



News & Record



Issue 67, Spring 2022



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Front Cover: Anthony Armitage and 65CL, 1928 PI outside the phone box at Brynwgwenin near Abergavenny. The phone box was used during WW2 by the Air Raid Observer Corps to report when German bombers were on their way. Now preserved after a local campaign.

Picture: Gilly Armitage

Back Cover: The Rolls-Royce Merlin: The "Roseland" Spitfire represents the life of 442 Squadron RCAF pilot, Flight Lt Arnold "Rosie" Roseland a decorated Canadian who flew this Spitfire on 65 sorties including D-Day, from March until July 13 1944, when he was brought down in a dogfight over France.

Picture: Kimberly Shadduck



2022 DIARY

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TYSON HOLDS FORTH

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THE FORBES REPORT

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A CENTURY AGO...

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IT'S THE MACPHERSONS' FAULT!
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STONEHENGE'S STONES
Page 50, Intrepid explorers: Henry Fitzhugh and Rosemary Jeffreys.

23 APRIL

Spring Lunch at the Three Horseshoes
Alresford Champagne/Shepherd's Pie and
Treacle Tart. **Contact:** Strone
strone@stronemacpherson.com

9-13 MAY

Irish Georgian Tour in Derbyshire, at
Breadsall Priory. Five places left - hurry!
Contact: John Redmill
barred@indigo.ie

11-13 MAY

Lancaster Bomber Tour at Woodhall Spa,
WWII Dambusters base. Currently full
Contact: John Snook
john@jsnook.plus.com

10-26 JUNE

Habsburg Tour - 16 nights. Vienna,
Bratislava and Budapest. Currently full.
Contact: Angelika Elliott or John S
johnstuttard@btinternet.com

25-28 JULY

Worcestershire Tour with Club Concours
and BBQ to finish.
Contact: Brian Fidler
brianhfidler@aol.com

9-12 SEPTEMBER

Short tour in the Peak District.
Contact: jgallop66@gmail.com

8 OCTOBER

20HP Centenary event invitation,
organised by John Fasal, for 20HP only.
Contact: jfasal@btinternet.com

EARLY OCTOBER

Autumn Lunch
Contact: ashley@aacarmichael.co.uk



**Tour places
going
like hot cakes!**



Ken Forbes writes: 'Our tours generally fill up very quickly, but inevitably plans change and places do become available as tour dates get closer. So if you are looking to join a particular tour, it is always worth contacting the organiser to let them know you are interesting in coming.'

Currently there is one place left for the Spring Lunch in Hampshire, one room on the July tour in Worcestershire and a couple on the Peak District Tour in September. Applications for the 2023 Alpine (see flyer enclosed) have been flooding in but a few places remain, so return your form as soon as possible if you want to join this tour.'

OTHER EVENT NEWS



The splendid Stationers Hall London is confirmed as our AGM and annual dinner venue on Friday 17 March 2023. A Flyer will follow later this year but for now pop the date in your diary.

Rolls-Royce Motor Cars are developing their first fully electric car 'Spectre' - on the road in late 2023. CEO **Torsten Müller-Ötvös** said "Electric drive is perfectly suited to Rolls-Royce, more so than any other automotive brand. It is silent, refined and creates torque almost instantly, going on to generate tremendous power. This is what we at Rolls-Royce call 'waftability'. In 1904 Charles Rolls said, 'The electric car is perfectly noiseless and clean. There is no smell or vibration, and they should become very useful when fixed charging stations can be arranged. But for now, I do not anticipate that they will be very serviceable - at least for many years to come.'



Above: Charles Rolls drives a Barmsworth Columbia Electric Carriage c1898. By the end of that year about 500 had been built with this example said to be the first to be imported into Britain.

Bryan McGee dropped a note to say: 'In view of the Irish Georgian tour in May, I was interested in the very positive review by Wynn Wheldon in *The Spectator* of 22nd January of a new book *'The Georgians: The deeds and misdeeds of 18th century Britain'* by Penelope Corfield and published by Yale.

Here in north Derbyshire we celebrate the recent completion of the restoration of the fine Georgian Crescent in Buxton, built originally for the Fifth Duke of Devonshire, after lying semi derelict for over a quarter of a century.'



Above: Zoffany's Drummond Family 1769 - why not buy the Penny Corfield book for some inspirational pre-tour-Irish-Georgian reading?

John Stuttard wrote to Laurence Counter, Officer of Museums & Cultural Property, Arts Council England, 21 Bloomsbury Street, London, WC1B 3HF to see whether he needed to obtain a licence to take his 20/25 out of the UK and over to Europe for the Habsburg Tour: Mr Counter replied:

'If you are taking the car out of the UK for less than six months then you don't need an export licence. The previous Open Licence was an EU initiative and so no longer offered but the UK regulations allow for temporary export for up to six months without a licence. If the car will be leaving for more than six months then you will need an individual export licence as before.'

Best wishes,

Laurence.Counter@artscouncil.org.uk

Keith Wherry

Doug Magee writes: Our Club and the hobby has lost one of its true enthusiasts, Keith Wherry. We received the terrible news February 6th that Keith had suffered a heart attack in the ocean off Mollymook Beach NSW, about three hours south of Sydney, during an early morning swim. He was on a Bentley Driver's Club Rally, doing what he loved best.

Any of you that have participated in a Rolls-Royce event, on any continent, have most likely had the pleasure of meeting Keith. He was an outgoing enthusiastic, interesting, kind and friendly "Gentleman" whose company was always enjoyed by everyone around him.

I had the pleasure of knowing Keith for nearly 40 years and will miss him a great deal.

Right: Keith and his partner Marie at Sanssouci (photo Kimberly Shaddock).



Mikael Planting

Bernt Ehrnrooth from Finland wrote to Sir John Stuttard regarding our recent new member Mikael Planting; 'Mikael Planting, the husband of my first cousin Maria, and our very good friend, lost his fight against cancer and died on Christmas Day in their home. It was a long fight for the Planting family lasting 3.5 years that now so sadly came to an end.'

Right: Mikael and Maria Planting with 47YE



Hamish McNaught emailed in 'Following our house move, we found a few R-R snaps. The very shiny paintwork really stands out to me - it has patinated now.

We have all the parts we need for the engine rebuild, hence the block and cylinder head are both being pressure tested at this time of writing. Over the past few weeks, I have fitted a replacement fuel gauge and given the chassis a thorough clean and a touch up with paint. Fortunately, no rust was to be found and the ash frame of the body is still in good order.

I will send through more pictures of the rebuild soon.

Best wishes Hamish'



Above: Our late member Peter Perryman in 1930 20/25 GTR31 which he acquired in 1996. As mentioned in recent issues the car has now been passed down to his grandson Hamish.

Below: A very young Hamish at the wheel adjusting the mixture control.



New Members

Tim & Charlotte Maltin, of Wilsford Near Pewsey Wiltshire, own 1937 25/30 GH049. Tim is a well known historian with a particular specialisation in the Titanic - have a look at timmaltin.com (see also Harrison Royce's article this month on page 49). Picture thanks to V&P



Maxim Kartashev, has joined us. Maxim does not own a R-R but co-authored *Russia and Rolls-Royce - The First 25 Years* alongside Sir John Stuttard.

Chris and Lesley Mott, Thame, Oxfordshire own 1938 PIIL, 3DL32 with utterly gorgeous HJ Mulliner Sedan de Ville coachwork.

Picture thanks to Real Car Company



Bettina and Samuel Sandboge of Helsinki Finland are the current custodians of 1920 Silver Ghost 47YE. As mentioned on page 6 sadly Mikeal Planting has passed away. Ownership of his SG but has been transferred, in accordance with his wishes, to his three grandsons, Theodor, Rurik and Arthur Sandboge. The boys will take over the car when they reach 25 but in the meantime it will be kept in the best possible care and working condition in Finland. Mikael's daughter Bettina and his son-in-law Samuel join us as members.



Clive & Virginia Lloyd of Luddenden near Halifax own 1909 SG 1179 with magnificent Roi-des-Belges coachwork.

Picture thanks to Jonathan Wood



Bill & Jenell Larson of Brodhead, Wisconsin USA own 1926 SSG S272PL a stunning Brewster Piccadilly Tourer.

Welcome to you all!

Persuade your friends to buy a pre-war R-R and propose them to Graham: gtyson@outlook.com



Doug Magee sent me through this picture from his Auto-Collection, where he has been busy during lockdown creating a Louis Vuitton store front to display his vintage L/V luggage and Auto Trunks. 'The paint needs to be toned down a little,' Doug told me 'but it's pretty much there'.

Also shown is an 1897 Steinway where Doug is the second family owner. No prizes for guessing the make/model of the red car. The smallest glimpse of rear window gives it away as a 1963 Corvette Split Window Coupe. This automotive icon is 340bhp and 4-speed. 'It's the one to have' says Doug 'it's very fast although it rides terribly!'

But the main reason for using this picture is the clock which is originally from the Pope Manufacturing Co., Hartford, CT this is where Columbia and Pope Bicycles, later Pope-Hartford and Columbia cars were manufactured. So this is the clock from the factory which made the Electric Carriage as driven by Charles Rolls and shown in the picture on page 5!

I will ask Doug for a tour through his Auto-Collection, sometime soon - to be reported in these pages! Watch this space.

Right: Doug Magee in his 1912 SG Arthur Mulliner Tourer 2092. Doug has driven over 40,000 miles in this car during the last 15 years. Pleasingly the US registration is the same as the UK: R-1472



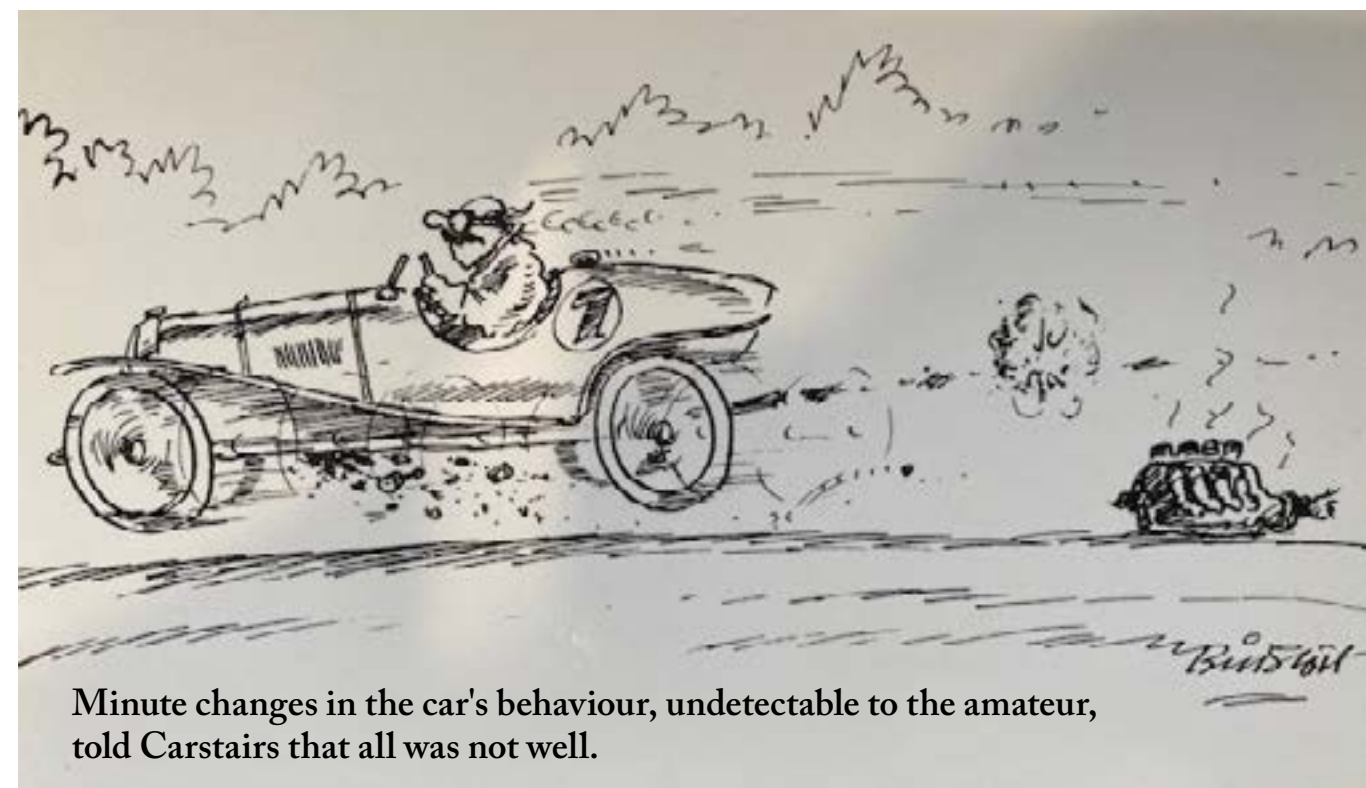


Many members know of Ben Smith the Devon based R-R restoration expert. Ben normally only works on pre-war R-Rs and Bs but **Graham Tyson** asked him to work on his 1912 Type 38 Delahaye - known as Doris (Ben and Doris are pictured above) as a special favour. 'I think he sometimes regrets having agreed to take it on given it has taken four years thus far and we are nowhere near finishing!' said Graham with a grin. Some of you might have seen some details about this car in *The Automobile* in 2018 shortly after Graham discovered it, but I think the time is coming to get Graham to tell us more.

It occurs to me that we should run an occasional series by members called '*...And My Other car Is....*' Nothing obvious I think (perhaps no 'B' motors - no matter how nice!) but maybe the odd Brighton car, or you might have a McLaren parked next to your 1909 SG...although I slightly doubt that. What do you all think? Let me know at jgallop66@gmail.com



Above: Graham's Delahaye en route to Ben Smith and a wheel pre-refurbishment.



Minute changes in the car's behaviour, undetectable to the amateur, told Carstairs that all was not well.

THE 20-GHOST CLUB LIMITED REGISTERED NUMBER 5224633

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

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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!

I realised that I had not added to the brief note in my ramblings in Issue 61 regarding the filming of my Ghost in the grounds of Pencarrow, a wonderful country house just fifteen minutes from where I live...



...and so I turned up one morning in early August having been assured it would be for 'just a couple of hours or so'. I had filled both the main and reserve tanks with fuel, 24 gallons in total, the previous evening and set off at 7.30am in thick mist, a precursor to a hot day. The mist created a magical silence and the short 15 minute drive was one of the most enjoyable I have experienced, especially along the heavily tree lined mile long Estate Drive.

The crew and I had the ubiquitous bacon sandwiches and coffee followed by hanging around whilst they fixed small cameras on the car. I accompanied the chap who would drive the car around the estate roads to familiarise himself with the controls and then left him and the film crew to it.

As anticipated, the day became hot - very hot - and I retired to the shade of the rose garden with a girl from the production company who was seconded to attend to my every need (well not quite!) and who kept me fed with bananas and iced water until she announced it was getting close to lunch and asked what I would like. I suggested, with a straight face, that a grilled Dover Sole off the bone with a bottle of chilled Chablis would go down well, her face fell as she said their budget could not run to that and instead offered me the pick of some wraps she had bought earlier from Asda...

To my astonishment the filming ran on all day, and by 4pm I started getting slightly irritated. 'Not long now' promised the director, so more bananas and chatting in the rose garden. The main petrol tank ran dry - all 18 gallons used up, and so I switched over to the reserve to allow the filming to continue.



By 5.00pm my sense of humour had completely failed but I was assured, 'just one more shot and it's a wrap!' However at 5.15pm the camera-drone was brought out for shots from ground level, a couple of feet and then 500 feet. At 5.45pm they could sense that both I and James Molesworth-St Aubyn (the estate owner) really had had enough and so they finished up and I drove back home vowing never again to look at another banana.

The eight episode series called 'Secrets of the Supercars' finally hit the TV screens, and I was told that my car was in episode four and sent a DVD of the episode.

Given the twelve hours of non-stop filming I had naïvely thought that the hour long programme would be mostly about my car so found it somewhat disappointing that less than ten minutes was devoted to it with the rest being taken up with looking around the factory where the Bugatti Divo is made and interviewing the designers. Sorry to say that I found it curiously boring.

I have just purchased the long awaited 3-volume history of the post WW1 Silver Ghosts. I do not know whether author Steve Hubbard has written anything in the past or will do so in the future but this work must surely stand out as his Magnum Opus, the amount of detail is astonishing and is an invaluable addition to the acclaimed works by Fasal & Goodman on the pre WW1 Silver Ghosts. To think there is now a printed record of every Ghost that was ever produced is astonishing and I applaud all three authors.



However I have a criticism of Mr Hubbard's books, and a pretty large one I am afraid. I have in my bookcase the Fasal/Goodman books together with the splendid David Forward book on the Origins & Development of The Silver Ghost plus The Story of The Hon Charles Stewart Rolls by David Baines with their identical sizes and colour of their sleeves complementing one another.

They are easy to handle being portrait size and I enjoy sitting in a chair in the study reading or referring to them. This is not possible with Mr Hubbard's three volumes as they have been printed in landscape. In my view this decision will dent their usefulness as the 'go to' books on the post war cars. I fully accept that this format ensures the photographs are displayed to their very best advantage, but this in no way outweighs the practical disadvantages that a landscape format throws up.

It is not really possible to sit in an easy chair going through the books as they are simply too heavy and unwieldy when open and whilst I have attempted to do so I was concerned by the strain being put on the spine and I feared the book I opened would break its back. It seems the only way to read them is to have them on a table or desk.

Being landscape they do not fit easily in the bookcase so I currently have them on the floor beside my desk, which is certainly not where they should be kept! They will doubtless gravitate to my coffee table beside the gargantuan 1312 page tome Car Number Classics by Nicholas Young to be opened as infrequently as that book is. It is also a shame there is not an index which I think would have enhanced the navigability of the books. Having said all this if one has a post war Ghost, or just an intense interest in them these books should be purchased for the information contained therein.

My Word of the Issue is ENORMITAN noun: one who deviates from normal standards of behaviour. First documented "...What St Augustine said of some ENORMITANS in his time, is no less true of ours..." From The Reign of King Charles By Hamon L'Estrange, 1654.

The Forbes Report

With daffodil and crocus shoots in evidence, Spring must be on the way and we can look forward to our first car event of the year - the Spring Lunch in Hampshire on 23rd April. This event is always a fine time to show off the improvements that you have been made to your car over the winter and meet up with friends again. This is especially relevant this year as we had to cancel the Annual Dinner in Oxford and move the AGM online. Nevertheless, if last year is anything to go by, there will be plenty of lively chat online after the Zoom AGM.

We would normally present our trophies at the Annual Dinner, but fortuitously most of the winners are also attending the Spring Lunch, so we will be able to present them, formally, in front of members then. A full list of the winners appears opposite. There were no nominations for the Harry Watson trophy for Engineering Contribution, so we hope this will be rectified next year. Johnnie always welcomes a technical article for the magazine and these are popular with members, so don't be shy!

The Annual Report and Accounts were distributed in mid-February and I am pleased to report that the Club remains in a strong financial position, generating a small surplus last year. Subscriptions remain unchanged.

We have been filling the diary with new tours and events and there should be something of interest for all styles and pockets: from short tours in the UK to the postponed Habsburg Tour in June. To relieve the pressure on our small band of tour organisers, we are experimenting with a professional organiser, Sarah Dowding of Classic Travelling, for the short tour in the Peak District in September. Sarah has selected a charming, high quality, hotel with a full programme of events and visits. Follow the link on the flyer or on the website for full details and to make a booking.



Turning to 2023, we will be celebrating the 110th Anniversary of the 1913 Alpine. This will be the fourth Alpine Trial that the Club has organised and we already have at least one couple who will have been on all four from 1973! Once again we are using Mindworks to organise this for us, taking in all the best bits of previous trips. There will be plenty of opportunity to explore the passes, but the mileages will be more moderate than previously, with time to relax on the Italian Lakes and with two nights in Venice (leaving your car securely on dry land!). If you have not already done so, please send off the attached Expression of Interest form if you want to participate.

Full details of all the events are on the website and I look forward to seeing our cars back on the road soon!

Best wishes
Ken

20-Ghost Club Trophy Winners for 2021

ALPINE - For the greatest mileage covered multiplied by the age of the car - **John Dolan**
John D has undertaken multiple US tours totalling over 5,000 miles in his 1908 Ghost (60756).

WOODMANSEE - The second greatest mileage by a Silver Ghost - **John Snook**
Piloting 1701, the 1911 L-E car, John S drove the London to Edinburgh, Scottish Tour and many other trips.

SMALL HP - The greatest mileage by a small HP car - **Sir John Aird**
In his 1932 20/25 GAU69 Sir John undertook the London to Edinburgh, Scottish Tour and numerous other trips in style.

HARDING ROLLS - The most notable performance in a Club eligible car - **Harry Naismith**
Harry took 1911 1606 through its paces in a faultless top-gear drive from London to Edinburgh and achieved the best fuel overall consumption.

DYMOCK-MAUNSELL - Best driver in driving tests - **Andrew & Louise Wood**
Piloting AX201 through every mile of the Scottish Tour with aplomb.

BRIAN WOOTTON - Most help to other participants on tours - **Sir John Aird**
Producing bespoke satnav routes for the Scottish Tour as well as a 100 page detailed road book.

STANLEY SEARS - Individual meritorious service to the Club - **Ken Forbes**
Ken kept both composure and a sense of humour despite being forced to re-organise the Scottish Tour three times due to the pandemic. All agreed that the eventual tour was a complete triumph!

FERGUSON-WOOD - Most enthusiastic member under 35 years of age - **Hamish McNaught**
We are all rooting for Hamish as he undertakes the rebuild of GTR31 his 1930 20/25. He has proved super company on various tours and events.

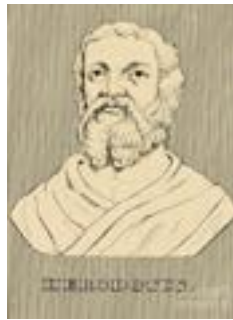
FERGUSON-WOOD PHOTOGRAPHIC - **Torsten Müller-Ötvös and his team at the Rolls-Royce Motor Company** for outstanding pictures on the London to Edinburgh run.

PHOENIX - Most interesting and thorough restoration - **Michael Joy**
Michael has been undertaking a monumental restoration of 1927 Phantom I, 74RF, and has committed to producing a series of articles documenting the process in the *News & Record*.

Left: Taking instruction from the master! Ken with Andy Wood on the 2021 Scottish Tour.

Just a century ago....

Herodotus casts an eye over R-R related matters within The Autocar during January-March 1922.



The Charm of a High Power to Weight Ratio.

Neville Minchin's 1920 Rolls-Royce (above) had a very light body and thus exceptional performance. The utmost attention had been paid to the tune of the engine; the response of the throttle was said to be instantaneous, being very like a fast racing car. *'The car can travel at less than three miles an hour on top gear, and from this crawl can accelerate gradually for a few yards and then accelerate rapidly without difficulty – something that has to be experienced to be believed and quite unique in the writer's experience.'*

Mr Minchin's car had a platform at the rear for no fewer than six petrol cans and its battery comprised six individual cells, each with its own history sheet. (see below)



The Prince of Wales's visit to India in early 1922 resulted in a number of orders for high-grade British Cars. Numerous photographs were published including a V-fronted cabriolet for His Highness Sawai Kishan Singh Bahadur (top right). This was in addition to four other Rolls-Royce cars that were shipped to Bharatpur during the Prince's visit.



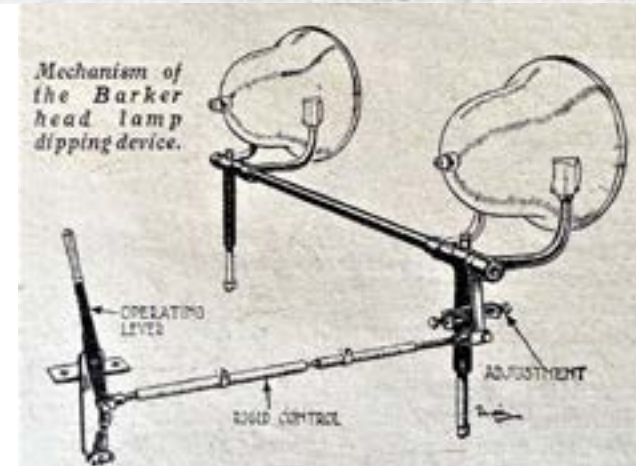
An open-drive limousine was supplied to His Excellency Dewan Bahadur Govindas Cathurbujdas of Madras. (below)



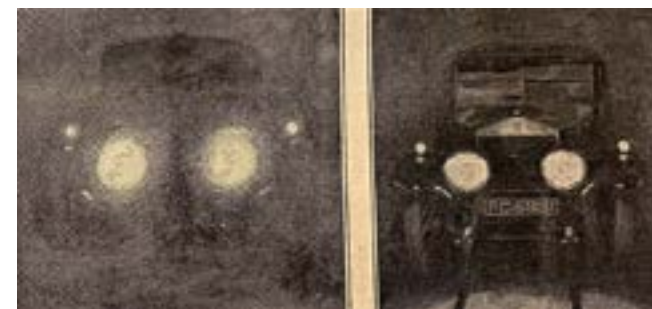
A later issue included a photograph of the Prince with his rifle on a shooting expedition with the Maharajah of Bikanir in a Rolls-Royce Tourer. (below)



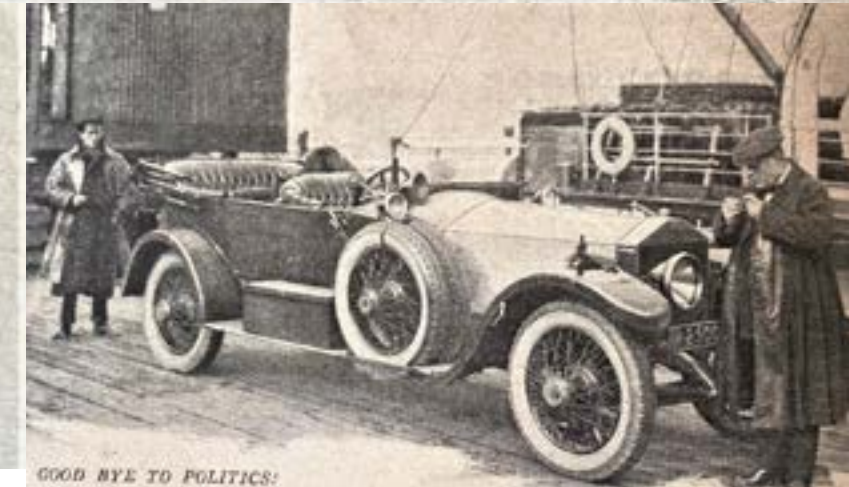
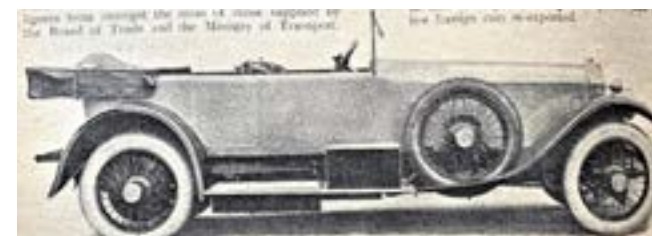
The discussion as to which was the world's best car rumbled on in *The Autocar's* pages. This photograph of four contenders (opposite top) appeared in the issue of 4th March; left to right: Daimler, Napier, Lanchester and Rolls-Royce. A correspondent suggested that the order in which the cars were lined up gave the correct answer. (Editor: Ouch!)



Frequent articles were appearing in *The Autocar* discussing the problem of dazzle, and in March a description of the **Barker Dipping Device** was published. Photographs showing its use on a Rolls-Royce demonstrated the effect of reducing dazzle. It was stated that the device could be fitted to any make of car for a cost of £8 10s. (above & below)



In February two MPs indulged themselves in Rolls-Royce motoring: an unidentified Member bought this elegant five-seater Tourer from Car Mart (below) and Sir Eric Geddes took his tourer for a motoring holiday in France. He is seen here departing from Folkestone. (right)



Rolls-Royce featured regularly in *The Autocar's* small ad columns. On occasions, chassis numbers were quoted. In January 1922, 1909 Silver Ghost 1122, then with a 4-seater all-weather body, was offered at £600 in good condition and a bargain. It is now owned by Australian members John and Wendy Wagstaff.

THE AUTOCAR. ADVERTISEMENTS. JANUARY 1922. 49

ROLLS-ROYCE

THOSE who love fine workmanship, who appreciate really wonderful engineering in which the smallest detail has been carefully studied, and who, in addition, require the utmost silence, flexibility and power, need have no two thoughts about which car to buy. The Rolls-Royce is absolutely superb.

Daily Express, December 1921, 1922.

ROLLS-ROYCE, LTD.,
15, Conduit Street, London, W.1.

Some of the things you find when you buy a Ghost – Nigel Hughes reminisces.

120EU is a 1925 barrel-sided tourer with the original body by Barker. It is now owned by Charles Cross and looked after by Jonathan Wood but was in my stewardship for two decades. I recently found an old unpublished article from early the 1990s and the bones of which are set out below:

I first came across 120EU at the Rolls-Royce Anniversary Rally at Goodwood in 1964 and fell in love, never expecting that one day I would be hers – no, we do not own these cars, they own us. At that time, she owned John Hampton, who gave her regular exercise and fed and maintained her in very nice condition. I was fortunate in being able to take over from John as her servant.

120EU is described in John Oldham's book Ghosts Phantoms and Spectres (as well as on the Club's website) so I will not repeat her history. Suffice to say, her miles are well-documented and she is a driveable, practical car. While not wishing or needing to contemplate wholesale restoration, I wanted to do the cleaning, polishing and refinishing necessary to bring her details closer to today's expectations on the appearance of a classic car. This is a commentary on the things I found and which I guess are fairly typical of what needs to be done even to a car with an excellent maintenance history.

It all started with the routine checks needed to put her through the local Ministry of Transport Roadworthiness Test in preparation for the 1994 RREC Round Britain rally. My first rule is that you present the tester with a clean chassis so that he spends time admiring the engineering rather than nit-picking the mechanicals. 120EU had been very thoroughly and regularly lubricated and, with a Ghost, that means you find oil and oily gunge everywhere. I don't

go for steam cleaning because that will guarantee that every bearing on the chassis will end up full of water. So in the domestic garage situation there is nothing for it but to scrape off, toothbrush and wash-off the gunge with an appropriate solvent. I reckon that I scraped off a bucket full of gunge. Ann said that another bucket-full ended up being transferred from my feet to the lounge carpet. So I cleaned that as well. Unless you want the garage floor to end up covered in black filth, it is a good idea to buy a large sheet of polythene, lay that on the floor and drive the car in over it. B&Q sells four by three metre sheets of heavy duty polythene, which are not quite long enough for a Ghost, but go a long way to solving the problem.



Ghost aluminium crankcase and gearbox castings are quite porous. The gearbox is also externally very rough. Oily dirt is trapped in the pores and the castings are stained by oil and fuel deposits. The clear fluid solvents sold as engine cleaners will get the superficial dirt off but do not reveal the unstained clean casting look. I still find paint stripper (Nitromors) or cellulose thinner the best for fuel stains (and cleaning the inside of carburettor castings) but the old smelly type of Gunk, identifiable on the can as containing cresylic acid, is best for de-greasing a casting clean into the pores. Trouble is you and the garage end up smelling of coal tar soap and hospitals. Healthy but not too sexy. By the way, that form of Gunk just has to be hosed off with water, which is best done outside.

After removing as much dirt as possible, it became clear that 120EU's chassis was finished in original semi-matt black works finish, followed by the original coachbuilder's khaki colour (described as "Grey as selected in Messrs Barker's showroom"), followed by dirt, painted over in gloss black. For the Round Britain, this had to stay, but it was clear that progressive total stripping and refinishing of the visible chassis parts was going to be needed. There are a number of engine paints on the market which can be applied direct to clean, de-greased steel. When I got round to refinishing the front axle, I used Hermetite matt black engine paint as a first coat, followed by the gloss version of the same paint. The gloss finish is inappropriate for general chassis and engine parts however, since the handbook shows a semi-matt finish. R.A.McDermott used Kawasaki motorcycle crankcase paint on the cylinder blocks of Keith Wherry's prize-winning 1911 Ghost with excellent results. My local Kawasaki dealer admitted the existence of the paint but said it was very expensive and offered me an equivalent satin black case and block paint which seemed to perform okay. I disapprove of superfinishing Ghost blocks to a mirror gloss finish, which was clearly not evident in the original photographs.

As received, 120EU needed three new tyres (supplied with the car) to be fitted. The wheels were painted in the same blue as the body, but the paint had seen better days. For practical reasons, I decided to have them grit-blasted and stove-enamelled black. To his credit, the wheel specialist advised that "All these Rolls-Royce wheels have loose spokes. I had better

retension them." On checking, he was right. There were several rust areas around the nipples, signifying fretting corrosion, and the spokes did not "ring" as they should. Loose spokes are more common than you would think. Check them.

120EU covered 1600 miles of the Round Britain Rally with no FTP (Failure to proceed). However, by the end, we knew that the engine would pull on all six cylinders but only idle on five, the four-wheel brakes were okay but not reassuring and, among a myriad of other things, the Klaxon Horn sounded as if it had a sore throat.

Come back No 1, all is forgiven – or – who needs six cylinders anyway?

120EU would regularly misfire on No 1 cylinder when idling, while running smoothly under load. Heaving and bouncing on the starting handle suggested that all six compressions were okay, implying no burnt valves or negative valve clearances. Two new spark plugs made no difference and both magneto and coil sparks were good. Hmmm.... So, close the throttle completely and have an assistant crank the engine on the starter for six compressions. Listen...listen to the sound of air being sucked in somewhere...

By repeating this process, it was possible to locate by ear an air leak into the inlet tract at the gasket joint between the front inlet manifold elbow and the No 1 cylinder inlet port. Temporary sealing of the joint by wiping room-temperature vulcanizing silicone rubber (Silicone RTV or Bath Caulk) around the outside of the joint gave me six cylinder idling but an ugly-looking repair. I had found the problem, but what was the solution?

The Ghost inlet manifold consists of six cast bronze elbows united by a copper pipe, to which they are taper-pinned and brazed. There is a seventh bronze elbow in the centre connecting to the copper branch pipe leading across the engine to the carburettor.

The Ghost engine has to rely on the rigidity of the crankcase to keep the two cylinder blocks aligned with one another. In practice, under the dynamic loading of explosions in the cylinders and reciprocating pistons, the two blocks will vibrate relative to one another, particularly at higher engine speeds. If you think about it, the inlet manifold is the

only thing tying the two blocks together at the top. Thus, the copper is subject to vibration and stress as the engine runs. After a long time, the copper work hardens and fatigues, becomes brittle and cracks. There is a school of thought that you should remove and anneal the manifolds periodically by heating it to a dull red heat to combat this. The risk, particularly with a re-fabricated manifold (see below), is that you might melt the hard solder used to join the copper pipe to the bronze elbows.

Once one of these manifolds cracks, there is little that can be done part from re-tubing it. Another problem can arise. Heavy handed mechanics, on discovering a leak, may over-tighten the clamp nuts which holds the inlet and exhaust manifolds to the blocks. This can crush the bronze elbows leading to their cracking as well. The crushing destroys the alignment of the joints, further exacerbating the problem.

The very full history of 120EU shows that the inlet manifolds had been re-tubed because of cracking in the past. Also, the elbow to No 1 cylinder had been partially crushed. Re-tubing at the best of times is a very difficult job. Removing the taper pins and melting the brazing spelter enough to get the elbows off the copper is a challenge most would wish to avoid. In the past, in the absence of spares, this had needed to be done for 120EU, but the end result was less than perfect alignment of elbows to ports and branch pipe to carburettor. We are very fortunate that our hobby is now supported by a number of excellent engineers. John Cockayne of Coldwell Engineering came to my rescue. He had made patterns for elbow castings and had a set in stock. He also had a jig for aligning the elbows with the ports and the tube. We used my old branch pipe with new elbows and a new copper pipe to produce a new manifold which fitted the engine superbly. On the way to this result, I carefully ground the old copper pipe off the saddle casting for the branch pipe, using an angle grinder. As I ground off the spelter, it was possible to see both the hard solder which had been used on the rebuild and the original brazing spelter. John started by machining the elbows and dry fitting them to the new pipe, pinning them with taper pins. He sent me the dry

assembly to trial fit on the car and asked me to find the right position for the branch pipe. Having done that I drilled, taper reamed and taper-pinned the branch pipe joint, using reamer and pins supplied by John, and sent the whole assembly back to him. He had the job hard soldered and, to my enormous relief, it was still a perfect fit.

Now the manifold was right, I had to undo some "adjustment" that had been made to the carburettor control linkage, support bracket, breather pipe and fuel pipes. This was carefully cross-checked against every available picture in the original handbook. My experience is that Rolls-Royce did an outstanding job of keeping their owners' handbooks up to date with the chassis modification programme. If your engine looks like the picture in the handbook, it is not far wrong.

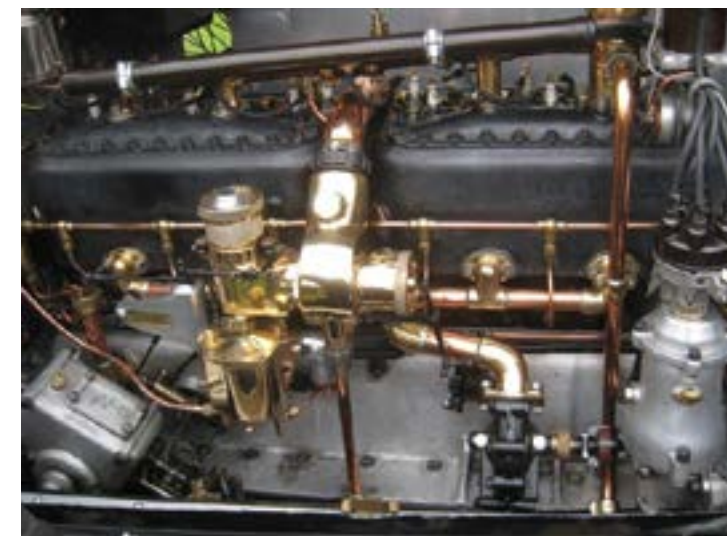
To the casual observer, all that work may not seem to have changed much. To me, it was all extremely worthwhile and has contributed greatly to my enjoyment of the car.

Below: BEFORE - The manifold side of 120EU as found - although I had started giving some parts a 'vague rub' to see how they would look! Obvious issues: Generator casing black instead of nickel. Suppressor caps to spark plugs. Rogue pair of Bosch horns. Klaxon dull finish. Inlet pipe across engine from manifold to carburettor side sloping downwards towards the carb. Not too obvious, but introduced an error of at least half an inch in vertical position of carb.



Left: The rear axle area 'as found' and indicates the depth and extent of the filth picked up by a chassis which has been regularly oiled but not cleaned.

Below: Rebuilt bypass pipe and thermostat casing.



Below: AFTER - There are many changes including removing twin Bosch horns and refinishing Klaxon, proper vintage hose clips, original style 18mm spark plugs with original style connectors, and correct finish to generator. Thermometer bulb removed from incorrect location in the middle of top water tube and replaced on correct style fitting at the back. In addition to the reconstructed inlet manifold, I made a new 'ebonite' tube for the rear half of the magneto wire harness which sits on the top of the inlet manifold. In the absence of the correct size tubing, I obtained black nylon rod and drilled it out in the lathe.

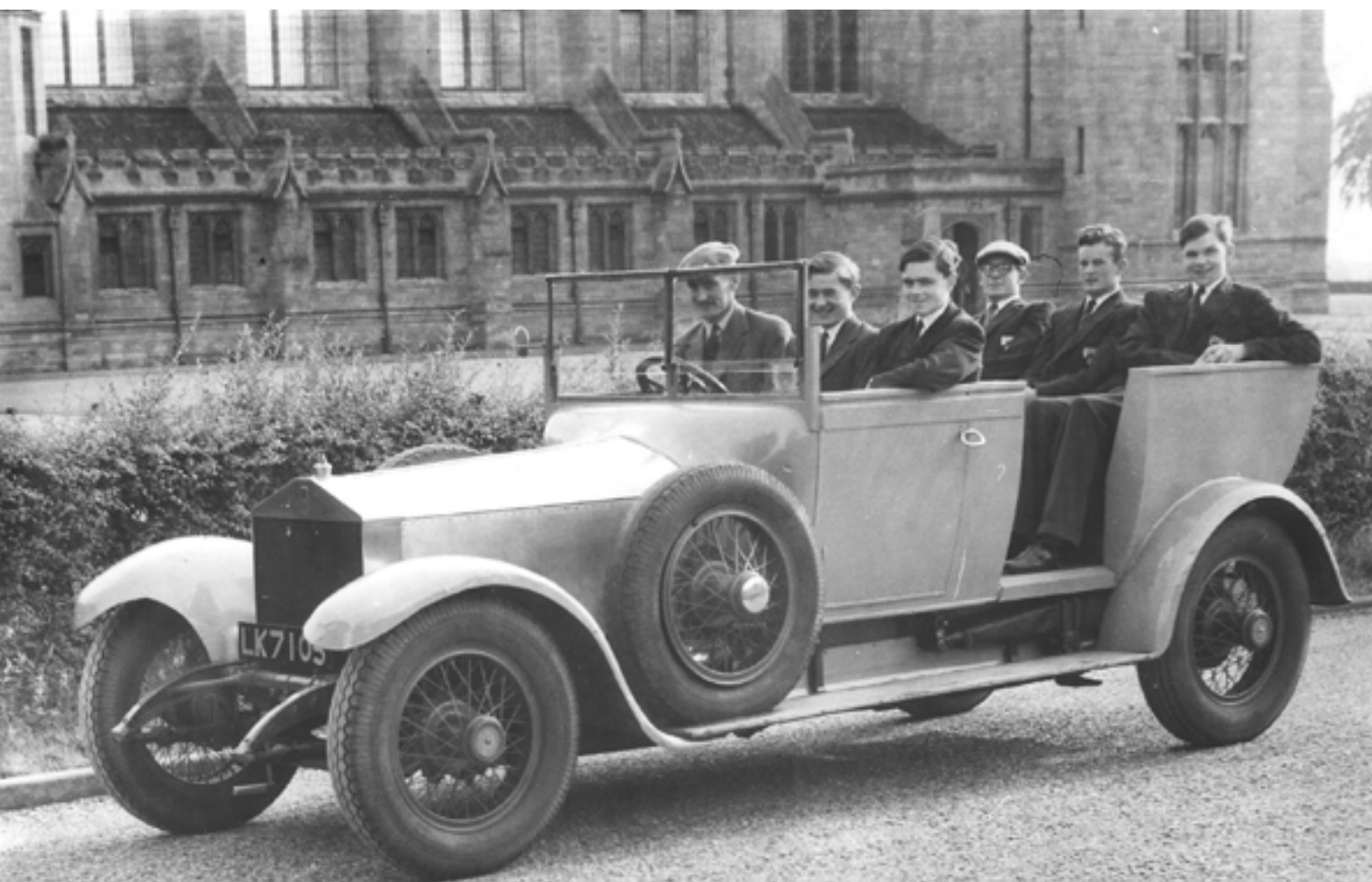


Oundle's Silver Ghost:

In 1955 Oundle School in Northamptonshire became the keeper of a 1913 Silver Ghost; Philip Hall was a pupil.

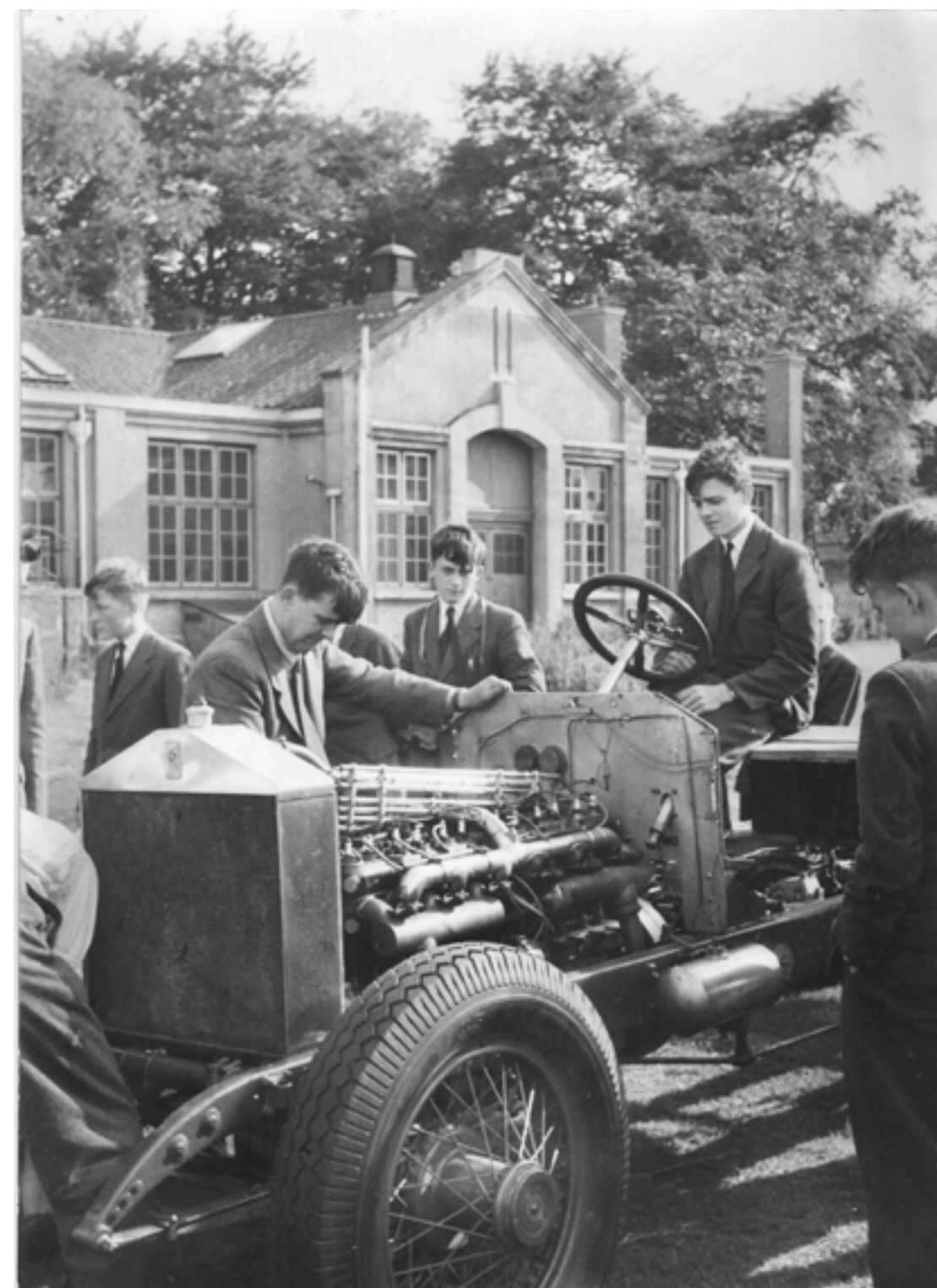
Rolls-Royce 40/50 HP chassis No 2632, Registration Number LK-710, started life in 1913 as a landaulette built by Barker for Mrs Pitt-Rivers of Salisbury, Wiltshire. It passed from her to W.A.R. Hoare of Kenniford Exeter, and nothing was then known of it until 1947 when it was discovered in a derelict state by Shane Chichester who bought it for £50.

Chichester had been Rolls-Royce's visiting inspector in the south of England during the inter-war period. His job was to visit Rolls-Royce owners on a regular basis to ensure that they were happy with their cars, and to check that they were well looked-after and running properly.



Off to Crewe in 1958 - Col WA Shaw, Oundle master driving, with David Gem and Philip Hall in front. APL Playfair, Tom Webster and SJR Buckton in rear.

Opposite: Downcast! A glum Philip at the wheel whilst the master, Kevin Walton, tries to cure the poor running - it turned out that the carburetor was missing its jet!



In 1955 Shane Chichester presented 2632 to Oundle School. The body had been cut down to serve as a utility vehicle and all that remained were the mudguards and the much-modified front portion. The chassis however was largely complete, lacking only its water pump and the cone of the clutch. These parts were readily and cheaply available at that time.

I was fortunate enough to attend Oundle in the 1950s, a school which placed great emphasis on engineering.

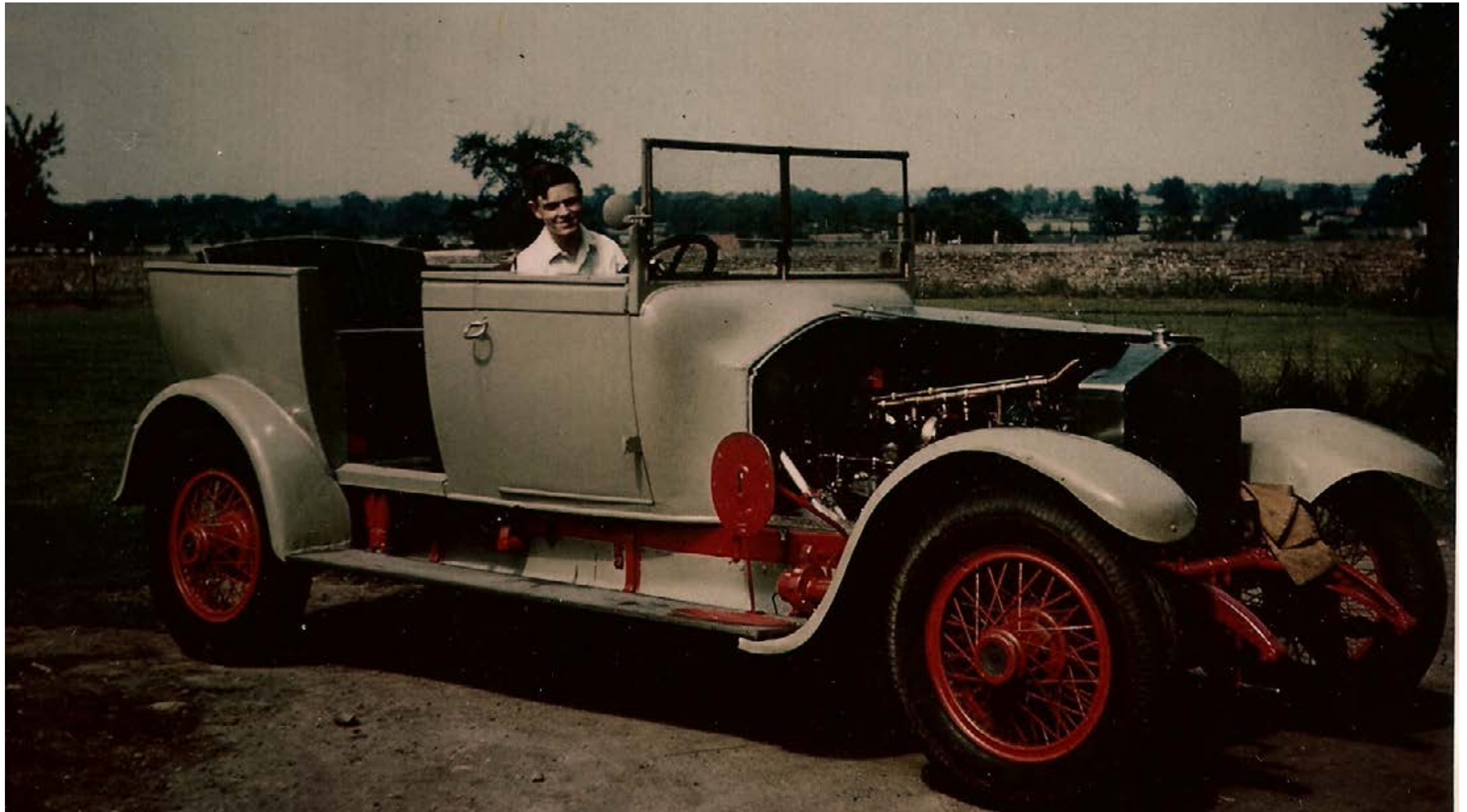
It had the most marvellous workshops, including a well-equipped machine shop, a foundry, a pattern-making shop and a carpentry shop. Every boy in the school spent one week of every term full-time in the workshops. The master in charge of the workshops was Kevin Walton, who himself was a Rolls-Royce enthusiast and ran a 1927 20HP (GRJ68). During my time there he persuaded no fewer than five of his fellow members of staff, including the headmaster, to invest in pre-war Rolls-Royce motor cars.

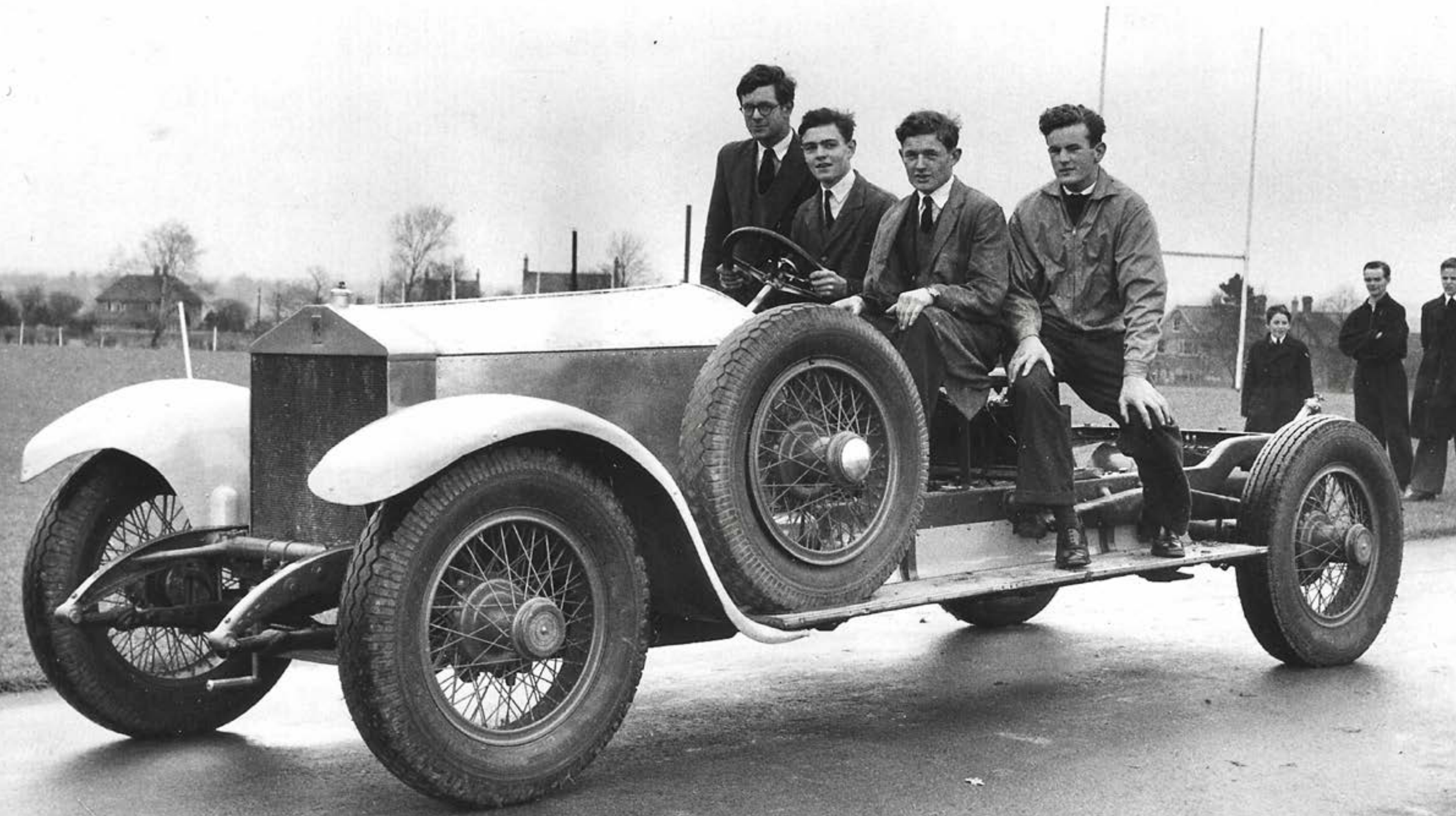
Having spent the workshop weeks of my first two years gaining experience in each shop, at the start of my third year I was told to 'go to the old Rolls and find a bit to clean up'. By this time the chassis had been dismantled and many of the components had already been worked on.

The most interesting part that I could see which had not yet been attempted was a spherical object which to me was reminiscent of a diver's helmet. I had no idea what it was, but took it to the bench and set about taking it apart. It soon became clear that it was, of course, the universal joint. I laid out all the components

symmetrically and was amazed at how many pieces there were. I just stood and gazed at them. That was a life-changing moment: I had become captivated by Rolls-Royce.

The workshops were open for a few hours a week outside school hours for pupils to engage on personal projects, but such was my enthusiasm that I used to spend most of these times working on the Rolls. In my final year I managed to contrive to be given the unprecedented privilege of being allowed the run of the workshops unsupervised, and to work on the car as an alternative to playing cricket. (I was certainly no loss to the cricket field!)







Above: Shane R. Chichester of Rolls-Royce Motor Cars calls at Oundle to inspect 2632 and praises the work done.

Below: 2632 in 1965 sporting the much modified Clyde of Glasgow body originally built for Lord Lonsdale's Ghost - then owner R.E.Dennis is shown towing a 1923 Eccles caravan on the 320-mile National Caravan Rally.

2632 gradually took shape and in summer 1957, it managed to move under its own power for the first time in many years, albeit very hesitantly. The reason for the erratic running soon became apparent: the carburetor was lacking its main jet... It is quite amazing how a Rolls-Royce will run in such adverse circumstances. A new jet was acquired and, following a few adjustments, the car ran splendidly. Shane Chichester visited the school to see the car, and was highly-complimentary about the work that had been done.

In the course of the next year we built a rudimentary body using the remains of the original front section and adding a crudely constructed rear. In this form a group of five of us accompanied by a master, drove the car from Oundle to Crewe and back to for a visit to the Rolls-Royce works. Rolls-Royce welcomed us and hosted us magnificently. The car behaved perfectly. Quite how road-legal it was is questionable, but things did not matter so much in those days.

In 1961 after I had left, the school decided to sell the car, and I was offered first refusal at £250. I had recently bought a 1925 3-Litre Bentley for the same amount, and I thought this made Oundle's price seem rather high. It was however snapped up by the vintage car dealer, Simmonds of Mayfair.

Simmonds acquired an Open Drive Limousine body, built by Clyde Automobile Co Ltd of Glasgow, which had been removed from a 1921 Silver Ghost (61JG), originally owned by Lord Lonsdale. This body had been previously modified to resemble a Hispano-Suiza for use in the 1953 film *Beat the Devil*. They arranged for Jeremy Bacon, Editor of the short-lived magazine, *The Rolls-Royce Owner*, to mount this body on 2632.

In 1962, 2632 was acquired by R E Dennis of Send, Surrey. Photographs of the car towing a period Eccles caravan appeared in volume 7 of the *Rolls-Royce Owner* in 1964 and in *The Flying Lady* in February 1965.

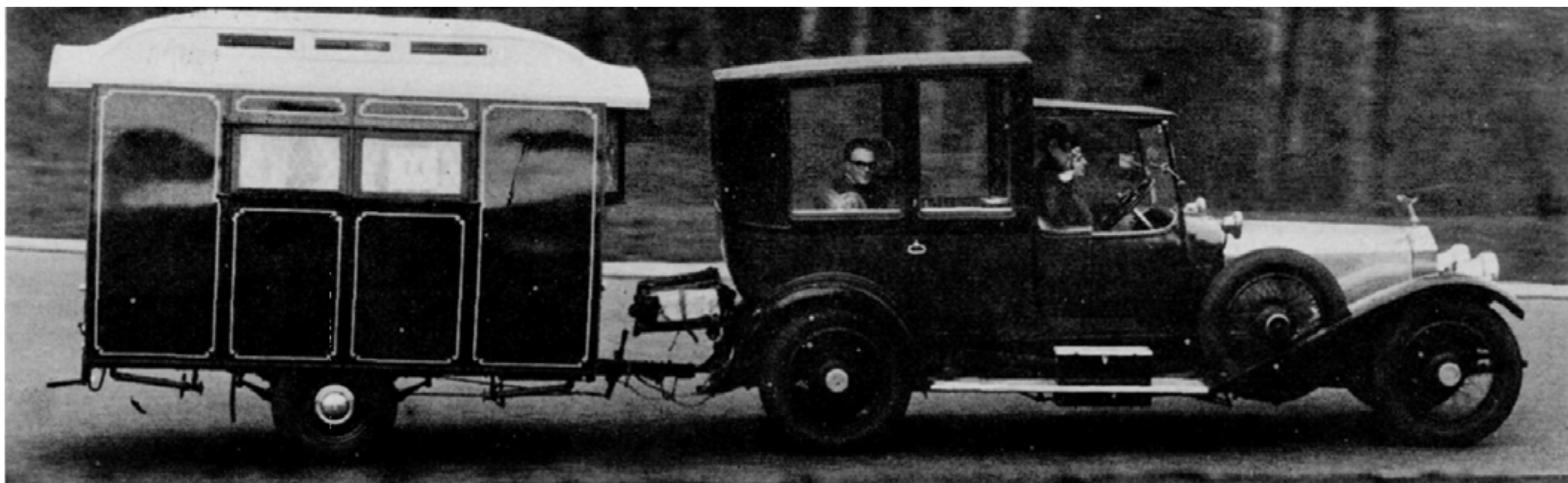
R E Dennis sold 2632 at a Christie's auction in June 1975 when it was acquired by Richard Evans, curator and owner of the Manx Motor Museum at Crosby on the Isle of Man. Richard wrote about the car in the June 1977 issue of *Motor Sport*. He said that it had been used in the television series *Upstairs, Downstairs*.

I met Richard Evans at the RREC's Silver Jubilee Tribute at Windsor Castle on 7th May 1977. He doubted that the body had ever been on a 'Lonsdale' car as surely no Lord would have ever accepted a body so poorly made and badly finished. I think he was unaware then that the body had been crudely modified by the film company back in the early 1950s.

Evans eventually offered the car for sale in, or around, 2004, however very sadly its current whereabouts are unknown.

Editor: It does seem a shame that we have 'lost touch' with 2632 as recently at 2004 - does anybody know of it?

Centre Pages: 1957 and 2632 is driveable at last. A proud Philip Hall takes the wheel. What an achievement!



"Old cars are not a hobby, not an obsession, but an incurable illness. The question is whether you die of it or with it?"

Brian Fidler is utterly 'with it!'

OK, so I'm a late developer. Born in 1938, it took me until 2006 to fully appreciate the statement that "The quality remains long after the price is forgotten". That Royce was a hugely talented "mechanic" whose products were, literally, in a league of their own. Maybe in the odd, isolated case, a "triumph of workmanship over design" but the apogee of branding, to be the Rolls-Royce of bicycles, watches, knives or even shoes.



Above: Brian's first Silver Ghost 1920 25AE now owned by Lance and Joan Hultgren, of California.

So where, on the road to Damascus, did this disciple discover the true vision. Having owned the products of Ettore Bugatti, Georges Roesch, W O Bentley (in both 1924 Red Label and 1938 V-12 Lagonda iterations), Bertelli Astons and many others, I fell for the charms of GAN37 a Hooper 25/30 saloon in Gauleiter brown, as an appropriate conveyance for a chap in his mid-60s. Svelte, indeed suave, the exquisite precision of all the controls, the silky gearbox, the servo brakes and Marles steering, coupled with clunk-shut doors from the finest UK coachbuilder had me hooked and seeking more.



GAN37 Hooper 25/30 Saloon was Brian's first foray into R-R ownership 'finished in Gauleiter brown...' sounds unflattering but, although he has a point, the colour-scheme suits the car perfectly.

And what better than a Ghost (25AE) as you would expect with another Hooper body, this time an open tourer, spacious, gracious and hugely flexible but an exciting (very) introduction to rear wheel brakes only. Perhaps taking a leaf out of Bugatti's marketing book (I make my cars to go, not to stop!) I got used to planning well ahead; to the inordinately heavy steering (wrong castor and tyres) and the demanding chassis oiling regime. Its greatest contribution to my life was to introduce me to the 20-Ghost Club becoming its treasurer for many years and an active participant in memorable events including the Baltic tour 9 years ago and several in Europe. Wonderful people, lasting friendships and great tours.

I had forgotten until recently that this car (25AE) was previously owned by Andy Butcher (our erstwhile committee member who was a former BA pilot and used to organise driving tests for us at Brooklands around 2002 to 2005). He acquired the car in 2000 but later retired to the USA with his wife, Val. They were a delightful couple typical 20-GC people – with a heart.

I am now enjoying my fifth Ghost 9PP, having enjoyed the safety of four wheel brakes on 36EM, the ex-Earl of Derby Sedan (Hooper bodied of course); the ex-Cuban ambassador's car 94NE rebodied as a spacious tourer, as well as my current dalliance with a transatlantic cousin, a Springfield sedan 181KF, once owned by Phil Hill, the ex-Formula 1 World Champion. Made before the Springfield factory went off-piste with left hand drive, central gear change and 6 volt electrics, 181KF still had its original bronze key fob and every tool in the original delivery manifest. Truly unmolested.



Above: 1921 Silver Ghost 94NE the ex-Cuban ambassador's car, later rebodied as a spacious tourer, was acquired by Brian and Wendy via Allan Glew in 2012. In 2013, the engine was rebuilt by Jonathan Wood who fitted ultra-high compression (6:1) pistons. In 2014, 94NE joined a tour of the WWI battlefields in Belgium and France in commemoration of the centenary of the start of the war. 94NE was sold in June 2016. The car remains in England although, sadly, is not with a club member at present.

Below: 1923 Silver Ghost 36EM Hooper Cabriolet once sold by Rick Ford at the Jack O'Lantern Garage in Romsey (watch out for a future article from Harrison Royce on Jack O'Lantern). Brian bought this car from Jonathan Wood in 2014 - overdrive and new high compression pistons were fitted - and the car was toured extensively in the UK and the Continent. In 2018 Brian traded the car for 181KF. 36EM is now owned by David O'Connor in Lincolnshire who had owned 181KF for many years.



Not to miss out on Henry's more compact offerings, my experiences have included three 20/25s, one by Gurney Nutting GRF18, typically with fabulous looks but less fabulous quality; the H J Mulliner black drophead coupe GWE67, which took Wendy and I to Helsinki; and our current (inevitably Hooper-bodied) GTZ18 BBB (Big Bum Bertha) so named for her inordinately large posterior – the story being that the original owner liked touring in France but insisted the spare wheel and ALL luggage was secured from French overnight thieves whilst on route to the Negresco.

I fitted all my 20/25s with an overdrive, transforming its use on modern dual carriageways (I hate motorways) delivering comfortable 65 mph cruising and acceptable mpg. Flick into fourth for hills but ample power otherwise. And very easy to put back to original if ever required (I still have three old prop shafts here).



A trio of 20/25s, top left GRF18 1935 Gurney Nutting FHC 'fabulous looks but less fabulous quality'; top right GWE67 1934 HJ Mulliner 3-position DHC; and finally the current 'small' car GTZ18 1933 Hooper two-position DHC.

Less good plan for the Twenty of which I have had two, one a very rare Brewster bodied Brougham GAJ15 with exotic red and black striped coachwork, built for the owner of the Plaza Hotel in New York City. The other, GYK4, was my only serious aberration, a Thrupp and Maberly limousine, over-bodied, cumbersome and challenged just by the sight of the skin on a rice pudding. Ideal for shopping down Bond Street or collecting House Party guests from the pre-Beeching closures railway station, but maybe that was just what it was intended for?!



Brian's two 20HPs. On the left GAJ15 a 1927 car which, most unusually for a 20HP, was sold new in the USA. The body is a panel Brougham by Brewster and delivered to its new owner who lived at the Plaza Hotel NYC. GAJ15 remained in the USA until 1990. Brian bought it in 2007 with much work entrusted to Ben Smith Engineering of Hollocombe.

On the right...'my only serious aberration'...GYK4 a 1926 Thrupp & Maberly limousine. Exactly the sort of coachwork which made the company realise it needed to make the 'baby Rolls' more powerful... 'challenged by the skin of a rice pudding'!

Last but not least was my conviction that the Phantom II Continental had to be the pinnacle of FHR's achievements, the final flowering of his genius. So I found 1933 101MW, a Park Ward swept tail saloon to which I fitted an overdrive to improve its already long legs. A late "Cat's Back" carburettor version with high lift camshaft and 5.25:1 pistons, it certainly went well, stopped well and steered well. One shot chassis lubrication eased maintenance; Andre Telecontrol shock absorbers helped road holding and a leak free sliding roof allowed decent ventilation. It provided excellent post-total engine rebuild motoring on a tour of Brittany and several 20 Ghost events. But – there is always a BUT – the swept tail close-coupled body design left hardly any room for Wendy's wheel chair and luggage so the car now resides in the Czech Republic.



Left: 101MW 1933 PII Continental Park Ward, fitted with F-rake steering for an owner driver. The car found its way to the USA but Real Car brought it back to the UK. Brian bought it and sent it off to Ben Smith for TLC. Brian sold the car in 2018.



Editor: This was the cover shot for Issue 61 but it's so good I thought I would use it again. One of Brian's current Silver Ghosts 181KF, a 1924 Springfield chassis bodied by McNear as a Tilbury Sedan. Stunningly original, never repainted, re-trimmed or dismantled and just 37,000 miles from new.

(Picture: Peter McFadyen)



Above: Brian with the Stanley Sears Trophy

All have been great fun – how many Ghosts have raced recently at Silverstone (see cover of N&R issue 61 – and previous page) and how many share garaging here with a couple of 1930s ERAs, single seat racers. I have eclectic tastes and an amazingly tolerant wife. As I enter my 84th year long may it continue!

Maybe this is the moment for the classic exam question of my youth – “Compare and Contrast ...”, Ghost against Phantom II; Twenty against 25/30. Let’s try the first – only 10 years separated 36EM from 101MW, 1923 v 1933. But transformational changes in terms of maintenance, stopping, performance and appearance. The Ghost, the fading embers of the Edwardian era, both socially and economically. No need for a full time chauffeur, the realistic ability for serious long distance (in one day). Continental touring, all with elegance unsurpassed. But still at the then cost of four detached suburban houses.

Another 10 year gap between my 1927 Twenty and my 1937 25/30 Hooper owner-driver saloon. The former a slow, dignified carriage for M’Lady to shop or gently attend a Tea Invitation, the latter a realistic transport from the Home Counties to Scotland or the Loire Valley. Stromberg dead simple carburettor; cheerio to the temperamental Autovac; hello to the non-sticky steering Marles box; and welcome to the non-distorting Borg and Beck clutch, plus one-shot chassis lubrication. And able to handle overdrive gearing, if not by way of the MX series Bentley gearbox, but thanks to Laycock de Normanville epicyclic simplicity.

Below: Wendy at Mallory Court in 2021



Brian completed his most recent purchase in August 2021 – his 5th Silver Ghost – 1919 9PP fitted with the most exquisite Open Drive Brougham body which was built for the car in 1984

But each and every model a joy to own and a delight to drive. A piece of living, breathing, socio-economic history from the days when the unswerving pursuit of excellence was a formula for success, not a recipe for commercial disaster.

The latest love is, so often, the greatest love; looking back through octogenarian, rheumy eyes, I am hugely content with 9PP, built in the first month after production recommenced in 1919. It is the nearest I shall ever get to owning a pre-Great War Ghost but with many of their characteristics. So, being forbidden by the Decalogue from lusting after my neighbour's wife, his servant or his donkey, and certainly his Ghost, I am a happy man.

You ask, when wafting along in one's Ghost, 'What is the Turn On?' The tactile, sensual pleasure of that deeply indented steering wheel with all its exquisite little levers and knobs? The almost steam engine surge of torque from not much above tickover? The frisson of fear at realising the total inadequacy of rear wheel only brakes to retard almost three tons of forward motion? Or the knowledge that “The quality remains long after the overdraft is paid off”...all as true today as it was over a century ago. Perhaps it's the slightly selfish pleasure of ownership (it's mine!) of an utterly unique artefact, knowing that there is not another exactly like yours anywhere in the world!

Just maybe, it's also the awareness that the love of these grossly impractical, absurdly inefficient, motor cars, a way to savour a bygone age, is also a way to fellowship and fun, with like minded eccentrics in the 20-Ghost Club. What I have is not a mere hobby, not an irrational obsession, but an incurable affliction, with no known cure. But what a way to go....

Chauffeur-driven or owner-driver?

Division or no division?

High rake or low rake?

Good questions! Harrison Royce helps with the answers.

In December I was completing the description of the history of a member's car for the club's database. The car in question is an attractive 1937 25/30 (GHO49) James Young 'Bromley' Saloon, owned by new member Tim Maltin, which I had described as having a division but, also, 'E low rake steering suitable for an owner driver'.



1937 25/30
(GHO49) James
Young 'Bromley'
Saloon now owned
by Tim Maltin
(Credit: Vintage &
Prestige Cars).

I sent a draft of the description, with photos, to our honorary database manager, John Narvell, which prompted the following reply and question. 'This car has a division, but you describe it as suitable for an owner-driver simply because of the E rake steering. I consider the availability or lack of front seat adjustment to be a much larger consideration. Isn't a partition (or division) the key determinant for being described as chauffeur or owner-driven?'

This prompted me to research and to ask a few questions of our Rolls-Royce gurus. Is the rake of the steering column the deciding factor? Are all cars with divisions to be described as chauffeur driven? What did Rolls-Royce Limited have to say about the subject?

John Fasal's *The Edwardian Rolls-Royce* (1994) provides information about the different steering column rakes on Rolls-Royce motor cars:

- In the early chassis, for example the 500 series, there were three types of steering column rake available to order: A and B, high rakes, for formal chauffeur-driven cars and C for open touring.
- By the time of the 1100 series (in 1909), an even lower D rake column was introduced as an option.



The *Edwardian Rolls-Royce* also records the following guidance provided by Rolls-Royce Limited in Memoranda on Fitting Coachwork and Completing Rolls-Royce Cars:

- Four different steering column dimensions are given, with the following angles with the chassis frame:
A. $52\frac{1}{2}^\circ$, B. $48\frac{1}{2}^\circ$, C. 42° , D. $35\frac{1}{2}^\circ$
- The distances from the Dash to the lowest point of the Wheel are also given:
A. 25 $\frac{1}{8}$ inches, B. 28 inches, C. 32 inches, D. 35 $\frac{3}{4}$ inches
- 'When D steering columns are fitted the front seat should not have a division, owing to difficulty of driver getting in and out of seat.'

In John's earlier work, *The Rolls-Royce Twenty* (1979), he described the steering for a 20HP, namely 'The steering is by worm and nut as in the larger R.-R. chassis. It is fitted in two standard positions known as B for chauffeur driving, and D for owner driving – the latter is for bodies not exceeding 4 seats.'

In these earlier models, it appears that higher rakes were provided on chassis where the driver's compartment was designed to be narrow, to afford more room behind for more seats and more leg room. Typically, there would be a division on A, B and C raked chassis and the chauffeur would sit rigidly upright with a straight back supported by a rather uncomfortable 90° bench rather than a reclining bucket seat.



Above: A Silver Ghost outside Rolls-Royce's Indian Depot (Credit: SHRMF).

In the 1930s, the Company introduced both E and F rake steering columns with even lower rakes, as owner driver cars started to replace chauffeur driven cars. Gentile's *Phantom II Continental* records that 'the F or low rake steering was invented to lower the height of the rear seat'. However, automobile historian and author, Tom Clarke, added 'the F rake was a natural addition as cars became lower and sleeker.' Indeed, for those with a mathematical bent, comparing the angles (degrees of rake) of the steering column with the chassis frame of a Silver Ghost (A $52\frac{1}{2}^\circ$, B $48\frac{1}{2}^\circ$, C 42° , D $35\frac{1}{2}^\circ$) with those of a Phantom II (C 34° , D $30\frac{1}{2}^\circ$, E $28\frac{1}{2}^\circ$, F $27^\circ 18$ minutes) makes the point very clearly.

245 out of 281 Continental chassis (87%) were fitted with the F type steering. John Narvell's 1931 PII Continental (67GX), with pre-War photograph below, is an example of this.



Above: 1931 Phantom II Continental (67GX) Carlton Drophead Coupé advertised by Jack Barclay Ltd, 1930s (Credit: Tom Clarke); Right: The low front seats of 67GX, with F low rake steering (Credit: John Narvell).



Tom Clarke gave some further valuable advice:

'Those really upright steering rakes were a thing of the past by the time you reach the 1930s. In the Edwardian era, and to some extent in the 1920s, chauffeurs were expected to cope in cramped conditions with usually A-C raked steering so that more body space was left in the rear for the owner.'

Gradually owner-driver cars became more common but with the option of formal use because even middle class houses had a chauffeur/handyman. If an owner wanted something less than a full limousine, but still wanted the car chauffeur-driven, then you'd still see quite steep rakes, perhaps a D, and there would be a plain black front compartment in front of the division, but there would be softer leather or cloth for the owner.

It was a short step for a 4-light window "saloon with division" design to remain pretty much unaltered from the traditional 6-light window limousine body, except that a rake might drop to E and the front upholstery would match the rear. This combination was the clear indicator that the owner might occasionally drive. It might also indicate that he in fact no longer had a chauffeur but wished to retain the formal element, the division. Privacy in the back also had other uses !!

The car you've sent is an owner-driver saloon with division. Some enthusiasts obsess about a division, thinking that this always indicates a limousine. No, actually, you need the other ingredients to name the coachwork "limousine" such as the 6-light window layout, and/or occasional seats, and the plain cramped front compartment. Just occasionally a huge limousine is 4-light with enormous rear quarters but it's not the norm.

By the time you reach the Wraith in 1938 you have even lower raked E and F steering. This is in effect a modern car but still with the option of a chauffeur and black front compartment. My Wraith was a 4-dr 4-light saloon with division, matching light upholstery, and space enough in the front (with very large seats) for either a chauffeur or owner to enjoy driving'.

Thanks to Tom, for being so lucid and instructive, as ever.



Not much thought given to the poor chauffeur...1927 Phantom I Sedan de Ville Hooper Open Drive Cabriolet (Tom Clarke Collection).

'It's the Macphersons' fault all of this, you know...!'

James and Ali Lifford chat about their cars.

James and Ali Lifford and Strone and Alex Macpherson are firm friends with James actually having known Alex since childhood. Back in 2003 Strone and Alex asked James and Ali to join them on the 20-Ghost rally to the Dolomites 'That really marked the start of our downfall into Rolls-Royce ownership.'

But after that Dolomite trip fourteen years passed without R-R action until July 2017 when the Liffords were about to motor off on holiday to the west coast of Scotland. Just prior to departure James noticed The Real Car Company were advertising a Bentley

S3 Flying Spur - a car which had always been on his wish list and looking fabulous in classic two-tone sage green. 'Could we make just a small diversion?' 'Yes, of course!' The 150 mile deviation was made and the Bentley Spur was duly purchased.

But, whilst at Real Car, they had the opportunity to browse the other cars in stock. There, having just arrived, was the Park Ward PIII. It was, black, imposing, grand and utterly gorgeous. Alison licked her lips 'I really want that car!' But they had just bought a Bentley 'Hang on Darling there are limits....'



But you know how these things work. They were on holiday and, whilst super excited by the purchase of the Bentley, the idea of also owning a PIII was permeating inside their heads. The prior owner of the Rolls-Royce had been the late Sir James Cayzer who, by chance, had been a friend of a neighbour. Whilst pondering over the Phantom the Lifford's recalled that they had actually seen the car some twenty years previously when Sir James Cayzer (or rather his driver) had brought it down to Hampshire. Serendipity perhaps?

James rang up Strone who, in turn, suggested a call to P&A Wood who had maintained the car in the past. The mechanic at P&A Wood who had actually worked on the car rang back about three days later. Although P&A Wood hadn't, in fact, looked after the car for a number of years he recalled the car well and couldn't have been more helpful. The Cayzer cars had been stored up in Scotland and James went on to speak to the mechanic in Perthshire who was able to verify that this was indeed a good example.

Everybody agreed that the PIII was magnificent, sound and original - and coming out of the Cayzer stable gave it a pretty good pedigree.

So there really was little excuse not to deviate again when driving back from Scotland. 'That's how I became the owner of my favourite PIII!' said James with a grin. 'It was a jolly successful holiday, if a little expensive!'

A little while later James and Alison became 20-Ghost members.

The PIII is a super car to drive especially now that Carl Ford has had a chance to run through it. The steering was initially slightly stiff and Carl managed to free it up. The Phantom always starts. To be fair it is a bit of a big car to pilot, but it's the most incredibly comfortable and luxurious drive. Quite often James will take the driving seat accompanied by Spud, their fine Airedale Terrier, in the navigator's spot whilst Ali rests, in luxury, in the back 'It's just the best way to travel'.



The PIII bodywork is in great condition (despite sustaining a nasty scratch on delivery – now happily all taken care of). It will easily do 70 although there is something of a shimmer at speeds above that. Comfortable cruising is probably at 65mph. The longest drive to date was a trip in summer 2019 which entailed navigating Salisbury's weekend traffic-jams on one of the hottest days of that year. The PIII got stuck in the jam and the temperature began to rise. As the needle hit 90 degrees James began to become a little concerned, but then the traffic ahead started to move. Once the wheels were rolling again the temperature fell as just rapidly as it had risen and all was well. Phew!



Last summer their youngest daughter Alice got married. The PIII was on wedding duty: son Thomas drove his Father and bride-to-be to the church and then after the service continued as chauffeur to Mother and pages. James drove newly-weds Alice and Harry, back in their 20/25 Barker drophead (a subsequent 2018 Real Car purchase). Perfect!

Their garage is home to the Bentley Silver Spur, the Barker 20/25 and of course the Park Ward PIII: three quite superb pieces of art. James will, quite often, go along purely to admire the motors. Occasionally he chats to them. 'Were you terribly cold last night?' 'Oh no James, we had those nice electric heaters on all night – very comfy - thank you.'

Come on...tell me you don't also talk to your cars? Of course you do!



The Search for the Stones of Stonehenge!

Intrepid explorers Henry Fitzhugh and Rosemary Jeffreys tell all.

In a desperate sort of jailbreak, when Covid was wrecking all of our international plans, we took off on a self-organised tour of Wales, from south to north and back again, ending up at Mallory Court to meet our Club friends there. Our faithful and reliable Emily was longing for a change of scene.

On our way to a hotel in Gwbert, Ceredigion, we visited a reconstructed Iron Age site, and heard about how to survive in the wild. A young girl in the shop was able to answer our questions about where the stones for Stonehenge were quarried. She had been there 'years ago' (probably about two) but was able to mark it for us on the map. We knew from the TV (where else?) that the bluestones of Stonehenge came from the Preseli Hills, but she knew the exact spot (pretty well) which after much navigating turned out to be near Cresswell at the bottom of a valley so steep we dared not drive it. With the instincts of Indiana Jones (who was obviously Welsh), we just had to go see it. The map was a bit vague at this point, but we walked along a slightly unpromising path at the end of someone's back garden, and rather surprisingly found the quarry.



The entire outcrop of bluestone, sitting in a lush meadow alongside a babbling stream, was quite small and would easily fit onto a football pitch. The stone is unique in that it cracks only vertically, giving the opportunity to split off long thin strips ideal for setting up stone henges. It is thought the ancients achieved this by driving wooden wedges into existing cracks, and letting the rain (which does visit Wales occasionally) and the swelling of the wood do the rest. How they got the stones from Wales to Wilts is unclear and the subject of much debate, although the idea that they were transported all the way by sea has now been discarded, in favour of them being pulled most of the way across the land, to attract more notice from the local people, who were no doubt thrilled by a change of management to Wiltshire. One stone was actually enshrined in a local henge before making it bigtime. There are quite a few stone circles in the Preseli Hills, but all except one have relatively small stones, nothing like the monsters at Stonehenge. That one exception at Waun Mawr still has three large stones standing, which you can still see a little further down the road, and it is possible to climb up the hill to examine, if you are a believer or an archaeologist, the hole that the one now at Stonehenge occupied before it left.

Once they completed their journey to Wilts these bluestones were considered so valuable that they initially surrounded the entire Stonehenge, before being moved again to become the inner circle.



Our day had another treat in store, as we both like history as well as archaeology. The County of Ceredigion is also known (in England) as Cardigan, and everyone who has seen the film knows that Lord Cardigan ordered the ill-fated Charge of the Light Brigade. For all his mistakes, he got a souvenir which is proudly displayed in the town centre of Cardigan. Another interesting transportation problem, though at least the cannon had its own wheels.


 This indenture was made the ^{13th} day of March One thousand eight hundred and ninety five Between F.H. Royce & Co, Ltd., Electricians of Cooke Street Hulme Manchester of the first part and Joseph Allcock of 211 Plymouth Grove Longsight Manchester of the second part and Harry Allcock son of the said Joseph Allcock of the third part Witnesseth that in consideration of the sum of Two hundred guineas to be paid to the said F.H. Royce & Co, Ltd., in four equal annual consecutive instalments the first instalment being due on ~~the~~ this indenture and of the covenants by the said Joseph Allcock and Harry Allcock hereinafter contained they the said F.H. Royce & Co. Ltd., hereby covenant with the said Joseph Allcock and Harry Allcock and with each of them that they will accept and take the said Harry Allcock as their pupil and apprentice for a period of four years commencing on the ^{13th} day of March One thousand eight hundred and ninety five and will during such period in a thorough and efficient manner and to the best of their power teach him the business or art of Manufacturing Electricians as carried on by them and the said Joseph Allcock and Harry Allcock do and each of them doth hereby covenant with the said F.H. Royce & Co, Ltd., that the said Harry Allcock will during the said term in a thorough and efficient manner serve the said F.H. Royce & Co, Ltd., in the said business or art. And it is hereby declared that the covenants hereinafter contained shall be carried out subject to the conditions following that is to say: -

1. The working hours of the said Harry Allcock shall be from 6 a.m. to 5.30 p.m. with an interval of $\frac{1}{4}$ of an hour from 8 to 8.45 a.m.

- and of one hour from 1. to 2. p.m. and on Saturdays from 6. to 12. a.m. with an interval of $\frac{1}{4}$ of an hour from 8. to 8.45 a.m. or such other times as allowed by the Factory and Workshop Act 1878.
2. The holidays of the said Harry Allcock shall be Good Friday the following Saturday Easter Monday Whit Monday the first Monday in August Christmas Day Boxing Day and every Sunday.
3. F.H. Royce & Co, Ltd., to pay the said Harry Allcock - for time worked only and no holidays to be paid for - at the rate of four shillings and sixpence per week of fifty four hours during the four years. All overtime to be paid for at extra rate of 25 per cent.

As witness the hands of the said parties.

FOR F. H. ROYCE & CO., LTD.

E. A. Claremont
Managing Director.

15/3/99

*The apprenticeship herein
referred to has been duly
satisfactorily served*

FOR F. H. ROYCE & CO., LTD.

E. A. Claremont
Managing Director.

From the Archive: Brian Fidler was sent this by the great grand-daughter of Harry Allcock, apprentice to F.H. Royce & Co in 1895. Before the motor-car company, this was the electrical engineering firm in Cooke Street Manchester making dynamos and cranes - a partnership between Royce and Claremont. A terrific piece of social history - have a read and think how modern trainees (and their parents) might react to such a deal!

The Last Word

Good friend and arch-proofreader
Peter Brown reviews the bargains in *The Motor*: 25th January 1938.

This high-class selection of shop-soiled automotive totty (pictured right) leaves prospective buyers spoiled for choice. First up is a transatlantic interloper, the Oldsmobile F37. The 3.7 litre six, represents a genre of cars once abundant on UK roads built at a time when Detroit engineering far outran the typically Heath Robinson affairs made in Coventry, Dagenham, Cowley or Longbridge.

Seldom seen in modern times is the Flying Standard 20, top of that marque's range at the time. The 2.7 litre six was an upmarket and well-equipped family saloon. This example appears to have non-factory pillarless bodywork. Two Vauxhalls are offered: the larger Velox 25, with attractive coachwork by Connaught, was a high performer while the 20hp, which must have been a bargain at only £85, was immortalised in a finely crafted diecast model by Dinky, retailed in a lugubrious shade of brown so redolent of the period. Finally, the Wolseley 25, top of the range in the Nuffield empire, represents good value. Priced at £425 new, this 1937 model could top 80mph and its 3.5 litre ohv power plant was almost silent.

Three Rolls-Royces – one old-school and two *arrivistes* – are on sale. The Phantom II was the last chassis erected. Carrying what some might say was an inelegant and heavy limousine body by Lancefield, this truck in car's clothing was, by now, mechanically obsolete and only fit for the funeral trade. By contrast, the two other R-R offerings are examples of the then popular recycling approach. Good second-hand cars with old fashioned looks were thoroughly refurbished mechanically and then rebodied in contemporary style. Such was the hauteur of the RREC in its early days that these rebodied cars were not recognised in snooty club circles as authentic Rolls-Royce cars.

The 2.5 litre SS Jaguar appeals. The original 'Wardour Street Bentley' was an early William Lyons success. Built ruthlessly down to a price, the car offered Derby Bentley performance, comfort and style, for a fraction of the price. The marque has never really shed its sheepskin and cheroot image; but a lovely car nonetheless. One hundred pounds less is a three year old example of the Jaguar's rakish predecessor, the SS 20hp drophead, which must have lured any aspirant cad down the A3 to the Ace of Spades for a snifter, the exotic livery of the car's metallic ruby cellulose shimmering under mercury streetlamps on the Kingdon By-pass.

As well as the SS other highly regarded sports cars feature. A Triumph Gloria Monte Carlo drophead was a fine two litre six made by the Coventry firm. The Triumph is complemented by a high-performance Talbot 95 with drophead coachwork by Offord, which would have been a good investment at £125: try and find one today for less than seven hundred times that figure. Also in the sports car category is a delightful Riley 9 Monaco, brand new but open to offers below list price. Highly sought after today this was one of its maker's best.

Excepting the Riley, each car illustrated has a straight six; much the best power unit for smooth and silent running: no noisy labouring of four cylinders nor the tell-tale rumble of the V8. Now excuse me as I light a cheroot and don the sheepskin because I'm taking that Jag!

Editor: Thanks to Peter for this fine appraisal (and thanks to Tom Clarke for sending the image through). What strikes me is the cost of the Rolls-Royce Phantom II compared to everything else. At the time it was a three year old car, whilst the others seem quite a bit newer. The PII isn't just a bit more expensive...it's staggeringly more. When you look at it on the page like that, against everything else, it really brings home the price disparity.

We are just so lucky to own these magnificent machines. They have stood the test of time, they can still be maintained and spare parts are available. All of this means that we can be custodians of motors that, in most cases, our forebears could have never thought possible in their wildest dreams!

Don't let the woes of the world get you down, let's drive our cars (or be driven in them) and enjoy the Spring. Please keep the articles, comments and pics coming in: jgallop66@gmail.com See you very soon!

Best wishes,

Johnie

January 25, 1938. The Motor 35

Bargains in Picture

OLDSMOBILE  £375! Latest Model F.37 (Post-Exhibition series) OLDSMOBILE 6-cyl. 39 h.p. 4-door Saloon in Luxe. Fitted built-in 2000, radio. This car has only been used for a few demonstrations and has covered under 2,000 miles. Still under maker's guarantee. Exchange, Terms, and will deliver anywhere for 20/-. DOMES GARAGES, LTD. 61, WEST ROAD, BRENTFORD, MIDDLESEX (Phone: 1. Ealing 2211. Always Open.)	RILEY  Brand New RILEY NINE, 1937 Monaco, dual overhead, 16-valve, 25 h.p. green with grey leather upholstery. Unregistered! but maker's guarantee. Original list price £298. Open to reasonable offer for cash. Part exchange or deferred terms considered. We also have shop-soiled Land Rover, Riley 11-12 and B.S.A. Scout models. Specialists in Daimler, Lanchester, Riley, Jowett, B.S.A. Scout, Morgan 4/4, etc. THE COVENTRY MOTOR MART, LTD. Car Dept., LONDON ROAD, COVENTRY. (Phone: 2140-14)	ROLLS-ROYCE  1935 40/50 ROLLS-ROYCE Phantom II Limousine. Passed by manufacturers. Mileage only 16,000, in absolutely new condition. Two spare wheels with metal covers. Discs. Interior radio. Colour black leather in front and cloth to rear. £1475 OLLINGTON BROTHERS, 74, GT. PORTLAND STREET, W.1 Museum 1906.
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