stretched from horizon to horizon.

One evening the ladies were chauffeured in a white limo and taken to a cooking class at Mindful

Cuisine in Park City, Utah. Chef Linda Elbert and her husband have a beautiful home and we cooked a fabulous dinner in their professional kitchen overlooking the Park City Mountains using the fresh herbs and vegetables grown in Linda's garden. Enjoying wine while we cooked, we ended our meal with a fantastic Pomegranate Passion cake and took leftovers to share with the guys back at the hotel bar.

There were cute downtowns and many wonderful meals from small local restaurants. Everywhere we were welcomed. Places were busy and whilst some were understaffed it felt good to see life coming back to many areas and businesses. The parks, shops and hotels were bustling with tourists and we were happy to be among them.



I'm writing this on the 4th of July - America's 245th year of independence. I can't believe how beautiful the United States of America is and feel so blessed that Dave and I were able to go on this tour and experience the majestic scenery of our national parks. As with all tours we enjoy seeing old friends and making ones. This tour was no different. We are looking forward to touring again with all of you very soon.

After getting home my sister called to ask about the trip and if I would ever do it again. "In a heart-beat!" I replied

Far Left: Poor John D - the look says it all.

Above: The snowball!

Below: Kimberly and 1925 Springfield Ghost S131MK





Top left: Tim Sierra and John Dolan get to work!
Middle left: Beauty and the beast.
Bottom Left: The Navigators at Park City, Utah.



Above: Who will get to the crossing first?
Below: Bryce Canyon.



Motoring in the New Forest

On Monday 12th July, the 20-GC descended on the New Forest for a few days of driving and fun.

Irvine and Christine Laidlaw provided a truly wonderful lunch on the first day affording us plenty of time to look around Irvine's stunning car collection, and take a ride on The Duke of Kent, Irvine's marvellously restored 1914 Burrell Road Locomotive (thanks to Geoff for steaming and driving the Duke for us all).

On the second day we took the ferry off to the Isle of Wight and motored around the island stopping for lunch at the delightful Nunwell House which the owners had been persuaded to open just for us. Thanks to Phil Stainton for organising this - and for being a star throughout. Then in the evening William and Clare Corbett treated us to supper at their family home deep in the heart of the forest (once used to house SOE agents training at Beaulieu for action in Europe during WW2).

Day Three saw us take a scenic run through the forest proper, first to Breamore House and its farm and agricultural museum, and then to Exbury Gardens, for lunch, garden tour (large collection of rhododendrons, azaleas and camellias) and a steam train ride.

On our final day we were joined by more members at Beaulieu. Our member Doug Hill is CEO of the Beaulieu Motor Museum having started working there on an apprenticeship back in the 1970s and stayed ever since. He arranged for us all to be able to park up in front of the house, for Lord Montagu to come out and welcome us, and then for a tour of the workshops at the Museum.

We stayed at Careys Manor in Brockenhurst, the weather held fine throughout, and Covid issues only caused occasional stress (although huge thanks again to Irvine and Christine who were unable to join their own lunch having been 'pinged').



Above: Impressive line up at Irvine's house.

Opposite above: Geoff the engine driver, with Gervase, Lesley, Ken...and The Duke of Kent!

Opposite below: Tina admires Irvine's 1913 Ghost 2412





Year	Model	Body style	Colour	Chassis	Regn.	Owner/passengers
1911	Silver Ghost	Tourer by Lamb of NSW	Green	1606	CH-722	Nick & Jo Naismith
1913	Silver Ghost	London/Edinburgh style by Lamb of NSW	Red	9NA	CC-371	Christine Turner and Bernard & Sylvia Holmes
1919	Silver Ghost	Flewitt Tourer	Green & Black	51TW	AC-4444	Graham & Gill Adams
1921	Silver Ghost	Tourer by Lopes	Yellow & black	60NE	SV-6608	Gervase & Margaret Forster
1922	Silver Ghost	Hooper Tourer	Celadon & Black	34MG	JL-1	Clayton & Helen Banks
1922	Silver Ghost	Skiff body	Wood & Dark Red	42ZG	NN-3740	Nick Channing & Tina Muddle
1924	Silver Ghost	Windovers & Jarvis Tourer	Grey & Black	68RM	S-46	Ken & Jane Forbes
1925	Silver Ghost	Tourer by Cassini & Tonolo	Blue	62EU	SV-4966	Bryan & Carole-Anne Stringer
1926	20HP	Barker Tourer	Green & Black	GSK80	NR-8314	Jane & Rob Pedler
1933	20/25	Windovers Limousine	Green	GHA16	AXE-275	Johnnie Gallop & Bella Hoare
1933	Phantom II	Park Ward Continental Sports Saloon	Black & Grey	118MY	CG-4554	Charles Rentoul & Zelda Kent-Lemon
1934	20/25	Barker Sports Saloon	FT Pink	GSF29	BXB-12	John & Lesley Stuttard
1934	20/25	Hooper Sports Limousine	Cream & Black	GWE53	BLE-720	Steve & Anne Wilks
1938	25/30	Park Ward Touring Limousine	Red & Black	GAR48	EYM-997	Andrew & Pippa Walker
		Modern car				John Arthy & Adrian Berry
		Support car				Phil Stainton
Beaulieu only						
1914	Silver Ghost	Alpine Eagle style tourer	Blue	12RB	AA-43	Doug Hill
1920	Silver Ghost	Tourer by Woodall Nicholson	Blue	60AE	79-FLY	William, Clare, David & Penny Corbett
1933	20/25	Barker drophead cabriolet	Black	GTZ48	PO-8383	James & Ali Lifford
1937	25/30	Park Ward Touring Limousine	Black & Yellow	GRP4	ELH-113	Henry Fitzhugh & Dr Rosemary Jeffreys
		Modern car				Allan & Sue Glew

Above: Our cars at Exbury House - home of Lionel de Rothschild in the early C20th and still owned by the family today.

Overleaf: IoW ferry, Nunwell's gorgeous garden, steam train at Exbury, Rob Pedler makes a new friend, the Pedlers' superb 20HP at Careys (nimble on winding forest roads), fabulous marquee at Irvine and Christine's, rolling off the ferry, IoW's lovely beaches, and Nick's skiff-bodied SG.

Pages 6532-33: The Corbetts' house - deep in the forest, Clayton's car tones nicely with a curious statue, Christine and Sylvia and the bus to our final dinner at Forest Park Hotel, Lord Montagu in full flow, The Duke of Kent, cars assemble at Breamore, CH-722 owned by Nick & Jo Naismith, Charles Rentoul's handsome PII, Bryan Stringer's The Whisperer - not the original but fun, Andrew & Pippa Walker's 25/30, and views of Beaulieu including the workshop.

With thanks to all attendees for the pictures.



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Should you give a name to your Rolls-Royce Motor Car?

Harrison Royce and Mr Twenty (aka John Fasal)

There was a time in the 1950s when anyone referring to their car with a Christian name, such as Doreen, Frank, Marmaduke or Phyllis, would never be considered for membership of The 20-Ghost Club. It was simply not on.

These days, times have changed. It is now quite common for owners to give affectionate names to their cherished chariots, which have become almost human in the process. Through choice of a name, perhaps based on a relative or the original owner or an association with finery or fine living, and, in one case, the monarch, the motor cars have acquired distinctive personalities: Auntie, Brenda, Emily, Grace, Harrison, Hyacinth Celeste, Millie, Peabody, Rosie R, The Countess, The Doctor and The Duchess. As members of the family, they have been, and continue to be, much loved.



The Narvells' Hyacinth Celeste (67GX)



The Valentines' Auntie (IOR)



The Crossley Cookes' Rosie R (GOK47)



The Tysons' Brenda (97AE)

In some instances, the car is referred to simply as 'The Ghost' or 'The Phantom', which is often pronounced with the same affection as though it were a proper noun.

Others have assumed the name of the place where the owner lived, such as the 1914 HJ Mulliner Torpedo Tourer (27BD), which is known as 'The Ballindalloch Ghost' – in this case derived from Ballindalloch Castle in Scotland, the home of the Macpherson Grants.



The Armitages' The Phantom (65CL)



The Macphersons' Ballindalloch Ghost (27BD)

The practice of naming Rolls-Royce motor cars started quite early in the company's existence. In 1905, 'Grey Ghost' was given to a 20HP (24263). This was followed in 1906 by 'The Dream', a 30HP (60528). In the same year, 'Green Phantom' was given to a phaeton de luxe body, which name has been variously ascribed to a Heavy 20HP (40507), a 40/50HP (60552) and another 40/50HP (60539). Later that year, a show polished chassis (60542) with a Barker Pullman Limousine body was named 'Prior's Pride'.

Then, in 1907, the most famous car of them all (60551), Claude Johnson's Trials car, was named 'The Silver Ghost', after it had been painted throughout in silver, with silver fittings.

This car won the Dewar Trophy for the official Non-Stop Record of 14,392 miles without an involuntary stop, as reported in The Autocar of 7th September 1907.

After WWII, this car was restored under the supervision of Stanley Sears, The 20-Ghost Club's first President from 1950 to 1966 and then Master from 1966 until his death in 1989. It was therefore a pleasure to learn in 2020 that, after many years in the ownership of Bentley Motors, chassis number 60551 (also referred to by its registration number AX-201) is now back in the hands of a club member, The Hon Sir Michael Kadoorie. The photo below, by Colin Hughes, shows 60551 climbing the Rest and Be Thankful in 2007.



After ‘The Silver Ghost’, many chassis built by Rolls-Royce over the next seven years were given interesting names, based largely on their perceived character or because of their association with a place. Only a very few were given a Christian name or a surname.



- | | | |
|--|-------------------------------|----------------------------|
| Grey Ghost (24263) | Green Glider (60925) | The Silver Spectre (1601) |
| The Dream (60528) | The Whisper (1) (60933) | La Golondrina (1627) |
| Green Phantom (1) (60539) | Blue Mist (60985) | Wedding Bells (1641) |
| Prior's Pride (60542) | The Silver Phantom (1) (1100) | Town Mouse (1647) |
| The Silver Ghost (60551) | The Wraith (1101) | Star of the East (1690) |
| Green Phantom (2) (60552) | Silver Phantom (2) (1106) | The Sluggard (1701) |
| Pearl of the East (60576) | Silver Dawn (1126) | Silver Meteor (1748) |
| The Dreadnought (60583) | The Silver King (1133) | Nur Jahan (1782) |
| The Cookie (60707) | The Charmer (1162) | The Mystery (1826E) |
| White Ghost then White Knave (60726) | Jewel of Asia (1402) | The Wrath (1840) |
| Silver Silence then Silver Rogue (60737) | Shadow (1419) | Ladybird (1859) |
| Dragon Fly (60751) | The Whisper (2) (1423) | Swallow (1908) |
| Silver Silence (2) (60779) | Isis (1426) | Noornihar (2039) |
| Nada Lily (60788) | Bluebird (1470) | The Grey Moth (2047) |
| Golden Dawn then White Australia (1) (60922) | Green Goblin (1494) | Eastern Gem (2078) |
| | The Elusive Pimpernel (1522) | Taj Mahal (2154) |
| | The Dreamer (1524) | White Australia (2) (2242) |
| | Yellowbird (1564) | The Blue Bird (2584) |



The Sluggard (1701) Photographed prior to aquisition by John Snook.

The photo right (provided by John Fasal) shows the 1908 car (60925), which was named the ‘Green Glider’, being driven by the Hon CS Rolls, accompanied by Captain Lionel Spiller, with Lord and Lady Llangattock in the rear. The family’s steam yacht, Santa Maria, is seen behind 60925, berthed at Menton on the French Riviera in March 1909. Built in Glasgow in 1883, the yacht was 154 feet in length, 22 feet in the beam, weighed 340 tons, had a 12 foot 4 inches draught and the unusual installation of electric lighting.



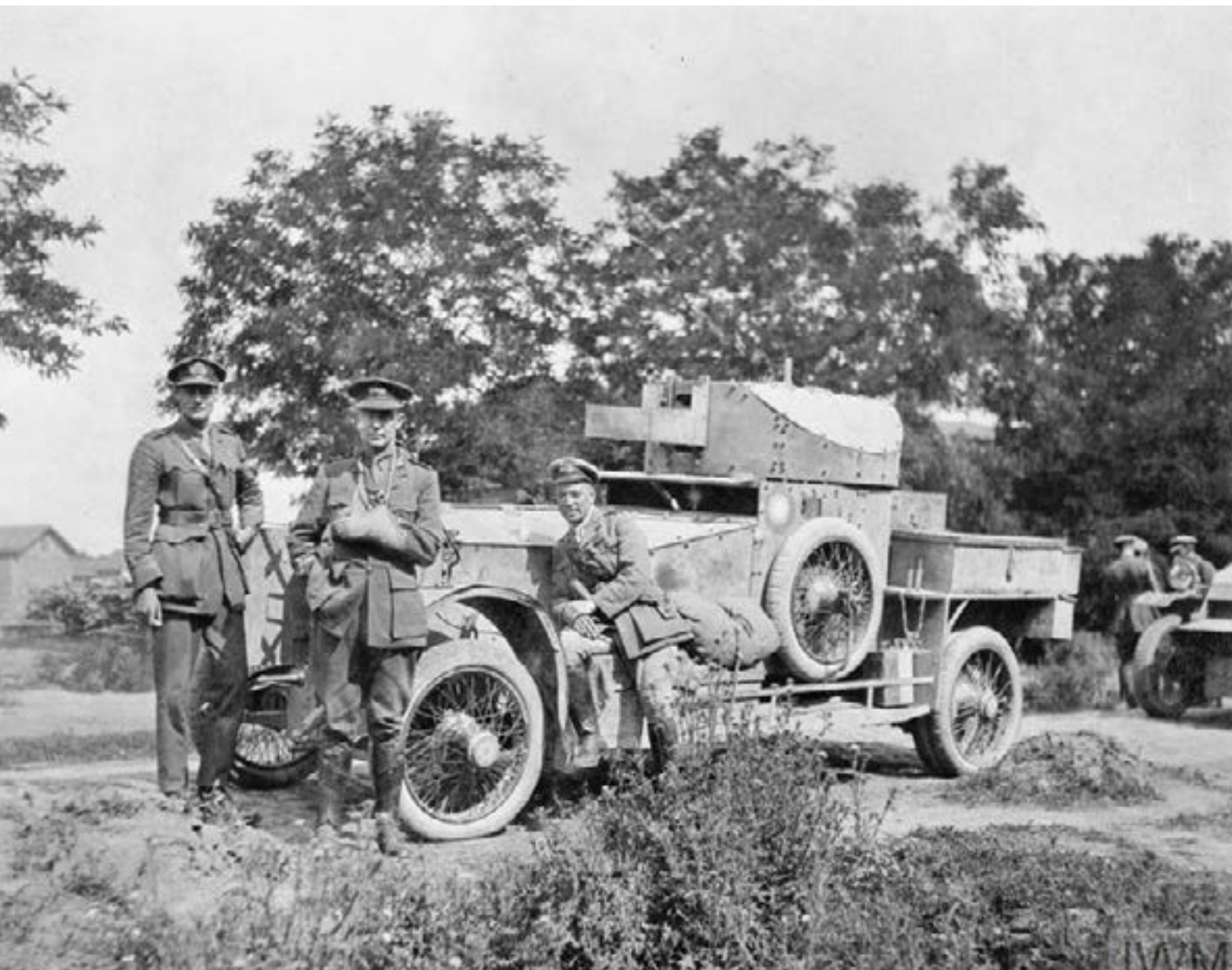
One of the more famous of these cars, now owned by club member John Snook, was ‘The Sluggard’ (1701) which completed the famous London to Edinburgh Top Gear Trial in 1911. Under RAC supervision the car completed the drive from London to Edinburgh and back in top gear (a remarkable achievement in those days). It outperformed all competition of the time and reconfirmed Rolls-Royce as the best car in the world. Later, when fitted with a ‘wind-cheating’ single-seat body, 1701 recorded a speed of 101mph over the flying half-mile at Brooklands driven by Ernest W Hives, eventually destined to become Chairman of the Rolls-Royce Company and ennobled as Baron Hives of Duffield. After this feat 1701 was given the name ‘The Sluggard’.

Another chassis, given a name by the company, and now in the possession of a club member, is Taj Mahal (2154), owned for many years by the late Tim Forrest and Susie Forrest – now in the custody of their daughter, Katie. Under Katie’s care 2154 has won many accolades. This 1912 Silver Ghost Phaeton Tourer, now registered R-1487, was one of the five specially built trials cars sent to India from 1910 to 1913. After six months as a Trials car, the Taj Mahal caught the eye of the Maharaja of Nabha who bought the car at the end of 1913. After the Second World War, 2154 returned to England and was purchased by the Forrest family, who began a programme of conservation and maintenance. Affectionately named ‘Nellie’ because she was big, grey and came from India, the car became very much part of the family. Nellie (aka 2154, aka Taj Mahal) has enjoyed many long-distance tours around the world.



Taj Mahal (2154) with Katie Forrest at the wheel

The First World War saw Rolls-Royce Limited manufacture many chassis for military use, as tender vehicles and, not least, in service as armoured cars. The Admiralty and the Army sought to give names to some of these vehicles to demonstrate their fighting spirit. In 1914, the following names were ascribed: 'Buzzard' (54YB), 'Bustler' (58YB), 'Bulldog' (33UB), 'Buzy' (52UB), 'Aid' (57UB), 'Bear' (65UB), 'Blaze' (26LB), 'Bouncer' (37LB), 'Bloodhound' (44LB), 'Biter' (56LB), 'Blast' (57LB) and, finally, 'The Iron Duke' (58LB).



Officers of the British Armoured Division in Russia with their Rolls-Royce (6LB) in Galicia, 1917.
The officer with a wounded hand is Lieutenant Turner.(Photo credit: Imperial War Museum: IWM Q 81083)

According to Steve Hubbard, this practice continued after WWI when more armoured cars were produced by Rolls-Royce and given local names when used in Ireland, such as 'Danny Boy', 'Andromeda' (an Irish wildflower), place names such as 'Kilmichael', 'Knockananna', 'Lough Gill', 'Slievenamon' and 'The Ballinalee' and, also, 'Tom Keogh', who died while serving in the Irish Republican Army.

Other Silver Ghost cars were later given names, including 'Quicksilver' (1122), 'Titanic Ghost' (1274), 'Silver Lion' (1302), 'Silver Grace' (1779), 'The Greyhound' (1884), 'Mercury' (1995E), 'Silver Satyr' (2104), 'Aristippus of Cyrene' (2531) and 'The Duchess' (27NA).

In addition to naming some individual cars, Rolls-Royce developed the practice of naming the models of its larger cars: New Phantom, Phantom II etc and also some of the smaller horsepower models. The experimental 20HP cars were given the code name 'Goshawk' and a number of these early cars had the name 'Cinderella' engraved on the hub caps as camouflage.

So, why were the committee members of The 20-Ghost Club so snooty in the 1950s about Christian names being given to individual pre-War Rolls-Royce motor cars? Well, the practices and mores of the time were fairly straightlaced with little room for behaviour that strayed from the norm. That is unless you strayed so successfully, like Noël Coward, when you then became a subject of fashion and imitation. Today, providing you stay within the law, then you may call your car what you like.

But it is sad when a new owner changes a name which a car has enjoyed for many years. This often happens in the maritime industry when a ship changes hand. Less so with locomotives which rarely get renamed. 'The Duchess of Montrose' and 'The Flying Scotsman' would rather be scrapped and cast into the fiery furnace than lose their identity. It has been suggested that it is jolly poor form to change a car's name from one owner to the next. If you don't like the name of a car, then perhaps you shouldn't buy it. But it's your choice.

With a Rolls-Royce motor car, a given name is a sign of affection although the real name is, of course, the chassis number which is referred to much more frequently than the long number given to cars of other marques. The chassis number is the name (number and letters) given by Rolls-Royce to the car when the chassis is built. This is its identity and is akin to the record of a name in the Register of Births. Registration plate numbers on a car may be, and often are, changed but not the chassis number. For this reason, Harrison Royce refers to his family's Silver Ghost affectionately as '33LG' and, after 100 years, the car has got rather used to its name. Having said this, his 1934 20/25 is named 'Harrison' – after its first owner.



A big thank you to Mr Twenty (John Fasal) for his help in writing this article. Thanks also to Tom Clarke, Steve Hubbard and Colin Hughes.

Above: Gertrude Lawrence and Noël Coward in 'Private Lives.'

The Mallory Court Concours

Our first UK post-pandemic event: a tour de force by Brian Fidler!

The Mallory Court Hotel is just south of Royal Leamington Spa. The bare land was sold in 1914 and designs submitted for a large house. Work began immediately (WW1 notwithstanding) and the house was occupied by its first owner in 1916. The gardens, including a glorious rose garden, were laid out at that time and have remained largely unaltered since. In 1936 the house was sold to Capt John Black the owner of the Standard Motor Company (for £11,000). The house changed hands again in 1950 and eventually became a hotel in 1976.

It was a fabulous venue for the 20-Ghost Club reunion. On the 21st June you could almost hear a collective sigh of relief as we were all together once again for a few days of motoring, dinners, chat and laughter. Whilst the excursions originally planned by Brian were cancelled as the National Trust refused to admit groups, the scenic runs he mapped out worked a treat.

There were lots of great places to visit all around so there was no shortage of motoring - with members zooming past each other waving and the sound of Klaxon greeting Klaxon - 'Shall we meet at Kiftsgate for afternoon tea?' 'Yes please!' The hotel and the staff couldn't have done more (they were so excited that we were there) - lovely rooms and super dinners.

On our final morning the 2021 Concours was held. More members arrived to join the fun - and the serious stuff of opining and judging began. The weather was dry - the sun even made an appearance.

It was a great event - the triumphant return of the 20-Ghosters. Well done Brian!

Hopefully the pictures over the next few pages give an idea of the fun had by all. A big thank you to all the photographers - Rosemary, Tom Jones, Michael Joy, Bella and others.





This page:
Henry and Rosemary,
Wendy and Elspeth,
Michael Joy and his Derby 'B'
(his PI was not yet ready - the
'B' was rather nice),
Zelda at supper,
Philip & Favells' glorious PI.



This page:
Tom and Linda,
Alan,
Wojtek & Penny's svelte PII,
Gervase,
Jonathan at work.



This page: Philip is a 'Jack in the box!',
Alan & Diana on the move,
Wojtek in the sun,
John Snook and Jonathan Wood examine Peabody,
Steve Wilk's lovely 20/25,
Ken calms the crowd at supper.

This page:
Clayton and Helen head off,
Brian's call to arms,
Jonathan's transport for the day,
1701 next to Jimmy & Janets' PI
Michael Hilditch working hard,
John & Carita wave cheerio.



The 2021 Concours: Mallory Court



Above: Ken asks if there is any whisky for his decanter on winning the Ladies' Choice Award.

Opposite Top: Steve Horne's fabulous Concours winning Park Ward 20/25 and Steve proudly displaying the silver salver Small Horsepower Award.

Opposite Below: Tony Hunt collects his trophy for the Large Horsepower Award and his Concours winning Silver Ghost Brewster Landaulette.

Year	Model	Body style	Colour	Chassis	Registration	Owner/passengers
1911	Silver Ghost	London to Edinburgh	Grey	1701	R-1075	John Snook
1920	Silver Ghost	Barker Torpedo Tourer	Aluminium	50RE	MH-2245	Michael & Linda Hilditch
1921	Silver Ghost	Lopes Tourer	Yellow & Black	60NE	SV-6608	Gervase Forster & Anthony Lefanu
1922	Silver Ghost	Hooper Tourer	Celadon & Black	34MG	JL-1	Clayton & Helen Banks
1923	Silver Ghost	Brewster Tilbury Landaulette	Silver & Burgandy	359HH	BS-9126	Tony & Linda Hunt
1924	Silver Ghost	Windover & Jarvis Tourer	Grey & Black	68RM	S-46	Ken & Jane Forbes
1927	20HP	Hooper Saloon	Yellow & Black	GXL39	WW-7168	Tom & Linda Jones
1926	20HP	Cockshoot Drophead Coupe	Green	GOK47	NE-7966	David & Elspeth Crossley Cooke
1928	Phantom I	Cassini & Tonolo Tourer	Cream & Black	29WR	TL-137	John Arthy and Carita Crook
1929	Phantom I	HJ Mulliner 2-door DHC	Red & Black	62WR	RA-7878	Philip & Favell Ashby
1929	Phantom I	HJ Mulliner Weymann Faux Cabriolet	Blue & Black	1OR	UV-1923	Jimmy & Janet Valentine
1932	20/25	Thrupp & Maberly Sedan de Ville	Cream & Maroon	GAU69	GY-8000	John & Xiaofen Aird
1932	Phantom II	Continental Hooper Saloon	Green & Black	60MS	YY-6397	Wojtek & Penny Kordel
1933	20/25	Windovers Limousine	Green	GHA16	AXE-275	Johnnie Gallop & Bella Hoare
1933	Phantom II	Continental Park Ward Sports Saloon	Black & Grey	118MY	CG-4554	Charles Rentoul & Zelda Kent-Lemon
1933	20/25	Freestone & Webb Saloon	Green	GAW35	APJ-217	Jonathan Wood
1934	20/25	Barker Sports Saloon	FT Pink	GSF29	BXB-12	John & Lesley Stuttard
1934	20/25	Park Ward 4-Door Brougham	Brown	GMD36	BGW-227	Steve Horne
1934	20/25	Hooper Sports Limousine	Cream & Black	GWE53	BLE-720	Steve Wilks
1937	25/30	Park Ward Touring Limousine	Black & Yellow	GRP4	ELH-113	Henry Fitzhugh and Dr Rosemary Jeffreys
1937	25/30	Hooper Sports Saloon	Black	GLP26	ERA-530	Alan & Diana Watkins
1938	Phantom III	Hooper Sports Saloon	Black over Ivory	3DL28	EXW-76	John & Kathy Deane
1937		Derby Bentley				Michael Joy & Sally Whittet
		Modern Car				Anthony & Gilly Armitage
		Modern Car				Brian & Wendy Fidler

Jonathan Wood, Steve Horne, David & Elspeth Crossley-Cooke and Anthony & Gilly Armitage came for the concours day only.

CONGRATULATIONS TO:

Tony Hunt who won the Large Horsepower Award - Silver Ghost 359HH.

Steve Horne who won the Small Horsepower Award - 20/25 GMD36.

Ken Forbes who won the Ladies' Choice - Silver Ghost 68RM.



More Thoughts on Cold Starting

Following Henry Fitzhugh and Friends piece in the last issue, Graham Adams writes with excellent ideas and reflections on his extremely long tenure of 1919 Silver Ghost 51TW.

Having run a heavy haulage company for most of my life I have always been aware of the importance of temperature control to improve the life and performance of engines and I found the recent article 'The Peril of Pressing the Button' very informative. I purchased 51TW, a 1919 Silver Ghost Speed Model Alpine Eagle, in June 1959 and have driven it over 150,000 miles, but I do need to start here with the disclaimer that I have no technical qualifications whatsoever.

Those of us with a Silver Ghost have an advantage and a secret weapon in our armoury in the form of an extra oiler pumping oil directly onto the cylinder's walls. However before commenting on the ways to use that device, I feel there is much we can do to preserve our cars regardless of the model. In addition to the perils mentioned in the previous article our cars are very susceptible to petrol washing down the cylinder bores and silica contamination from the air (Ghosts do not have air filters). The petrol wash dilutes the oil - thus it must be changed at very short intervals - whilst the silica makes for an excellent grinding paste.



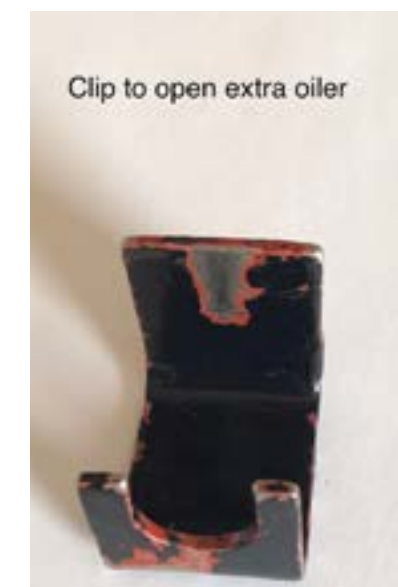
Firstly, we need to understand what causes the petrol to wash the bores. It happens when the engine rotates and draws petrol into the cylinders; if that petrol isn't burned then it runs down the bores stripping oil from the cylinder walls and diluting the engine oil. So, on no account, when stopping the engine should you rev it up as you turn off the ignition. You can see that doing that would put more unburned fuel in the cylinder to wash away the oil from the piston rings and bores. Pretty obvious when you think about it. So, what we can do is equally obvious: STOP THE ENGINE BY TURNING OFF THE FUEL!

I accept that some evaporation will take place on a hot engine and some mixture will be removed on the exhaust stroke, but not all. On my Ghost I just turn the fuel off at the tap on the offside of the chassis. On other cars with electric fuel pumps I have fitted a switch so they can be turned off. This leaves the petrol lines to the carburetor and cylinders free of fuel and also avoids that sticky residue you get when petrol with ethanol evaporates.



My procedure for starting is equally simple; before putting fuel in the system I spin the engine on the starter for about 10 seconds to achieve between 4 and 10 PSI oil pressure; I then pump up the fuel and start the engine. I appreciate not all cars will give these oil pressures but trial and error will soon show what can be achieved. The Ghost turns over on the slow side so if it has been standing for more than four weeks, I remove one set of plugs to allow it to turn over at a better speed to build up pressure.

Silver Ghosts have an extra oiler which pumps oil directly onto the cylinder wall. This is operated by the accelerator pedal which, when fully depressed, opens a valve on the fire-wall to allow oil into the bores. I have made a small clip that I place over the valve when both starting and stopping the engine allowing oil onto the cylinder walls. I have heard that some Ghost owners place a wedge between the valve and throttle linkage. I'm sure this also works but it might restrict accelerator pedal movement whilst my device also allows me to drive with the valve open which is sometimes helpful (minimal impact on oil consumption but does lead to a smoky exhaust!) The hand throttle is a separate operation by the way.

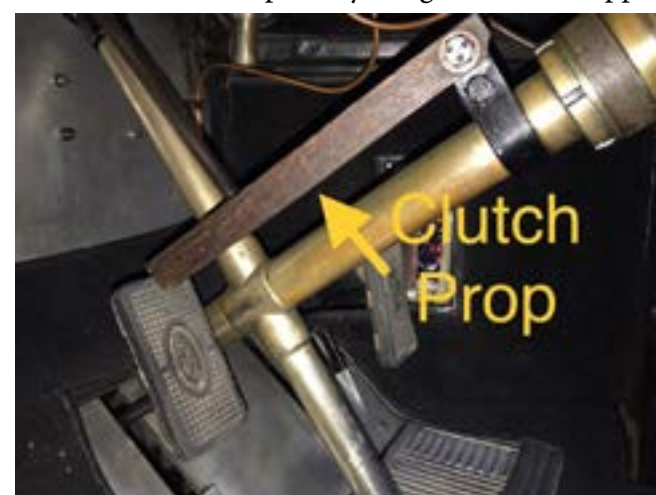


I feel the simple precautions above make a considerable contribution to reducing the wear in our engines. Putting a jacket over the radiator helps but that's not very technical. When leaving the car for any length of time I take care to keep damp away from the valve stems and tappets to avoid any risk of them sticking when starting. I run dehumidifiers in the garage which I feel work better than heaters to reduce condensation.



area between the underside of the valve guides and tappets as clean as possible as otherwise it attracts a dust and grime contributing to increased wear.

Finally, another area of interest is the clutch. The Ghost cone clutch is a remarkable piece of engineering. It is incredibly strong but can sometimes become glazed making smooth starts difficult - particularly in reverse if it is short of oil. I find that retarding the ignition can achieve a better take up in reverse. I think 51TW still has the original clutch lining from 1919. I had to deglaze it in 1992 but it is still in good order. The secret is to keep it supple and avoid too much slipping. Most of us have a stick to prop out the clutch when parked to avoid it sticking but don't push the pedal to the floor - just take the pressure off. That way the cone is not forced into the flywheel, allowing it to remain bathed in the oil at the bottom of the bell-housing, and keeping the lining in good condition. Then give it an occasional half turn on the handle in the garage to take the oil to the top and let it all run back down which will keep everything nice and supple.



These simple precautions come without guarantee but I hope are of some use. I think they have helped keep 51TW on the road during these last 62 years of my ownership. HAPPY MOTORING!

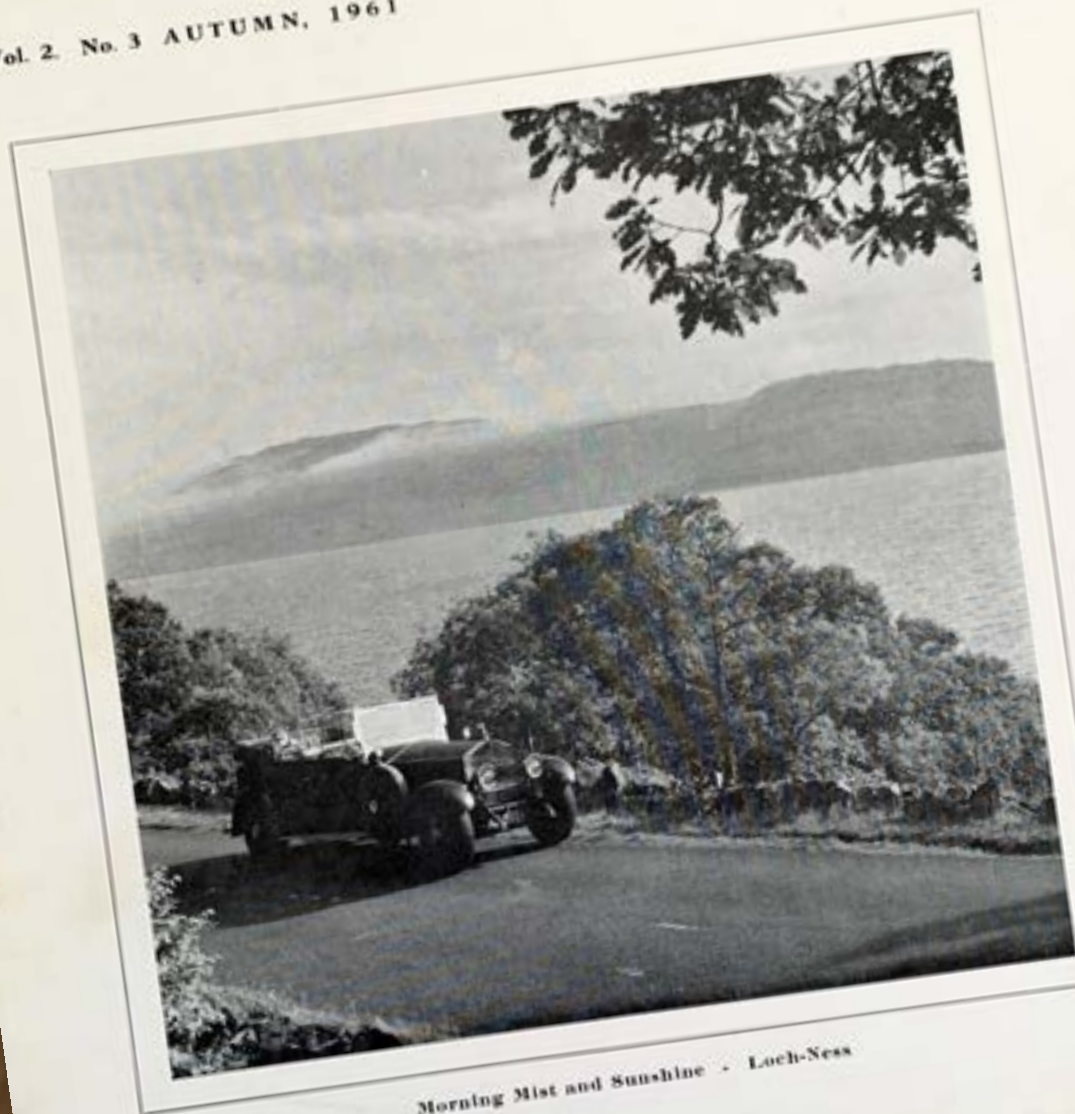
Right: Graham and Gill touring in Switzerland, south of Lucerne, in September 2019



THE 20-GHOST CLUB RECORD



Vol. 2 No. 3 AUTUMN, 1961



Morning Mist and Sunshine - Loch-Ness

RETIREMENT OF MR H I F EVERNDEN

Mr H I F Evernden, who retired from the post of chief project engineer of the company's motor car division in August, will probably be known first and foremost to Club members as being responsible for the design of the Continental PII, the prototype of which, 26EX, is owned by Major C W Lambton and was described on pp 54 and 55 of the Winter 1960 issue of the Record. Mr Evernden joined the company in 1916 as a designer in the Madsen Automatic rifle department and later moved to the airship design office under Mr B I Day. After work on aero engines, he was transferred to car design and in 1921 became a member of Henry Royce's personal staff at West Wittering, together with Mr Day and Mr W Hardy, for an expected period of three weeks but which in fact lasted until Royce's death in 1933.

The cars that Ev helped to design included the PI, PII, 20, 20/25 and 25/30. The design team at West Wittering, headed by R included E (A G Elliott, former chief engineer and now retired); W (Bill Hardy, until recently a senior member of Crewe design team and also retired); the late B I Day (a very gifted chassis designer, formerly with Sheffield Simplex); the late Chas Jenner (also a gifted designer); and Don Eyre (still holding a senior position with the company doing advanced project work for the aero division). As some Club members will know, Ev is a splendid



At a tea party to celebrate the Schneider Trophy win in 1929: left to right, Chas E (Jenner), Miss Aubin, Marmont (Secretary), W (Hardy), Ev, R, E (Elliott) and Day.

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FOOTNOTE

I am always very impressed by accounts of people who buy an old car (not necessarily a Rolls-Royce, of course) which has not been used for ten or twenty or thirty years but which starts on the first pull of the handle or the first touch on the starter button. After a couple of screws have been tightened and the tyres inflated, the car goes like a bird for another ten or twenty or thirty years at a cost of about a farthing a mile.

While not doubting the truth of this type of story, I cannot pretend ever to have had this degree of good fortune. I have now owned five Rolls-Royces in all, however, so can rank myself as quite a good judge of some models: it does not take me long to find out most of the things that are wrong with a particular car - not much more than two or three months after buying it, in fact.

There are two words of advice I would give to a potential purchaser. The first is that almost the only thing about a car that cannot be improved by expenditure of time or money is its line; an ugly car in perfect condition is still an ugly car. The second is that bills showing that enormous amounts have been spent on repairs, replacements and reconditioning in the past (even in the recent past) indicate only - to me, at any rate - that further enormous amounts still have to be spent: otherwise, the previous owner would have kept the car on which he had lavished so much money.

It would be interesting to know how other members assess a car that is for sale. Apart from taking it to bits, are there any relatively simple checks that someone who is not an automobile engineer could rely on?

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I S H

From the Archive: Autumn, 1961

A few pages from the Autumn 60 years ago. The then editor was Ian Hallows of Beckenham, Kent who owned a 1936 PIII 3AZ112 HJ Mulliner Sedan de Ville (no longer on the club's website - does anybody know its whereabouts?) I couldn't resist adding his 'Footnote' comments which seem just as relevant today as they were back then.



The Last Word

Let me start with a quick apology as this issue is at least a month late! What with Mallory Court, then New Forest and then joining John Stuttard on the London-Edinburgh '110' it's been busy and I have neglected my editorial duties. So I'm sorry to have kept you waiting but blimey it's been good to get out there in our cars once again.

The Doctor is still without its engine ('coming soon' - so Steve tells me) and our PII remains two years into its two year rebuild with two years still to go; but Peabody has been sublime all summer. It has done everything we asked of it with aplomb. Above shows Rolls-Royce 'motoring' at its very finest - complete with roses from Mallory's rose garden (with permission!) Keep the articles and pics coming in please - see you next time.

John

