



News & Record



Issue 66, Winter 2021

NEWS & MEMBERS

Page 4, Russian book, new members, cars and parts wanted, emails and events

TYSON HOLDS FORTH

Page 12, Our Graham with a Christmas tale.

THE FORBES REPORT

Page 14, Calm reflections from our chairman.

FOR SALE

Page 16, Australian member James Baxter offers a gearbox and a Ghost.

HERODOTUS

Page 17, a short report on The Autocar's R-R articles in late 1921.

THE 20HP CENTENARY NEXT YEAR

Page 18, a new badge and some thoughts on the Baby Rolls.

VAPOUR LOCK

Page 20, Brothers Hughes discuss the affliction and suggest remedies.

Cover image: John Stuttard's 1921 SG 33LG outside London's RAC Club ready for the early morning start to Edinburgh - see page 24 (pic Rolls-Royce Motor Cars)

Rear Cover: Maurice Whitaker wins the 'Haggis of the Year' competition for a brilliant shot of 1924 SG 22LM powering into Drummond Castle. Well done Maurice!

Left: Made it! Edinburgh in top gear 110 years on. John Snook gives the thumbs up in 1911 1701: The original London -Edinburgh car (Friend Nick Hughes in the passenger seat). (pic Rolls-Royce Motor Cars)

THE LONDON-EDINBURGH 2021

Page 24, 110 years since the original and 10 years since the repeat.

THE SCOTTISH TOUR 2021

Page 32, Mary Narvell and a host of photographers tell all.

RUSSIA'S ROLLS-ROYCE LOVE AFFAIR

Page 48, Harrison Royce on the Galitzine Princes.

FROM THE ARCHIVE - NEW & OLD

Page 58, Something new - from a recent Daily Mail; and something old - from the 1957 Silver Ghost Jubilee Rally.

THE LAST WORD

Page 62, Johnnie G.





If you haven't yet bought a copy of **Russia and Rolls-Royce - The First 25 Years** there might still be time to get it before Christmas! Sir John Stuttard's & Maxim Kartashev's study of R-R ownership in the years just before and after the revolution is selling well so email Philip Hall (pah.rr@btinternet.com) to order your copy while stocks last.

Above is Maxim's Christmas card to John Stuttard showing Comrade Lenin hurrying to order his own copy of their book! Right shows the real 79YG (Photo: John Fasal).



79YG was 'Off Test' on 24th November 1922 - a 'long type' chassis with springs for a six-seater body 'especially suited for Russian roads', and two spare wheels.

It had been purchased by the Soviets for the personal use of Vladimir Ilyich Lenin and was initially given a tourer body in Moscow by the 4th State Automobile Works only later being converted for winter use using Kégresse technology developed at the Putilov (now Kirov) plant in Petrograd.

79YG still has its original engine, original chassis plate, but a Packard front axle which was substituted for the original Rolls-Royce axle, probably to enable the fitting of skis. It also has a unique Windovers windscreen (not mentioned on the sales sheet). In 1937 it was moved to the garage of the Gorki Estate and has been on permanent display to the public ever since.

North of the border. Member Tony Peters took his car 1921 SG 33NE on the London - Edinburgh 110th anniversary run accompanied by pals Jimmy and Sandra Cochrane. The Ghost performed beautifully as did the brand new hood which Tony designed and built himself (Sandra - in the back - was very grateful for it!)



Left to right above: 33NE, Tony Peters, Sandra and Jimmy Cochrane and Cara the black lab.

Below: Mike Tait and Hector with their amazing Snow20HP



New Members

Tim and Karen Moore of Sawston Cambridgeshire own 1915 Silver Ghost 29ED which has a fine tourer body made in the 1980s. There is a great history of this car and I shall see if I can persuade Tim to write us a story for a future edition.



Robert and Julia Frankcom of Sherborne Dorset have joined us. Robert is a longtime member of the VSCC, Talbot Owners Club and Riley Register. He does not own a R-R car at the moment but is actively hunting for one - specifically a 20HP. His 'wanted' advert is on the opposite page.

Stephen & Fiona Leckie, Perth & Kinross. Stephen is CEO of the Crieff Hydro Hotel where the club stayed during the Scottish Tour (see elsewhere in this issue). They own a 1926 Hooper 20HP Saloon GCK40 - pictured left and also on page 19.

Dominique and Tina Bernaz, of Lisieux France own 1929 20HP GEN81 Doctors Coupe and, seen here, 1929 Springfield PI Brewster Stratford Coupe S285FP.



Welcome to you all!

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

Wanted!

As a new member I am hoping to buy a Rolls-Royce 20HP with a 3 or preferably 4 speed gearbox, horizontal shuttered radiator, light bodied fixed or drop head coupe, in any condition. Do please contact me if you think you might like to sell.

Robert Frankcom 01963 210214

or email robertfrankcom@hotmail.com



Further to the note last time about the engine rebuild of his 20/25 can anybody help our young member Hamish McNaught? *'I am looking for part numbers E55652 (Front water jacket side plate) and GJ310PL (Oil pipe from the pump to front engine cover). In return, I have 5 oversized 20/25 pistons in a good used condition that I could exchange/willing to offer should someone be interested in them. I will confirm the size shortly.'* If you might have the parts lurking in your workshop then please drop Hamish an email on hamishmcnaught1@btinternet.com

John Stuttard dropped a line: The requirement for UK registered vehicles to carry UK rather than GB stickers came into effect on 28th September 2021.

It is now be a fineable offence for any UK registered vehicle not to display a UK sticker while travelling in any EU country.

It is not clear whether GB plaques have to be removed. The Press is still speculating about this.

Either way, I will be retaining my cherished GB plaque on my Ghost, as this is part of its history, but also acquiring a period looking plaque with UK on it when they become available eg through the Complete Automoblist.'

Editor's note: My apologies to the wonderful Mary Narvell whom I failed to credit for the awesome picture of Graham and Gill Adams' SG 51TW on page 6551 of Issue 65 - great action shot Mary - take a bow!

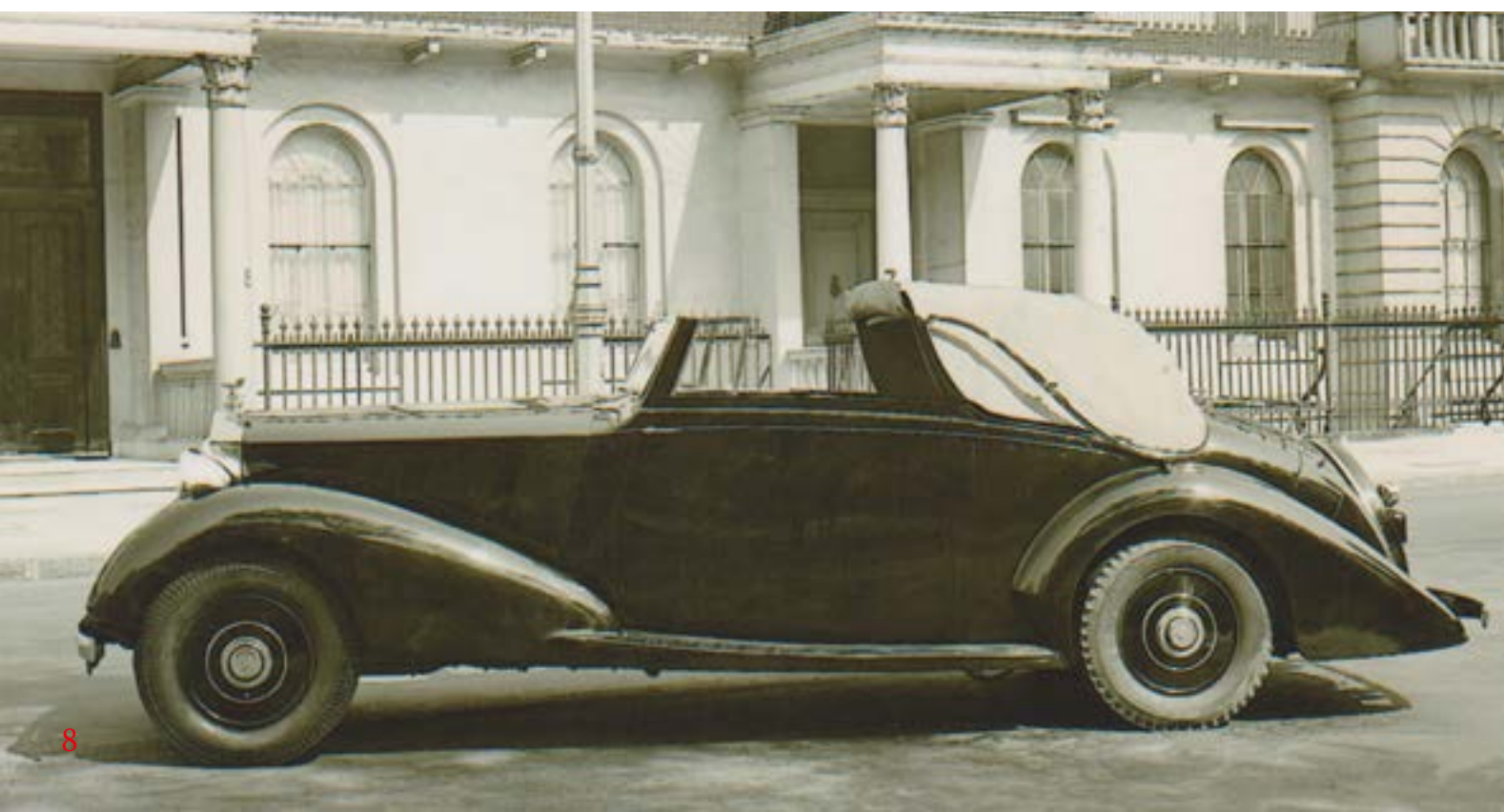


Following on from Harrison Royce's and John Fasal's article in the last issue (specifically page 6538 British Armoured Division in Russia) Peter Brown sent in this marvellous picture (courtesy New Zealand Navy Museum). We see Lieutenant Commander Oliver Stillingfleet Locker-Lampson CMG DSO getting a piggyback across the river after his Silver Ghost had, not unreasonably, failed to proceed. Can anyone ID the car?



Steve Stuckey from Australia wrote in: 'I have just finished reading News & Record No.65. On pages 6516 and 6517 there is mention of Rolls-Royces in East Africa and in Afghanistan. The Kabaka of Uganda's destroyed/buried car was Phantom III 3AX31, a gorgeous Gurney Nutting drophead coupe. See the photo below of when it was almost new. Some of its remains are in Kampala.'

Indexation - Ian Berg dropped a line from down under having been chatting to a few of the Australian Chapter members on the subject of an index for News & Record. Henry Fitzhugh can provide a search of all past issues of N&R as well as Australian Gazettes since they began publication. All any member needs to do is drop Henry an email henryfitzhugh@talktalk.net with a key word(s) chassis number etc and he will come back with all past references. We are looking at making this facility available to members via the website so bear with us.



Events 2022

Sat 26th March AGM & Annual Dinner at Harris Manchester College, Oxford (Black Tie)
Contact: Brian Fidler Email: brianhfidler@aol.com

Sat 2nd April SHRMF Heritage Day Invitation – talks on 20HP (Centenary) & Ghosts
Contact Philip Hall Email: pah.rr@btinternet.com

Sat 23rd April Spring Lunch at the Three Horseshoes at Alresford. Exclusive use of the barn at local pub to Strone, as his barn not available this year, but same format with Champagne/Shepherd's Pie and Treacle Tart. Possibility of driving each other's cars in the safe environment of Lasham Airfield afterwards.
Contact Strone Macpherson Email: strone@stronemacpherson.com

Mon 9-13th May Irish Georgian Tour in Derbyshire, based at Breadsall Priory hotel, just outside Derby with safe parking. Houses to be visited being finalized, but intention is to start promptly after an overnight stay on 9 May. Contact John Redmill Email: barred@indigo.ie

Wed 11-13th May Lancaster Bomber Tour in Lincolnshire, based at Woodhall Spa, the WWII base for the Dambusters. Talk on BBMF and taxi in a Lancaster Bomber, plus visit to Lincoln and the Cathedral. This tour is full but to get onto the waiting list contact John Snook Email: john@jsnook.plus.com

Fri 10-26th June Habsburg Tour - the club's main tour of 2022 which is 16 nights exploring the history of the Habsburg Empire, visiting Vienna, Bratislava and Budapest. This tour is full at present. Contact Angelika Elliott/ John Stuttard Email: johnstuttard@btinternet.com

Mon 25-28th July Worcestershire Tour with Club Concours and BBQ to finish. Based at Brockencote Hall, Worcestershire. Contact Brian Fidler Email: brianhfidler@aol.com

Fri 9-12th Sep Peak District Tour. Short tour in the Peak District, based at the Cavendish Hotel at Baslow, organised by Clare Dowding of Classic Travelling on our behalf. Contact Johnnie Gallop Email: jgallop66@gmail.com

Sat 8th Oct 20HP Centenary event invitation, organised by John Fasal, for 20HP cars only. Bring your own picnic/BBQ. Details to follow.

Early October Autumn Lunch Contact Ashley Carmichael ashley@aacarmichael.co.uk

Events 2023

March AGM in London, possibly at Stationers' Hall; Jo Naismith

April Spring Lunch; Strone Macpherson

May Irish Georgian Tour in Herefordshire/Monmouthshire; John Redmill

June 110th Anniversary Alpine Highlights Tour 18 nights; Nick Naismith

July Short tour + Concours, possibly in Norfolk; Brian Fidler

4-10th Sep Loire Valley Tour (Alain Niepceron); John Stuttard

10-15th Sep Optional Return tour through Haute Normandie; John Stuttard

Oct Autumn Lunch; Ashley Carmichael

Bullseye!

Nigel Atherstone has been working on a ground-up restoration of his 1920 SG 75CW. I caught up with him at the recent Bicester Heritage Scramble - his car looks amazing but Nigel tells me there is still much to do. He explained how he refurbished his wheel centres recently.

'They were in poor condition. Initially S&T Electroplate in Bristol removed the old plating and the centres were placed on a flat surface and pressed from inside, to ensure a perfect front face.'

Charlie Constant of Constant Precision skimmed them very lightly, just a few thou, to remove much of the rough surface, being careful not to damage the original engraving.

We discussed replacing the centre but welded over the corrosion instead. Thereafter the centre was skimmed in a lathe in preparation for engraving and we put in a trial assembly to check for distortion.

Matthew Blackman of Kimbolton engraved them. He was clever in only going as deep as the now shallower engravings due to the skimming. The worst wheel centres had depressions filled with silver solder and then were sent back to S&T Electroplate for plating, firstly in copper and then nickel. The finished product looks great and is hard to distinguish from the original.'



Left: Nigel and 75CW with Bella Hoare at the October Bicester Heritage Scramble.

Opposite Page: Also at Bicester Scramble Dan and Tor Geoghegan try out 1924 SG 31EU for size whilst chatting to Georgina Wood.

Note: The next Bicester Scramble is January 16th

bicesterheritage.co.uk/tickets/january2022-scramble-tickets/



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

WEB: John Narvell narvell630@gmail.com

TREASURER: Philip Hall

MEMBERSHIP SECRETARY: Graham Tyson gtyson@outlook.com

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

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. Below he provides us with a Christmas Tale – with just a nod to authors past.



Suddenly he was tired. Slowly he placed his now empty glass on the seat next to him and felt his eyes droop. He would close them for just a moment he muttered.

The Ghost was highly polished and the family chattered excitedly as they climbed aboard, his darling wife beside him, the children behind, all wrapped up in blankets. He started the engine and slowly they edged out of the garage into a perfect scene. A full moon shone across a snow covered drive, whilst from the old house a light burned from every window. Scented applewood smoke curled from the chimneys and hung in the motionless air.

Turning onto the main drive they soon reached the gates and joined the road. Speeding up they headed towards the little market town just a few miles away. The moonlight was so bright he had no need to light the acetylene headlamps. By now they were all singing Christmas carols but, in moments of rest, the blanket of snow which spread across the countryside created an astonishing silence occasionally broken by an owl hoot or vixen bark and just the faintest purr from the best motor in the world.

At the town the Christmas market was in full swing. It was snowing heavily as they alighted from the car to wander amongst the gaily attired townsfolk; their inviting stalls decked in holly and Christmas lanterns, with bunches of mistletoe hanging from brightly coloured canvas roofs sagging perilously low from the weight of gathered snow.

His children ran to the sweet stall to buy cinnamon toffee apples and balloons from the old woman there whilst his wife slipped her arm through his as they wandered to the man with hot chestnuts sizzling over the coals of his brazier.

His wife paused in front of a stall selling ribbons and bows and seeing some she loved begged him to buy her one as a fancy. He pretended to grumble but bought her the bright red ribbon and gave it to her, laughing and bowing as he did. Everyone smiled and greeted them happily.

Some children, who despite the late hour and cold had no coats, were hungrily pressing their noses to the butcher's window. On impulse he went in and bought the last turkey and handed it to the oldest girl telling her to run home and give it to her mother. They would not go hungry this Christmas.

He took out his watch. It was late now and so, gathering his family, he smiled and turned. Together they made their way back to the car and he drove them home. The children were fast asleep in the back and his wife had her head on his shoulder dozing.

It was the cold of early Christmas Day morning that woke him. He shook his head with a start, rubbed his hands together to fight the cold, as he stretched and looked around. The Silver Ghost was covered in its years of dust, its tyres completely flat.

He moved his hand to the passenger seat to lever himself across but as he did so he felt something beneath his fingers. He looked down and his heart jumped. There, sitting on the old cracked leather, was a ribbon – quite new and bright red. He stared in puzzlement perhaps he had drunk more malt than he had intended.

He got out of the car but as he went to the stable doors saw something that made him stop still. The floor was wet with the markings of tyres and then outside he saw faint tyre tracks in the snow snaking away from the garage and down the drive.

Clutching the bright red ribbon and whilst taking care not to lose his footing in his slippered feet, he made his way back to the house with a new spring in his step. He would put things right with the children. His heart quickened at the thought of reconciliation and the joy of meeting his grandchildren for the first time.

He reached the house, the door ajar, he pushed it open. The warmth of the hall was a shock from the cold outside. His children smiled and his grandchildren ran to him, their arms outstretched 'Happy Christmas Grandpa!' He knelt to receive their hugs and tears of joy coursed down his cheeks.

My word of the Issue is AMARITUDE (N.) Bitter feelings or sentiments; acrimony; resentment; distress; anguish. First documented use 1490:

"...y hast charged vpon my sholdres all the grete euylles y I bere & supporte. thou haste absorbed me & reclosed in the grete see of amarytude..."

From: The Boke yf Eneydos compyled by Vrygyle, translated oute of Latyne in to Frenshe, and out of Frenshe reduced in to Englysshe by me Wyllm Caxton.



The Forbes Report

What a delight to report on two very successful Scottish trips, which despite the Covid challenges, were well attended and even included members travelling from Europe to join us. There is widespread enthusiasm and support in the Club for marking the milestone achievements in R-R history, which is shared by Rolls-Royce Motor Company. We were very grateful for their support with super quality photo and video coverage of the 110th Anniversary of the London to Edinburgh Top Gear Trial, and for Andrew Ball of RRMC and Simon

Wade of Mindworks to be at the RAC club at 06:00 on a Sunday morning to flag us off and arranging for us to finish in style at the R-R showroom in Edinburgh. Navigating through deserted London streets at that time in the morning was a surreal experience and in marked contrast to Edinburgh city centre traffic at 4pm on a Monday afternoon in top gear only, which was not for the faint hearted, but we all made it! Thanks to Nick and Jo Naismith for all their efforts to make this a spectacularly successful event.

The Scottish Tour followed on immediately and despite threats of socially-distanced dining and no group events, plus questions over foreign travel until the last minute, it all went according to plan. The whole experience was hugely enhanced by the presence of AX-201 throughout the trip, enthusiastically provided by Sir Michael Kadoorie and in the careful hands of Andrew and Louise Wood. Michael dropped in for a few days and was able to see first-hand the appreciation both of members on the tour and the general public to see it being actively campaigned over every mile of the tour (however narrow or challenging the road!) Michael was even brave enough to allow some of us to drive it! Thank you, Michael, for adding such a

unique experience for us all. Thank you also to Sir John Aird for organising some super venues and coming to my rescue by producing a magnificent road book, packed full of information.

I am pleased to say that we have been able to refund most of the tour cost for those forced to cancel because of travel restrictions, with most hotels agreeing to cancellation of the excess rooms at little or no charge. It had also escaped my notice that the VAT reduction to 5% for hospitality venues extended until the end of September, so Rishi Sunak bought the wine on a few nights and we still made a small surplus!

Actually, all our events have made a small surplus this year, so our finances are in good shape and have enabled us to support

continuously bigger, better and more frequent issues of N&R, for us all to enjoy. Johnnie Gallop is doing a fabulous job as Editor.

We finished the touring season with a very convivial Autumn Lunch in bright October sunshine in Cheltenham, thanks to Asley Carmichael.

The successful resumption of events in 2021 has spurred us on to fill the diary for 2022 and 2023 with a mixture of familiar and new events. To keep everyone informed, the calendar will return to be a regular feature in N&R and also appears as a flyer in this issue for you to keep handy, which will also go out by email. There will also be a new landing page for events on the website, designed to make it easier to find details of events and booking forms.

Work is also already under way for the 2023 celebration of the 110th Anniversary of the Alpine Trial. This will be a highlights event, starting and finishing in Salzburg and taking in all the best bits, combined with longer stays in hotels to enjoy the surroundings. More details on this should be out by Christmas and will be an opportunity for you to let us have expressions of interest. Mindworks are assisting us with the organisation and support for this event.

After piloting AX-201, I was treated to another experience at the controls of an iconic R-R powered product – a Spitfire. Actually, an equally delicate and precise experience in many ways, but fortunately I only flew upside down in one of them! Actually, the plane I was in was powered by a Merlin built by Packard under licence, thanks to US support for the war effort. Touring the workshops and seeing Spitfires, Hurricanes and even an ME109 being rebuilt, plus wings made from scratch was a terrific experience.

Our next event will be the Club AGM and Annual Dinner, in Oxford this time on Sat 26 March. We look forward to seeing you there.

Enjoy a very happy and peaceful Christmas.

Best wishes




For Sale!

Australian Chapter member James Baxter has a Silver Ghost gearbox for sale... and a Silver Ghost too!

The Gearbox: A 1923, two-wheel brake box with the chassis number 56HG and engine number P489 stamped on it. Originally bought in the mid-1960s from a wrecker in Melbourne as a potential spare, should 97LK ever need one. Unsurprisingly, it didn't and the gearbox has sat on shelves for the best part of 60 years. The mystery of why it is not still in 56HG, which appears never to have had an Australian connection, and how it came to be in Australia may never be solved.

It is offered for sale at £2,500 on an "as is" basis, with the purchaser responsible for pick up from the Melbourne suburb of Glen Iris, freight to destination and any duty or tax that might be levied.

Absolutely no guarantee can be given as to what condition it is in but, as the photos show, it appears sound.

The price has deliberately been set at a moderate level in the hope that someone restoring a 2-wheel brake car is in need of what surely must be a rarity these days.

Contact: Dr James Baxter, on jamesb613@outlook.com



The Silver Ghost: Right is a photo of 1923 Silver Ghost 97LK when it won the Vintage and Veteran section, and Best Rolls-Royce, at MotorClassica in Melbourne, 2016. It was the first time the car had been back to the Exhibition Buildings since the Motor Show of 1923 when it was on its body-builder's, Waring Brothers, stand as a brand new car. Importantly it is just the same now, with one exception. Along the way, in the 1950s, the original grey paint was changed to red. When the car was restored/refurbished in the late 1980s/early '90s, Richard (Knight) decided that the red had been an important part of its history for a long time, and had it repainted in that colour.

There is a wonderful piece of film of it escorting the new governor of Victoria in 1934. It was used to transport Lord and Lady Huntingfield, and their equeerries, from St Kilda pier, to the Town Hall and on to Government House. Go to www.britishpathe.com and search for: New Governor Victoria.

I've retained its original Australian registration plate (788) as they are fetching astronomical sums. I'm asking a non-negotiable AUD\$400,000, [Editor: that's roughly £211,650 or US\$280,000 as at 4/12/21] which includes a complete toolkit as per the Company parts handbook. As you see it really is a grand, long wheel-base tourer!

Obviously, given the car's history, I would prefer for it to remain in Australia, but the most important thing is for it to go to someone who will use it more than I'm likely to, and love it. I think I am only the 7th owner. Contact: Dr James Baxter, on jamesb613@outlook.com



Herodotus advises that The Autocar was slightly short of R-R articles in the final quarter of 1921, however in November they reported that, despite difficulties in the export trade due to fluctuations in the foreign exchanges, Rolls-Royce continued to find a demand. Below: four chassis which had just been delivered to Switzerland. Right is a photograph of Princess Alice. Countess of Athlone in a Rolls-Royce Landaulet on her way to a charity event at the Royal Pavilion, Brighton.





Centenary of the Rolls-Royce 20HP

Celebrate the 100th Anniversary with this limited edition Badge designed by the RREC Twenty Register and the RROC Goshawk Society

The 20hp car was launched in London on 6 October 1922, after a four-year development programme under very difficult economic conditions. Industry was still suffering the aftermath of the Great War and there were large stocks of unsold Silver Ghost chassis. Rolls-Royce were at the same time developing the Phantom (to replace the Silver Ghost) as well as their aero engines, especially the Eagle and Kestrel. Perhaps because of this, the new 20hp was said to have been not well promoted. Nevertheless, it proved to be a most popular car.

This popularity arose because of the supreme build quality of the 20hp. It was designed for reliability, longevity, plus comfort and quietness when driving. Remember that the speed limit throughout the UK during the whole of the 1920s was only 20mph, so there was no need for the car to be capable of more than 60mph! The car was subject to constant improvement throughout its (nearly) seven years of production life, following customer feedback and rigorous testing to destruction at the Derby factory.

The 20hp went on to be the parent of all Rolls-Royce and Bentley cars (except the Phantoms) up to the end of Silver Cloud I production in 1957. The engine was progressively developed such that its power output increased from 40-50 bhp (20hp) to 155 bhp (Silver Cloud I).

The badge features John Fasal's 1922 42G0, one of the earliest 20hp cars still with its original body. The image is reproduced with John's kind permission from his monumental book of *The Rolls-Royce Twenty*.

Order your badge now. Shipments starting early January, 2022.

US and CN orders through Mary White, Goshawk Society, mcwhite@triad.rr.com, 336-408-0415.

1815 Virginia Rd. Winston-Salem, NC 27104, Price \$45 US plus postage - check or PayPal.

UK, European and worldwide orders through Tom Jones, 20hp Registrar: tomrsjones@gmail.com.

+44(0)1726 61180 Price is expected to be £35 per badge, including VAT, plus postage

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2022 is the centenary of the Rolls-Royce 20HP. John Fasal explained to me recently that it was on the 6th October 1922 that Rolls-Royce first advertised its new small horsepower car. The small horsepower fraternity led by our own Tom Jones and also Mary White in the USA have devised a fine looking badge to commemorate this important anniversary. To the left are all the contact details you need to get one.

John Fasal is organising a 20HP Meet in his garden on Sat 8th Oct
Save the date: more details to follow next year.

In terms of the importance of this centenary just consider for a moment what might have happened to Rolls-Royce Motor Cars if they had stuck with their pre-WW1 one-model policy and not developed the 20HP...this club might well not exist!

To help illustrate all of this I can do no better than include another photograph of new members Stephen & Fiona Leckie's car GCK40. This isn't a particularly early example - it's a 1926 Hooper. So it will have the four-speed box and four-wheel brakes, but it retains features such as the split screen and of course the horizontal slats on the radiator. When I opened the email from Stephen containing this image I just thought 'Wow!' - and I hope you feel the same!



Vapour Lock

Nigel and Colin Hughes discuss one of the more irritating ailments to affect our cars.

Nigel: Vapour Lock is a condition in which fuel evaporates continuously somewhere between the fuel tank and the carburettor, preventing liquid fuel getting to the float chamber. The symptoms are invariably associated with hot weather and present themselves as 'Kangaroo Petrol' leading ultimately to the engine being starved of petrol and coming to a stop. Driving on a 'black top' road on a hot sunny afternoon could well induce a nasty case of vapour lock. The only immediate fix is to stop, throw open the bonnet, and cool off.

A wide variety of petrol feed systems was adopted by Rolls-Royce. The earliest cars used gravity feed with the tank under the driver's seat in early Ghosts. The problem with gravity feed is that it fails when climbing a very steep hill because then the tank is below the carburettor. This can be rectified by going up hill in reverse - hardly practicable today!

Most Ghosts used air pressure applied to the tank by a combination of hand and engine driven pumps. This enabled petrol to be pushed from tank to carburettor, but had the bonus that increased pressure raises the boiling point of petrol, reducing

the risk of vapour lock. Generally vapour lock is not a problem with such Silver Ghosts.

Perhaps because of problems from leaks in air pumps and petrol tank filler caps, the next development was to use suction, rather than pressure. Autovacs were first adopted for all 20HP models and for late Ghosts. When an engine is running at less than full power the inlet manifold pressure is well below atmospheric. The Autovac uses suction from the inlet manifold to suck petrol from the main tank into a service tank from which it is gravity fed to the carburettor. Under all normal circumstances, Autovacs are phenomenally reliable. Unfortunately, the use of suction lowers the boiling point, making it more likely that fuel will vapourise on its way from the main tank to the service tank.

Rolls-Royce were faithful to Autovacs up to the introduction of the 25/30 and PIII, refining the system on the Phantom II in particular by adding an engine driven vacuum pump, therefore avoiding the problem of the system running out of suction at full throttle when inlet manifold suction is low. All of these models are potentially vulnerable to vapour lock.

A change occurred with the switch to twin SU electric pumps mounted high on the dash on the left side of the engine. to suck fuel up from the main tank and feed it under pressure to the carburettor. As a suction system, these are still vulnerable to vapour lock. It is worth noting that Rolls-Royce repositioned the SU pumps of later PIIIs and mounted them on the chassis frame under the driver's footboards, thereby decreasing the suction applied to the main fuel line from tank to pump. Even then, PIIIs are not totally immune from vapour lock under extreme heat.

OK, so what can be done to reduce the probability of vapour lock? Fundamentally, this is all about heat shielding.

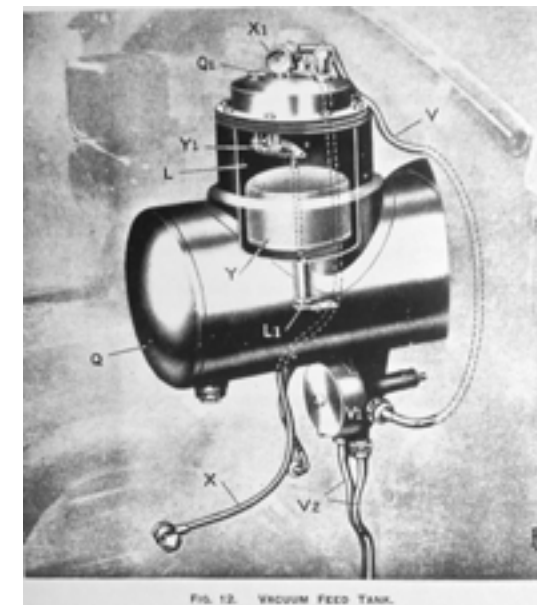
Left: A late Ghost Autovac.

Right top: A late 20/25 Autovac.

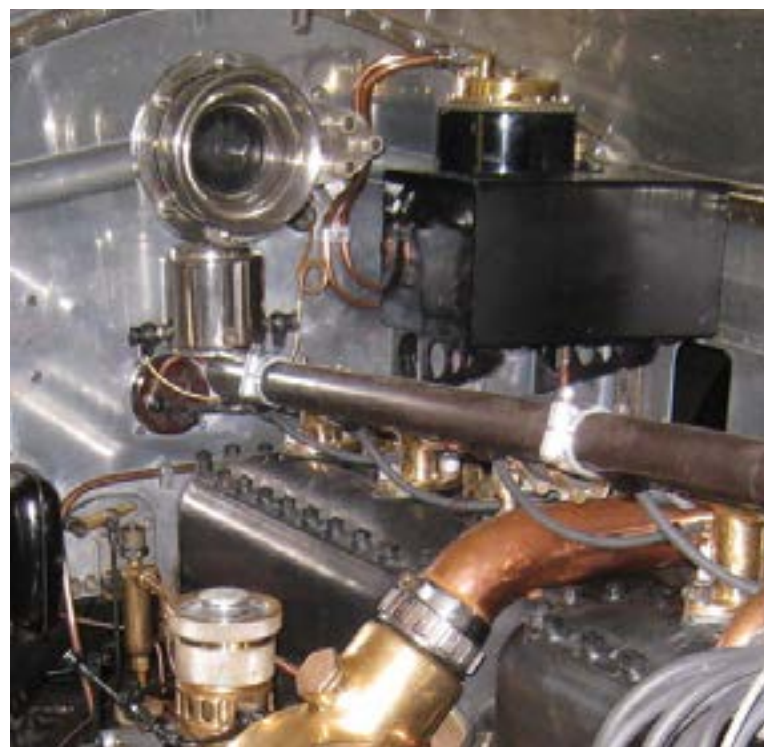
Right bottom: PIII 3DL122 (Ovid) at Pike's Peak, Colorado.

The particularly vulnerable area in the engine room is the Autovac, made worse by the fact that it sits above the exhaust manifold. This is followed by the pipe from the main tank to the autovac, which runs parallel to the main silencer. Most main silencers were originally wrapped in heat-proof insulation (probably asbestos) and covered with aluminium sheet wrapping. Exhaust downtake pipes and tail pipes were similarly lagged, and late SGs had heat shields mounted on the exhaust manifolds themselves. As a minimum, all of these should be in place. Some additional shielding between the Autovac and the exhaust manifold would probably be helpful, though I have not seen an example of how this might be done to look like 'a proper Rolls-Royce job'. The most bizarre shielding I have heard about was the use of half a water melon on the Autovac service tank to protect a Phantom I from heat in Death Valley in the Mojave Desert. It worked.

Some members report success by adding an electric fuel pump to the Autovac. Care should be taken to avoid excessive pressure from an electric pump causing fuel flooding. I would particularly like to hear from members who have successfully used electric pumps.



Colin: I don't think I've ever had it on my 20/25 although possibly I've had starvation caused by a blocked vent on the fuel tank. Generally with Autovacs you have to make sure the feed from the Autovac to the carburettor is a continuous steady drop, sometimes the pipe round the back of the engine can have been disturbed to run uphill a bit. Some people recommend a non-return valve at the exit from the main fuel tank.





My Derby Bentley had a session during Jane's wedding when we got back from the church to the hotel and I could hear the pumps chattering away madly - I remember when George Birrell's did the same when he was trying to restart after a stop on a warm day.

Mermie's Ghost has never had a vapour lock issue as the pressurised system prevents it happening. But we had problems with the PIII when driving across the USA to the extent that we had to abandon half-way back. Early chassis PIIIs had fuel pumps on the bulkhead (as also Derby Bentley) while the late ones (like Mermie's) had them inside the offside chassis rail below the driver's footboard. In retrospect we didn't do what we ought to have done. Firstly, we had one failing SU pump out of the two but it usually functioned when we tested it cold. We had a spare but didn't get round to fitting it. The main symptom was kangaroo petrol when the temperature was in the high 80s F, usually on a steady top gear uphill. Solution was to stop and wait about half an hour to cool down.

Top: PIII 3DL122 (Ovid) at Monument Valley Arizona/Utah borders.

Cause subsequently deduced was heat from the road when the sun had been heating the surface. The problem didn't arise if you were driving in a high ambient temperature, but the road was part shaded by tall trees.

At the time we thought the problem was heat getting into the fuel lines and I tried some stuff that was insulating fabric with a shiny foil surface. The induction manifold of a PIII is sitting between the V and has a hot water jacket - OK with old fashioned 'non-volatile' fuel, but not current stuff. The carburettor has about an inch of lignum vitae wood as an insulator between the carburettor body and the manifold, but you could hear the fuel boiling in the float chamber when you stopped. We tried bags of ice in the V and even frozen Carbon Dioxide but it wasn't effective.

Lessons learned: 1. Be prepared to change an SU fuel pump 2. Travel early in the day (stop for breakfast later) 3. Have props for the bonnet to hold it up with about a 2 inch gap at the bottom sides (a number of Ghost owners on the Alpine did this for long hillclimbs, but this was to stop boiling). One final idea was to try Avgas, but we didn't.

The exhaust return silencer

More interesting stuff from Nigel Hughes this time on PIIs

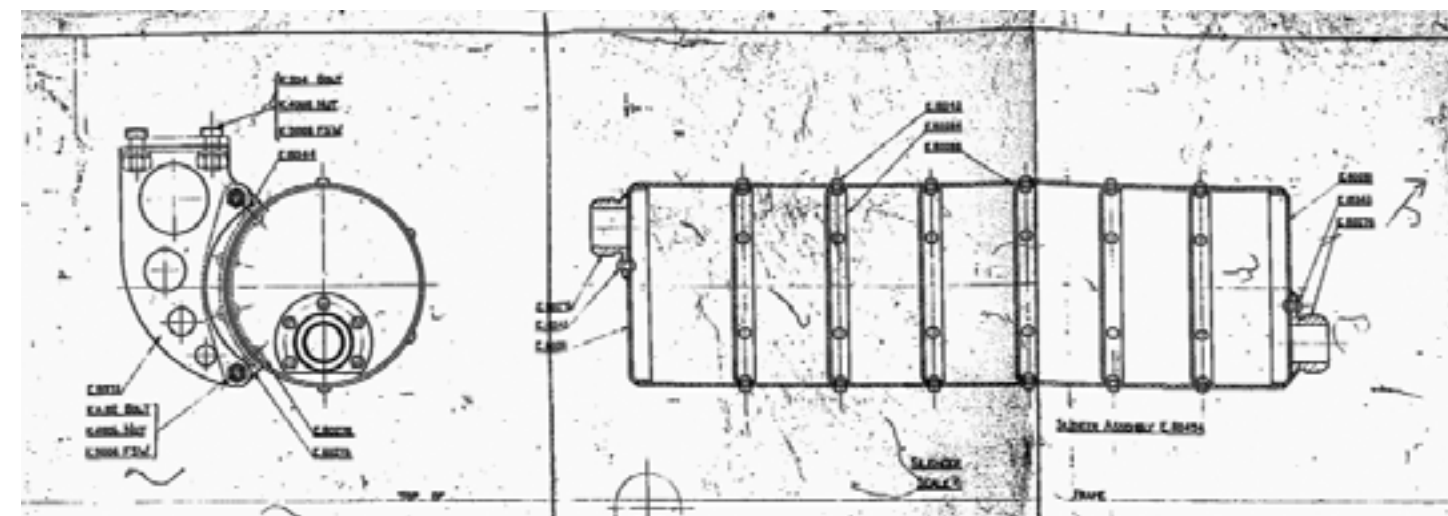
In the last magazine (Issue 65) I noted Anthony Armitage's article on page 6518 and specifically his comments on the PI exhaust heated carburettor and the problems with damage caused by frost.

The late PIIIs had a related problem. Exhaust gas was routed through the cylinder head to a jacketed section of the up-pipe from carburettor to intake manifold. This section acted as a condenser in cold conditions and splitting of the jacket could occur due to frost damage and corrosion. This could lead to a state where there was a direct path through a crack between the exhaust gas jacket and the petrol/air mixture from the carburettor. This resulted in uncontrollable spitting back, as exhaust flame ignited the incoming mixture.

After passing through the exhaust heated jacket, the exhaust was routed through a pipe to a separate little silencer on the opposite side of the chassis from the main silencer. This so-called 'exhaust return' silencer was also doomed to fill with condensate, consisting of seven chambers. As the original was fabricated in mild steel, the life of the pipework and silencer on the exhaust return system was often as little as two years. I made a version of the pipework in stainless steel, which was much better and, having come by an original silencer, drilled drain holes at the bottom of each chamber.

Below is a copy of the General Arrangement Drawing for the system - I apologise for the quality because the contrast is not great.

Editor: We have tried as hard as we can to improve the image below but with limited success. Hopefully it gives the general idea of the component but please do contact me or Nigel if you need more information.



The 2021 London to Edinburgh

A decade after the last Club run and 110 years after the original '1701' run we did it again.

Nigel Hughes: Ann and I were honoured to be invited by Charles Cross to ride in 120EU for the first leg of the re-enactment of the London-Edinburgh top gear Anniversary Trial from London to Stilton. We had marshalled all the cars in the streets behind the RAC Club in Pall Mall and enjoyed a superb dinner in the club on Saturday evening. It was an early start on Sunday morning 5th September, but it wasn't cold and thankfully not raining as we were waved off by Andrew Ball of Rolls-Royce Motor Cars.



The initial section is the toughest part of the run, as it includes the seemingly endless series of North London hills. It is also tough to navigate as one seeks out what remains of the original route. Despite some initial doubts, it was decided that the car would undertake the run in top gear, even though it would be carrying a full load of passengers, a heavy Barker body and the extra weight of four wheel brakes. Our driver was Jonathan Wood who had just managed to find and install a set of high compression pistons in time for the run. Jonathan provided us with a masterclass in top gear driving and at no point was there any threat that we would have difficulty with any of the gradients.

Sir Henry Royce had been an apprentice at the Great Northern Railway works in Peterborough. A steam locomotive basically has maximum torque at zero rpm and it is interesting to wonder whether this characteristic influenced his design for the 40-50 hp Silver Ghost. David Forward's book on the 'Origins and Development of the 40-50 HP Model 1906 to 1926' shows that the 1910-12 engines had maximum torque of 336 FT-LB at 500 rpm, falling to 171 at 1750 rpm. By 1923-24, torque at 500 rpm was only 189 FT-LB, though this was sustained to higher rpm, resulting in higher brake horsepower. Even though rear axle ratios generally fell from 17/52 in 1911 to 14/52 in 1924, this does not compensate for the loss of low speed torque. So, Sir Henry built the early Ghosts to deliver steam-engine-like performance and it is hardly surprising that, together with their lighter chassis weight, earlier Ghosts will climb substantial hills in top gear.

It could be argued that, as the youngest Ghost to take part in the Anniversary Trial, 120EU had the most to prove. That she did so without difficulty suggests that the Anniversary Trial should not have been found too hard for the earlier cars. As a type, the Silver Ghost has nothing left to prove and is justifiably sometimes described as a 'Go anywhere in top gear' car.

Johnnie Gallop: Sadly Nigel and Ann Hughes left us at our coffee stop in Stilton on Sunday morning. We continued on with our first day ending up at Rudding Park near Harrogate that evening. Roy O'Sullivan worked hard sorting out a few running repairs but happily nothing too challenging.

On Monday, we set off for the second leg. Tim Forrest had devised the route back in 2011 obviously making it as close as possible to the route which had been taken a century before. This year Nick Naismith up-dated the map-book to reflect the changes over the last decade. All I can say is that the Old Great North Road was a revelation – wonderfully empty straight wide roads...why travel on a motorway when you can ride in a Silver Ghost on the Great North Road!?

The further north we motored so the scenery became all the more stunning. And on Monday afternoon we all arrived in the Rolls-Royce dealership in Edinburgh city-centre. Every car which had started out from the RAC Club early the previous morning had made it without failure and every Silver Ghost which had been locked into top gear at the start of our journey still had an intact seal on the gearbox as we rolled in to our Edinburgh destination. Rolls-Royce were delighted and the champagne corks flew from the bottles.

That evening we dined like kings onboard the Royal Yacht Britannia and watched Scottish dancers leap through the air to the sound of the pipes. Huge thanks to Nick and Jo Naismith for organising it all. What a trip!







THE 20-GHOST CLUB LIMITED

The Oldest Rolls-Royce Car Club in the World

London to Edinburgh Top Gear Trial

110th Anniversary Re-enactment 5-7 September 2021

London – Stilton – Harrogate – Alnwick – Berwick on Tweed - Edinburgh

440 miles locked in top gear from the RAC Club Pall Mall finishing at Rolls-Royce Motor Cars Edinburgh

COMPETITORS

John Snook & Nick Hughes	1911 Silver Ghost 1701
Harry Naismith & Lily Loveland	1911 Silver Ghost 1606
Albert & Monique Eberhard	1912 Silver Ghost 35RG
Ashley & Tristan Carmichael	1920 Silver Ghost 47RE
Tony Peters, James & Sandra Cochrane	1921 Silver Ghost 33NE
Ken & Jane Forbes	1924 Silver Ghost 68RM
Charles Cross, Jay Bullock, Jonathan Wood (with Nigel & Ann Hughes on the first leg)	1925 Silver Ghost 120EU

TOURING CLASS

John Stuttard & Johnnie Gallop	1921 Silver Ghost 33LG
John & Fen Aird	1932 20/25 GAU69
Fokko & Helene Keuning and Hamish McNaught	1937 Phantom III 3CM65
Nick & Jo Naismith	2021 Ghost, courtesy of Rolls-Royce Motor Cars

Watch the video:

Type into Google: rolls royce silver ghost triumphant london edinburgh 110



The 20-Ghost Club Scottish Tour 2021



AX-201 with left to right (roughly!)

Ken Forbes, Albert Eberhard, Jane Forbes, Monique Eberhard, Mike Beveridge, Pippa Walker, John Snook, Andrew Walker, Henry Fitzhugh, Rosemary Jeffreys, Fokko Keuning, Helene Keuning, John Narvell, Mary Narvell, Agnieszka Kuhnke, Rolf Kuhnke, Angela Payne, Jimmy Valentine, Gervase Forster, Lord Bruce, Eric Payne, Nick Whitaker, Alex Bruce, Janet Valentine, Louise Wood, Maurice Whitaker, Tom Heckman, Mary Jo Heckman, Fen Aird, John Aird, Angelika Elliott, Andrea Whittaker, Michael Elliott, Andrew Whittaker, Lesley Stuttard, Martin Halusa, Andrew Wood, John Stuttard, Suzanne Halusa.



A Highland Fling!

The 20-GC Tour of Scotland, 7th-20th Sept 2021

Mary Narvell reports on fun, new friendships, and superb motoring.

With “You take the high road and I’ll take the low road, And I’ll be in Scotland afore ye” the refrain for our Scottish 20-GC tour, tartan and haggis were certain accompaniments. Clichés aside, 22 cars and 44 participants traversed peaks and glens, skirting hunting forests and emerald lochs, as we crisscrossed Caledonia. Occasionally misty but remarkably frequently sunlit, views were spectacular of a landscape with dramatic, if desolate, beauty. The usual camaraderie of 20-GC participants was an effective foil to the loneliness of the terrain making the trip a genuine pleasure of adventure.

Not surprisingly, all were keen to hit the road after the enforced hibernation of Covid. The gratitude of every participant was oft expressed to Chairman Ken Forbes for his unstinting efforts over three years to organise a trip cancelled, reorganised to one departure, and further hampered by hotel closures and staff shortages. It was an effort, not unlike the construction of Hadrian’s Wall, to engineer the itinerary and thanks, too, are owed to Sir John Aird for his Tom Tom navigational road tips.

The group assembled, observant of Covid masking and protocols, in Gatehouse of Fleet hopeful of a glitch free trip not only for the health of our cars but ourselves. Spirits were high as we embarked for the mathematically inspired Garden of Cosmic

Speculation, well named as we “speculated” to the location with a digit off post code in the Tom Tom. Our Phantom II Continental spent 10 minutes in a neighbouring estate before a kind groundskeeper revealed the gate further up the road was our destination. A leisurely afternoon, in unexpected century record September heat, left us relaxed and ready to celebrate the heralded arrival of the famed AX-201, complete with its own protection van for a guarded safe night’s sleep. Shimmering in silver, it was a dazzling sight as it took to the roads on Day 3.

Heading north through Ayrshire to the Argyll coast, we enjoyed a splendid drive. Grey stone walls outlined fields and vertiginous slopes where flocks of sheep lazily grazed. We had our first glimpse of heather, and red pyracantha berries seem to catch fire in breaks of brilliant sun. Accompanying us on the ferry to Dunoon, pods of dolphins leapt alongside. While the drive did seem at times a “long, long way to” Inverary, the chic hotel at Crinan canal was a welcome interlude. Drinks on the roof deck allowed us to appreciate the steamy beauty of the loch revealing why the artist owner had been attracted to this spot. As we feasted on a sumptuous buffet of langoustines and lobster, the hotelier commented she knew instantly on hearing the dining room buzz the evening was a success.



Sated, we clocked more odometer miles across the majestic Glen Shiel to the Isle of Skye. Whether crossing on the Mallaig ferry or driving via Skye Bridge, all enjoyed stunning scenery if interrupted by beads of rain dancing across windscreens. On leaving the shadow of Ben Nevis at Fort William, we were introduced to the Highlands’ desolation often met on the tour. A rugged landscape grew of moors where clouds dipped softly to cover lochs like a down duvet. Cormorants spreading wings to dry in the peeping sun became a familiar site as did ruined castles such as Eileen Doran dramatically sited.

On arriving at Skye, a pub sign advertised the Legend of Saucy Mary leaving me to note the necessity to research! The first of two island nights introduced the aerial gymnastics of award-winning helicopter pilot, Quentin, landing on the postage stamp lawn. Part of the team supporting AX201, “Q” brought the swagger of Blackadder’s Lord Flashheart (attribution Maurice) intriguing us for the few days of his stay. A rainy interlude gave drivers multiple diversions be it the MacLeod seat Dunvegan Castle or the discovery of monolithic rock formations and Fairy Pools. Those seeking Skye woollens left content.

Exuberant from the British tennis star’s historic victory at the US Open, we progressed to Lochinver for a three-night stay. The hotel promised roaring fires and the magnet of a massage, so I urged my driver to make haste on our gear challenging 184 mile scenic famed North Coast 500. (Indeed, so steeply rugged were some declines, the

brake paint on one car was cooked with less benefit of down shifts.) Often one track wide with multiple passing stations, it provided the usual thumbs up from motorcycle drivers and photos taken while sheep remained oblivious. Our wonder at the jagged grey stone peaks and green gullies of the Glen Torridon was interrupted by a sputtering Autovac which I now clearly appreciate is not a car Hoover. (Its costs from recent upkeep, however, have me calling it the Hope Diamond.) As we tinkered unsuccessfully awaiting the reliable genius of Roy O’Sullivan to repair, we were attended by enquiring kind drivers, one of whom stopped, just as I reached for my rosary.

Not long delayed, we completed the magnificent drive surprised by the odd birch tree interrupting the vast tundra horizon.

A day trip on the coast road to Achiltibuie proved a highlight. Sunlit, the route was a travel brochure for Scotland’s outdoor ruggedness - casting fly fishermen, deserted windswept beaches, and crags more suitable at alpine heights than sea level. Directed the next day to the “wee ol’ jetty outside the Kylescu Hotel,” we embarked on a loch tour to see seal pups supine as we neared the highest waterfall in Europe. Lochinver also introduced the mighty midge as well as a hotel “drying room” presumably to dehydrate wellies and anoraks, but where I considered hiding to scratch surreptitiously. A gracious afternoon tea at Alex and Strone Macpherson’s stunning Nedd Lodge assured fortification for the white-knuckle drive.

Our Scottish adventure begins at Cally Palace



Above: Andrew Whittaker makes ready
Below: Nick Naismith contemplates a career change.





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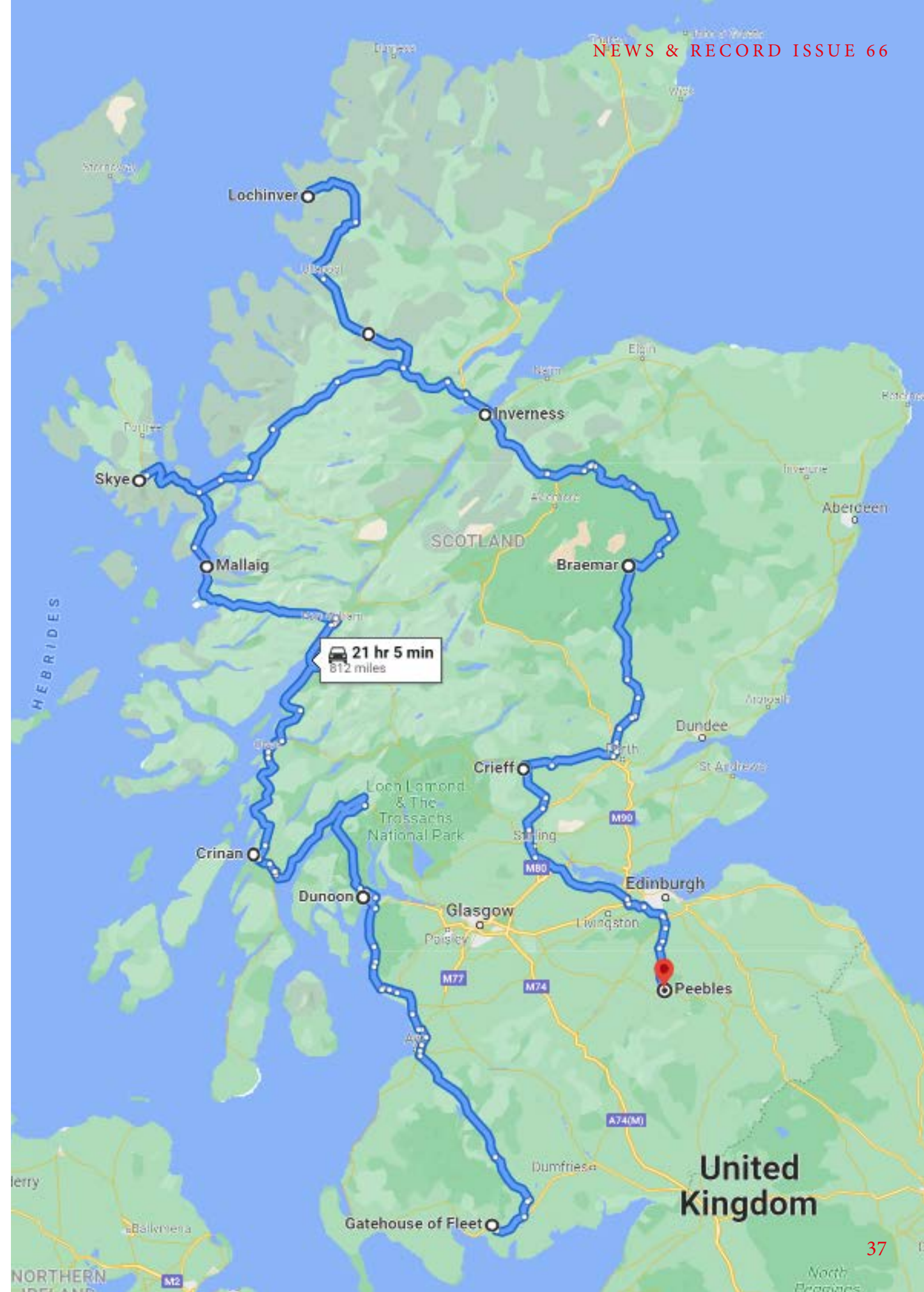
TOUR OF SCOTLAND

7-21 September 2021

1500 miles Gatehouse of Fleet – Crinan – Skye – Lochinver – Inverness – Crieff – Peebles

PARTICIPANTS

Andrew & Louise Wood	1907 Silver Ghost	AX-201
Martin & Suzanne Halusa	1910 Silver Ghost	1298
John Snook & Mike Beveridge	1911 Silver Ghost	1701
Harry Naismith & Lily Loveland	1911 Silver Ghost	1671
Albert & Monique Eberhard	1912 Silver Ghost	2145
Tom & Mary Jo Heckman	1914 Silver Ghost	36PB
Eric & Angela Payne	1914 Silver Ghost	15YB
Gervase & Margaret Forster	1921 Silver Ghost	60NE
Andrew & Angela Whittaker	1921 Silver Ghost	61NE
John & Lesley Stuttard	1921 Silver Ghost	33LG
Clayton & Helen Banks	1922 Silver Ghost	34MG
Ken & Jane Forbes	1924 Silver Ghost	68RM
Nick & Maurice Whitaker	1924 Silver Ghost	22LM
John & Fen Aird	1932 20/25 Sedan	GAU69
Michael & Angelika Elliott	1933 Phantom II DHC	80MY
Fokko & Helene Keuning	1937 Phantom III	3CM65
Rolf & Agnieska	1937 Phantom III	3AX59
Henry & Rosemary Fitzhugh	1938 25/30	GRP49
Andrew & Pippa Walker	1938 25/30	GAR48
Jimmy & Janet Valentine	1954 Silver Dawn	SRH84



After a contest for most bites incurred, drivers headed East leaving Club Med for Midge. Despite forecasts for rain, skies were blindingly blue crowning a gentler landscape reminiscent of a Scottish fir Christmas tree farm. The occasional deer gingerly descended glades on a fern carpeted floor. Exclusive of white ewes, a flock of black sheep gathered relieved to blend in. A road sign surprisingly warned of otters. Chunky stone bridges abounded. Four nights, divided between Inverness and Crieff, delivered variety for the voyeur and the motoring enthusiast with the option to tour castles as well as tackling challenging routes. Retail and whisky therapy were not ignored, though the latter did not result in sightings of Nessie. Instead, drivers spied coffee and tea at P&A Wood's cottage alongside Loch Ness. Vintage Rolls-Royce motor cars in the district were not compelling enough to merit a regal welcome as Balmoral's gates were closed. Encountering Dull (unbelievably twinned with Boring, Oregon, USA), I disagreed the region lacked stimulation. I "sheepishly" confess, however, the town Killiecrankie did accurately describe my mood as we pulled into hotels at 16:30.



As ever, there was mischief. A sly announcement to a receptionist that Ken and Jane Forbes were shy of their titles but should be addressed as Lord Ken and Lady Jane. So instructed, she greeted the Forbes who were stunned by their elevation to the peerage.

Above: They went thataway!
Centre: Tranquility at Crinan
Below: Michael Kadoorie joined us



The Three Chimneys restaurant was rechristened the Twelve Chimneys after a liberally liquid lunch. We admired the forbearance of a local woman, unappreciative that the dyslexic misprinting of our tour brochure phone number, left her mistakenly answering enquires as to loch boat hires for days. I remain in stitches at the tale of a bird high on the wind then plummeted, on hearing a Ghost backfire, in mistaken fear it had been shot. On the small world front, a driver suffering a failure to proceed received hot tea only to learn the "tea lady" was a cousin of the previous owner of the Forbes' Ghost.

Henry & Rosemary at Loch Glendhu



Spookier was the author's discovery from a driver that he had worked in her home town, rented a house belonging to her schoolmate and, spine chillingly, lived in the same flat in Switzerland!

Fortunately, auto mishaps were few with only one resulting in transport away as our journey waned. The expected punctures busied Roy as did a small electrical fire meriting some rewiring.

Clayton warming up



Steering was adjusted and a fan belt repaired. Thankfully, an errant door that flew open, while denting, did not result in the loss of the passenger flying out! There were Alpha speedsters but consideration too as we were chased in a parking lot so as not to lose the chamois left on our boot. And, yes gents, sexism shown when on seeing a woman in the right-hand seat, a driver asked how a left-hand drive car was on the tour. How else would a female ever occupy the right seat?! This misogyny even more remarkable with AX-201 masterfully driven often by Louise Wood.

Following a sunny garden walk and private lunch at Drummond Castle, we neared closing days. A highlight would be the lavish lunch amidst Bruce family memorabilia hosted by former 20-Ghost Club President, Lord Elgin, his sons and daughter in law at their home, Broomhall House. Lord Bruce warmly greeted us as "family" owing to their long association with the club. At Peebles, our tartan and haggis gala fulfilled my introductory promise that these Scottish emblems would appear. Jaded palates were relieved culinary offerings omitted a fried Mars Bar, reputedly a Scottish invention. Tributes to Ken and Sir John were deserved with all appreciating Ken's jest that his knees were painful from hours of supplication for the tour's success. Highland dancing and high spirits closed our Highland fling.



Left: Fun at the Macphersons.

Middle: L-R John Narvell,
Alex Macpherson, Mary Narvell.

Bottom: Tom & Mary Jo, filling up.

Opposite Top: Drummond Castle,
Crieff

Opposite Bottom: Louise Wood and
Andrew Wood, piloting AX-201

While Laghi Azzurri may stir some more than emerald lochs, Scotland's untouched splendour is indisputable. Civic population scarce, nature reigns. Still onlookers did abound to marvel at our vintage Rolls-Royces – not least AX-201 – even if we were asked if they were Model T Fords! The cars and their consummate drivers inspired admiration and wonder mastering every turn and grade of challenging routes. Perhaps we will all soon heed the words posted outside many towns: Haste Ye Back.



A Twist on the Sporan – My favourite adventure anecdote was the loss and retrieval of a Longchamp handbag recalling the Sporan, a kilt accessory highlighted in Jane's sweet "wee gift" to female attendees. Distracted at having discovered after a petrol stop that her purse was lost, a participant had only just cancelled her credit cards when her husband's mobile rang. "I have good news and bad news", Roy O'Sullivan said. He had found the handbag on the road but regrettably it had been driven over by several heavy Rolls-Royce motor cars! Its contents destroyed on impact and after costly sun protection cream spread through the interior, miraculously the Sim card survived. Maddeningly, a tour driver had spotted the bag before its demise but thought it was a wood cutter's sack owing to its canvas body and leather handles. Perhaps the designers at chic Longchamp should rename this model the "Paul Bunyan".





Ken thanks Stephen Leckie of Crieff Hydro for fabulous hospitality



John Aird,
Jane Forbes,
Ken Forbes
Agnieszka Kuhnke



A very warm welcome from Lord Elgin and family at Broomhall House.

Michael and Angelika relaxing after lunch



Susannah & Martin Halusa



Helene Keuning, Fokko Keuning, Henry Fitzhugh



John Snook & Mike Beveridge chat to Mary Jo Heckman



The mighty midge packs a punch
Loving skin that it can munch.
In scale it is a tiny foe,
But bites to bring its host much woe.
Highland trekker should beware,
Protect ye' body with great care!
The midge will out bite any foe
Including flea and mosquito.
So buy some Smidge 'fore you depart.
Spray it on and then Braveheart,
With luck you'll feel no itch or sting,
And thus enjoy your Highland fling.

by M "Burns" Narvell



Eric & Angela Payne



Jimmy & Janet Valentine



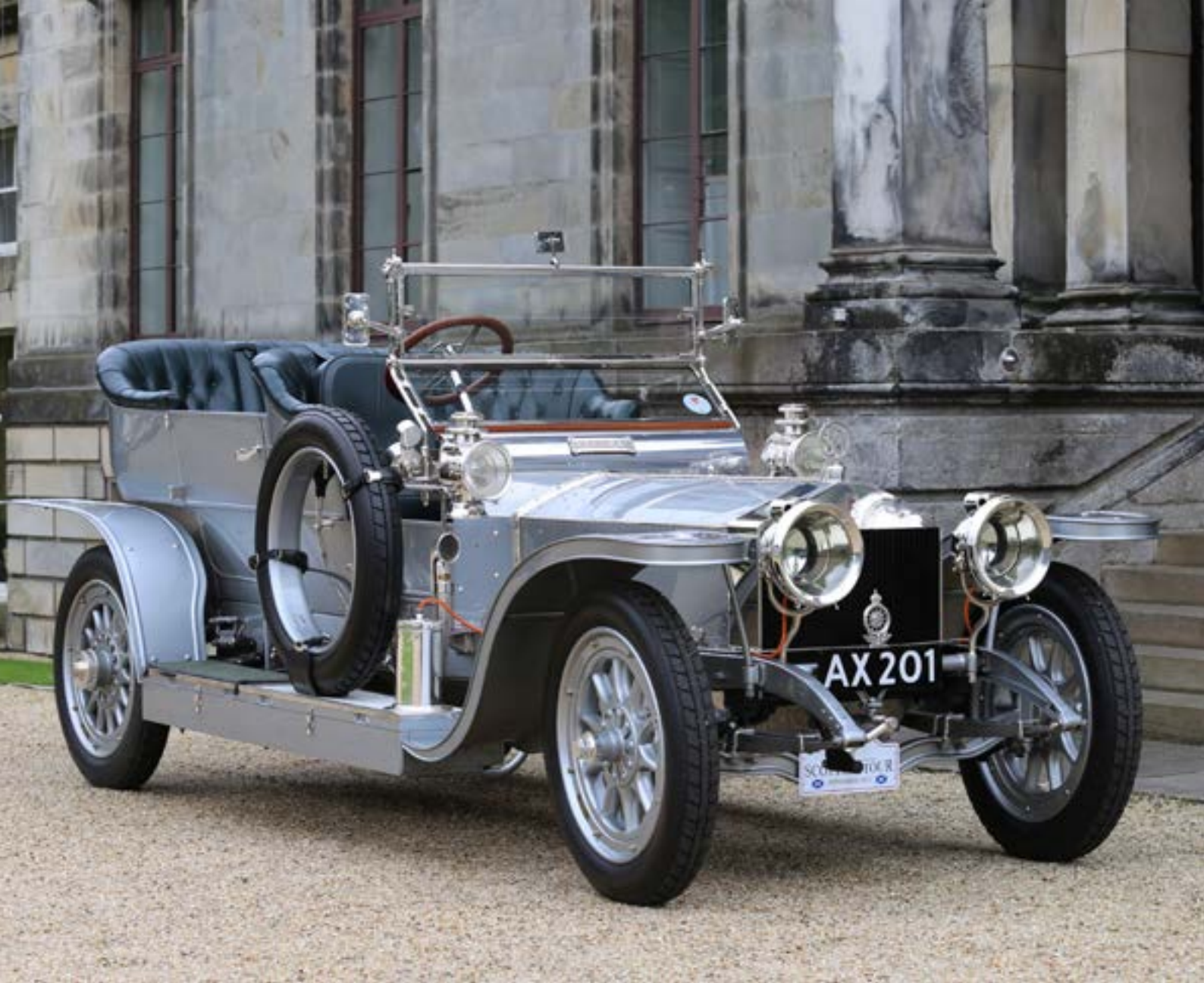
Louise Wood entertains the crowd starting AX-201 at Crieff Hydro.



Editor's note: A huge thanks to Mary for writing this up and also to all the photographers who submitted pictures for this and the London-Edinburgh article. Rolls-Royce Motor Cars have been brilliant but a special thank you to Vikki Bruce (Lord Elgin's daughter-in-law) who took many pictures including the wonderful centrefold spread on pages 34-35. Have a look at Vikki's company: **Maclean & Bruce** **Luxury travel in Scotland** macleanandbruce.com



Maurice,
Fen &
Roy



Russia's Love Affair with Rolls-Royce: The Galitzine Princes

Harrison Royce tells a quite extraordinary story.

In August 2021, The 20-Ghost Club published a book *Russia and Rolls-Royce Motor Cars: The First 25 Years*. This documented over 100 cars in the first quarter of the 20th century which were delivered to Russia or had a Russian (either Czarist or Soviet) connection.

For those aristocratic Russian families who fled the country after the October 1917 Revolution, and became émigrés, their love affair for the 'Best Car in the World' continued. One such family was the Galitzines (aka Golitsyn, a name based on the legend that an ancestor, Mikhail Ivanovich Bulgakov who died in 1558, a descendant of the Grand Duke of Lithuania, wore an iron glove or gauntlet, a Golitsa, on his hand).

Prince Vladimir Emanuel Galitzine (1884-1954)



In 1913, Prince Vladimir Emanuel Galitzine married Countess Catherine (Ekaterina) von Carlow (1891-1940), a great-great granddaughter of Emperor Paul I of Russia (1754-1801). Catherine's father, Duke George Alexander of Mecklenburg-Strelitz, was a cousin of Emperor Alexander III (1845-1894), father of the last Czar, Nicholas II (1868-1918), who was assassinated with his family at Ekaterinburg.

Catherine (Ekaterina) von Carlow is shown in the photograph on the right, standing next to her father, Duke George Alexander, who is surrounded by his wife and family. Catherine (also known as Katya) was



a third cousin of the father of Prince Philip Mountbatten, the late Duke of Edinburgh, thus creating a further royal link – with the House of Windsor.

Prince Vladimir was ADC to the Grand Duke Nikolai Nikolaevich (1856-1929), Head of the Russian Army until 1915 and then Viceroy of the Caucasus region. With his royal connections, the Prince was at risk after the October Revolution and, in June 1919, he and his family were forced to flee the country. At that stage they had three young sons, Prince Nicholas (aged five), Prince George (aged three) and Prince Emanuel (aged just one year).

The story goes that they had packed their belongings in wicker laundry baskets and were ready to leave when Countess Catherine realised that she had mislaid her wedding ring. Taking this as a bad omen, they postponed their departure. Later they learned that the train on which the family would have travelled had been attacked by the Bolsheviks and every passenger had been killed. After catching another train, and then a hazardous journey over many weeks, the family finally reached Novorossiysk on the Black Sea and managed to embark on a Royal Navy ship, HMS Grafton. This took them to Constantinople, where they stayed for a while before taking another ship to Naples and then by train to Paris, home to many White Russian exiles.

But Prince Vladimir Galitzine chose to settle in Great Britain, believing that his sons would benefit from an English public-school education. They sailed to Southampton and travelled to London, where Prince Vladimir opened an art and antiques shop in Berkeley Street, Mayfair, selling Russian objets d'art. Queen Mary was a regular customer.

The boys' school fees were often settled by the provision of family paintings (brought from Russia) in lieu of cash. Prince Vladimir, known affectionately as Vava, is shown below with his eldest son, Prince Nicholas, on the right, and his second son, Prince George, on the left, at Lancing College, where both boys and his youngest son, Prince Emanuel, were educated.



Prince Vladimir became Chairman of the Russian Society of Support to Russian Emigrants in England. Sadly, Katya, Countess Catherine, died in London in October 1940 when she was killed in a Luftwaffe air raid. Prince Vladimir married again, in August 1945, (to Mabel Iris FitzGeorge, widow of Robert Balfour) and lived in 92, Redcliffe Gardens, London SW10. In his final years he was in poor health, and he died in July 1954, aged 70. He is buried in Brompton Cemetery. In time, as they grew up, two of his sons, George and Emanuel, were to serve in the Second World War and went on to acquire second-hand Rolls-Royce motor cars.

Prince George Galitzine (1916-1992)



Prince George (photographed on the left by Bassano in 1936) was educated at Lancing College and St Paul's School before winning a scholarship to read History at Brasenose College, Oxford. In 1936 he was awarded the Royal Humane Society medal for saving a man's life during peacetime. Graduating from Oxford in 1938, he served with distinction in the War as a Major in the Welsh Guards, from 1939 to 1945.

Prince George was married twice: first in 1943 to Anne Marie Baronin von Slatin, daughter of Lieutenant General Baron Rudolf Carl von Slatin, Geheimrat, GCVO, KCMG, CB and Baroness Alice von Ramberg; second in 1963 to Jean Mary Dawnay, daughter of Frederick Archibald Dawnay and Maud (née Howard). He had three children from his first wife: Princess Caroline, Prince Alexander and Prince George, and a daughter, Princess Catherine (aka Katya), from his second marriage.

His three eldest children, from his first marriage, were born between 1943 and 1946, after which, in 1947, Prince George entered into a three-month contract with a London-based public relations firm, Hubert Williams and Partners, to go to India, shortly before Partition in August 1947. One assignment was working for Sir Walter Monckton, the constitutional adviser to HEH The Nizam of Hyderabad. He was based in Karachi, which he enjoyed, and, having no alternative employment in post-war Europe, he returned there after the short contract expired. In 1948, Hubert Williams closed their office in Karachi, and, in March, Prince George found a role working as Assistant General Manager with Sind Chemicals Ltd. Then, in August 1948, he secured a job with Messrs RK Dundas (Eastern), based initially in Bombay where he lived for a short time with his brother, Prince Emanuel and his family, who had also found work in India (see below). During his time in Bombay, Prince George acquired, together with EA King, the General Manager of RK Dundas, a 1925 Rolls-Royce Phantom I Hooper boat-tailed Tourer in polished aluminium. The car remained with Mr King in Bombay when George was sent to Karachi to open a branch of Dundas. Sadly, no details or photographs are available of this car. In April 1953, Prince George returned to Great Britain.

Back home, Prince George worked for Plessey as Export Sales Manager based in Ilford, reporting to Allen Clark who helped build Plessey into one of Europe's largest manufacturers of telecommunications equipment, military electronics and aircraft components. Prince George was sent to many Eastern Europe countries, including Russia for the first time, as well as Hong Kong with Jardine Mathieson. In 1961, he moved to Rank Xerox in a similar capacity. He later worked and lived in France and Italy helping international companies establish businesses in those countries. But, in 1953, his love of Rolls-Royce motor cars was evident, and this was a passion which his younger brother, Prince Emanuel also enjoyed.

The two brothers have been captured in photographs, taken in April 1953, with a 1928 Rolls-Royce 20HP (GBM80) Hooper Limousine (registration number: YX-7591), which they probably rented from Paddy Barthrop, who ran a car hire firm of Rolls-Royce and Bentley cars, before each brother acquired a Rolls-Royce motor car of his own. The photograph below shows the hired car, which had originally been delivered to the Countess of Bradford, outside the entrance gates of Stagenhoe Park, St Paul's Walden, Hitchin, which was a prep school where Nick, Prince Emanuel's eldest son, was educated. Prince Emanuel is seen standing on the right.



On their return home, the group stopped for a picnic, where a photograph was taken by Prince Emanuel of his wife, Gwen, sitting on the running board of GBM80, and their two younger sons, Michael and Emanuel, with Prince George (on the right).



Then in the same year, 1953, Prince George acquired a Rolls-Royce car in his own right. For £125 he purchased a 1930 20/25 (GTR5) which had originally carried a two-door two-light Drophead Coupé body made by Park Ward, in two tone red (engine number: O4S and registration number: VO-5074).



GTR5 when new with a Park Ward DHC body (Photo credit: Tom Clarke)

The first owner of GTR5 was FW Barnes, the proprietor of a lace curtain manufacturing company in Nottingham. Barnes was well-known in the area as a keen gardener, specialising in chrysanthemums and was the donor of the FW Barnes Trophy to the Nottingham Horticultural Society. Mr Barnes owned the car from 1930 to about 1939. During WWII, GTR5 was probably stored in a garage on blocks due to the shortage of petrol.

At some stage, perhaps after the war, the coachwork of GTR5 was modified into a two-door, four-light fixed head coupé body. GTR5 was christened, by Prince George, “Rosinante”, named after Don Quixote’s old worn out, emaciated horse. The Rolls-Royce caused quite a stir when parked by Prince George in pride of place in Plessey’s office car park in Ilford.



GTR5 after conversion to a fixed head (Photo credit: John Fasal)

A distant Romanov relative, the young Prince Michael of Kent, practised his driving skills on the car in 1960, at the age of 17. In Prince George’s diary there is reference as follows: ‘Sunday 3rd July 1960, drove to Coppins (the home of Marina, Duchess of Kent) - fetching the Q of Roumania, Turia (the nickname of his cousin Catherine Galitzine), Archduke Friedl and Helen. M there. (M stands for Prince Michael). M drove my car after lunch to Shiplake with me to fetch Rosti Junior (Prince Rostislav Romanov) who has been rowing for Yale at Henley. Then to London, it was M’s (18th) birthday the following day, drinks at home, then for Chinese dinner with Turia.’

During his ownership, Prince George also drove the car on the Continent. In 1962, Prince George was the chauffeur at his cousin’s, Prince Boris Galitzine’s, wedding in Paris (see photo of GTR5 below, dressed for the occasion). In the RREC’s Bulletin of August 1963, he is recorded as becoming a member of the RREC while living at Piazzale Libia 4, Milan.



Left and right: Prince and Princess George Galitzine with GTR5 in Paris, 1962



Prince George Galitzine with GTR5 and cousin Turia, in the snow on the Continent

In 1963, after suffering from frost damage in Italy, the cylinder head, block and header tank of the radiator were repaired by Somerton Motors of Daleham Mews, Hampstead, London NW3, as confirmed by John Fasal, automotive historian who worked there.

Then, on 23rd June 1964, Prince George sold GTR5 to Reginald Burlingham of Somerton Motors for £450. After this, the car was acquired by Peter Knowles-Brown of Chesham, Buckinghamshire (he also owned the family business of H Knowles-Brown Ltd, silversmiths, jewellers and clock specialists in Hampstead). He changed the engine to D4S and renamed the car “Plum Tart”.

On 26th October 1967, GTR5 is recorded as having been sold at a Sotheby’s sale of veteran Edwardian and vintage cars at Westminster Hall for £700. At that time, it was painted red and black and described as having been completely overhauled by Rolls-Royce. GTR5 was acquired in 1968 by Douglas John Moray Stuart, Lord Doune, later the 20th Earl of Moray, and became part of the Doune Motor Museum, which was open to the public from 1970 to 1998. The colour of the car was changed from its salmon-pink-red metallic finish to blue and black. GTR5 remained in the Doune Collection until 1986 when it was acquired by N Gardner who had the car maintained and serviced by P&A Wood. The car was illustrated on page 65 of Peter Hugo’s Private Motor Car Collections of Great Britain (1973) and on page 240 of Lawrence Dalton’s Coachwork on Rolls-Royce 1906-1939 (1975) where it is described as originally painted in dual strawberry with red mottled Bedford Cord upholstery.

Then, in 1986, GTR5 was acquired by 20-Ghost Club member, Jens Pilo, who restored the car and changed its colours to red and black, shown right (Photo credit: Jens Pilo).



After retirement, Prince George was active as a researcher, author and lecturer on Russia. In his memory, the Prince George Galitzine Library was founded in St Petersburg in 1994 by his widow Princess George Galitzine (formerly Jean Dawnay) and his daughter Princess Katya Galitzine. The library specialises in the cultural life of St Petersburg with a collection of more than 3,000 books, photographs and documents for research, tracing back to Catherine the Great. The library occupies the palace, 46 Fontanka Embankment, which was formerly the family home of his mother Countess Catherine Carlow, Through the Mecklenburg-Strelitz connection, this branch of the Galitzine family is related to many of the Royal Houses of Europe.

Prince George died in 1992 and is buried at the Brompton Cemetery. His widow, Princess George Galitzine (1925-2016) was a British fashion model, television personality, stage and film actress. During WWII, she joined a top secret all-female espionage unit and was posted to Bletchley Park where she worked as a cipher expert. Throughout her modelling career she was photographed by many leading photographers including Cecil Beaton, Norman Parkinson and Antony Armstrong-Jones (later Lord Snowdon). She was associated with many of the leading fashion houses of the day including Christian Dior who dubbed her "The English Rose".

In later life, Princess Galitzine was active in charity work, including UK Youth, the Terence Rattigan Society, of which she was the inaugural president, and Phab. She was awarded an MBE, for services to young people, in the 2012 Queen's Diamond Jubilee Birthday Honours. She was also behind an initiative to make a 1/32nd scale model of Rosinante and, in 2001, Prince Michael of Kent agreed to present this as a trophy (known as the First Gear Trophy) to the "Organiser of the Year" who helped develop the UK Youth's young driver education programme (for pre-learner drivers). The annual presentation used to be made at the Royal Automobile Club, where the trophy is on display.

Right: Jean Dawnay, Princess George Galitzine (Photo credit: Hulton Archive, Getty Images)



Left: Prince Michael of Kent with Princess George Galitzine and the model of GTR5

Prince Emanuel Galitzine (1918-2002)

After leaving Lancing College, Prince Emanuel Galitzine worked briefly at the Prudential insurance company. He then formed Curzon Films with a friend, Sasha, Count de Lasta, and soon became known for throwing glamorous parties. At one, held on the banks of the Thames, Galitzine dived into the river and swam across to the other side, dressed in white tie and tails.



Prince Emanuel (pictured left in the 1930s) joined the RAF in 1938 and was sent to Egypt for training but was not commissioned. After Russia invaded Finland in the Winter War of 1939, he volunteered to fight the Soviets, who had caused his family to leave Russia. In 1940 he travelled to Finland on a British passport under the name of Edward Graham and joined the Finnish Air Force, with whom he served until February 1941. Field Marshal Mannerheim, the inspirational Finnish leader and an old friend of his father from the Czarist Chevalier Guards, kept a watching eye on young Emanuel and, sadly, had to inform him that his mother had been killed in the London Blitz in October 1940.

In 1941, Russia was about to recommence its war on Finland, which sided with Nazi Germany through lack of Allied support. Not wishing to be compromised, Prince Emanuel accepted Marshal Mannerheim's offer of help to return home. Issued by Mannerheim with a Finnish passport in the name of Golovin (an act described by Finnish Aid Bureau director, Harold Gibson, as highly irregular, he sailed for Boston, USA, in the guise of an immigrant. There the British consulate was unable to secure a passage for him to return to Britain. He travelled to Canada, where he was again denied help. So, he signed on as an ordinary seaman with a shipping line and reached Scotland, where he was promptly arrested on suspicion of being a spy. Fortunately, Prince Emanuel's father was working for British intelligence, and he swiftly satisfied the authorities. The way was now clear for him to be commissioned into the RAFVR (Royal Air Force Volunteer Reserve) and, following a period of operational training, he was posted in November 1941 to No 504, a Spitfire fighter squadron stationed in Northern Ireland.

In due course Prince Emanuel was detached from his squadron to experiment with a Spitfire Mark IX which had been adapted for high-altitude flying. The idea was to confront the Junkers JU 86P, an extremely high-flying reconnaissance aircraft. In September 1942 he attacked one such aircraft, climbing to 44,000 feet, forcing it to jettison its bombload and return to base. Prince Emanuel would have downed the German craft had his Spitfire's cannon not jammed.

Right: Flight Lieutenant Prince Emanuel Galitzine landing his Spitfire LF Mark IX in Southern France, 1944





Thirty years later, he met the pilot of the German plane, Horst Goetz, who confirmed that this encounter had a significant deterrent impact on the missions of the Junkers JU 86P aircraft when they realised that a Spitfire could attack them at that height. The Prince's actions helped stop these high-altitude Luftwaffe reconnaissance sorties and bombing raids. He was the first RAF pilot to demonstrate this air superiority.



In 1943 Prince Emanuel married Gwendoline (Gwen) Rhodes, daughter of Captain Stanley Rhodes, whom he had met in Northern Ireland. They had three sons, Prince Nicholas (born 19th October 1944), Prince Michael (born 25th January 1949) and Prince Emanuel (born 11th March 1951).

After the war, Prince Emanuel worked in India. He served as a pilot for Air Services of India, owned by HH Maharaja Sir Jivajirao Scindia (1916-1961), the last reigning Maharaja of Gwalior. The airline was acquired by Indian Airlines Corporation in 1953. He was later a pilot for HH Maharaja Shri Himmat Singhji (1899-1960), the last ruler of the princely state of Idar. Prince Emanuel returned to Britain in 1950, then had a spell in Uruguay, before settling in London in 1951 to fly for British European Airways, prior to joining AV Roe (the Avro aircraft company) in 1954. With Avro he travelled widely to many countries, selling the Avro 748 passenger aircraft. Such was the Prince's success with Avro that he decided to launch his own aircraft sales business. He did particularly well in Peru and decided to move there.



Above: Flt Lt Prince Emanuel Galitzine in his Meteor VII at Northolt in 1952.

However, before relocating to Peru, in about 1954 he acquired a 1932 Rolls-Royce 20/25 (GHW20) Windovers four-door six-light Enclosed Landaulette (engine number: P2V and registration number: DY-7300). The first owner of GHW20 was Frank P Haviland, Branksome House, St Leonards-on-Sea, Hastings. After gaining a first at Pembroke College, Cambridge, Frank Papillon Haviland (1863-1940), MD, MRCP, practised as a surgeon at St George's Hospital, London and was an Assistant Demonstrator in Physiology at Cambridge University. He was also a keen member of the Sussex Archaeological Society.

In the early 1950s, Prince Emanuel and his family lived at 76, Prince of Wales Mansions, Prince of Wales Drive, Battersea, opposite the park. One of his sons, Prince Michael, remembers being driven in the car every morning across Battersea Bridge to school in Chelsea; Prince Emanuel then continued to his offices at AV Roe, where he was sales manager. In 1956, they moved, with Avro, to Cheshire, where they acquired a house.



Left: GHW20 with Prince Emanuel's three children, Emanuel, Michael and Nicholas, with dog
Right: 1956 or 1957 in front of Newlands, Chelford Road, Prestbury, Cheshire



It is believed that Prince Emanuel sold GHW20 in 1957 as it is recorded by Rolls-Royce as being owned in that year by F Stradling of Swanscoe House, Macclesfield, Cheshire.

After some years in Peru, Prince Emanuel returned to London in 1991 and assisted the chairman of Air Foyle. Russia was now a regular destination and, seven years later, he attended the reburial and funeral service of the Czar's family at St Petersburg. Prince Emanuel died in 2002 and is buried at the Brompton Cemetery.

The above description of Prince Emanuel's life was taken partly from an obituary in the Daily Telegraph dated 9th January 2003, significantly enhanced by information and photos from his second son, Prince Michael.



Two more recent photos of GWA20: Left in the 1970s (courtesy SHRMF) and right at Goodwood in 2016 with matching caravan, in interesting colours (courtesy Tom Clarke).

Acknowledgments: I am grateful to Mrs Nicholas Laing (Princess Katya Galitzine, shown left) and Prince Michael Galitzine (shown right with his wife Gisele, née Hartmann) for family information and access to family albums. On the right of the latter photo in the oval frame is Grand Duchess Catherine Michailovna (1827-1894),



great-great grandmother to Princess Katya and Prince Michael, and granddaughter of Czar Paul. Research on the history of the cars has been greatly assisted by Tom Clarke, John Fasal, Bernard King, Philip Hall and Jens Pilo who have provided information and photographs.



Daily Mail, Friday, October 1, 2021

MOTOR MAIL

ROLLS GOES ON A ROLL

5 LANDMARK ROLLS-ROYCES

ROLLS-ROYCE 10

HENRY ROYCE produced his two-cylinder 10hp just before concluding a deal with Charles Rolls in 1904. The model, costing £395, was the first with the new Rolls-Royce name.

SILVER GHOST

IN 1906 the most famous Rolls-Royce launched. The Silver Ghost was crowned 'the best car in the world' in 1907 and spawned successors.

ARMoured ROLLS-ROYCE

LOVED by Lawrence of Arabia and Vladimir Lenin, armoured Rolls-Royces saw military action around the globe during World War I.

GOODWOOD PHANTOM

DESIGNED in secret and launched in 2003 after five years' work, the 21st century Phantom marked the start of the 'Goodwood era' under BMW.

CULLINAN SUV

NAMED after the Cullinan diamond, the largest ever gem-quality rough diamond, the first Rolls-Royce SUV raised eyebrows in 2018, but continued the tradition of off-road quality.

WIND the clock back 110 years and automotive history was made when a Rolls-Royce Silver Ghost drove from London to Edinburgh and helped cement the motor car's future.

Designed as an 'Experimental Speed Car', the Silver Ghost won the 1911 trial of speed, reliability and endurance locked in top gear for the entire 289-mile return trip. Last month the same car repeated half that feat over two days from the Royal Automobile Club in London's Pall Mall (which over-saw the original trial) to Edinburgh, replicating as much of the original route as possible. And this week Rolls-Royce is making history again. On Wednesday, the company unveiled a sleek coupe-like limousine — called 'Spectre' in a cheeky nod to the release of the new 007 film — that will launch at the end of 2023 as the first fully-electric Rolls-Royce. Spectre will cost between £400,000 and £500,000, and the company has said all its cars will be electric by 2030. Bosses believe it's the most significant moment in Rolls-Royce's history since the Honourable Charles Rolls and engineer Sir Henry Royce were introduced. The Rolls-Royce partnership began in 1904 — but can trace its origins back to the business founded by Sir Henry Royce in 1884 (one of the first electrical engineers).

PLACE IN HISTORY

ROYCE built his first motor car in 1894 and in May of that year met his new partner. They reached a deal for Rolls to sell the Royce cars exclusively under the name of the Rolls-Royce.

Rolls championed and owned an early electric car. He also had a charging station at his showroom in Pall Mall for Birmingham electric cars. In 1904, he even agreed to become an agent for the Continental Electric Motor car but, on seeing Royce's motor car, he cancelled the agreement. And so the internal combustion engine went on to dominate motoring. Lawrence of Arabia, the British Army and the Maharajas of India were all fans of Rolls-Royce's off-road prowess, as demonstrated in the Reliability Trials of 1907. Also in 1907, businessman Frank

Electric power has long been a part of the famous brand's history and now it's gearing up to produce a fleet of cars for a greener future

1922 noted: 'The most outstanding incident since the war has been the trip of three Rolls-Royce armoured cars from Jerusalem to Baghdad.' Beatie John Lennon owned a yellow psychedelic patterned Rolls-Royce. And Russian revolutionary communist leader Vladimir Lenin couldn't help but be seduced — enjoying a specially-



RAY MASSEY
MOTORING EDITOR



The old and the new:
(above) A Silver Ghost;
(inset) the electric
Rolls-Royce Spectre

adapted half-track Silver Ghost with skis for winters.

DRIVING ON

ROLLS-ROYCE has been under the stewardship of BMW since 1998 after a battle with Volkswagen. The result was that BMW secured the brand and built a factory at Goodwood, where the first car to be built and launched, in 2003, was a modern Phantom.

Over the past decade Rolls-Royce has produced two experimental electric prototypes. In 2011, I road-tested the Phantom EE (codenamed 102EX) based on an existing Phantom, replacing its 6.75 litre V12 petrol engine and gear-box with a lithium ion battery pack

and two electric motors that propelled it up to 68mph in 8 seconds with top speed restricted to 100mph. It won plaudits for near-silent performance and innovation, including inductive or 'wireless' charging, but the 125-mile range and 20 hours' charging time remained 'significant hurdles', Rolls-Royce conceded.

The second electric Royce was the 2016 Vision Next 100 (103EX), which undertook a three-year world tour. And now we have what Rolls-Royce chief executive Torsten Müller-Otvoos calls 'the real thing' — not a prototype, but a production car. 'Spectre' may echo James Bond's nemesis crime

syndicate but for Rolls-Royce it continues the ethereal naming pattern joining Phantom, Wraith and Ghost. Mr. Müller-Otvoos said: 'Electric motors are not new for Rolls-Royce. Sir Henry Royce's first venture created dynamo and patented the bayonet-style light bulb. We haven't been satisfied that available technology could support the Rolls-Royce experience. Until now.'

'Electric drive is uniquely and perfectly suited to Rolls-Royce. It is silent, refined and creates torque almost instantly, generating tremendous power.' Rolls-Royce says electric power is a propulsion system whose time has come. In the

1900s the internal combustion engine was not the only option — steam and electricity were also around. Steam proved impractical. While electric 'lost the battle' for two reasons: limited range and the absence of charging stations — challenges which to a lesser extent still remain. 'But the characteristics that first drew engineers to electric power — instant torque, tremendous power and the absence of exhaust fumes — remain highly alluring,' Mr Müller-Otvoos continued.

Some have speculated that had he solved the range and charging issues, Sir Henry Royce may have chosen electric power alone for his cars. Now there's a thought.

A TOY CAR FOR WHEN THE WORLD IS NOT ENOUGH

IT'S the ultimate boys' toy — complete with gadgets including imitation machine guns and smoke-screens. For budding young James Bonds who want to emulate their hero, engineers have built a scaled-down, fully working electric-powered replica of 007's most iconic car — just in time for the latest film hitting the big screen.

The two-thirds scale Aston Martin DB5 has been created by the Bicester-based Little Car Company in collaboration with Aston Martin and Bond producers Eon Productions. It has been made to celebrate the delayed release of the new Bond film, No Time To Die, which is now showing



Junior Bond: Scale replica of the DB5 in cinemas. Only 125 replicas are being made with an eye-watering price tag of £108,000 each. The DB5 originally cost just £4,248 in 1964. All the gadgets are operated by

individual controls in a hidden switch panel which is found in the passenger door. The car has a range of up to 80 miles, a top speed of around 50mph, as well as the iconic 007 enhancements. It is powered by a 21 horsepower (15kW) electric motor. Although the DB5 Junior is not 'road legal', the new 007 car is classed as an authentic Aston Martin model so every owner will receive automatic membership of the respected Aston Martin Owners Club, with the scaled-down cars registered for future provenance and authenticity.

ADVERTISEMENT FEATURE



WHAT IS E10 PETROL?

You may have noticed that petrol stations across the UK recently started to sell a new type of fuel called E10. This replaces E5 petrol and will become the 'standard' fuel sold at all filling stations. Read on to discover what this change means for you and your car. With our handy guide to all things E10.

What is E10 petrol?

E10 petrol is a more sustainable way to power our cars, as it contains less crude oil and more renewable ethanol than E5. Containing 10 per cent ethanol, E10 has twice the amount found in E5, making it more environmentally friendly.

Why is E10 petrol being introduced?

According to the UK Government, switching to E10 could reduce CO₂ emissions from cars by up to 2 per cent. This is because cars produce less CO₂ when they burn ethanol, so the higher proportion in E10 helps to reduce greenhouse gas emissions.

Can my car use E10 fuel?

Most petrol-powered cars in the UK can use E10. That includes all petrol cars sold new since 2011 and many of those made between 2000 and 2010. It's best to check for sure, however, so you don't accidentally damage your engine.

What does E10 petrol cost?

As we all know, fuel prices are constantly fluctuating, but the good news is E10 petrol shouldn't be more expensive than the E5 most of us already use. That means the cost of running your car should stay the same. Buy, finance or subscribe to your next car entirely online at Cazoo.co.uk

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THE 20-GHOST CLUB

by ADRIAN J. BELSEY
Chairman



THE 20-Ghost Club, an association of owners and admirers of old Rolls-Royce cars, was a comparative late-comer in the field of one-make owners' clubs. I like to think that this was partly due to the fact that it took an unconscionable time for any car of this make to become 'old'. The Silver Ghost, whose fiftieth anniversary we celebrate today, was so far ahead of contemporary design in 1907 that it lasted for 18 years without any alteration which affected its appearance to the layman. In fact, there were modifications from time to time, as Henry Royce was always prepared to change details of design as soon as it was certain that the change was an improvement, but to the public in general a Rolls-Royce was a Rolls-Royce, timeless and unchanged.

It was not until post-War years, when production cars ceased to have a wheel at each corner and two running boards, that a critical approach revealed that some of our cars had already seen 25 or more years' service.

The reaction of the owners, who had good cars and liked them, was to close ranks, form a square, and bring in any casualties that could be found. In other words, we got together to share our interests by forming a club and set about looking for cars that were in need of care and attention.

The six founder members who met at my invitation on May 26th, 1949, to discuss the idea, were owners of either Silver Ghost type cars or Twenties, which fact happily suggested our label which was immediately informative to those who knew something about the breed. It puzzled some others and a gossip columnist writer on one of the London evening papers, having properly found out what it implied, headed his comment "Engines—not ectoplasm".



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HENRY ROYCE

ROLLS-ROYCE LIMITED CREWE CHESHIRE

From the Archive: The 1957 Silver Ghost Jubilee Rally,

Thanks to Gervase for sending in this brochure which I hadn't seen before.



The Last Word

Thanks to Rolls-Royce Motor Cars for this super picture (LtoR: John Stuttard, yours truly, Ashley and Tristan Carmichael) for me it totally encapsulates to London to Edinburgh experience. Earlier this year we drove Peabody back from the Mallory Court concours and stopped in London en route to Wiltshire. Bella was working at the Bank so we used the 20/25 to commute from Chelsea to Fleet Street for a few days. I had a lovely time - everybody smiled - everybody gave way - nobody needed me to go any faster.

More recently I was driving our Audi along Millbank in London (near Tate Britain) and I'm ashamed to report I got a speeding ticket. I was doing 26mph in a 20mph zone. Now, I could bang on about how silly it is to impose a 20mph restriction on such a wide road, where cyclists are cordoned off and have their own dedicated lane, however I won't do that! But it did occur to me that it is quite challenging to drive a modern car at less than 20mph over any distance. Cruise control doesn't work below 20mph (in Audis at least) and it seems to me that the gearing is set up for the car to motor at around 30mph.

So I have decided the solution is to bring The Doctor to town for commuting. The 20HP coupe will be just that little bit more nimble than the 20/25 limousine and pootling at 19mph is no trouble at all. Of course there will be a slight delay whilst the engine rebuild is finished...and then she will need running in...but I'm looking forward to happy city motoring in 2022. I shall report back on how I get on (my 'speed aware' course is next week by the way!)

62 Thank you all for the fun and company this year. Please keep comments thoughts and especially pictures coming: jgallop66@gmail.com Happy Christmas and see you next year!

Johnie 63

