



News & Record

Issue 73 | Autumn 2023





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Right: The Fitton family attached a route map to 39EE which, curiously, was not dissimilar to a Scottie dog! Picture Ken Forbes.

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March 2024
Friday 15th
AGM & Annual Dinner, Trinity House, London, EC3N 4DH.
jo.naismith@yahoo.com

April 2024
Saturday 20th
Spring Lunch. Armsworth Park House, Old Alresford, Hampshire, SO24 9RH.
strone@stronemacpherson.com

April/May 2024
Date TBC
IGS Tour. Sherborne.
narvell630@gmail.com

June 2024
Friday 7th – Tuesday 18th
Champagne to Provence.
(Tour full, with Wait List)
johnstuttard@btinternet.com

July 2024
Date TBC
The Tim Forrest Tour & Concours, Polesden Lacey, Surrey, KT23 4PZ.
Date and venue to be arranged.
whitaker.maurice@gmail.com

September 2024
Sunday 1st – Thursday 5th
Tour of Dorset. Based at the Priory Hotel in Wareham, Dorset BH20 4ND.
rslwilks@gmail.com

March 2025
AGM & Annual Dinner.
Date and venue to be arranged.

Sunday 23rd – Sunday 13th April
South Africa. (Expressions of interest being received)
kenforbes@btinternet.com

July 2025
Thursday 3rd – Friday 25th
The Baltic Region in Summer. Including Finland, Sweden, Latvia and Estonia
johnstuttard@btinternet.com

Letters, Emails & Pictures

20-Ghost Club in the papers! Bryan and Carol-Anne Stringer in 1924 SG 62EU made it into *The Telegraph* on 5th July.



Dear Johnnie,

During my 17 years as Managing Director of the Permanent Trustee Company I came across this lovely story regarding one of our clients, an Australian lady, who moved to the UK before WW2 on her marriage to a barrister. The marriage didn't last but she remained in London with the children. However, just before the War, she moved across to the island of Guernsey taking her Mother's 20/25 with her. This turned out not to be the best idea as she had to pack up and get away quickly when the Germans arrived in the Channel Islands.

After the War, she returned to Guernsey and was pleased to see that her house remained in reasonable condition but the Rolls-Royce 20/25 was nowhere to be found. Where had it gone? Had the blighters stolen it away to Europe? Eventually she noted that one of the nearby haystacks looked rather bedraggled... The haystack was pulled to pieces and right in the middle was her Rolls-Royce. It was a bit worse off but perfectly serviceable. She told me the story in Sydney when she found out that I owned the Twenty and I saw a photo of her, taken with the car and a later owner, on a subsequent visit to Guernsey.

We had friends who lived in Guernsey and owned a 911, speed limit 40 mph! Crackers!

Best wishes

David Davis

Arch-proofreader Peter Brown and I were chatting about swage lines (we need to get out more!)

Johnnie, the etiquette for coachlines was pretty standard in the '20s and '30s. If the swage line from scuttle to rear bumper (or wherever it ended) was not highlighted with a metal strip then a single coachline was applied. If a metal strip (usually chromed brass but sometimes stainless steel) was used then the convention was that the painted line started at the scuttle and divided so that one line was above and one below the metal strip for the entirety of its length. It ended either reuniting to a point or stopping short of the strip at its end. Coachline colour was always the same as the upholstery, regardless of bodily paint shade.

Some American cars had fine lines that started from the radiator grille but R-R & B lines traditionally started from the scuttle immediately at the windscreen end of the bonnet because, don't forget, the chassis was delivered to the coachbuilder complete with bonnet but no other panels.

Regards
Peter

First Class Hamish!

Huge congratulations to our own Hamish McNaught who has graduated from Northumbria University with first class honours in electrical and electronic engineering. Hamish explained that his degree project was to design an optical camera communication LED matrix transmitter for car-to-car communications. Your editor nodded sagely. What a superb achievement. Hamish sent through a recent pic of GTR31 but did mention that, having recently been for a run in Ashley Carmichael's 1920 Silver Ghost, he was rather bowled over by the performance. Who knows what's next for Hamish (he mentioned that he is writing a book!)





Katy Forrest and Teddy Towers got married! Having mentioned their engagement in the last issue they got hitched on Saturday 12th August. Obviously, our cars get used for lots of weddings and I don't make a habit of including pictures in the magazine but this was special. Above is a lovely photo of Susie and Katy and if you click on the QR code you will see a very short video of Nellie 1912 SG 2154 in action on the day (kindly driven by friend and member Tom Heckman) and then a second Rolls-Royce in the form of a 27Litre Merlin – the only Battle of Britain Hurricane still airworthy – which did a fly-by. Fabulous!



Watch the film here: Use the QR code for a direct link to the YouTube video.

Dear Johnnie,

Thanks for publishing the account of the 1913 Moscow to Paris Rally in Issue 72. I found one more photo in *Automobilist* magazine (1913, issue 13) of Rolls-Royce motor car chassis 2236. This photo was taken during the Rally of 1913 near Taurage (modern Lithuania). The man with horn is commander Vladimir Alekseyev giving the signal to cross the border.

Kind regards,

Maxim Kartashev

This photo was taken on 30 of June 1913 in the morning (this date based on the Gregorian calendar). The participants of rally crossed the border near the town of Taurage on the morning of June 30 and arrived in the city of Tilsit around 9.00.



Rocket Science or Duck Soup

Johnnie G explains (with huge thanks to Peter Brown).

Back in issue 68 are a few pics taken by me of the marvellous Graham Tyson leaping to action to fix the smokers' hatch on Brian Fidler's Ghost with his trusty roll of gaffer tape.

The incident got me pondering on what Sir Henry would have made of the indestructible sticky stuff that no self-respecting Rolls-Royce owner would be without these days?

In 1943 Vesta Stoudt was working at the Green River Ordnance plant in Ambry, Illinois. As she packed ammunition boxes she noticed the paper seal became difficult to remove when wet. With two sons in the navy, she was keen to improve this obstacle to opening the box quickly when needed. She developed an adhesive tape using medical plasters backed with a waterproof tape made of cotton duck. Then she wrote to tell President Roosevelt who was so impressed he directed the Army to adopt her tape. After the war Johnson & Johnson marketed this 'duck tape' commercially. Colloquially it became called 'duct tape' but had nothing to do with ductwork.

Then in 1959 Ross Lowell (1926-2019), an award-winning director, cinematographer, author, and inventor was hired by a Hollywood studio to create a temporary lighting system for a few weeks of filming. Lowell reworked the Johnson & Johnson tape by combining its adhesive with a silver fabric backing. It could resist heat (from the flood lights) and stay in place for months without leaving a residue when removed. The new medium was named 'gaffer tape' after the chief electrician on a film or TV production set. 'Gaffer' in this context is actually a contraction of 'godfather'.

Duck tape achieved world-wide fame in 1970 when it was used by the Apollo 13 astronauts to modify the square-ended carbon dioxide filters from the Command Module to fit circular housings in the 'lifeboat' Lunar Module. If you've seen the Tom Hanks movie, *Apollo 13*, the scene depicting the episode is apparently pretty accurate. From that point onward every management training course, anywhere in the world, included a problem-solving exercise using a roll of duck tape along with a pile of other stuff on a table.

But there is also a Rolls-Royce connection. Washers (part number EW935), made of an earlier form of cotton duck, were used by Rolls-Royce within the, frighteningly complex, crankshaft friction damper essential for smooth running. The word 'duck' is derived from Dutch 'doek': the canvas fabric used for sailors' trousers. The R-R version was radially woven, like a spider's web, as opposed to the conventionally right-angled warp and weft of normal textiles. Supplied exclusively by BBA (British Belting and Asbestos Ltd, of Cleckheaton), it was subsequently branded as *Mintex*. Sadly however, the special machine for making the fabric



broke in the late 1930s. BBA invited Rolls-Royce to participate in building a replacement but they declined and used friction materials by Ferodo instead. Twenty years later, however, R-R re-introduced cotton duck washers on Silver Cloud engines so the machinery must have been rebuilt. But it didn't last and authentic 1920s style cotton duck has been unavailable for decades much to the irritation of Rolls-Royce engine restorers.

Going back to sticky gaffer tape though, one thing bothers me. On that ill-fated Apollo mission we know that the technology was second to none (for the time). So, what on earth was a roll of gaffer tape doing aboard the spacecraft in the first place? Do you suppose that just as Messrs Lovell, Swigert and Haise were walking out towards the launch-pad, all suited up, so an old-timer car restorer, sitting on his porch, called them over and handed them a roll of gaffer to throw over their gearstick. 'Take this, boys. You never know – might just come in handy.'

No problem, Houston!

Jimmy Valentine (1935 – 2023)

Obituary by Sir John Stuttard



Jimmy Valentine was a member of the 20-Ghost Club for 56 years. He and Janet (pictured above, with 'Auntie', in Monte Carlo in 2004) participated in very many club activities and with the Irish Georgian Society. As a member of the Committee for decades, he was Chairman of the Club from 1999 to 2003 and was made a Vice-President in 2015 and then an Honorary Member for Outstanding Contribution to the Club.

Francis Anthony Brinsley, better known as Jimmy, Valentine died in Canada on 24th July 2023 at the age of 88. Born in 1935, he was the fourth longest standing member of the 20-Ghost Club, having joined in 1967 together with his mother, Lady Freda Valentine (1895-1989). She was the daughter of the 8th Earl of Lanesborough.

After Lady Freda's marriage to Francis Cyril Oliphant Valentine in 1931, the couple acquired a 1929 Phantom I (1OR) HJ Mulliner Weymann four-light Faux Cabriolet Saloon with wind-up division, in 1934.

As Jimmy later recalled: *'In about 1956 we noted from the Oxford Mail that a Rolls-Royce club was to have a meeting at Blenheim Palace. So, my mother and I took our 1929 Phantom I (aka Auntie) along. We found that it was a 20-Ghost Club event. We were met on arrival by Committee member Michael Vivian who explained that ownership of a Rolls-Royce did not automatically qualify for membership of the Club. The car (and by implication the owner) had to meet the Committee's approval. He pointed out that most of the nickel plating on the lamps had been worn away down to the brass and that the wheels needed to be shot-blasted and stove-enamelled. Disappointed with our reception we went home and joined the fledgling RREC but began to carry out some of the recommended works. Some 10 years later, in 1964 and*

1967, the Rolls-Royce clubs got together and organised memorable joint events at Goodwood - I remember seeing Silver Ghosts travelling round the car-racing circuit three abreast. About a month after the second event, I was surprised to receive a letter from the Club Secretary Fred Watson asking if we would be interested in joining the 20-Ghost Club "having seen your car at Goodwood". We joined.' Jimmy is first recorded as participating in a club's event at the Camberley Horse Show in 1967.

Jimmy's car (1OR), which he inherited from his mother, has always been described as elegant and driveable but never in concours condition. Indeed, in the concours of 1968 it came last in the class of 40/50 cars with 545 points while a 1933 Phantom II Continental (31MW) owned by Geoffrey Duce, father of Roland and grandfather of Alex (the current owner), was awarded 654 points. Auntie, as 1OR has always been described, has been a regular, reliable, elegant Phantom I which has featured on very many 20-Ghost Club tours and events over the last 56 years.

Jimmy and his mother, Lady Freda, participated in the 20-GC's 1969 Good Will (sic) Tour of America, on the maiden transatlantic voyage of the QE2, and then the Tour of Portugal in 1973 and the Tour to Russia in 1978. In 1969 Jimmy joined the club's Events Committee and was responsible for compiling the Membership List. In September 1973 (50 years ago), aged 38, Jimmy was co-opted onto the Club's Committee to 'represent

the younger members of the Club'. To begin with, he was very much engaged in organising the annual dinner dances which were held at the Hyde Park Hotel (until 1977).

Jimmy was fortunate in that his mother (Lady Freda) had joined the Irish Georgian Society's London Chapter (as a result of her membership of the Irish Peers' Association) and had greatly enjoyed a coach trip with them to Cumbria. It occurred to Jimmy that there was an opportunity to replace the coach with 20-Ghost Club cars. Jimmy's mother advised that he should discuss the matter with 'those two nice young architects', Nicholas Thompson and John Redmill, who, when contacted, both supported the idea. The suggestion initially caused some consternation to both organisations but eventually they decided to give it a try over the August Bank Holiday weekend in Oxfordshire in 1978. Thereafter it was considered to be worth repeating the following May, this time in Northamptonshire in 1979. After Lady Freda died in 1989, the Irish Georgian Tours continued, under Jimmy's benign oversight. This has been an annual event and the Irish Georgian Society Tour, as it is now known, has become a recurring feature of The 20-Ghost Club's programme for the last 45 years.

On 11th November 1978, Jimmy married the Hon Janet Sibella Weir, daughter of the 2nd Viscount Weir, and so began a duo much involved in 20-Ghost Club affairs. Jimmy and Janet became part of the infrastructure

of the club, organising some and participating in a large number of domestic tours and events, and also the following overseas tours:

- 1980: Austria
- 1982: Germany and Denmark
- 1984: Burgundy
- 1985: Northern Spain
- 1995: Loire Valley
- 1999: Spanish Pyrenees
- 2001: Battle of the Somme
- 2004: Centenary Tour of France
- 2006: New Zealand
- 2015: Ireland
- 2019: Ireland

Over the years, Jimmy and Janet's car (1OR) has won two club trophies:

- 1984: The Phoenix Trophy for the most interesting and thorough reconstruction or restoration
- 1985: The Harding-Rolls Trophy for the most notable performance in an eligible Rolls-Royce car

In 1999, Jimmy took on the role of Chairman of the 20-GC and led the club until 2003 when he stepped down, to be succeeded by Tim Forrest. Thereafter, he and Janet continued to join events and tours in 'Auntie'. And he continued to support the club's activities and annual tours with the Irish Georgian Society.

Tributes to Jimmy have poured in after members learnt of his death. Universally he is remembered as kind, courteous, supportive and a charming gentleman, who was quietly appreciative of the club and its activities – and contributed greatly to its success over almost six decades.

New Members

Graham Tyson reports five new members this time.



Rob Walton
Arizona USA.
1914 SG 27LB Wilkinson tourer.



Daniel Ackerman
Michigan USA.
1924 20HP GMK3 unknown coachbuilder tourer.



Bob Meijer
Bicester UK.
1927 PI 7UF coachbuilder, possibly Robinson tourer.



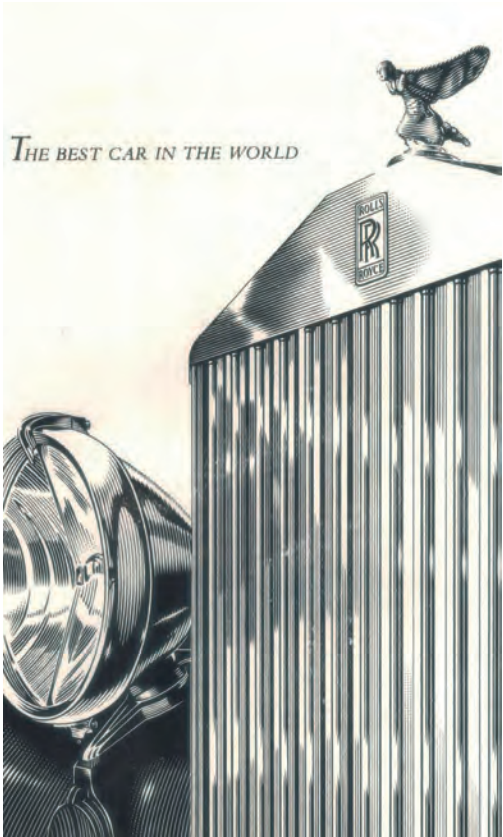
Rajiv Kehr
Gurgaon Haryana, India.
1931 PII 49GX HJ Mulliner Weymann Continental Sports Tourer.
1936 25/30 chassis no GUL80 J Gurney Nutting FHC (pictured).
1938 25/30 chassis no GZR22 Park Ward Razor Edge Sports saloon.



George Howitt
Sunningdale Berkshire UK.
1929 20HP GFN39 Hooper DHC.
1934 PII chassis no 97RY Gurney Nutting Sedanca DHC (pictured).

A huge welcome to you all

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



THE 20-GHOST CLUB LIMITED REGISTERED NUMBER 5224633

PRESIDENT: HRH The Duke of Gloucester
CHAIRMAN: Ken Forbes kennethforbes@btinternet.com
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COMPANY SECRETARY: John Snook
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TREASURER: Philip Hall
MEMBERSHIP SECRETARY: Graham Tyson gtyson@outlook.com
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Strone Macpherson; Doug Magee; Nick Naismith; Maurice Whitaker;
Steve Wilks.

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!



So much has been written about The Honourable Charles Rolls over the years that I feel somewhat nervous in adding my two penny'orth. However I feel there are anecdotes from his earliest motoring days that are worthy of (re)telling.

In some ways he was a contradiction; whilst born into the fabulously wealthy Llangattock family when England was a colossus on the world stage Rolls could basically buy anything he wished, yet he was known to be parsimonious. He bought his first car, a second-hand Peugeot 3¾ Phaeton, from savings and a loan from his father aged 19 in 1896.

He drove it from The Hendre to Cambridge (Trinity College Cambridge where he studied electricity

and mechanics). The journey took 11¾ hours at an average speed of 4½ miles per hour. He deemed it advisable to drive at night only and he and his unnamed passenger took turns to walk in front of the car carrying the red lantern. They took sandwiches and slept under the car to save money.

He reminisced in a talk he gave to The Ladies Automobile Club a decade later about how that first car was considered a very powerful and dangerous machine. He described how it was top heavy, hung on three springs and would sway terribly when going downhill. The four mph regulation made motoring almost impossible and his influence was sufficient to get the Chief Constables of Hertfordshire and Cambridgeshire to instruct their men to look the other way when he came along!



The Tysons, out and about in 1920 SG 97AE with its most stylish tourer body by Cunard.

In those earliest of motoring days before radiators were fitted, a car could not run more than ten miles without changing the cooling water. At one time in winter Rolls could find no water and was forced to melt snow in a funnel and use that instead, and he frequently had to go into people's gardens and draw from their wells.

In 1897 Rolls had a three wheeled 3 1/5 hp Bollée, which apparently took four hours to start every morning. An attempt to get the incandescent ignition to work usually resulted in yards of flame and the arrival of a fire engine! On greasy roads this car generally went downhill sideways, and the tail would sometimes flip round to the front.

In 1899, with three passengers, Rolls drove from Paris to Havre (sic) taking three days in his 8hp Daimler-powered Panhard et Levasser - a car for which he had paid the colossal sum of £1400 two years earlier. He experienced the following troubles:

Water joints gone, bad junction to be replaced, bad cut in tyre with tube showing through, chain off, burst back tyre, mackintosh loose and caught in chain and torn to shreds, leaking cylinders, water pump frozen, whole upper ends of cylinders red hot, radiators burst through frost, ignition tubes burst twice, oil in brakes rendering them useless, and another tyre burst.

Most of these problems were encountered in mid-winter in near-arctic frost and blinding snow. By 6am with icicles hanging from hair and beard one passenger remarked that the cold was so intense that his clothes (waterproof knicker-bocker suit, a cardigan jacket, a waterproof hunting apron, a heavy double-breasted ulster, a waterproof cape and a cap with ear flaps, so that only his eyes and nose were exposed) were "none too much."

An old lady caught sight of Rolls lying under his car, examining the clutch, and shouted out "Oh, there's another man wot's been run over and killed by a motor-car"! Whilst on another occasion he was stuck for three hours with his burners out having run out of matches.

He started importing French cars in 1902 and on his Mors car he had to make a fresh cylinder head joint five times in just twenty miles, but he did drive it at 82.8mph on the Duke of Portland's estate.

He had a horse and cart topple on top of him, twice his car overturned, his head was bashed in by a starting handle, and in the Paris-Vienna Race he ran into a tree at 70 miles per hour. Sometimes his car ran away completely downhill forwards facing and sometimes times backwards facing and twice he his car caught fire and burnt out. On one occasion with the engine running the clutch pedal stuck and he stooped down in front of the car to release it. However the car, being in gear, started moving forward and he had no option but to lie down and let it run over him. He was unhurt but covered in mud.

It was clearly his grit and determination that accounts for his later triumphs, and it goes to show the amazing stoicism of all the very early motorists especially The Honourable Charles Stewart Rolls.

Interestingly, in the Spy Cartoon image he is seen smoking, but Rolls was a non-smoker and rarely drank. The cigarette was added for effect!

Spy's sketch of the Hon. Charles Stewart Rolls



My word for the issue is: **Heartsome.**

First documented use 1567.

Adj: Courageous, spirited, bold.

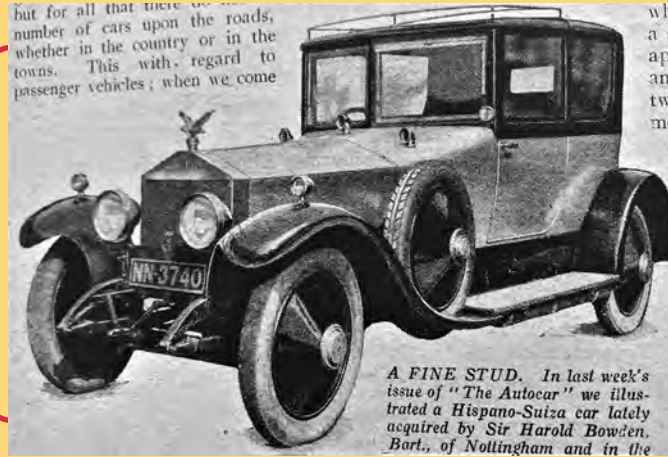
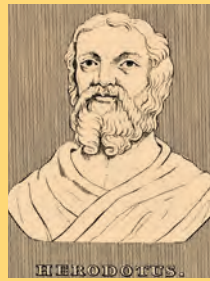
Example:
 "...And ze defend the cruell Jesabell
 Than Baallis Priestis will cal zow verray kynde
 Noew euerie Dowglas of ane hartsum mynde
 Thinke on dame Margaret sumtyme in the towre
 And of young Charles prudent of Ingyne..."

From: Heir Followis ane Ballat Declaring the
 Nobill and Gude Inclinatioun of Our King
 Robert Sempill 1567

Decipher this if you can!

Just a century ago...

Herodotus casts an eye over R-R related matters within *The Autocar* during July-September 1923.

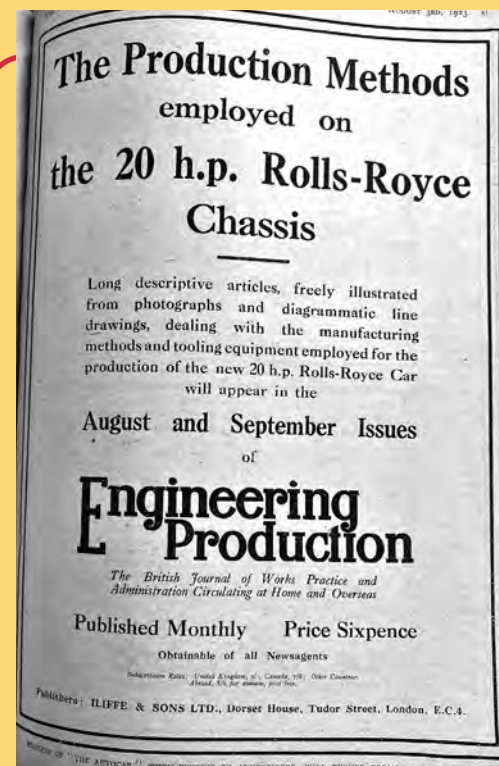


Sir Harold Bowden's Car

The *Autocar* showed a photograph of this handsome 40/50 HP Rolls-Royce with two-door saloon coachwork by Barker owned by Sir Harold Bowden. The magazine commented on the three scuttle ventilators..

Leading British Motorist

In its regular column 'Motoring 25 Years Ago', *The Autocar* reported that The Hon C S Rolls was the leading British motorist at that date. It had shown a photograph of his cars – a De Dion tricycle, an 1896 Peugeot phaeton and an 8 hp Panhard, in which he had won the first Paris-Marseilles race. Rolls had said that the wear on his cars was hardly perceptible. The Peugeot had needed no new parts beyond tyres after two years of hard work. He used his fleet of cars as regularly by night as by day, and seldom sustained any road stops except for water and oil replenishments which were normally necessary every few miles. By night he considered an average speed of 10 mph satisfactory as oil or candle lamps still furnished the sole illuminant.

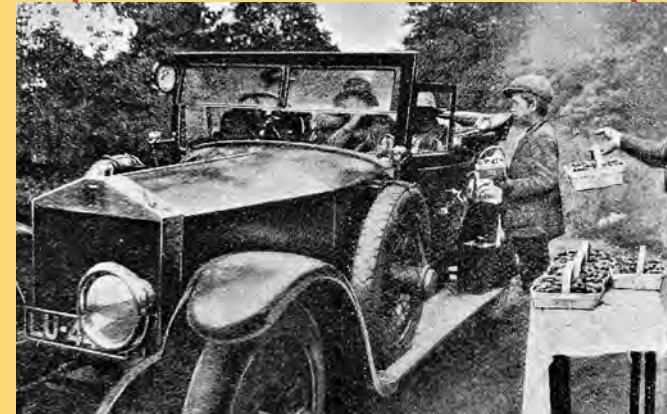


20 HP Production Methods

The Autocar took out a full-page advertisement to promote an article in its sister publication, *Production Engineering*, about production methods employed on the 20 HP Rolls-Royce chassis.

Gather Ye Strawberries...

A lucrative trade was done in the southern counties by selling strawberries at the roadside to passing motorists. Here the occupants of a Rolls-Royce are seen purchasing baskets of fruit.



Royce Statue

The Countess of Birkenhead unveiled at Derby a bronze statue of Mr Henry Royce, the designer in chief of Rolls-Royce Ltd. *The Autocar* remarked that not only was it unusual to commemorate the achievements of any man in this manner while he is still alive, but it was seldom indeed that so many eulogistic references to the subject of a statue can truthfully be made by the distinguished speakers at last week's function in Derby.



British Cars in India

The Autocar reported that many of the ruling princes of India were valuable clients of British motor manufacturing firms. It showed a photograph of His Highness the Maharajah of Mysore's fleet of cars which included four Rolls-Royces.

The Prince Regent of Japan

In July 1923, the Prince Regent of Japan made use of a Rolls-Royce during a visit to Formosa. He is seen in the photograph making an official tour of inspection.



The Forbes Report

It is a reflection of the vibrancy and engagement of the club that we were able to run and fill two entirely different tours in quick succession this summer. The Alpine was a great success, aided by beautiful sunny weather throughout and the minimum of mechanical issues. It seems if you go to great lengths to produce a wind and waterproof route book, you are guaranteed good weather! It is amazing to see our cars tackling serious Alpine passes of over 2,000m with such aplomb and to much acclaim from the locals (see report and pictures in this edition). It was also good to have some father and son teams, as well as some younger members participating with enthusiasm in some spirited driving, as well as our usual international contingent adding to the mix. As usual, Kimberly Shadduck was on hand to capture us all in action and share a video compilation of her pictures (you can view the full video on YouTube – Search 20-Ghost Club 2023 Alpine).

This was followed by a short tour in Gloucestershire, organised by Brian Fidler, which filled every room in the Greenway Hotel outside Cheltenham. The combination of daily drives out to interesting venues and a convivial house party atmosphere was thoroughly enjoyed by everyone.

We will finish the year with two further tours in September - to the Loire and back through Normandy, followed by a short tour based near Highgrove, with a tour of the gardens. A great variety this year, with something to appeal to all tastes.

Our only disappointment was the cancellation of our planned one-day event and concours at Sandhurst, following a lack of response and commitment from the venue. We plan to do better next year!

Looking further ahead, plans are well advanced for two spectacular tours in 2025, to South Africa in March/April, with a three-week circular tour from Cape Town, taking in the coastal region, the passes and mountains to a game reserve and back along the Garden Route. This will be followed by a return to the Baltic in July, visiting Finland, Sweden, Latvia and Estonia, using a Ro-Ro ferry, which is a very cost-effective way of getting the cars there. Full details will be emailed to members soon, inviting expressions of interest, for us to gauge demand. Both promise to be intriguing and different.

With great sadness, we learned of the death of one of our Honorary Vice Presidents and longest serving members, Jimmy Valentine, whilst at his holiday home in Canada. An obituary illustrating Jimmy's long association with the club is included in this edition. We shall miss him.

Enjoy the rest of the motoring season, whether you are out on a tour or just driving your car locally.

Best wishes
Ken



Get out your phone and go photograph...please!

Bella Hoare offers some tips on getting better photos on your smartphone

This year the club have been kind enough to award me The Fergusson-Wood trophy for photography. I'm really proud to have been the recipient. It is a great honour to be awarded the trophy for my very amateur photographic skills (both behind the lens and in front the the computer screen). Over the years I have invested time and money in learning about exposure and have been taught techniques by professional photographers. I have also indulged myself with a series of increasingly "serious" cameras. But often, when the best moments present themselves, I have none of my high-faluting camera kit nearby. Instead – like nearly all of us these days – my phone is in my pocket. What you learn, pretty quickly, is that for capturing the best images it is where you stand and the position of what you're picturing that makes the difference. None of that super-duper professional stuff is strictly necessary. Just get your phone out!

And yes, I am talking about relatively modern phones. Something made within the last few years. My brother still walks about with his trusty Nokia made sometime in the last century...and that's no good. But assuming you have been persuaded to buy something relatively up to date – perhaps so you can 'Facetime' the family – then that will do all the photographic jobs that you need to do – very nicely.

And the thing is that the more photos you can send to Johnnie G for the magazine, truly, the happier he is. So, get out your phone and capture that moment with your car.

What I'm keen for you to take away from this piece is three simple tips/ideas. Remember these hints and your pride and joy will achieve immortality within the magazine pages – guaranteed!





1. **Get further away** from your car before taking the photo. This has two key benefits: a. it makes it easier to get the whole car into the picture and b. it reduces distortion.

2. **Move “clutter” out of your shot.** Look at what is around the car (luggage, oil cans, parking signs, cardboard under cars, etc) and either move it or change your own position. Look for an angle that avoids, for example, having a pole coming out of the roof of the car. If the building behind the car is interesting, try to get all of it (up to its roof-tops with sky above).

3. **Is a “portrait” shaped photo available?** Don’t automatically turn your camera on its side. The iconic grill and headlights are so striking, but even when taking a shot of the side of the car, think about holding the phone vertically and try to capture ground below the wheels and sky above. The cover of the magazine needs to be done using a portrait image and who wouldn’t like to see their car on the cover?!

Those are the three key things on the day, but what else? Well, try to capture all of the car from bumper to bumper; if there are passers-by wait for them to move on (especially if they are wearing bright red jackets); if your car is casting a shadow try to capture all of it within the picture. Also please avoid the desire to ‘zoom in.’ Often this will be a strong urge. It can be great with a ‘proper camera’ with a traditional lens, but as soon as you zoom using a phone you’re using electric gizmos to make the image bigger rather than an optical lens. You will introduce distortion and it doesn’t translate well to the magazine page.

This photograph is portrait (vertical) and useable, but the telegraph poles and benches are a problem. Using Photoshop, unwanted clutter can be removed but in the case of the benches, it would have been easier to move them out of the original shot.

Think about the time of day the photo is being taken – this image would be improved by taking it ‘after lunch’ when there would have been more light on the car’s grille.

This retouched image has been cropped and used on the previous page as the opening photo to this article.

Once you’ve got your shots then send them to Johnnie. There are some crucial steps here too. The priority is to send the photo(s) “full size.” Every modern phone camera takes images measured in megabytes (mb). This is a huge amount of data and creates cracking pictures. However, most email apps want you to send as small amount of data as possible so often automatically reduce the size of photos down to files measured in kilobytes (kb). You can understand that having a photo that has 1,000 times less data than was actually recorded is rather limiting when it comes to magazine design.

So, you must send Johnnie the full resolution images. Normally you can send one or two photos via email without making them smaller, Apple gives you the option before sending (click on actual size), but you need to check if using Android phones. Johnnie makes huge use of WeTransfer or Dropbox to allow numerous full-size photos to be sent together in one email. He will be happy to chat through how you can use those programs over the phone.

Resist the urge to crop your photos on the computer or phone before sending them. By all means send a cropped image to show what you have in mind but do send the original image as well. The magazine design software works miles better with uncropped photos.

By the way, the same is true if sending old scans of printed photos you have in albums. Often scans made years ago were really low resolution. A better solution is to photo an original print using your phone. Do this in daylight; on the kitchen table perhaps. Avoid any shadows and carefully tilt your phone so that the borders of the print are all nice and parallel on the screen – then take the shot and email that across. It’s pretty simple.

Finally make sure to tell Johnnie the story behind the photo. Where were you and why were you there? How did the car perform? Remember that within the magazine ‘readers’ will look at photos before they read anything – a great image coupled with a powerful, interesting, happy story is the best of all worlds.

So, with thanks again for thinking of me for this year’s Fergusson-Wood. I am really proud. But use your club cars, record your outings, and send Johnnie photos. Next year the F-W trophy could be yours!



Don't get too close to your subject or you won't get it all in the frame.



Think about the background around your subject, this image is a little dull. With some thought you can create more interesting photos by carefully putting your car somewhere more scenic, as seen below.



Cheltenham Tour July 2023

Words by Charles Rentoul, photographs by Colin Hughes.



After some cars had left the line-up outside Stonor: left to right, William & Clare Corbett's 1920 Silver Ghost Woodall Nicholson open tourer 60AE, Clayton Banks' 1922 Silver Ghost Hooper open tourer 34MG, Tim Scott's 1912 Silver Ghost replica Holmes open tourer 1948

The Club took over all 21 rooms at the Greenway Hotel and Spa just a few miles outside Cheltenham for this 3-night event from 4th to 7th July. It was, as is always the case with an event organised by Brian Fidler, a most enjoyable few days. The hotel staff were exceptionally helpful and the three dinners we had were all of Michelin star quality. Having the entire hotel to ourselves, without any strangers, no doubt helped everything go so smoothly.

Most participants arrived late afternoon on Tuesday 4th July. Alan and Diana Watkins had been experiencing fuel problems with their 25/30 and only just made it to the hotel. Sadly, that proved to be the end of the tour for that particular car. Although RR&B Garages in Bromsgrove promptly sent out two mechanics to try to fix the problem, they could not do so at the hotel so the car was taken back to their garage. RR&B kindly lent Alan and Diana, as longstanding customers of the company, a very smart 25-year young Bentley Brooklands in which (to the envy of some though no-one would ever have dreamt of saying so) they were able to continue the tour with the rest of us.

Dinner that first evening was arranged around seven tables, each seating 6 people. No need to worry where to find a seat: Brian had carefully done a seating plan, which was different for each of the three evenings and which cleverly enabled members to get to know others whom they might not previously have met.



The next day, our first full day, was cold, wet and windy, but that did not stop any of us from setting off for Buscot Park, a one-hour drive along the A40 from the hotel. The property (including its important collection of paintings by Rembrandt and others) was given to the National Trust in 1956 by its then owners, the Faringdon family. The house is still occupied by the present Lord Faringdon and we were privileged to be given a private and most interesting guided tour.

The gardens at Buscot are spectacular and they alone would have made our visit more than worthwhile. Brian Fidler had on that day left his utterly splendid Silver Ghost at the hotel. Luxuriating in the opulent back of that car is rather like sitting in the Royal Box at Covent Garden. Brian was clearly keen to see how the acceleration of one of the small battery powered Sedan de Jardin mobility vehicles lent to him at Buscot Park would compare with the acceleration of his 7,428cc Ghost. Have a look at the photo of Brian racing down the straight at Buscot Park, one hand at the controls of the Sedan de Jardin, the other hand holding up his umbrella – a trick that Lewis Hamilton has yet to master when driving fast in the wet.

After a light but excellent lunch in a marquee some of the hardier amongst us drove on to visit Sudeley Castle, but most of us drove back to the hotel for a restful afternoon, some watching Wimbledon tennis on the television in the peace of their rooms.

On our second day we all set off for Llangattock-Vibon-Avel, a tiny village in Wales, where Charles Rolls grew up on his family's estate known as The Hendre. The house there is a fine example of Victorian architecture and the gardens are well worth a visit too. Aware that we

*Clayton Banks' 1922 Silver Ghost
Hooper open tourer 34MG.*



*Opposite:
William Corbett wiping off the
overnight raindrops on 60AE, while
Clare checks the route to Buscot.*

*Fokko Keuning checking his route to
The Hendre in 47MW.*

*The Hendre, the childhood home of
The Hon Charles Stewart Rolls.*



were following in the recent footsteps of the Irish Georgians (see Mary Narvell’s report of that tour in N&R Issue 72) our private visit had been kindly organised by Anthony and Gilly Armitage who had arranged for us to be given a most interesting talk, including a fascinating 20-minute film, on Charles Rolls. He, as is well known, died in an aeroplane accident on 12 July 1910.

Charles was the third son of Lord Llangattock who died in 1912 when the barony passed to Charles’s elder brother John. John died from wounds received at the Battle of the Somme in 2016 and as Charles’s other brother had also by then died the direct male line ended and consequently the title died out.

We were treated to an excellent buffet style lunch at The Hendre after which we all drove back to our hotel.

That evening we enjoyed a rather special dinner at the end of which two unexpected things happened. First, we were treated to a brilliant rendition by Brian Fidler of Marriott Edgar’s poem The Lion and Albert. This was recited in Brian’s inimitable Blackpudlian accent and had us all in stitches. Then, to everyone’s surprise, our Chairman, who had not been able to join us for the

tour, and who had arrived at the hotel only an hour before the dinner, talked to us about the various things that had been going on at the Club earlier in the year and outlined for us some of the events to which we can look forward in 2024 and beyond. It was a great pleasure for all of us to have Ken join us for our final dinner.



Brian Fidler’s 1919 Silver Ghost Jarvis open drive brougham 9PP.

Below:
Graham Tyson deciding to park elsewhere in 97AE.

Opposite:
A selection of the cars parked in front of Buscot House.



Cheltenham Tour - Participants and their cars

Anthony & Gilly Armitage	1928 PI Thrupp & Maberly Open Tourer 65CL
John Arthy and Carita Crook	1928 PI Cassini & Tonolo Open Tourer 29WR
Clayton & Helen Banks	1922 SG Hooper Open Tourer 34MG
Ashley & Adrienne Carmichael	1920 SG Mulliner Open Drive Limousine 47RE
William & Clare Corbett	1920 SG Woodall Nicholson OpenTourer 60AE
John & Kathy Deane	1934 PII Continental Hooper Sports Limousine 121RY
Roland Duce	1933 PII Continental James Young Open Tourer 31MW
Brian & Wendy Fidler	1919 SG Jarvis Open Drive Brougham 9PP
Henry Fitzhugh & Rosemary Jeffreys	1937 25/30 Park Ward Touring Limousine GRP4
Alan Harris & Mary Roberts	1926 20HP Windovers Saloon GYK91
Colin Hughes & Mermie Karger	Non RR
Tony & Linda Hunt	1923 SG RRCCW (Willoughby) Tilbury Landaulet 359HH
Tom & Linda Jones	1927 20HP Hooper Saloon Limousine GXL39
Michael Joy & Sally Whittet	Non RR
Fokko Keuning	1933 PII Continental Barker Sports Saloon 47MW
Rolf & Agnieszka Kuhnke	1936 PIII Freestone & Webb Sedan de Ville 3AZ59
Charles Rentoul & Zelda Kent-Lemon	1933 PII Continental Park Ward Sports Saloon 118MY
Tim & Pat Scott	1912 SG Replica Holmes Open Tourer 1948
Graham & Sarah Tyson	1920 SG Cunard Open Tourer 97AE
Andrew & Pippa Walker	1938 25/30 Park Ward Touring Limousine GAR48
Alan & Diana Watkins	1937 25/30 Hooper Sports Saloon GLP26

PHILIP HALL

*Club treasurer and the man behind
our long-running Herodotus series
of articles in News & Record chats
to Johnnie.*



Glancing back at the Spring 23 issue of *News & Record* (Issue 71) our 2022 award winners are listed on page 56. Our treasurer, Philip Hall, deservedly received the Stanley Sears Award for meritorious service to the club. I met up with Philip for a spot of lunch the other day.

He was born in the north of England during the war. His father, who came from a farming background, had begun a knitware business, in Leek Staffordshire but moved to Burnley Lancashire, back in the 1930s creating a lucrative line, manufacturing and selling French style berets to... er, France! When war broke out the company flourished providing berets for the services and at the end of hostilities became suppliers to the likes of *Marks & Spencer*, *Jaeger*, and other high-street names.

Philip was the eldest of three children but despite his father's success was never smitten by the rag-trade (in fact his brother went into the family business which was finally sold in the 1970s). Philip had other ideas and passions.

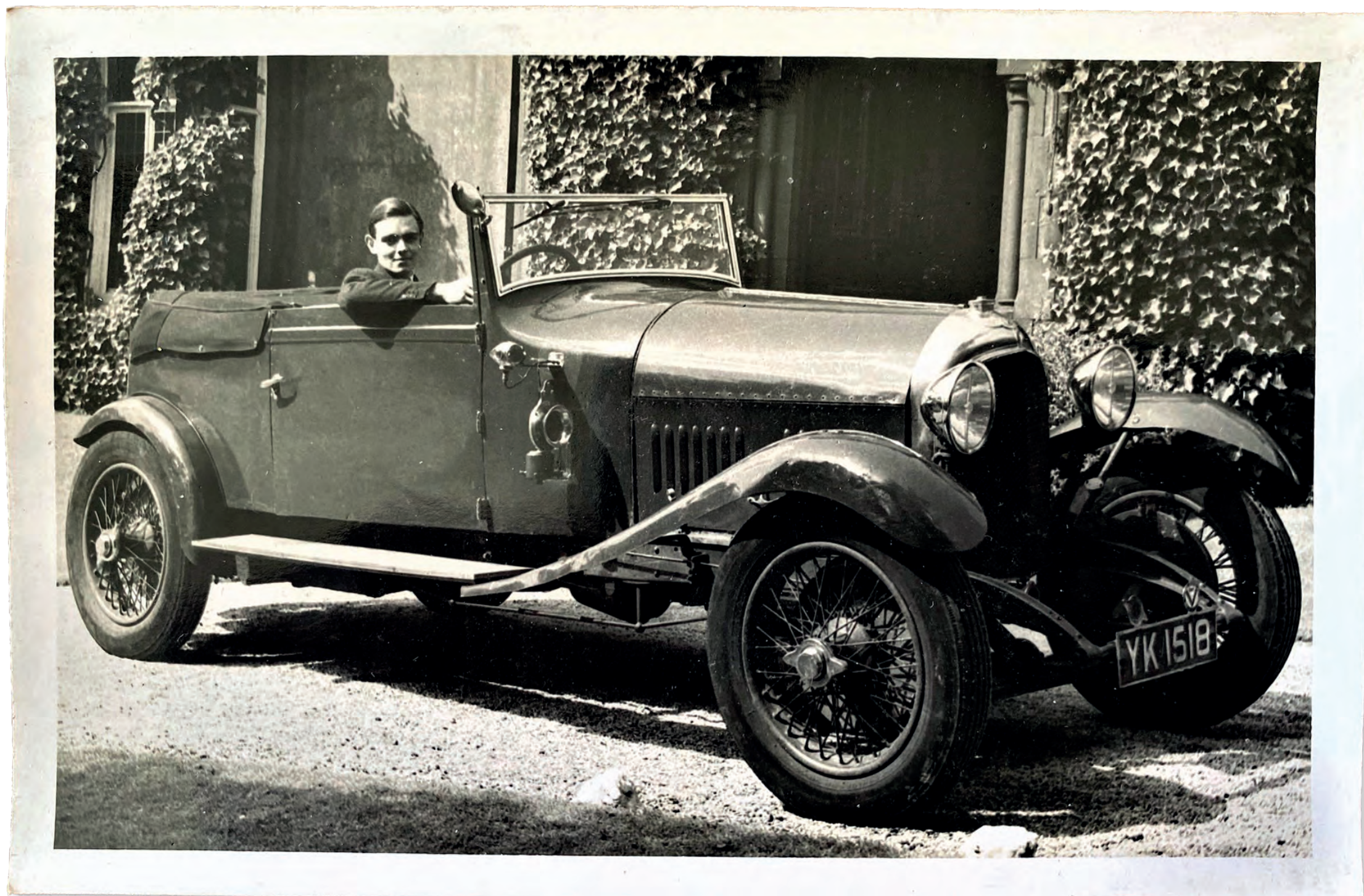
Avid *N&R* readers will recall Philip's article back in issue 67 (Spring 2022) on Oundle School's Silver Ghost – if you still have the magazine to hand then do have a re-read or look it up on the website. Oundle was a revelation for Philip *'It was probably the only school that had a fully equipped suite of workshops including a foundry. Every boy in the school spent one week of every term in the workshops. I never really liked cricket and instead of spending tedious hours on the cricket field, I was instead highly privileged to be given the run of the workshops unsupervised.'* Philip's achievements with 1913 Silver Ghost 2632 at Oundle during the 1950s formed the foundation of a lifetime's work and happiness.

He went to Manchester University where he graduated with a degree in electrical engineering in 1962. Philip takes up the story *'In Manchester a group of us had thought it would be fun to take time off to travel the world. They might call it a gap year these days. However, whilst I fancied the travel I decided I wanted to be paid as well. I was offered decent positions at Ferranti and Lucas but then a company in France, Schlumberger, offered me a role working in the oil industry – and it was over double the salary being offered anywhere else. After some training in Germany and Paris I was sent off to Bahrain (a place I had barely heard of), then to Dubai (just one street in the desert in those days) and then to Australia, Pakistan, India and finally the Persian Gulf.'*

Philip had a ball; he toured the world and gained massive experience. However, after about five years he was asked to work on the newly emerging North Sea rigs. He took a long hard look at the opportunity and decided that the environment, not to mention the dangers, outweighed the salary advantage. So he left and went to work for a subsidiary of Schlumberger based in Farnborough, Hampshire. This became a career over three decades marketing specialist electronic instruments for scientific research and large-scale training simulators for the military.

Philip in his 3-Litre Bentley.

But we are getting ahead of ourselves. Back in 1962, whilst still at university, Philip needed some reliable transport. He had previously bought a 3-litre Bentley but sadly it had stripped the teeth from its crown-wheel. The repair would have cost about £40 which was well out of reach of student finances. At the time Philip had a vacation job working in a pub and one evening a chap called in and, as Philip pulled him a pint, said 'I hear the landlord has an old Bentley.' *'Well the landlord doesn't own a Bentley but I do!'* Came the reply from the young barman. History does not record how much ale was consumed that evening but Philip duly sold the Bentley for £250 – handed to him in £1.00 notes. *'I've never held so much cash in my hand at any one time'* he laughs. *'It represented a profit of £50 – the deal of a lifetime I thought at the time.'*



So now he had the money to sort out a replacement vehicle. Having had the experience of the school's Silver Ghost and then his own Bentley the decision was clear: a Rolls-Royce - it was to be his only car so reliability was essential. An open-top would be nice but it needed to be practical, have a decent turn of speed, and yet be relatively frugal on petrol. So not a large horsepower then, but perhaps something more than a Twenty. We all know the answer: a 20/25 fitted the bill perfectly. What about a Doctor's Coupé?

At this point a friend of Philip's family (actually a friend of his Aunt) came into the picture: David Scott-Moncrieff aka Bunty: the loveable rogue (see N&R Issue 68, Harrison Royce's article: 'Conversing our Heritage' page 45) who sold used Rolls-Royce motor cars from a lot in Leek, Staffordshire.

Philip approached Bunty and outlined his requirements. Bunty twirled his moustache 'A 20/25 eh? Decent quality mind you. Doctor's coupé you say....hmmm nothing like that here at the moment. How much were you thinking of spending old fruit?' Philip produced his wad of notes and Bunty smiled widely. 'Leave it with me!'

The telephone rang less than a week later 'Philip - I have found your car!' announced Bunty down the line.

Philip went to Leek with his parents the following weekend to see the car, chassis GPS5, a 1931 20/25 (just 31 years old back then) with original Mayfair coupe cabriolet coachwork in cream and black. The car had just had an engine overhaul with a then well-respected specialist, Stan Brunt of Silverdale Staffordshire, and was ready for the road.

'There she is Philip' Bunty called across the yard, 'Take your parents for drive, and I don't mean round the block; fill her up with petrol using my account and just go off in her for a long drive if you please; nothing too short. Motor out and have some tea then bring her back and buy her if you like.' Philip's parents were a bit in awe at the thought of their young son owning a Rolls-Royce and were amazed at Bunty's trust in him.

Bunty knew he had Philip on the hook and that GPS5 would undoubtedly sell itself. Although perhaps he never realised that Philip would fall in love with the car for a lifetime.

GPS5 remains in Philip's garage today and since that day of purchase over 61 years ago Philip has probably added some hundred-thousand miles. The 20/25 is still used regularly (albeit the trips out these days are relatively short) and it shares space with an equally lovely 1952 Silver Dawn.

Had Philip owned any other notable cars? 'Yes, for some years I owned an ex-hearse 1928 20HP chassis, number GYL5, and decided to body the car with something akin to the experimental Phantom I chassis number 17EX. I was never completely happy with the result - it was a bit of boy-racer. I sold it to The Real Car Company and it was last seen in Italy.'



Philip has also built up one of the largest private motoring libraries in the UK. The picture shows just one of the rooms devoted to his books.



There was also a dalliance with a 1939 4¼-Litre Derby Bentley saloon, one of the MR series with overdrive. Philip used this as an everyday car in the late 1960s and early 1970s. (After Philip's ownership the car went off to the Isle of Man.)

In the mid-1990s that the offer came in for Philip to become a full-time employee of the Sir Henry Royce Memorial Foundation. For Philip it was an easy decision to leave the electronics industry and make the move to the village of Whittlesbury, near Towcester to be close to The Hunt House. He had an extremely happy time as CEO of the Foundation for over a decade before retiring in 2008. He continued to this job as a volunteer for some years after that.

I asked Philip about club membership. 'Well I decided it would be good to become a member of a relevant club and initially thought about joining the RREC. But in the early 1960s that was a fairly new organisation and I was slightly put off by the word "enthusiast" in the title. To me, back then, I thought it sounded like a group of hairy loco-spotters standing at the end of a railway platform with an Ian Allen book on train numbers!'

He thought the 20-Ghost Club was much more his style so he wrote off to them applying for membership. A letter came back by return post -

the handwriting was copper-plate - explaining that 'one doesn't apply to join the 20-Ghost Club, one is invited... but that he should take this letter as an invitation to come to an event.'

The club's concours at Sandhurst was only a few weeks later and Philip went along with his 20HP with the Phantom I style body. The car was not then finished and lacked a box for the battery. Accordingly, he strapped the battery to the running board to make the journey to the event. He met the 20-Ghost Club committee for tea, and thought the 'interview' went rather well.

A couple of days after his return home he was delighted to receive a letter inviting him to become a member but with a caveat. 'Before you bring your motor car to another of our events will you kindly ensure that your accumulators are encased.' Philip duly commissioned a cabinet maker to create a very fine battery box for his Twenty's running board! However, very shortly after he was off overseas to the oil rigs and so did not join the 20-Ghost Club until several years later. As mentioned, he still owns GPS5 after 61 years. Very few of us will ever be able to achieve a similar feat.

I think all readers will agree that Philip's award for meritorious service is well and truly deserved!

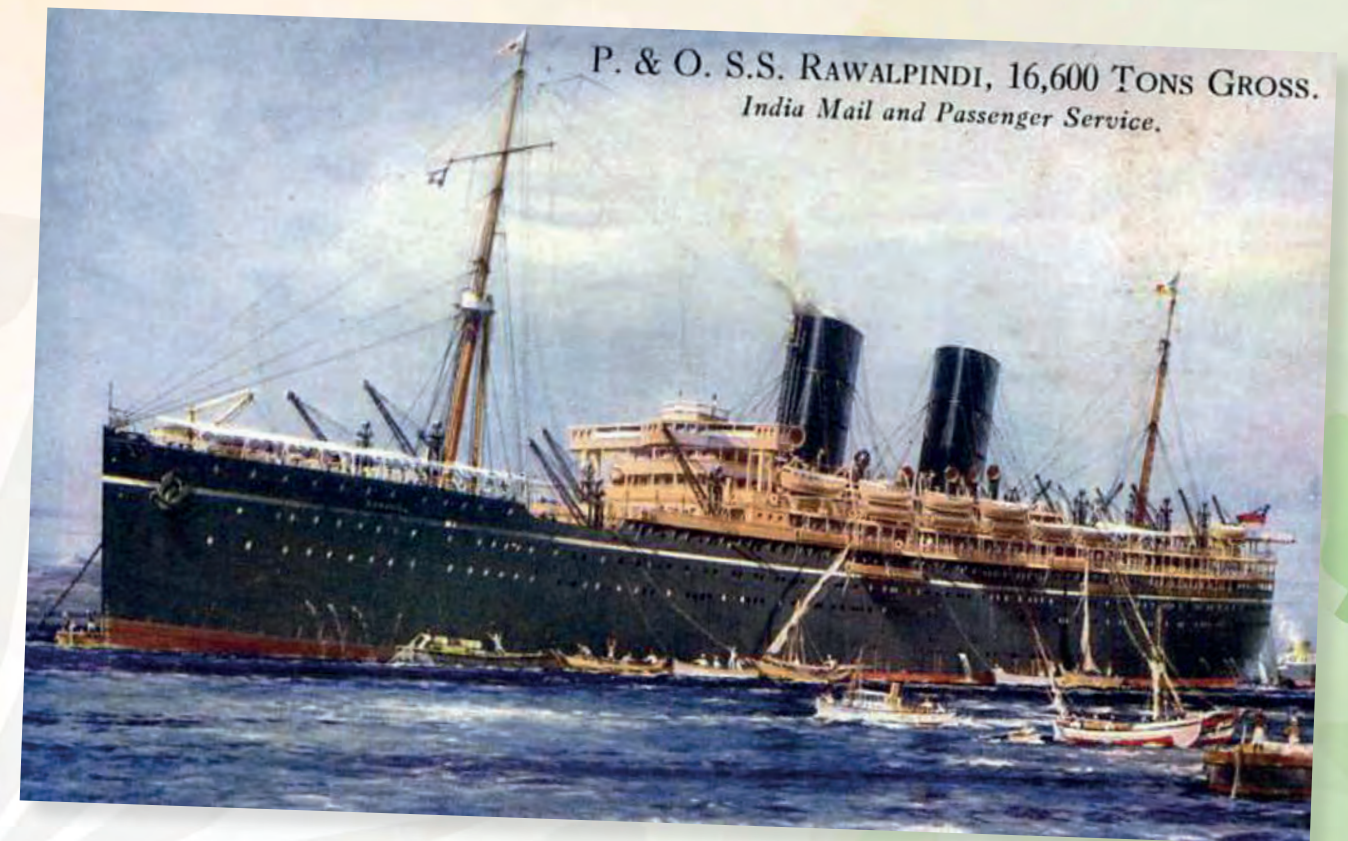
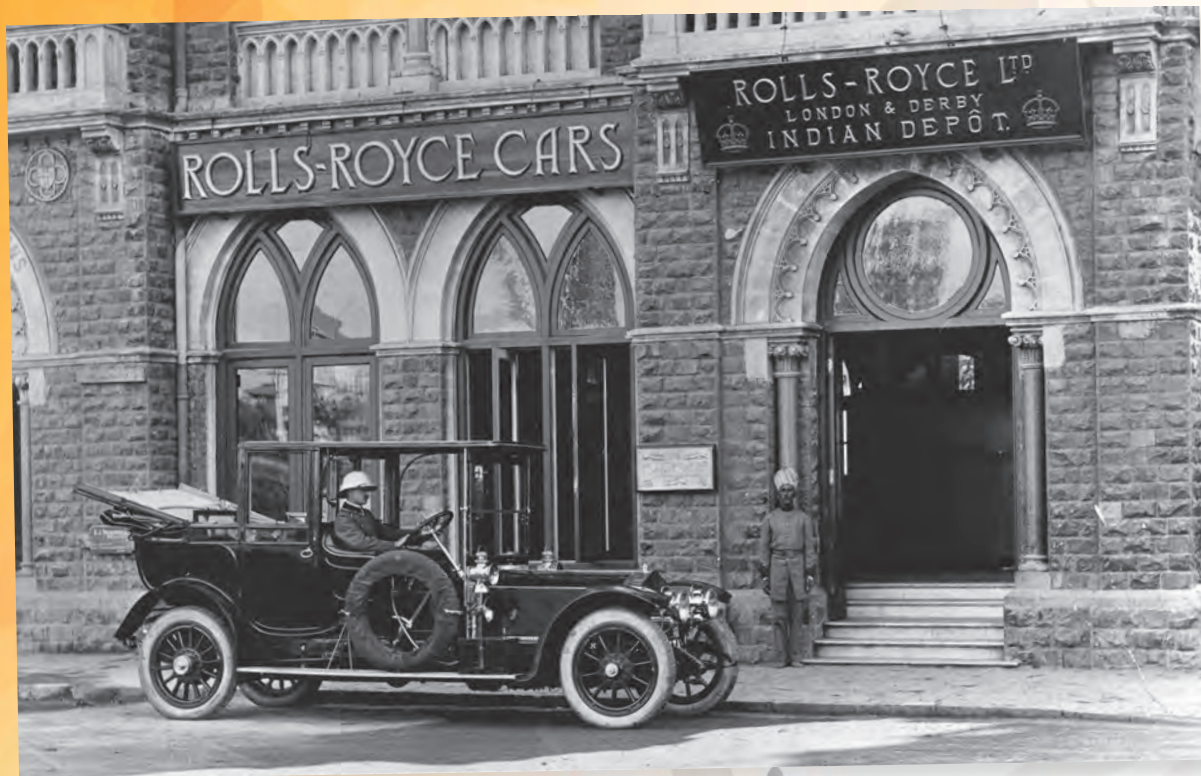


Dart Street fire drill 1940. Peter Brown sent through this picture. You can see the Lancefield coachworks to the left of the Silver Ghost van with their logo on the side panel. The location is actually at the junction of Beethoven Street and Dart Street W10.

Interestingly the Silver Ghost in the picture isn't, according to Tom Clarke, by Lancefield. He believes that the scuttle looks like either Windovers or Hall Lewis. The latter firm were coachbuilders in Park Royal who became Park Royal Coachworks in 1930 and built buses thereafter.

I was quite captivated by this image which looks both terrifying and funny in equal measure. It slightly stuck me that it could have been a scene from an early episode of Dr Who but, of course, the subject matter was deadly serious at the time.

Rolls-Royce Tales from the Raj in 1928



India was one of the most significant markets for Rolls-Royce Limited. The first car was delivered in 1907 when a 40/50 hp Silver Ghost won a 620-mile trial, crossing six mountain passes between Bombay and Kolhapur. That performance by chassis number 60576, a Cockshoot detachable top Limousine named 'Pearl of the East', later sold to HH The Maharaja Scindia of Gwalior, helped the brand achieve a reputation for building tough, reliable cars that were also elegant and stylish. Over the next 40 years, until Independence in 1947, over 900 Rolls-Royce motor cars were delivered to India. Before the Second World War, the P&O liners, such as the Rawalpindi above, invariably carried a few cars on each 'Passage to India'.

Most of these cars were custom built to the specifications of their owners, and coachbuilders went to great lengths to please their customers. The cars which came to India often reflected the eccentricities of their owners in design. They form a most spectacular historic representation of princely India. India's wealth was not confined to the Maharajas alone. Many a wealthy trader indulged himself in ordering these spectacular machines and Rolls-Royce cars graced the garages of many families other than royalty. Owning a Rolls-Royce became a status symbol as well as a reliable means of transport.

In 1969 the Indian Government introduced a ban on the export of antiques which included pre-war Rolls-Royce motor cars, but many had already been exported prior to the ban. Today, we can enjoy exceptional veteran and vintage Rolls-Royce motor cars delivered to India in many countries around the world, as well as in the garages of Maharajas’ palaces and, increasingly, in the collections of wealthy 21st Century entrepreneurs.

Emanating from Indian club member, Himmat Kalsia, a video has been thoughtfully and kindly forwarded to me by John Fasal, foremost authority on pre-war Indian Rolls-Royce motor cars. The video, which can be viewed by taking a photo with your camera phone of the attached QR code, shows the Princes of India arriving at Parliament House, New Delhi, in their cars, mostly of Rolls-Royce make, in February 1928 for a meeting of the Chamber of Princes.



Watch the film here: Use the QR code for a direct link to the YouTube video.



John Fasal has added flesh to the connection between the Chamber of Princes and Rolls-Royce by listing the number of Rolls-Royce motor cars owned by its members who are in the above photograph:

- Front row: 9 of the 10 rulers had 143 Rolls-Royces and 8 Bentleys
- 2nd row: 13 rulers had 49 Rolls-Royces and 2 Bentleys
- The 3rd row: 9 rulers had 26 Rolls-Royces and 1 Bentley
- The 4th row: 2 of the 7 rulers had 6 Rolls-Royces
- A total of 224 Rolls-Royces and 11 Bentleys.

Himmat’s grandfather, Ravi Sher Singh (1902-1947), became the hereditary ruler (Raja) of Kalsia on 25th July 1908 on the death of his father. He made several visits to Europe and acquired a house near Nice around 1920. He was invested as Raja on 6th April 1922 when he reached maturity. He then acquired a 1922 Silver Ghost Hooper Open Tourer (23TG) during a 21-month visit to the UK in 1925. After he returned to India, the car was shipped to Chhachhrauli, the capital of



1922 Silver Ghost Alpine Eagle (23TG) Hooper Open Tourer, in front of Ravi Niwas.

Kalsia State, for the Raja’s use. Raja Ravi Sher Singh was known as an enlightened ruler with a zeal for public welfare and a mission to modernise his estate. He built several schools, guest houses and hospitals and he became the first Indian ruler to purchase and fly his own aircraft, training at the National Flying Services Club at Hanworth in England. Back home, he was the first royal to be trained by the Delhi Flying Club in 1930. It is interesting to note one of the instances when Raja Ravi Sher Singh, in response to whether he would arrive by car or by train to attend a meeting of the Chamber of Princes in New Delhi in March 1931, entered, ‘own aeroplane’ in the form that detailed his travel plan. The Raja of Kalsia is shown in the third row of the above opposite – third from the right. The Kalsia rajas held their estate until 1947, when it was merged with the Indian Union.

23TG has remained the property of the Rajas of Kalsia since then and our member, Raja Himmat Sher Singh of Kalsia, is now the proud owner. The video of the 1928 meeting of the Chamber of Princes shows the Raja arriving in 23TG at the entrance to Parliament House (at 3.37 in the film). There is an earlier image of the car (at 0.13) of the car parked outside.



Himmat and Christine Kalsia with 23TG after a rally in India in 2016.



Screengrabs from the Youtube video.

The Chamber of Princes was an organization which was established in 1920. It was formed through a royal proclamation of the King Emperor in order to provide a forum for the various rulers of the different princely states of India. The Indian princes could declare and demand their requirements and objectives to the British government of India. The Chamber existed until the end of the British dominion of India in 1947. The first meeting of the Chamber was held in 1921 and originally consisted of around 120 members.

The video shows Rolls-Royce motor cars, as well as other marques, owned by the Princes (Maharajas or Rajas) of Bikaner, Dhokpur, Kalsia, Kapurthala, Kashmir, Mandi, Nandgaon, Palitana and Porbandar. The last of these (at 0.13, 0.43 and 2.00 in the film), the Maharaja of Porbandar, was seen in the 1921 Silver Ghost Harrison All Weather Tourer (33LG) now owned by the Stuttard family.



23TG in a partially restored state at the Statesman Rally in New Delhi in February 2019 when the car was awarded a trophy.

Himmat believes that the film has probably come from the archives of Kapurthala given the prominence of The Maharaja in this clip.

For those of us recently touring in the Loire in September, there was a further connection with Sir Jagatjit Singh Sahib Bahadur GCSI GCIE GBE (1872-1949), the Maharaja of Kapurthala, who was a great Francophile and also served as the Indian Representative to the League of Nations General Assembly in Geneva. His passion for France, its language and its culture, led him to acquire a house in the Bois de Boulogne where he could host the international elite. Then, his friendship with the Princesse de Broglie and his frequent visits to her château at Chaumont-sur-Loire (pictured left below) led to his presenting her with a baby elephant to adorn the gardens of her property. Still further, inspired by his visits to France he commissioned the construction of two French-styled mansions – first, in 1899, the Château Kapurthala, with its red tin roof, appropriate for the climate, in the Indian hill station of Mussoorie; then, in 1906, the Jagatjit Palace in Kapurthala.



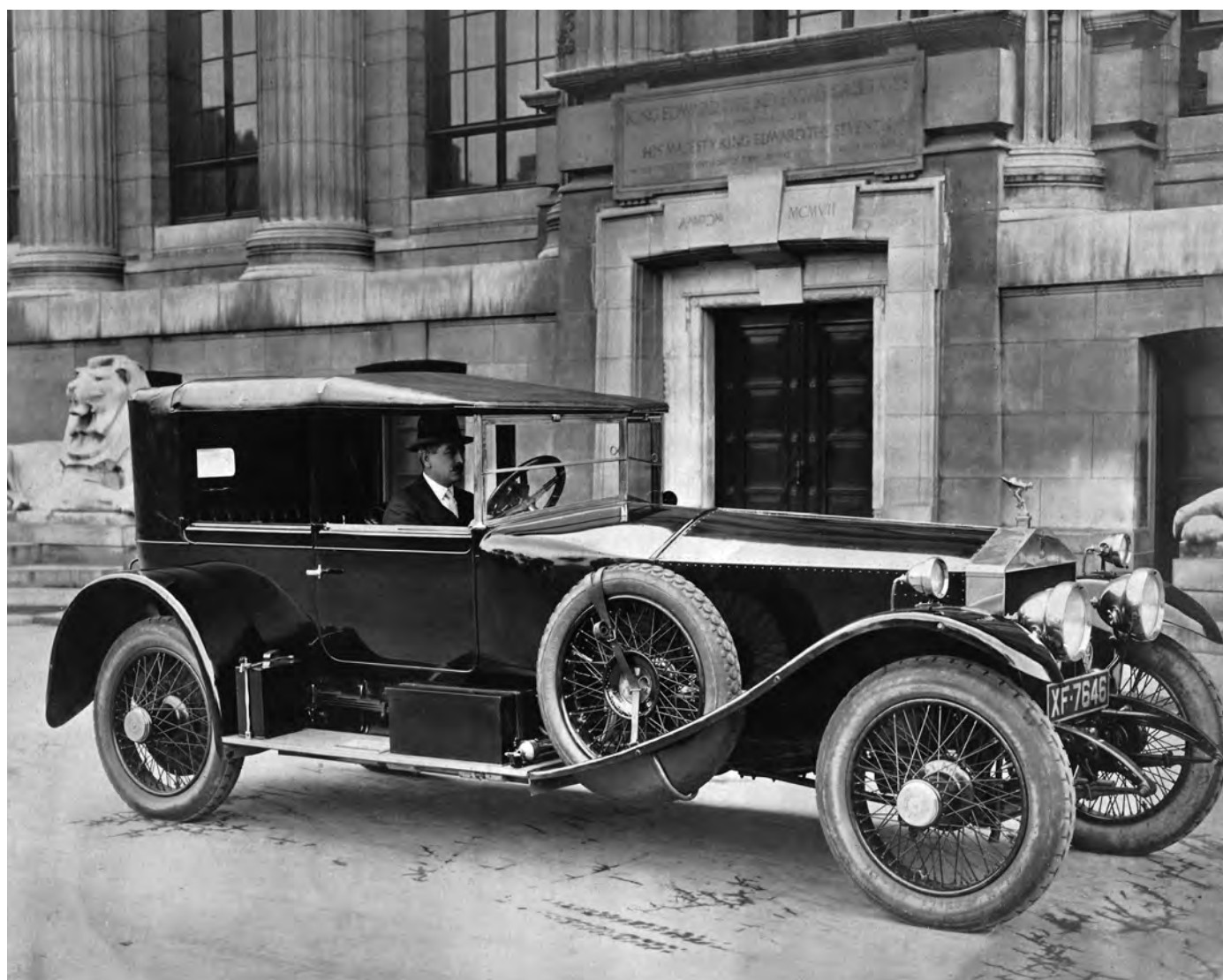
Château de Chaumont.



Château Kapurthala, Mussoorie.



Jagatjit Palace, Kapurthala.



33LG 1921 Rolls-Royce Silver Ghost photographed in 1921 with Major RS Grigg, owner of the Car Mart, in the driver's seat. The photo was taken outside the north entrance of the British-Museum.



Maharaja of Kapurthala.

John Fasal has identified almost all of the cars and many of the Princes, as well as the Viceroy, Lord Irwin, in this video and they are described below:

- 0.36. 1920 (69TW) Barker limousine displaying the crown on the radiator matrix used by the Viceroy, Lord Irwin. Later sold to the Raja of Monghyr and, later, by the Rt Hon Alan Clark who drove it on the Alpine 93.
- 0.41. KAPURTHALA 3 on 1915 (8AD) Barker cabriolet.
- 0.43. PORBANDAR No.1 1921 (33LG) Harrison cabriolet.
- 0.48. DHOLPUR 9. Lancia tourer.
- 0.53. NAWANAGAR No.1. Lanchester.
- 1.05. BIKANER 3. 1920 (59EE) Barker tourer.
- 1.12. KAPURTHALA 3
- 1.15. MALER KOTLA 15 Daimler
- 1.18. NANDGOAN STATE No. 17. 1926 Phantom I (87YC) Hooper tourer.
- 1.21. JHABUA's 1926 Renault Windovers limousine with its 11 lights !
- 1.25. Silver Ghost cabriolet. (Mystery car to be identified)
- 1.32 - 1.36. KAPURTHALA 3
- 1.37. PALITANA 11. 1923 20h.p. (66H3) Barker tourer with a 'horse mascot'. Originally supplied to H.H. Bharatpur; to the Thakore Saheb of PALITANA in 1927 and later to H.H. The Maharana of Mewar (Udaipur).
- 1.39. BIKANER 3
- 1.42. Silver Ghost cabriolet with the SRG monogram beneath crown and sword of H.H. The Maharaja Sir Sayaji Rao Gaekwar of BARODA. (Chassis to be identified)
- 1.46. A tourer of the Mir of KHAIRPUR.
- 1.52. BIKANER 3
- 1.56 - 1.59. a saloon ? and an Austin tourer.
- 2.12. BIKANER 3
- 2.23. H.H. KASHMIR getting down from the front seat (driver's door) of S.G. cabriolet.
- 2.25. MANDI 5. Vauxhall tourer
- 2.28. Again, NANDGAON STATE No. 17 on 87YC.
- 2.32. Lanchester tourer
- 2.43. Again DHOLPUR 9 Lancia showing HH getting down followed by HH Patiala.
- 2.50. KASHMIR 25. 1924 40/50 (88AU) Barker tourer.
- 2.59. Lord Irwin coming down the stairs.
- 3.30. The BARODA SILVER GHOST
- 3.39 - 3.41. KALSIA 10. 1922 40/50 (23TG) Hooper tourer (subsequently known as KALSIA 1).
- 4.01. H.H. BARODA, KAPURTHALA & ALWAR on the steps.
- 4.10 - 4.12. H.H. PATIALA embracing farewell to KAPURTHALA.
- 4.32. The Parliament buildings and grounds.



Watch the film here: Use the QR code for a direct link to the YouTube video.

Sherlock Serendipity

Mary Narvell

When my husband posited owning a prewar Rolls-Royce would be “fun”, I confess I wasn’t a fervent disciple. Even after our second acquisition, I remained stoic. I kept waiting for the zealot enthusiasm, often associated with converts to any creed, to overtake me. Petrol head discussions bore me. But I did find one area that slowly captivated me - automotive social history. I became fascinated with who had been the previous owners of the cars the 20-Ghost Club drivers now proudly stewarded. What clothes were intrepid adventurers sporting on those early jaunts to what destination? Where was the stately home or garage stable conversion the cars rested? And how did the world look along the magical miles / kilometres these glorious machines travelled?

Opposite and on the following pages: 1922 Springfield Silver Ghost 111BG is now owned by Roland Duce. This glorious and very typical Springfield motor car got a starring role in the 1974 movie adaptation of ‘The Great Gatsby’ alongside Robert Redford.

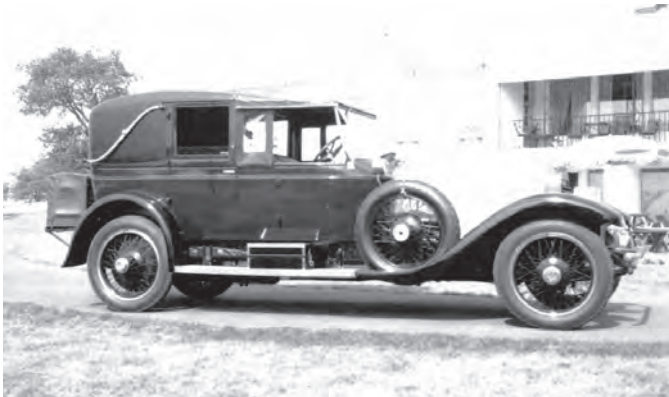


Last December my interest was piqued when, on a tour of historic Hearthside House in Lincoln, Rhode Island USA, I spotted a grainy photo of an old Rolls-Royce. Asking the docent about the car, she said it had belonged to the last owner of the property but apologised that all knowledge stopped there. Their own detective trail was cold, but they longed to solve that mystery. Knowing that the 20GC had just the sleuth for this riddle, I volunteered to help and immediately contacted Sir John Stuttard.

Hearthside was in 1810, the date of its construction, in rural New England. Advertised as “the house that love built”, its genesis was the obsession of a besotted bachelor hoping to lure his amour to the wedding altar. Sadly, the project backfired. On seeing the impressive Federal mansion built for her, the young lady exclaimed it was beautiful but “who would ever want to live in this wilderness?” Crestfallen, the bachelor never married holding a torch for his beloved until his death aside the hearth of his vast lonely home. Among the generations of subsequent owners, E. Andrew Mowbray intrigued me.



Hearthside House



Early black and white photo when owned by Paul Ster circa 1962 or 1963

Among many other pursuits, Mr. Mowbray was a car enthusiast. So fascinated was he by classic cars that he published under his company, Mowbray Publishing, *The American Rolls-Royce, A Comprehensive History of Rolls-Royce in America*. In February 1973, he acquired a 1922 Silver Ghost, the car noted on the house tour. The docent admitted frustration that little was known of it beyond its appearance in the 1974 film *The Great Gatsby* with Robert Redford and Mia Farrow. This glamorous evocation of the 1920’s racy rarified world in which American author F. Scott Fitzgerald revelled had been filmed in Newport, Rhode Island. Scanning for suitable local cars, the Mowbray’s Rolls was the director’s choice chariot for Daisy Buchanan, Gatsby’s unrequited love and object of his obsession. Mr. Mowbray, not wanting to be separated from his own obsessive love, insisted he be its chauffeur during filming. This pre-condition found him behind the wheel both in Newport as well as Pinewood Studios, London where many scenes were shot.

Sir John immediately set to work deciphering the history of Chassis No 111BG / Engine No 20H252, details the museum staff fortunately knew. The investigation added to the vast catalogue already done by our past Club Chairman, an invaluable resource that accurately chronicles the history of our motors. Accuracy is the key since, I was surprised to learn from John, the information in the Bonhams’ auction catalog for their 2015 sale of 111BG was incorrect. Frequently finding this to be the case, John has become a Sherlock for classic Rolls-Royces, unearthing details of their manufacture, coachwork, provenance, and ownership documenting them for posterity on our club website.



John’s research solidified the correct body style of the Mowbray car as a Willoughby Salamanca Permanent – a detail repeatedly misrepresented in its many references. Most important for my purposes, he located the current owner. Imagine my shock to inform the Mowbray family and Hearthside staff that the car was not only resident in the UK, but in the sound stewardship of a 20GC member, Roland Duce. This was certainly serendipity. The road trip through history had taken us from the many distinguished owners prior to Hearthside’s Mowbray to a companion on many of our RR rallies. Never had I expected, spying the car photo, that research would lead us so close to home. This confirmed, too, my predilection for sleuthing, finding it not only productive but addictive. Certainly, Sir John finds it so. Appreciating my succumbing to contagion, he generously included my few tidbits of research in his expert report.

Digging for clues on a motor’s history is an exercise in social anthropology. The club’s website is easy to navigate so do take the time to seek out Sir John Stuttard’s report on 111BG. Whilst you’re there, why not peruse more of his copious work product? I am grateful that he allowed me, in some small part, to be an amateur Miss Marple for Motors.



Use the two QR codes for direct links to see more information on the car.



2023

ALPINE TOUR

With thanks to Rolls-Royce Motor Cars Limited and Kimberly Shaddock for the photographs in this article.

Louise Wood and journalist Iain Macauley in Sir Michael Kadoorie's Ghost.



Ken Forbes

Given its historical significance and the previous re-enactments every decade, the Alpine is probably the most important tour that the club organises. Participation comes from all around the world and our high-profile heritage tours attract members who have not toured before as well as a younger audience. Notably this time, there were a number of father and son teams in the driving and passenger seats. It has to be said that the entire event attracts significant outside publicity. It spreads the name of the club and our reputation in a way not seen on any other tours/events. It is extremely positive for the future of the 20-Ghost Club.

The tour certainly met expectations, with particularly good feedback from those who were completely new to our tours. The arrangements worked well; the routes provided spirited driving in dramatic scenery, mostly on minor roads with little traffic.

Additionally, we were joined by Torsten Müller-Ötvös the CEO Rolls-Royce Motor Company (RRMC) for a couple of nights. Torsten is a big supporter of ours and was extremely enthusiastic and complimentary. RRMC not only provided high quality photography in the mountains they made a short video which is much more a promotional tool for the club than a PR exercise for RRMC. The link to the video is included here as a QR code and I really encourage you to take a look.

Torsten presented the club with a very distinctive trophy, specially commissioned for us with a Spirit of Ecstasy mounted on a plinth. This 'Inspiring Greatness' award was presented to John and Liz Milverton for completing Four Alpine Tours over Four decades – what an achievement! Going forward we plan to award the trophy on the club's main tour each year.





The other issue which we totally 'nailed' was the weather – that was glorious for us throughout. Engineering support was provided by both Roy O'Sullivan and a team of two from P&A Wood. The engineers were kept reasonably busy but I don't think they were ever overstretched (unlike, perhaps, the previous Alpine in 2013). There was only one serious mechanical failure to proceed which was for Nick Naismith on the way to the Loibl Pass when his car suffered a broken half shaft. Thankfully this was, at least, on the final day! There were a couple of withdrawals due to health issues and our transport company EM Rogers worked very smoothly and flexibly to collect cars en route for those unable to continue.

Dear Ken,

A note of thanks from the whole Rolls-Royce Team – it was our pleasure to support the event.

Torsten asked that I also relay my special thanks on his behalf for an exceptional experience. Our Manufacturing Director, Hans, asked that he might join one of the Club events in the future, even if only for a day.

We'd be delighted to invite the members – and their magnificent cars - for a return visit to the Home of Rolls-Royce. Let me know if this of interest.

All the best, Andrew Ball of Rolls-Royce Motor Cars

Page 51:

Louise, Marilyn and Andrew Wood, heading for The Stelvio.

Page 52:

Doug Magee and Sir Michael Kadoorie (top).

Taking the journalists for a spin (bottom).

Page 53:

Richard Fitton and Patrick Cunningham.

Below:

John & Liz Milverton won the new 'Inspiring Greatness' trophy having completed four Alpine tours over four decades.

Right:

Albert Eberhard.





Tom Cook and family.



Dave Shaddock

In 2013, I had separate conversations with two local (Illinois, USA) Silver Ghost owners who strongly encouraged me to buy a Ghost and participate on tours. They spoke highly of the quality of the cars; I was intrigued and decided I need to find out more.

I found a YouTube video of the *Top Gear* coverage of the 1993 Alpenfahrt reenactment. I asked Kimberly to sit and watch the video and asked, “Do you want to do that?” She replied “Yes!” immediately. “Well, we need to buy a Silver Ghost,” I said which was my fastest ever, successful, sales pitch to Kimberly on adding a car to our collection. A few months later we were owners of S131MK.

Over the interim decade, we have driven our Ghost in 25 states in the US and 14 foreign countries. There isn’t a better way to see the world.

This year’s Alpine tour had the Stelvio and Loibl passes as optional excursions. There was no way we were not going to drive them both, however each was quite different.

The Stelvio in northern Italy is about 29 miles long up one side and down the other. There are 48 numbered hairpins up to the top reaching an elevation over 9,000 feet (2,757m). The weather can be dramatically different between the base and the top so we dressed in layers and made sure we had gloves, hats and rain gear. Fortunately the weather gods graced us with perfect weather as we drove up the pass with the top down, mostly in 2nd gear. Having to manage tight turns we only had to back up on three hairpins.

At about hairpin 23 we cleared the tree line and then the views were spectacular! Majestic! Awe inspiring! At this point we could see the road ahead of us zig-zagging all the way to the top. What a sight! Kimberly took pictures and videos, but it wasn't until we get home that I got to see all the views - there was no way to navigate the hairpin turns and sightsee at the same time!

At the top, we gathered with the drivers and passengers of the other 10 cars that completed the excursion. Kimberly and I savored the iconic view of the road winding its way down to the trees and agreed this was the most amazing drive we had yet experienced.

The Loibl, links Slovenia with Austria and is only three miles long rising to an elevation of 4,485 feet (1,367 m), but it's unpaved and very, very steep (with a grade over 28.5% at one point). Nick Naismith shared some words of wisdom, "Stay to the outside of the hairpins. The gravel is quite loose on the inside of the turns and just stay on it, don't let up!" I did as instructed and threw our share of gravel in the turns. I never got out of first gear. All participating cars handled the climb on a warm sunny day without issue and had a champagne celebration at the top.

With each of the passes we experienced the four phases of driving: excited anticipation, exhilaration of ascent, the joy of the views at the summit, and then the anxiety of the descent. We traveled many miles in lower gears at no more than 20 mph, while continually monitoring the car's temperature gauge. The beautiful whine of the gearbox and engine were with us on both sides of each summit.



Louise Wood.



Aside from these two passes the whole tour was filled with wonderful scenery; pristine lakes, beautiful roadside rivers and streams, lush vineyards and pastures in the valleys and on the mountain sides. We particularly enjoyed the quaint little villages, be they in the valleys, at the summit, or perched on the mountain sides. Church steeples towered over brightly painted buildings with colorful flower boxes and stenciled designs. Buildings and stone walls were right on the edge of narrow roads. Not forgetting endless tempting bakeries, gelato stands and roadside cafes.

Thank you Ken, Nick, Michelle and Ellie! We had such a great time with old friends and new.

Opposite Top:
Gerald Davies and Fran Fuzzey chat with a local.

Opposite Bottom:
Torsten drives Jim Black's car.

Below:
Gerald and Fran (right)





Mary Narvell sent the editor various emails during the course of the tour.

Caro amico, We are en route to Venezia having gone off piste to stay in Verona after the opera rather than return to Lake Garda for the longest drive after the longest day. Hyacinth (1931 PII 67GX) created a sensation at the hotel with the crew wanting to pose.

We learn that Albert lost his trousers at Lake Garda. Not due to an abundance of grappa, as alleged, but rather the fault of the lavanderia. Perhaps it was they who had the abundance of grappa!

Some cars and guests leaving at Venice. A few stomach ailments but so far swell. Auguri - M

PS. The opera was a veritable spettacolo. A new staging of Aida to celebrate the 100th anniversary of the Verona opera. Sophia Loren attended the opening the night before broadcast on RAI.

Good morning Johnnie from Portoroz our first stop in Slovenia. The biggest car episode to date was when a car battery exploded on the running board. It blew the top of the box off and the power surge burned out the car coil. As well the electrics failed leaving the passengers 90 miles from the hotel without aid of GPS. While emitting a horrific odour did not set the engine alight or cause any damage to the contents of the car or passengers.

Weather is glorious if hot.

Fitton family (father, son and grandson) follow Jonathan Bailey and friends down from The Stelvio.

Johnnie, under glorious skies with limitless visibility the cars ascended the famed Loibl pass.

We were joined by Angelika and Michael from nearby Klagenfurt. Angelika recalled that after ten years of planning the routes for the original Alpine re-enactment in 1993 John Kennedy was just about to depart Bled when he broke his arm cranking the starting handle on his car.

This year leaving Bled Nick Naismith slammed on his brakes to avoid a car darting out at him at the head of a caravan. There was a huge noise and the prop shaft broke. His car could not make the pass which was so sad after all his planning. He and Jo were taken up as passengers and so we all met at the top in weather that the champagne toasted and drones recorded.

Apart from that and the battery explosion, which was repaired, there were no car failures.

We now group for the drive to Salzburg tomorrow very proud of the achievements of these remarkable cars in testing heat and altitudes.

We had some great comments from passers-by during the tour. Memorable was “are you the original owner of your car?” although I also liked “Do you rent these cars or own them?”



Watch the film here: Use the QR code for a direct link to the YouTube video.

Andrew Wood (top).

Jonathan Feiber and Heather Buhr (middle).

The Stelvio team! (bottom).

Alpine Tour - Participants and their cars

Nick & Jo Naismith	1911	Silver Ghost	1606	CH 722
Ron & Nanette Elenbaas	1911	Silver Ghost	1676	14642
Sir Michael Kadoorie & David McKirdy	1912	Silver Ghost	1958	R-8818
Doug Magee & Diane Mandragouras	1912	Silver Ghost	2092	R-1472
Albert & Monique Eberhard	1912	Silver Ghost	2145	BF-8058
Paul & Linda Gould	1912	Silver Ghost	2211	AX-310
James & Carol Black	1913	Silver Ghost	2224	R-1705
Bernard Holmes – WITHDREW	1913	Silver Ghost	9NA	CC 371
Andrew Wood and daughter Louise	1914	Silver Ghost	46MA	LL-1524
Jonathan Feiber & Heather Buhr	1914	Silver Ghost	17RB	CA OL61136
Tom & Carola Cook	1914	Silver Ghost	29PB	AH 114
David & Greta Gooding with Dawn Ahrens	1914	Silver Ghost	2YB	CFX 3
John Snook & Sandy Sayer	1914	Silver Ghost	50YB	LE-7478
Rob Kauffman & Rachel Holt	1914	Silver Ghost	20TB	SV-5347
Michael Power & Rosalind Wild	1920	Silver Ghost	58CW	NC 841
Bryan Fitton & son Richard	1920	Silver Ghost	39EE	U-5694
Gervase & Margaret Forster	1921	Silver Ghost	60NE	SV-6608
Karl & Tilly Reitz	1921	Silver Ghost	45SG	SG-45-WP
Nick Channing & Michael Drayton	1922	Silver Ghost	42ZG	NN-3740
Bill Johnston & Ronda Stryker	1923	Silver Ghost	23EM	S 22
Ken & Jane Forbes	1924	Silver Ghost	68RM	S 46
Bryan & Carol-Anne Stringer	1925	Silver Ghost	62EU	SV-4966
Charles Cross	1925	Silver Ghost	120EU	XY-6932
David & Kimberly Shaddock	1925	Silver Ghost	S131MK	S 714135
Gerald Davies & Fran Fuzzey	1927	Phantom I	95LF	YU-7464
Jonathan Bailey & Patrick Cunningham	1928	Phantom I	S205RM	375
Pete & Susan Walton	1930	Phantom II	98GN	SC-8968
Ilkka Brotherus & son Henrik	1931	Phantom II	261AJS	CHA-1
John & Mary Narvell	1931	Phantom II C	67GX	DR-9727
Chip & Jacque Connor	1933	Phantom II	277AJS	749 LBM
Dr John & Elizabeth Milverton	1933	20/25	GBA64	AXL 616
Fokko & Helène Keuning	1933	Phantom II C	47MW	AM-20-40
John & Kathy Deane	1934	Phantom II C	121RY	AYV 929
Adrian & Catherine Dickens	1937	Phantom III	3BU176	DYK 485

The Last Word

I thought I would give a quick update on our Phantom II project as good progress has been made so far during 2023.

82UK was the penultimate PII made. Off test in 1935; originally it was scheduled as the final car but a subsequent customer demanded a new PII the following year (despite PIII production being in full swing by then). The engine is now running well and all we are waiting on mechanically, is a new set of springs. Happily Dr Will Fiennes found us the original drawings for PII springs and manufacture of these is underway. Whilst we have retained the original fuel tank it had been poorly repaired in years gone by and would have required complete replacement. As a result we are fabricating a new long range tank (I think in the future we will have to travel greater distances between petrol stations). We have also fitted hydraulic power steering, which is simple to remove to restore the original steering.

The car started life as a limousine with a body made by Lancefield (see the image on centre-pages). Lancefield are something of a footnote in the history of Rolls-Royce coachwork and whilst it was not awful, the original body lacked the elegance of a D-back created by say Barker or Windovers. Our northern European climate had also ravaged the structure and so the decision to set the original body aside was easy to make. Bella drew the new design which has more than a passing nod to a Brewster Henley whilst not being a slavish copy. Two seats, a disappearing hood, and a decent boot were all essential components. The drawing was transferred into a CAD program which has allowed us to understand precise measurements and compound radius curves.

Our coachbuilder, Richard Preston, used to work for Gordon Murray at McLaren and hand-built their F1 supercar back in the 1990s. He requested that we use metal rather than wood to create the superstructure. Bearing in mind that metal frames had begun to appear before WW2 this didn't seem too outré to us and has combined high strength with low-weight.

Work on the hood is now underway and I wonder if we might even have a running and driving, albeit unpainted, car by spring 2024. Well... I can live in hope!

Anyway, that's it for another edition. Thanks, as always, for your company. Keep those photos, letters, emails, and especially articles coming in. If you haven't written an article as yet then please write one. And if you have... well then write another 🍷 See you next time, cheers,

John

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18°
Kehre
tornante

