



News & Record



The Magazine of the 20-Ghost Club
The Oldest Rolls-Royce Car Club in the World

Issue 48 June 2016

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EDITORIAL

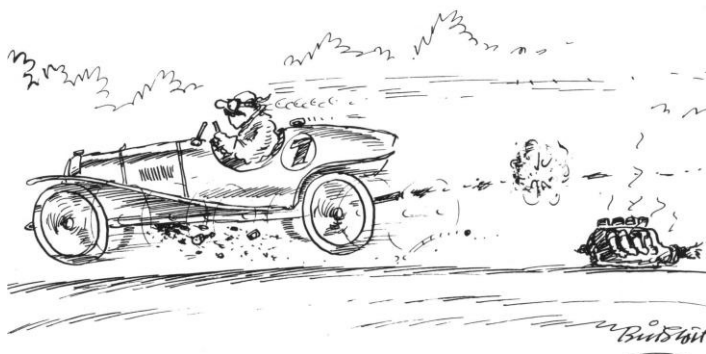
In this issue, we have reports on three events which have taken place in the past few months: the AGM, the Spring Lunch and the visit to the Archives at the RREC Headquarters in Paulerspury. All our events have been well attended, including the AGM (over 90 people) and the visit to the Archives - particularly considering that it took place the day before the rally with the Irish Georgians, over 250 miles away. The tour of the Iberian Peninsula in 2017 now has a waiting list, and twelve people have already signed up for the main rally in 2018, to Prussia. We are thrilled to find our events so popular and keen for as many members to be able to attend events as would like to do so. A flyer for the Prussia Tour is enclosed with this issue of the *News and Record*. If you would like to attend, we encourage you to fill in the form and let John Stuttard have a cheque as soon as possible. A rather different short trip is planned for May in the same year (2018), when we will be visiting Champagne. We plan to go to some of the smaller growers which Henry and I have visited in the past and which we think might appeal to members who enjoy drinking champagne but do not want to pay inflated prices in the UK. In case you are worried about how much champagne your car can bring back, we propose to travel with a large trailer kindly loaned by one of our Vice-Presidents, Brian Fidler. We plan to stay in suitable style at the Chateau d'Etoges, on the Côte des Blancs, to the south of Epernay. We would be grateful for expressions of interest, at this stage, to help with planning.

An article by Philip Hall about the Archives complements the report of the visit in May. We found them absolutely fascinating, and if you haven't been to see them, I do strongly recommend a visit. Details of how to make an appointment are in Philip's article. The main feature in this Issue is an article by Richard and Annie Burke, which tells us how they found Richard's father's Twenty again after Richard had been parted from it for many years, and how they drove it back home across Australia. The car has since driven splendidly in Ireland and the Alps, and we were lucky

enough to meet Richard, Annie and their car at that time. Richard is also a very talented artist, and I asked him for a picture of the car, which you will find on the front cover, painted while on the trip to the Alps.

Members have been kind enough to send me photographs and odd items of news, some of which I have collected together in a new section entitled Members' News. You will find details of new members here too. Please do keep sending me items of news! I particularly liked the item about the reunion in Antarctica: three couples, all members of the Club, happened to meet on the ship out there. The photo shows some of them. Unfortunately, their cars are parked out of view, but I am reliably informed that they are just behind one of the penguins. I loved the cartoon (below), given to me by Brian and Wendy Fidler.

As members will know, we are lucky to have some seriously technical members, including Nigel Hughes, who has written an intriguingly named article: "How long will my car last?". As with all Nigel's articles, it contains some very good advice, which I commend to you. I have also included in Technical Corner a short item by our Chairman, Sir John Stuttard, about his experience with the Autovac failing in deepest Devon. Luckily, help was at hand and all was well, but members who have an Autovac may like to make a note of the experts who so kindly sorted the problems out for the Stuttards.



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

THE 2016 AGM AND DINNER

26th February at The Armourers' Hall, City of London

Henry Fitzhugh

We gathered first in the Drawing Room of Armourers' Hall under the painting of Anne Vavasour. The painting was thought to have been painted in 1602 by Marcus Gheeraerts the Younger, but is now attributed to de Critz. Anne Vavasour was appointed a Gentlewoman of the Queen's Bedchamber in 1580, which means that she was often required to sleep in the Queen's



Sir John Stuttard, and Sir Henry Lee (out of armour)

bedroom, since Her Majesty hated being alone. One can think of other remedies for that condition, but apparently they never appealed. Perhaps in respite, Anne got to know Sir Henry Lee who was Queen Elizabeth I's Champion. She became his mistress, although they used the rather quaint term 'reading lady'. She must have done a lot of racy reading, for she moved into the Lee home at Ditchley to "keep house" for him, (where your correspondent once slept for a week, but for the avoidance of any doubt whatever, not with Queen Elizabeth who also slept there in 1592). Sir Henry

became Queen Elizabeth I's champion in 1570, and suiting an armourer, his tomb effigy was carved in full armour, with another effigy of the surviving Anne at his feet, presumably still reading.

The AGM was successfully and efficiently achieved, so we repaired to the Livery Hall.

Obviously, one expected to see armour, but little can prepare one for the variety of instruments of injury and destruction. There were Hauberks, Coifs and Pixanes, Great Helms, Bascinetes, Armets, Sallets, Barbutes, Burgonets, Morions, Aventails, Bevors, Gorgets, Brigandines, Cuirasses, Corslets, Plackards, Faulds, Culets, Gauntlets, Tuille, Cuisse, Poleyn, Schynbald, Greaves, Chausses, Sabatons or Sollerets. It was all there to be admired, fully polished and not showing a shred of rust. Considering that none showed any sign of battle



The Armourers' Hall

wear and tear, they must have been souvenirs of the survivors. I was just hoping they were all firmly fixed to the walls. Undaunted and unabashed, we settled down to one of the best meals I can remember in a City institution, and very efficiently served.

It was time for all the hard work and achievements of the Club members to be recognised and rewarded. Sir John Stuttard clearly relished this duty, and our Honorary President, His Royal Highness, The Duke of Gloucester joined forces to pass out the trophies.

The **Harding Rolls Trophy**, as well as the Claret Jug, was awarded to **John Redmill** for Notable Performance – two Irish tours & Editor *News & Record* for five years. The **Stanley Sears Trophy**, given to the Club by Stanley Sears in 1962, is awarded to the member who, in the opinion of the Committee, has contributed most by individual meritorious service to the Club. This year, in his final year on the Committee, the trophy has been awarded to **Brian Fidler** for his outstanding service as Treasurer of the Club.



Anthony Armitage carries off his new mascot
Photo Colin Hughes

For the Best Driver at Driving Tests, **Anthony Armitage** was awarded the **Dymock Maunsel Trophy**. Sadly, there was no award of the Fergusson Wood Trophy to a Member under 35

years. The **Fergusson Wood Photographic Trophy** is awarded for the best photograph or photographs taken recently by a member and published in the Club magazine. For his great photographs which appeared in *News & Record*, the trophy was awarded this year to **John Kennedy**.

The **Phoenix Trophy** for Restoration was awarded to **Malcolm Tucker** (and accepted on



Tim Forrest accepts the Phoenix Trophy from HRH The Duke of Gloucester, on behalf of Malcolm Tucker. Photo C. Hughes

his behalf by Tim Forrest) for the loving care he has bestowed on his Silver Ghost 10CW and overcoming the difficulties with the DVLA in

registering his car again in the UK. At the Annual Concours, the following Trophies were awarded: **Fred and Joan Watson Large HP** to **Tim Forrest** in 2154 Registration R 1487, **Messervey Small HP** to **Peter Vacher** in GKS15 Registration YM 1093, and the **Ladies Choice** to **Graham Tyson** in 97AE Registration CE 454.

The Mileage trophies for 2015 show the fortitude and endurance of some of our members. The **Alpine Trophy** is one of two cut

glass decanters originally given by the Archduke Leopold Salvador of Austria as one of the prizes in the 1913 Austrian Alpenfahrt. It was won by Curt Friesse for a fault free run and subsequently



Mermie Karger drinks the health of SG 2442.
Photo Colin Hughes

presented to the Club by Rolls-Royce Limited. It is awarded each year to the owner of the car which achieves maximum marks based on the highest mileage coupled with the age of the car. This year, the Alpine Trophy has been won by **Mermie Karger** after journeying 3,352 miles with her Silver Ghost (2442). The **Small HP Trophy** was awarded to **Henry Fitzhugh and Rosemary Jeffreys** in 25/30 GRP49 with 3,496 miles. The Woodmansee Trophy was not awarded. The **News & Record Quiz Prize**, a bottle of wine donated by the Editor, was won by **Anthony Armitage**.

For decades of Engineering Accomplishment in the restoration of 72MG, **Mike Evans** was quite justly awarded the **Harry Watson Trophy**, but sadly could not be present to receive it.



The Club's well earned gratitude to Nigel Hughes
Photo Colin Hughes

And with that, we settled down to amiable conversation with friends, the admiring of trophies won, memories recovered, a thorough appreciation of the evening, and contemplation of great rallies to come in the next two years. Susie Forrest received justly deserved compliments for her part in the organisation, menu, and seating, and looking after the trophies. Next year, let us hope to see them all again, with new and deserving winners.



Philip Hall accepts the Harry Watson Trophy on behalf of Mike Evans.
Photo Colin Hughes

THE SPRING LUNCH 2016

Armsworth Park House

Henry Fitzhugh

As always in my experience, Strone & Alex MacPherson had ordered up a bright sunny day for the Annual Spring Lunch at their fields and barns in Hampshire. Immediately upon arrival I asked anxiously if they had granted my most fervent wish – not to have changed the menu. They hadn't, so we could look forward to the by now traditional champagne, shepherd's pie, and

On the drive down on the A31, we had been overtaken by a simply beautiful Phantom that we had never seen before. A wave from the driver subconsciously told me that we must be going to the same place, and sure enough, as we arrived, there she was. She turned out to belong to Greg Leniston, a new Member who had just joined the Club the day before. That's the kind of



Greg Leniston's 1935 Phantom II 36UK, definitely the newest arrival in the Club.

treacle tart to delight us. Can you believe that at a previous Spring Lunch, a (foreign) member said he would have actually preferred sauerkraut! You can see why I was worried. Be that as it may, we now had the chance to ogle each other's cars, many just coming out of winter hibernation, along with some of the drivers, or so it would seem.

enthusiasm for events we like to see! An immediate inspection took place under the bonnet, and she was pronounced in perfect condition.

The enjoyment progressed as planned, and after a good watering of champagne and eye-watering cars, we settled down to Lunch.



The Club Members working hard at rallying.

Of course, a few words from our organiser are always appropriate, and this year our event overlapped the national celebration for Her Majesty's 90th Birthday. How appropriate that

two of the cars assembled were also in their 90th year. Strone rose to the occasion and proposed a toast to Her Majesty, but of course the cars were all in our minds as well. A very fitting conclusion.



Strone MacPherson warming up for the Loyal Toast for Her Majesty's 90th Birthday



And one more for the road! Strone duly doffing his cap to Nick & Julia Channing's 1922 Boat Tail Silver Ghost, 42ZG

Club Members	Cars	Chassis Number	Registration
Tim & Susie Forrest	1912 SG	2145	R-1487
Michael Power & Ros Wild	1920 SG	58CW	NC-841
Ashley & Adrienne Carmichael	1920 SG	47RE	PX-1780
Malcolm & Clare Tucker	1920 SG	10CW	RR-7492
Gervase & Margaret Forster	1921 SG	60NE	SV-6608
Nick & Julia Channing	1922 SG	42ZG	NN-3740
John & Rae Kennedy	1922 SG	100HG	HC-3459
Nick & Maurice Whitaker	1924 SG	22LM	XT-1857
Chris Evans	1925 SG	42EU	CX-U973
Andrew & Pippa Ayres	1926 PI	27TC	BF-7415
Michael Joy & Dr Sally Whittet	1926 PI	57YC	YR-2648
Sir John & Lady Patricia Lindsay	1929 20hp	GVO60	GC-3593
Ewen & Laura MacPherson	1930 20/25	GLR25	GH-2959
Fokko Keuning	1933 PII	47MW	AM 20 40
Greg Leniston & Kristina Holland	1935 PII	36UK	BYU-155
Henry Fitzhugh & Rosemary Jeffreys	1937 25/30	GRP4	ELH-113
Brian & Joan Palmer			
Nick & Jo Naismith			
Roland & Kimberley Duce			

VISIT TO THE ARCHIVES AT THE HUNT HOUSE

Rosemary Jeffreys



A bevy of beauties in the courtyard of the Hunt House

On a beautiful sunny day on 5 May, a group of members of the 20-Ghost Club arrived at the Hunt House, the headquarters of the Rolls-Royce Enthusiasts Club and of the Sir Henry Royce Memorial Foundation, in Paulerspury. Those who could drove there with the hood down and found the miles slipped past quickly. Henry and I were car-less, having decided to travel by train. After a cup of coffee, Jane Pedler, Chairman of the SHRMF and Honorary Member of the 20-Ghosts, made a speech of welcome. Our Chairman, Sir John Stuttard, then presented two items on loan to the Foundation. First, the Steuben Trophy, which commemorates a tour made by the RROC in 1969. On arrival in Britain,

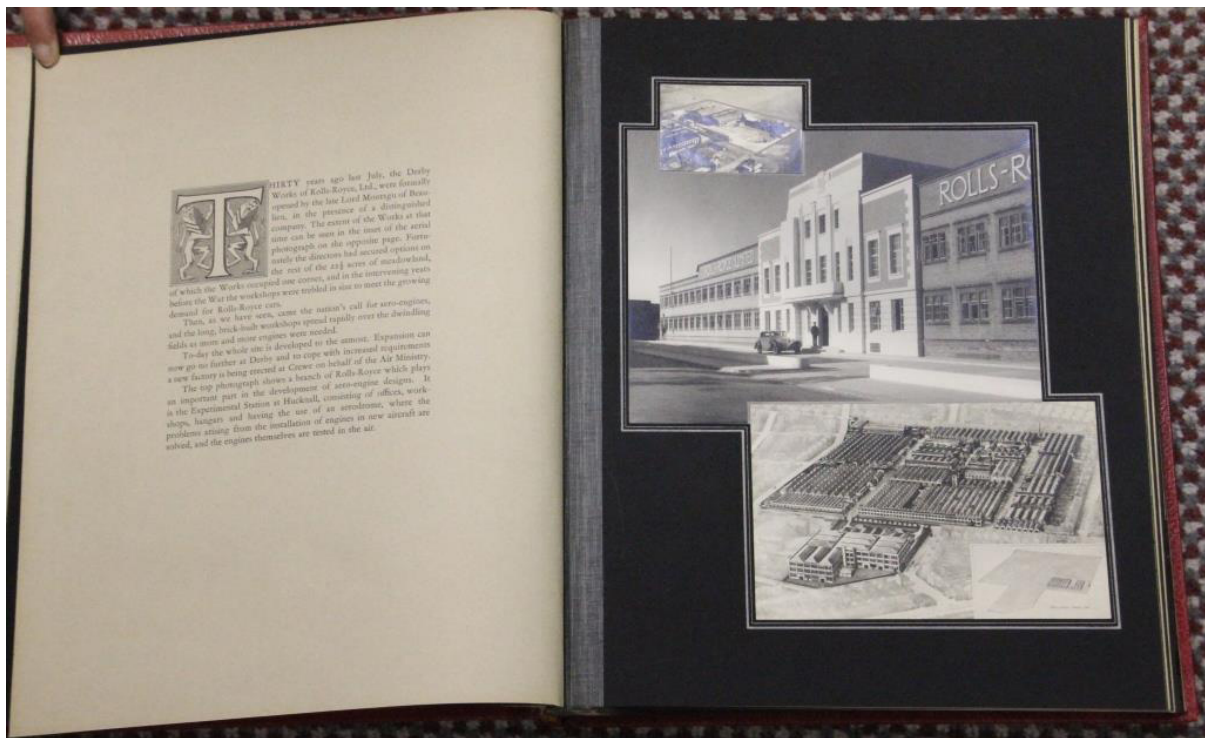
it was impounded by HMRC, somehow released (for £300) and kept at the American Museum in Claverton Manor near Bath for several years. Tim and Susie Forrest then looked after it on behalf of the 20-Ghost Club for many years, and it will now be kept at the Hunt House for the Club. The second item was given to the 20-Ghost Club by our President during the Alpine Tour in 2013. It was an album given to his father, the Duke of Gloucester, in 1939 by Rolls-Royce. The album contains many treasures, including a photograph of Spitfires, and has the Gloucesters' book plate on the flyleaf. The photographs have been mounted by hand.



Jane Pedler with the Steuben Trophy



Our Chairman, Sir John Stuttard, Jane Pedler and Philip Hall, with the Gloucesters' splendid album



Page from the album

We then split into two groups for a tour of the building. One group was led by Philip Hall, who for many years was in charge of the archives and has a huge amount of knowledge about them. The other group was led by Duncan Feetham, past chairman of the RREC. Philip took his group to see the archives first. He showed us the boxes where the detailed records for every Rolls-Royce car back to 1904 are kept. The best known

are the chassis cards, which record the main components. Most of us had seen a copy of the chassis cards for our cars before, but it was somehow very moving to see them in the flesh. The red books kept on the top shelf above the chassis cards are the experimental log books, which list the test results of the various models, The Guarantee Books are kept alongside. These are ledgers with the guarantee issued for each car.



Susie Forrest, Brian Palmer, Rosemary, Tim Forrest and Philip Hall looking at some of the chassis cards

Some of these had some manuscript information added in by R-R staff (who did not mince words).

The RREC staff had very kindly sorted out the chassis cards of the pre-War cars which had driven to the Hunt House for the visit. John Redmill and Desmond Barry were, however, able to give some information about their car to the staff which they did not know: GXO97 had changed its chassis number when Rolls-Royce changed the engine (and also acquired a new number plate) at the end of 1929. They were able to look up the original chassis card (for GVO71) which, curiously, did not have the new chassis number recorded on it.

Philip then tore us away to take us to an adjoining room where the production records of the experimental department are kept, saying hello to Malcolm Tucker, who was doing some research, on the way. The records are indexed alphabetically, in fairly rudimentary way, but as a quick test, I was nevertheless able to locate correspondence about steering and the clutch of the 25/30s in a matter of a few minutes. All the pre-War drawings of the cars have been scanned, and are kept in the same room.



Susie, John and Philip looking at some of the records of the experimental department

We went back downstairs, and were shown the engines bequeathed by Frank Cook, kept in the same room as the trophies. We were also shown



Adrienne and Ashley Carmichael with Duncan Feetham (John Deane, Ken Forbes and Gervase Foster behind)

an electric lighting installation for a house in the Lake District, designed by Henry Royce before he started building cars. We passed the other group (led by Duncan) in the Engine Room, and were shown the Workshop, where many of the RREC seminars are run and boxes of tools for each type of car are kept (which are available for



Some of the tools available for hire at the RREC



Brian Fidler and Desmond Barry consulting books, with the bound copies of *The Autocar* behind them

hire). We saw the Baines wing, where some old films are stored, as well as some Mulliner full-scale drawings and the boxes of material from the 20-Ghost Club.

We finished in the Library, where there are several shelves dedicated to the 20-Ghost material including copies of the *Record* and *News* before they were merged into *News and Record*. Strone Macpherson immediately laid his hand on the issue recording the awarding of the Steuben Trophy in 1972! In the same room are kept the copies of the *Autocar* given by Robin Barnard. It is a very agreeable room in which to do some research.

We sat down to a pleasant lunch with members of the Foundation's Board and, in due course, set off for home with the sun still shining. Henry and I were lucky enough to be offered a lift to the nearest railway

station by Brian and Joan Palmer in their Ghost. It was lovely ending to a splendid day, and our grateful thanks to Philip Hall and Graham Cottrell for organising it, and to Jane Pedler of the Foundation and other colleagues from the RREC for their kind welcome.

Further details about the treasures in the archives and how to arrange a visit are in Philip Hall's article in this issue.



At the end of a convivial lunch



Rosemary and Henry setting off in style with the Palmers

Visit to the Hunt House on 5 May 2016 Participants

Year	Model	Body style	Coach builder	Chassis	Reg No	Owner/passengers
1921	Silver Ghost	Tourer	Barker	149AG	KE-6676	Brian & Joan Palmer
1921	Silver Ghost	Open Tourer	Lopez	60NE	SV-6608	Gervase & Margaret Forster
1921	Silver Ghost	Tourer	Hooper style	94NE	XO-4485	Brian Fidler
1927	Phantom I	Torpedo Tourer	Robinson	95LF	YU-7464	Ken Forbes
1931	20/25	DH Coupé	Mayfair	GPS5	GP-41	Philip Hall
1934	Phantom II	4 Light Limousine	Hooper	121RY	AYV-929	John Deane & Bob Small

Tim and Susie Forrest

Henry Fitzhugh and
Rosemary Jeffreys

Sir John Stuttard

John Redmill and
Desmond Barry

Graham Tyson

THE HUNT HOUSE ARCHIVES

Philip Hall

The Hunt House in Paulerspury is the official repository for the Rolls-Royce motor car archives. Here are stored hundreds of thousands of files, engineering drawings, photographs, coachwork design sketches, etc together with Experimental Department records and company correspondence. The Hunt House is owned by The Sir Henry Royce Memorial Foundation, and shares the building with the Rolls-Royce Enthusiasts' Club.

Throughout this article the term 'pre-war' indicates pre World War II

Chassis Records

Since its earliest days, Rolls-Royce has kept detailed individual records of all the motor car chassis it has produced. Inevitably during the past 112 years a few of these are missing, but the vast majority have survived, including those of pre 40/50 cars. The format of these records changed over the years, but those prior to the war comprised three distinct parts - a Sales Card, Construction and Test Records, and Despatch Cards.

The Sales Card is a stiff foolscap card showing the name and address of the customer, the coachbuilder and type of body, the retailer, and a list of the customer's requirements and options. The Construction and Test cards give the general assembly drawing numbers of the main sub-assemblies and major parts, together with serial numbers where applicable. Spring settings and dynamometer test results are also included. The Despatch Cards provide details of shipment to customer, usually from C S Rolls's old premises, Lillie Hall. Also recorded here are details of parts supplied and work done on the car after delivery to the customer.

Over the past few years, a programme of digitising these chassis records has been underway, and this is now complete for all the pre-war cars. Copies of these records may be purchased via the RREC. (Contact archives@rrec.org.uk or phone 01327 810786).

Alternatively, you can make an appointment to go and read the chassis cards yourself.

It is interesting to note that at one period, the construction records for each Silver Ghost chassis comprised no fewer than sixty cards, one for each major component of the car, on which were hand-written the part numbers. It later occurred to someone that these could all be printed on a single card, and, rather than writing in every part number each time, only the rare exceptions need be entered by hand.



The Pre-War Records in the Main Archive

Customer Records

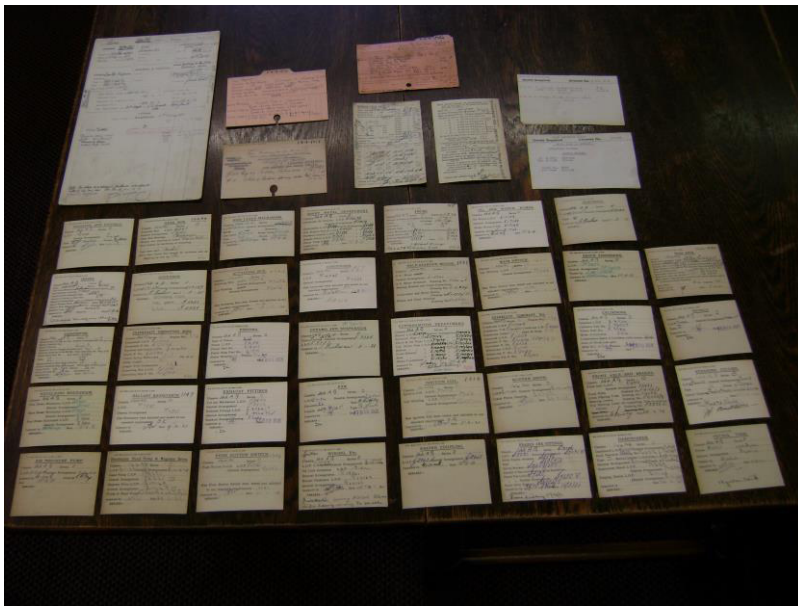
Each new car was issued with a guarantee scroll, and details of these were recorded in large ledgers showing the customer's name and address and the date on which the guarantee became effective. These ledgers, the 'Guarantee Books' were in use until 1965, and the names form a Who's Who of anyone who was anyone in first part of the twentieth century. Some of the earlier entries bear later annotations such as "sadly deceased" or "sadly lost on the Lusitania".

Rolls-Royce also kept a card index of their customers, which was updated regularly as new cars were purchased.

Additionally, when Company learned that a car had changed hands, names and addresses of

subsequent owners of the car were entered into its records. (The writer was intrigued to see that he had been recorded as the owner of a 20/25 he purchased in 1962.)

As the late General Secretary of the RREC, Peter Baines used to say, "Rolls-Royce must have employed almost as many clerks as they did production workers". You will get an idea from the photograph of the records of ONE 40-50 chassis.



Records of One 40/50 Chassis

Engineering Drawings

A detailed drawing or 'blueprint' of every single part of the chassis was required for its manufacture, and The Hunt House holds over 400,000 of these, some 140,000 being for pre-war cars; this probably represents about 90% of the original total number of drawings originally produced. The pre-war drawings have all been digitised, and copies may be ordered from The Hunt House or downloaded from www.rrecarchives.co.uk.

Complimentary to the drawings are some 150,000 List of Parts sheets, which have also all been digitised.

These drawings are used frequently by the Rolls-Royce and Bentley Specialists Association and other restoration companies to re-manufacture parts to their original specifications. Without this

resource, many cars would no longer be on the road.

When P & A Wood were restoring the 2-cylinder 10hp car, SU 13, they were able to call upon The Hunt House for drawings to assist in this.

Coachwork Drawings

Unlike the chassis, where there was a detailed drawing for every last nut, bolt and washer, the bodies were built by skilled craftsmen who worked from full-scale drawings which showed only sparse constructional details. None of these pre-war drawings survives.

Much other coach builders' documentation was lost in the war, but The Hunt House does have a quantity of design sketches and from Park Ward, H J Mulliner, Gurney Nutting, and a few from other coach builders.

Other pre-war coachwork documents include various records from H J Mulliner, Park Ward, Rippon, Windovers, Crosbie & Dunn and Offord, together with copies of some from Hooper.

Sales and Service Records

Whereas The Hunt House holds many thousands of files of service records, none of these are pre-war. However, comprehensive records from the 1930s of Jack Barclay sales are available. These list details of new cars they sold, and of cars (of all makes) involved in part-exchange deals.

Photographs

A large and continuously-growing collection of photographs is maintained. This contains many original coach builders' photographs and a huge negative collection passed on from Rolls-Royce Ltd. The majority of the car photographs have been identified thanks to the detective work of Tom Clarke, John Fasal, Bernard King, the late Laurie Dalton and other experts in this field. These are filed by chassis number.

Sone years ago the Foundation purchased the negative collection from the London photographer Todd White. Todd White

specialised in photographing cars, and worked for many of the London dealers and Coachbuilders. The majority of these negatives are on glass plates. Rolls-Royce Ltd also passed on numerous reels of 16mm film; these are in the process of being labelled and indexed.

Experimental and 'West Wittering' Files

Many people consider these to be the most fascinating set of files in the entire archive. They comprise the reports and correspondence to and from the Experimental Department at Derby between the wars, and correspondence with Sir Henry Royce from his home in West Wittering in Sussex. They contain details of tests carried out on experimental cars and on components, including outside suppliers' products. They record also, investigations into competitors' products. They give details of failures and solutions to problems encountered in the Works, and with customers' cars after delivery.

Every aspect of the motor car is covered, from pistons to lamps, from tyres to jacks, from lubricants to dynamos. They provide a general insight into the development of motor car components during the inter-war period.

Research into these files can assist in solving present day problems with pre-war cars.

New models were road-tested extensively and logs of mileage covered, all of the problems encountered and adjustments made were recorded in detailed log books. These records were hand-written in quarter-bound leather ledgers, which even in the 1920s must have been highly expensive. It is interesting to note that Rolls-Royce were using exactly the same type of record books right up to the testing of



Experimental Department Records

Silver Shadows in 1969, still in very neat hand writing.

Rolls-Royce used exactly the same format when testing other manufacturers' cars. It is interesting that these included some mass-produced cars such as Standard 12, Austin 10, Morris 16/6, and even a Fordson van. Such records are shown above.

The Library

The library contains a copy of virtually every edition of every book published on the history of Rolls-Royce and Bentley. It has a near-complete



The Library

set of the handbooks (again, every edition, including those in foreign languages) and a comprehensive set of technical manuals and parts lists. Also included are Club publications, notably those of the RREC, the RROC of America, the RROC of Australia and of course the 20-Ghost Club. The Sir Henry Royce Memorial Foundation is also the custodian of the 20-Ghost Club Library, and this collection is housed in its own cabinet at The Hunt House.

The Foundation is fortunate enough to possess a fine set of The Autocar magazine, from 1904 to 1970. This was most generously donated by the late Dr Robin Barnard, who throughout his life had painstaking collected individual copies and had these bound in sumptuous leather with heavy gold blocking. The unique feature of this collection is that it is complete with covers and advertisements. Robin originally had a complete run from 1895, but he (later regretting it) sold the first eight years of these, because they were of lesser interest to him as they contained nothing about Rolls-Royce. He did however retain the very first issue dated 4th November 1895.

This article provides only a brief summary of extensive archives at The Hunt House. These occupy well over a mile of shelving, together with numerous plane chests and filing cabinets. The archive areas total over 6500 square feet.

As mentioned earlier, some years ago the RREC embarked on an ambitious programme of digitising this historic material and set up a scanning facility in-house. It has a scanner capable of handling drawings up to three feet wide, and of unlimited length. The scanning of the type of drawings and documents in the archives is extremely time-consuming as many have to be cleaned and repaired beforehand, and staples and pins removed. Many man-years of work will be involved, but a good start has been made.

A full-time professional archivist is about to be employed.

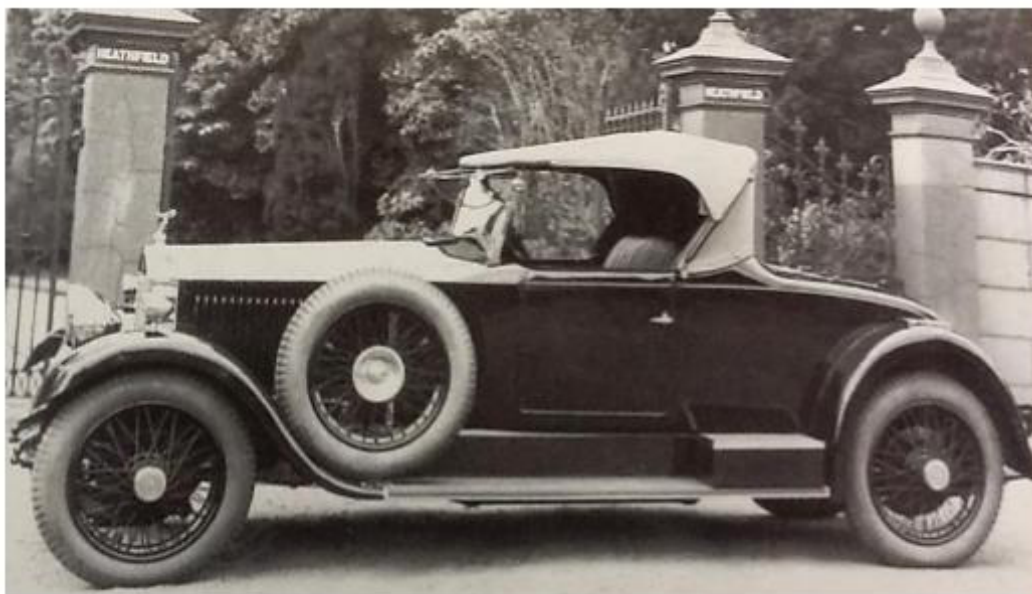
Visitors are welcome at The Hunt House, but it is essential to make a prior appointment. (Contact admin@rrec.org.uk, or telephone 01327 810787.)



The Hunt House

GBM32: A FAMILY REUNION

Richard and Annie Burke



Coachbuilders' portrait of GBM32 outside "Heathfield", their favoured photographic location. Sadly the compression of the photograph does little justice to the car's delightful proportions in the flesh.

IN THE BEGINNING

GBM32 was my father Marcus Burke's first car. He placed an order for the car via the company's official agents in Victoria, the All British Motor Co. located in Russell St Melbourne, on 8th May 1928. The chassis cards show the car as passing "off test" on 22nd May 1928 whence it was shipped as a chassis to the agents in Melbourne aboard the MV Port Hobart, arriving on 8th July 1928. As one would expect for a young man of 28 years of age, my father specified a drop-head coupe body to be constructed by renowned coachbuilders Martin and King of High St Armadale. By the time of my father's order, Martin & King were the pre-eminent Rolls-Royce coachbuilders in Victoria and the few available records show no fewer than 10 Rolls-Royce chassis being bodied (or re-bodied) by them in 1929 alone.



All British Motor Co advertisement in the Melbourne Motor Show of 1927, which my father would almost certainly have attended (note curious emphasis on "Goshawk" rather than 20 HP).

The family home was located in the same suburb of Armadale and it is not difficult to imagine my father paying frequent visits to the Martin & King works to view progress on his car. On 31st August 1928 GBM32, now bearing Registration 92957, was handed over - barely 3 months after coming "Off Test" and travelling half way around the world. It became my father's sole means of transport for the next 18 years.

In 1946 the arrival of my sister in the household meant that the car could no longer accommodate the entire family and my father regretfully parted with GBM32. I was born six years later in 1952 and by then GBM32 had changed owners three times in quick succession. By 1955 GBM32, now having experienced no fewer than EIGHT changes of ownership since my father parted with it in 1946, was sold by a dealer John Bailey who dealt in used Rolls-Royce cars from his home in the Melbourne suburb of Hampton to Mr Dermot Flockart of Tasmania and the car left Melbourne, not to return for another 56 years. Bailey shipped the car to Flockart where it would remain with that family for forty years, having been purchased for the sum of £350. Eventually GBM32 was used as a paddock car on the Flockart family farm and as



MV Port Hobart which delivered GBM32 safely to Port Melbourne in 1928 (it was sunk by the German Battleship Admiral Scheer in 1940).

such suffered a harsh life until rescued by a local museum.

REDISCOVERY, RESCUE AND REUNIFICATION

I often asked my mother about the car and was told it had a single bench seat, running boards and a dickey seat, that my father missed the car terribly when he sold it and that she still had the gloves that he used when he drove the car! The years passed and my brothers and I had long since resigned ourselves to the fact that we would not see the Rolls-Royce again but in 2009 after a chance conversation I was quizzed about the car by an old school friend who was a long-standing member of the Rolls-Royce Owners' Club of

Australia. He wanted to know the chassis and model number and to see a photo, none of which existed. I told him I had never seen the car but that it was a single seater with running boards and a dickey. He took my father's name as a last resort and discovered that GBM32 had been latterly residing in a museum in Launceston Tasmania and looked to be in good condition. and was in the Barossa valley, South Australia.



GMB32 when suffering the harsh life

I called the museum to find it had been sold again. Again my old school friend came to the rescue and the car was subsequently traced to its new keeper, who was incidentally a member of the 20-Ghost Club at that time. Within days my brother and I visited the owner there and confirmed that this was indeed my father's car. After what seemed to be an eternity of waiting, I was able to purchase the car almost two years later in May 2011. I immediately made arrangements to fly to South Australia, collect GBM32 and - with optimism triumphing over common sense - drive the 850 kilometres home to where it belonged, 65 years after Dad had sold it.

MAN PROPOSES AND GOD DISPOSES

The previous owners said farewell to us from Tanunda, South Australia, and my co-driver Brendon and I headed East for Melbourne, with the temporary permit to drive home from South Australia. This permit required details of each town to be traversed en route to Melbourne. Ararat was one such town on the list and I recalled that my father had been born there in 1899 in a goldfields settlement called Possum Gully. I had always wanted to visit this area; it was here that my forebears first settled and prospected for gold. The farm that they subsequently established was located nearby. Although entirely worn out in every mechanical respect, it will not come as a surprise to other Small Horse-power owners that the 'Twenty ran well on the return journey, sitting on 45 - 50 miles per hour for hundreds of kilometres. As we approached Ararat, the light rain which had accompanied us for some distance now began to increase in intensity, so we decided to stay there before tackling the rest of the journey to Melbourne, which remained a good 5 hours' drive away. Judgement vindicated, as we awoke to thunderstorms and pelting rain and a very, very wet 'Twenty. Nevertheless we stayed the day and with local help and directions, visited Possum Gully and my great grandfather's grave for the first time - a very special moment. I had always wanted to visit this area: it was here that my forebears first settled - the farm that they established was nearby - and prospected for gold. I looked down at the 'Twenty parked at the cemetery gate and thought: "you brought me here to the home of the first of my family to settle in Australia." Driving into Melbourne the next



Homeward bound: Richard and GBM32 paying their respects at the gate of the cemetery in the historic gold mining settlement of Possum Gully.

morning was a very special moment. 65 years since Dad sold it and 83 years since it rolled off the Port Hobart at Port Melbourne, it was now reunited with the family, never to leave again. In the last four years, I have enjoyed touring in the car immensely and during this time the mechanicals have been thoroughly and gradually reconditioned by the Derby Works in Melbourne. The car stands today in excellent mechanical and cosmetically perfect order.

2015 saw the car shipped from Melbourne to London in order to join the 20-Ghost Club and Irish Georgian Society tours of South-West Ireland. These were wonderful tours and the car performed well until a headlamp broke off its mount and bounced off the road into a field in the Cotswolds. One month later we drove to Venice with the RREC 20HP Register via the Alps using roads and passes that formed part of the original 1913 Alpine Trial route. Often most of the day would be spent climbing mountains in mostly second, sometimes third gear, followed by driving into busy city traffic at the end, yet the car would sit there perfectly idling at 80 degrees at the traffic lights. October 2015 saw GBM32 return to Australia, still in tune after 4800 miles and 90 days at sea, not bad for an original car 88 years young.



Annie alongside GBM32, back with the Burke family after a lengthy absence and seen here in Kilkenny with Castletown Cox Estate in the background. The driving gloves are back in the glovebox!



Richard and Annie driving up the Stelvio Pass in July 2015.

DVLA UPDATE AND RULE CHANGES

DVLA update by Tim Forrest Registration of cars without a previously known UK registration number

In the past year, owners of genuine vintage Rolls-Royces have had difficulty registering their cars, because there was no evidence of a previous UK registration, either in terms of a log book, notation on Rolls-Royce's factory or sales records and no photographic evidence.

In the case best known to me it took the owner 12 months to get his Silver Ghost accepted as a genuine historic vehicle which then enabled him to get the car registered with an age related number. The only way to convince the DVLA of this was to provide hard evidence that the car presented was the car described on the chassis cards. Photographs of the engine number, and gearbox number helped, but the critical element was showing that the chassis number was actually stamped into the chassis frame. It was then a matter of showing that the car still retained its original type of suspension, axles and steering. This was done by reference to the relevant parts book. Once all the evidence was assembled approval by the DVLA was quite rapid. It was however necessary for this information to be certified by an independent person or preferably by a recognised enthusiasts club for the marque. In this case I did it personally.

My conclusion now is that provided the car is genuine and not a bitza, then there should be very little difficulty in getting the car approved as an historic vehicle. However, the matter does need to be handled very carefully for the process to go reasonably quickly.

Trophies rule changes by Tim Forrest

In April 2014, the Committee decided that a trophy should not be awarded to **the same member** for the same car more than three times. The purpose of this ruling is to ensure that every Member is encouraged to compete for these trophies, even where circumstances might be in favour of other members winning a particular Trophy.

It was agreed by the Committee earlier this year that the following exceptions should be made to this rule:

- **Dymock Maunsell Trophy** awarded to the best driver at the Club's driving tests where the winner's skills will have been evident to the audience and should be justly rewarded on the day.

- **The Phoenix Trophy** awarded to the Member who has carried out the most interesting and thorough restoration of a car, and where it is important that recognition is given to every worthy restoration.

- **The Ladies' Trophy** awarded by the ladies present at the annual Concours who judge a particular car to be the most attractive and where their judgement on the day should stand.

- **The Harry Watson Trophy** for the display of outstanding Engineering or Technical Excellence, and where these are sufficiently notable to be recognised as such.

- **The Brian Wootton Trophy** to the person who offered the most assistance to other members on tours in the year and where all such assistance wherever it comes from should be encouraged.

It was also agreed that the judging at the Annual Concours for the **Fred and Joan Watson Trophy** for large horsepower cars and the **Messervy Trophy** for the small HP cars should be by the Vice Presidents of the Club and would revert to a structured approach in which points were awarded out of 100 on the following bases:

- | | |
|----|--|
| 20 | for originality (chassis and coachwork) |
| 20 | for mechanical condition (engine and overall, including starting engines of those short-listed for awards) |
| 20 | for upholstery (interior and weather equipment) |
| 20 | for exterior finish (paintwork and brightwork) |
| 20 | for overall aesthetic appeal. |

Changes to the Club's Rules by Sir John Stuttard

The Committee has agreed the following changes to Club Rules, which are reproduced in full in the Members' section of the Club's website:

Refund of amounts paid for tours in the event of a withdrawal

There are occasions when, through illness or a delay in a car's restoration or a car not being roadworthy, members have to withdraw from an event having paid one or more deposits. If another member is able to take the place of a member who has withdrawn, then all amounts paid will be returned to the member who has to withdraw, on the basis that the Club is not out of pocket. Refunds will be made after the tour has finished but may be made earlier, at the discretion of the Club Treasurer (Philip Hall). If no substitute comes forward and the withdrawal is for medical reasons then the member is expected to claim for any loss against the member's insurance policy. If this is not possible, then a claim may be made through the Club's insurance policy and the Company Secretary (Ken Forbes) will assist with this. If the withdrawal is for other reasons then a refund will only be made if another member is available as a substitute. [Note: We have experienced no instance, thus far, of a member being out of pocket as a result of withdrawal from a tour through medical or other reasons, since tours often have a waiting list and/or claims for withdrawal have been made via an insurance policy].

Subscriptions

The annual subscription for Club members has remained the same for 8 years (£50; €70 or \$90) and there is no intention of increasing this in the coming years. However, the sterling amount of the annual subscription not paid by standing order will increase from 1 November 2016 to £60. The Treasurer (Philip Hall) will arrange for standing order forms to be sent to members (via e-mail and with *News & Record*) to ease the administration of collecting annual subscriptions. He will also investigate the use of PayPal as a method of paying subscriptions as an alternative to cheques or cash for non-UK members.

There have been a very few instances of members not paying their annual subscription promptly. Annual subscriptions are payable in respect of the

year commencing 1 November by not later than 1 January following. Since the Club's main annual tours take place in the period May to October, the Club's rules have been changed so that any member who has not paid their membership fee by 30 April in any year (four months after the due date) will not be eligible for participation in any event or tour post 30 April. Any member who has not paid their subscription by 30 April may be suspended from membership and will no longer receive emails of Club activities or copies of *News & Record*. If an application is subsequently made by a suspended member to re-join the Club, the full amount of any arrears plus a new joining fee of £100 will be payable. Exceptions to the above may be made where a member suffers from an illness or through the death of a family member.

THE CLUB'S WEBSITE AND NEW DATABASE

Henry Fitzhugh

Over the last year, the Club has been developing a new database which will shortly be accessible by members via the Club's website. When the new database is completed, our website will enable members to view the Club's "Members List", containing details of members and their cars, which information has hitherto been available in printed form. This information will only be available to members who have a user name and password (see below). This "Members List" will also be sent to members via e-mail.

An e-mail will be sent to all members when the new database can be accessed. If you haven't informed the Club of your e-mail address or a change to your e-mail address, please advise Henry Fitzhugh on henryfitzhugh@talktalk.net. If you wish your e-mail to be kept confidential, please advise Henry and he will arrange this.

Further enhancements have been made to the Club's website to separate information which the public can see and more personal information about the Club and its members which can only be accessed by members after inputting their user name and password.

Also, we have tried hard to make access to the website easier for members.

There are other enhancements including information such as online Chassis and Registration Lists, details of the Club's Trophies and other things which will be added as we go along.

Steps for accessing and logging into the Club's website have been simplified, as follows:

- Type in <http://20-ghost.org>
- Click on the "Member Login" button
- In the next screen, enter your user name, which is your e-mail address

- Then enter your password and click "Sign In".

If you have forgotten your password:

- Click "Forgot your password?" at the bottom of the screen.
- In the next screen, fill in your e-mail address in the box and click "Request Password Reset". A message will say "Instructions are on their way!" and "An email has been sent to..."
- Go to your e-mail inbox where you will find an e-mail entitled "Password Reset Request". Follow the instructions by clicking on "click here" in the fourth line. The reset process must be completed within 12 hours from this point.
- A new screen will open asking you to choose and confirm a new password. Choose a secure password and type it in twice.
- Click "Change Password". You will now be logged in. Your new password will be saved by the system for future use.

If you experience a problem, please contact Henry Fitzhugh, Database Manager, at henryfitzhugh@talktalk.net.

TECHNICAL CORNER

HOW LONG WILL MY CAR LAST?

Dampfen von Krankenschaft (aka Nigel Hughes)

The 20-Ghost Club believes that our cars were designed to be used and that, with proper maintenance, they are entirely suitable for relatively major events and tours. Indeed, in their day, our cars had a public reputation that they 'would go on forever' and today they continue to prove their worth in events such as The Alpine and Paris to Peking. It is virtually certain that all our cars will outlive their present owners. However, there are threats to the lives of anything man-made and these need to be understood if the cars are to be treated with the respect they deserve.

Tyres

Our cars generally cover a small mileage each year and tyre wear is not a major issue. Of far greater concern is that the tyre rubber will perish long before the tyres wear out. With tyres for modern cars, there is a requirement that they show the date of manufacture and it is possible that regulations will be introduced to ban use of tyres more than a certain age. The problem is that the rubber compounds used for tyres contain an additive to improve flexibility. The manufacturers of tyres generally expect them to have a life of about three years on modern cars, whereas our cars are very unlikely to wear out tyres in such a short time. In recent years, the quantity of additives allowed used has been reduced for health reasons and the additive begins to fail after three years or so. Tyre regulations may not affect us directly, but, in spite of our keeping tyres covered and away from sunlight in the garage, they do deteriorate and the sidewalls will harden and eventually develop cracks. They may also produce a rough ride. It behoves us to inspect our tyres annually and to be prepared to throw away tyres well before they appear worn out. Also, in buying 'new' tyres, it is worth enquiring when they were made, as not all 'vintage' tyres will have a date mark. Beaded edge tyres may be a special case in that some owners of cars with such tyres swear by storing the tyres for years before fitting them to the car. However, we would all do well to note that some police forces are already putting three points on the driving licence of drivers found running with damaged, worn or perished tyres.

Corrosion

The good book reminds us that 'moth and rust doth corrupt' and Rolls-Royces are not immune to that. On the positive side, Rolls-Royce chassis frames were made from a corrosion-resistant nickel steel and, even in shiny concours condition are generally protected by a thin film of surplus oil from the many chassis oiling points. Aluminium engine and gearbox undertrays get plenty of oil to keep corrosion at bay, despite the combination of aluminium and copper rivets asking for trouble. The major corrosion problems have always been in the mixed metals in engine cooling systems. The mixture of aluminium, cast iron and copper in such systems, particularly the aluminium cylinder head Phantoms, was particularly troublesome before corrosion inhibitors appeared in antifreeze. Even then, inhibitors were only effective in clean cooling systems, free from previous corrosion products. The appearance of aluminium replacement cylinder heads for the small horsepower cars now makes the use of inhibited antifreeze essential. The use of a corrosion inhibitor is wise, even if antifreeze is not used, as cast iron is also liable to suffer corrosion damage, though less affected than aluminium. Most owners will now be aware that organic inhibitors are unfriendly to our engines and it is necessary to seek out antifreeze formulated for classic cars and using inorganic inhibitors. The good news is that our cars have inherent character and

value and their custodians are willing to pay to maintain them. Specialist repairers are therefore able to offer a wide range of spare parts, including now some major cast iron parts such as cylinder blocks.

Metal Fatigue

Aside from corrosion, the greatest threat to our cars ultimately comes from metal fatigue. Owners will be all too familiar with the cracks which develop in aluminium panelled coachwork and engine and gearbox undertrays. Cracks appear when metal is flexed over and over again. The flexing does not have to stress the metal to breaking point, a lower stress level repeated thousands of times is the usual cause. So, any metal subject to repeated stress will ultimately fail. However, the smaller the load relative to the breaking point, the longer the fatigue life. Even a 10% reduction in stress can have a massive effect in extending fatigue life. However, high temperatures dramatically reduce fatigue life.

Thanks to Royce's extensive test programmes, including the famous bump test rig which put chassis designs through extreme torture, there is so far little evidence of failures of chassis frames and axles, with the one possible exception of half shafts. Rear axle half shafts are subject to reversing loads throughout their lives. The splines on such shafts produce a step change in cross section which concentrates the stress. It has been found that half shaft failure generally starts with one very heavy load application which produces a small crack. As this is followed by thousands of more moderate load reversals, the crack gradually grows and the shaft suddenly fails completely unexpectedly, during normal driving. There is not much that can be done to avoid this, but a crack test would be wise at major overhaul.

Another area of potential concern is with the crankshaft and its main and big-end bearings. The crankshafts of six cylinder engines naturally suffer from vibrations. For those who are interested in the battle against these, read 'The History of a Dimension' by S H Grylls, published by The Institution of Mechanical Engineers and reproduced on the R-REC web site. The bottom line is that the crankshaft vibration dampers fitted to all our cars must be working properly to avoid crankshaft fatigue. Some 20HP crankshafts have already failed, probably from this cause. Dampers do have a habit of seizing up due to lack of use or from absorption of water from combustion products. It would be wise to replace the engine oil before a period of storage and to run the engine once with the new oil to ensure that clean oil, free of combustion products, reaches all the important parts.

Generally, unless there has been a lubrication failure, big end bearings show little wear, because the crankshaft acts as a massive centrifugal oil filter, the usual failure being from complete blockage of the oil ways or fatigue cracking of the white metal on the bearing shells, which does not show up as low oil pressure until ultimate failure. Such cracking comes from the combination of loading and temperature. Early 20hp engines had a fatigue life at full throttle on straight French roads as little as 10,000 miles. This performance was dramatically improved during the 1930s, 30,000 miles at full throttle becoming the norm. However, such driving was near impossible on the British roads available when the cars were made and the engines had a reputation for being near indestructible. The risks are greater in the modern motorway era. The very early 20HP cars had beautiful single piece, all enveloping engine undertrays with quick release catches. These seriously reduce cooling airflow to the sump and contribute to excessive oil temperature, leading to reduced fatigue life of white metal bearings. Leave them on for the concours, otherwise take them off. Until modifications were introduced, small HP top bearing shells to big ends gave poor support to the white metal liners allowing flexing and leading to hastened metal fatigue. The best thing for all our engines is to keep some power in reserve and avoid flat out cruising for long periods leading to high oil temperatures.

As far as I am concerned, the jury is out on whether overdrives improve engine life. They reduce rpm impressively and lead to a quiet and relaxed drive. However, the engine is running at higher torque than it would be in the direct top gear. Opinions or hard evidence welcome please.

Crankshaft and Cylinder Wear

Any and every moving part of an engine can suffer from wear, but the service life is liable to be determined by crankshaft and cylinder wear evidenced by low oil pressure and high oil consumption. The centre main bearing of a six cylinder engine is the most heavily loaded, particularly when the crankshaft does not carry balance weights. The loading comes primarily from the centrifugal force generated by numbers three and four crank webs which are in line with one another. The effect is increased by the weight of the No 3 and 4 connecting rod big ends, all of which try to pull the shaft to one side. Wear of the shaft occurs mostly on the side in line with the crank webs. Recognising the importance of the centre main bearing, the main oil feed for the small HP crankshafts is to that bearing. This is fine with clean oil, but if there is dirt or grit in the oil, this most sensitive bearing is the first to get a dose. While I am keen on retaining authenticity to our cars, this seems to me to be sufficient justification for fitting a full flow oil filter. Note that in my experience, the main bearing shells do not suffer from the fatigue problems of the big end bearings, therefore the fitting of the oil filter should offer substantially improved main bearing life.

A good question is "Where does the grit come from?". Ricardo in his book on 'The High Speed Internal Combustion Engine' considers that the source is not particles of carbon or other combustion products but dust drawn into the engine from the carburettor air intake. I understand that Merlin aero engines used in the desert in World War II were found to have a layer of sand on the piston crowns when dismantled. The Volkswagen Beetle engine was renowned for long life, but only has a coarse wire mesh oil filter. It was however fitted with a very efficient oil bath air cleaner, capable of removing the finest dust particles. The fitting of an air filter to the early cars is far from simple and seriously affects engine room appearance, so generally we have to rely on an oil filter to catch the horse after it has bolted but before it causes too much damage. It is possible to find some modern paper type oil filters which will fit the air silencers of later cars (late 20/25s onwards and late PII onwards).

I know of at least two examples of cylinder wear becoming serious on Silver Ghost engines within only 60,000 miles or so. That might not seem to be a problem for owners who do small mileages, but as custodians of our cars, we ought to ask why this is. When I started dismantling worn 20 and 20/25 hp engines, one of the first things we would find was that the No1 cylinder bore was much more worn than the rest. Cylinder wear is rapid as long as acid combustion products can condense on the cylinder walls. This occurs when the walls are cooler than 60 to 70 degrees C. The cooling water from the water pump on 'small horsepower' engines is directed into the front of the cylinder block. Once scale and deposits build up at the back of the block, the cold water is virtually short-circuited up past No 1 cylinder to the front of the cylinder head and into the radiator header tank. In extreme cases, water at the back of the block could be nearly boiling, while the water in the radiator remained cool. An approved modification is to blank off the four water holes at the offside front of the cylinder head, using aluminium plugs. This directs some of the water flow to the back of the block and head.

In general, members fear their engine boiling and think that a cold running engine is a good thing. On one of the SGs I referred to, the thermostat had been removed some time in the past and the engine never reached a proper running temperature of 80 to 85 degrees. The original owner's diary also showed that the car was generally used for short journeys, exacerbating the cold running problem. I believe that this contributed to cylinder bore wear of over 10 thou. in 60,000 miles. So, make sure that your thermostat or calorstat is doing its job properly if fitted and use the manual radiator shutters or radiator blanking plates as described in your owner's handbook. Note that this advice only relates to cars which have a clean cooling system.

Postscript by Nigel Hughes: What's in a name?

In the late 1950s, when I was avidly studying anything to do with pre-1940 Rolls-Royce cars, I had access to copies of *The Flying Lady*, the magazine of the Rolls-Royce Owners' Club of America. Some of the best technical articles appeared under the name of Geer Bocx von Axel-Hausen. I may not have the spelling quite right. The writer was in fact one John MacFarlane who owned a Springfield PI, S154FR. He wrote from personal experience of working on his car, as I do. My adoption of a similar form of signature is intended as a personal tribute to all John did for the Rolls-Royce movement and I trust that it does not cause offence.

A salutary tale from our Chairman

Harrison (aka the Stuttards' 20/25) spluttered slowly all the way from St Minver to Okehampton (just 60 miles). Whatever we tried to do in St Minver, taking it apart, did not cure the problem. We inched our way there. It was nail biting. We found Martin Hull's workshop. Not easy. But after a mobile phone call he flagged us down on the approaches to Sticklepath, which was one of the stopping points when Nelson's body was brought back to England for burial at St Paul's Cathedral after his death at the Battle of Trafalgar. Martin Hull and Barbara Ashton took the Autovac apart – probably the first time it had been checked in 20 years – the spring wasn't working, the innards were gunged up – and, after cleaning, they put it back on the car. It seemed to be working well. They have the most amazing equipment for checking Autovacs and are the world's experts, having acquired the Autovac company some years ago. After an amusing lunch at the time-warped Devonshire Inn in Sticklepath, with excellent cider and real ale, we sailed up the hill but it started spluttering again, so we went back to Martin's. This time he took the petrol lever apart and replaced the cork. After this, the fuel system worked well and we drove the 100 miles home to Shaftesbury without incident – the Autovac sucked the petrol up and then let flow to the float chamber of the carburettor as it was designed to do. This evening we arrived back at Shaftesbury at 20.30, pretty exhausted after a 10-hour journey. The moral of this story:

- a. Don't leave it 20 years before your Autovac is taken off, disassembled and cleaned
- b. Change the cork on the petrol lever every two or three years
- c. Be blessed if you know the experts in each field – Martin Hull and Barbara Ashton are true experts in the field of Autovacs and petrol feeds. Go directly to them if there is a problem. We were most impressed with them. The Autovac is so critical to the efficient operation of the fuel system. It is vital to ensure that it is working correctly. The total cost of the service and repair came to £250 and I think we are now OK for the next 20 years - which should see us out. Their website is:

<http://www.autovac.co.uk/>.

Nigel comments that he used the same couple for a complete rebuild of his Ghost's Autovac, including making a complete new Autovac tank in brass to replace the original steel one which had rusted out. He recommends them to anybody with Autovac problems. He adds that he always has a spare petrol tap washer in stock. They are only about £10 each and well worth it for peace of mind. The new ones are proof from attack by alcohol in petrol, which may not have been the case with Harrison's old one.

Nigel adds that he has found that the big circular gaskets in the joint between the mechanism and the tank can settle down after a period of running. It is worth going round the 2BA screws to check that they are tight, sometimes going round them several times. Do not over tighten of course.

MEMBERS' NEWS

New Members welcomed to the Club

Albert George and Margaret Ann White
Riverbanks, 29 Water Lane, South Witham, Grantham,
Lincs., NG33 5PH
Tel: Home: 01572 768139, Business: 01476 861543
Mobile: 08760 272600 Email:
albert.white@btinternet.com
1910 Silver Ghost, chassis no 1278, engine no 1278,
Regn no LD 3822, Morgan style Double Phaeton fitted
2004
1910 Silver Ghostchassis no 1365, engine no 1365,
Regn no AL 1531, Roi de Belges style body fitted by
Gamble of Belfast approx 2009.

Rijn and Mieke van Baal
Duinweg 81861 GL Bergen Netherlands
Email: rhm@familievanbaal.nl
Tel mobile: 00 33 653 23 4451
1923 Ghost, chassis no 72NK. Barker style body by
Laybourn & James.

Kees and Leda Castricum, Winkelerzand 44, 1731 LZ,
Winkel, Netherlands. Tel home +31 653 164 625
Email: cees@castricumtrucks.nl
1912 SG chassis 1905E, engine Y48E, Regn KT 2059,
Roi de Belges body
1920 SG chassis 46PE, engine M184, Regn AR 6929,
Barker Cabriolet body no. 2999

Fabrizio and Maria Taiana, Via Dei Carracci 5, 1-20149
Milan, Italy, Tel Home 0039 02 4982832 Office 0039
02 3313545 Mobile 0039 335 6224160
Email: fabrizio@taiana.org
1938 25/30hp chassis GGR58, engine G22C, Regn
EY22ZZ, Thrupp & Maberly sport saloon design
1262/C Black/Grey.

George and Lynne Hodgson, Hambrook House, West
Drive, Angmering, Littlehampton, West Sussex BN16
4JE, Tel 01903 787317, Mobile 07990 970944
Email: dghhodgson@gmail.com
1936 25/30hp chassis GTL 27, engine Y25E, Regn CXY
26, Barker Drivers Saloon, Black.

R Anthony and Anna Maclean, 25 Rue du Midi, 1248
Hermitage, Geneva, Switzerland. Tel 0041 79 200 5850,
Email: anthony@anthonymaclean.com
1913 SG chassis 25MA., engine 91-A, Regn BF 6165
(originally K-9000), Barker tourer (in the style of chassis
2267) Dark Green.

Jeremy Leasor, Pearce and Dyers Farm, Satterleigh, Nr
Unberleigh, North Devonshire EX37 9DJ, Tel Home
01769 540500 Mobile 07521 425277
Email: jeremy.leasor@btinternet.com
1924 SG chassis 89RM, engine S28, Regn YT 33,
Green/Black

John M and Denise Dolan, 17 Howard Way, Huntingon,
New York, 11743, USA, Tel home 631 754 7716 Office
631 592 7700 mobile 516 650 1006
Email: dolanjohnm@aol.com
1925 SSG chassis S176ML, engine 20765. Regn
S176ML, Rolls Royce custom coach M1551 Body 1551,
Pall Mall tourer Green/Black polished Aluminium
bonnet.

Alex Duce, Thurgarton Priory, Nottingham Road,
Thurgarton, Nottinghamshire, NG14 7GR,
1933 PII continental, chassis 31MW, engine JD 5S, Regn
ALP 178, Continental, Green.

Gregory John Leniston and Kristina Holland
4 Bowater House, 12 Manor Road, Teddington, Surrey,
TW11 8BN
Email: gregileniston@gmail.com
1935 PII Continental chassis no 36UK, engine SW35,
Regn BYU 155, Barker saloon Black/Grey (see p.834)

Himmat Sher Singh Kalsia and Christine Pemberton
30 Vasant Marg, Vasant Vihar, New Delhi, 110057,
India,
Email: himmat@kalsia.com
Tel: Home +91 1126146113 Mobile +91
9899982581922
Silver Ghost chassis no 23TG, engine no P86,
coachbuilder Hooper, Tourer body (original) colour
Blue/Back. The car is not registered (see below)

Death of member

We note with sadness the death of John Allaway.

Rally in Antarctica

David and Sue Collier write: We have just returned from a trip to Antarctica and on board, by pure chance, were two other 20-Ghost Club members and their partners: Sir Michael and Lady Mary Snyder and Robin Dean with Penelope Fairclough. We thought you might consider putting one or two photos in the next NEWS AND RECORD, recording the first 20-Ghost club rally to the Antarctic! The cars are parked behind the third penguin to the right.



Reunion of 20-Ghost Club members in Antarctica. Their cars are just out of sight. From the left: Penelope Fairclough, Robin Dean, Lady Mary and Sir Michael Snyder, David and Sue Collier

Andrew Ayres wrote to me about a Phantom I, chassis no. 27TC with a long wheel base and coachwork by Barker which he acquired recently. It was custom built for William Rhinelanders Stewart of New York and delivered to him in London in 1926. It spent most of its life in the States until it returned to the UK in 2015. He sent me a photo showing the car much as it is today, although he has (I am glad to say) reversed the white wall tyres.



Phantom I, Chassis No. 27TC

Himmat Sher Singh Kalsia, a new member (see above), has an interesting story to tell about why his Silver Ghost 23TG is not registered:

The car was purchased by my grandfather from a Mr F. N. Pickett who died in 1945 and the car passed on to my father who too died in 1961 without, I think, ever having used it. Since then it has belonged to me. The car was registered as Kalsia 1 and since it lay in a garage, sadly unused till 1973, it was never registered with the new Independent India. It is now impossible to register in Delhi as the powers that be in their infinite wisdom have banned registration of petrol vehicles over 15 years old. Once the car is restored, I will try and have it registered elsewhere. The car was rescued from its garage in 1973 by Mr Raj Seth, arguably the doyen of vintage car enthusiasts/restorers in India. He did all the preliminary cleaning up and sorting out. The car then lay in his garage and I took her back two years ago (I had been working out of India all these years) to complete the restoration. I am pleased to report that the car is mechanically in very good condition and apart from a few very small pieces and replaced perished items is almost a hundred percent original.

COMING EVENTS

The following are correct at time of going to press, but may change as arrangements are progressed. Details, booking forms and other information are or soon will be available on the club website.

Sunday 3 July 2016

Driving Tests, Concours and picnic at Sandhurst (Graham Tyson) (flyer enclosed)

Sunday 9 to Wednesday 12 October 2016

A tour of North Wales for small as well as large HP cars (Anthony Armitage and Sir John Stuttard)

Friday 27 February 2017

AGM and Annual Dinner 2017 at Cutlers' Hall in the City of London (Sir John Stuttard and Susie Forrest)

Friday 21 to Sunday 23 April 2017

A tour near Armsworth Park House (Ashley Carmichael)

Saturday 22 April 2017

Spring Lunch at Armsworth Park House (Strone Macpherson)

May 2017

Irish Georgian Society Visit – location to be decided (John Redmill)

3 June 2017 for two weeks

A tour of the Iberian Peninsula starting and finishing in Santander (Ken Forbes)

Late June 2017

Three-night tour based around the Chalke Valley History Festival (Sir John Stuttard)

10 September 2017 to 1 October 2017

A three week tour of South Easter Australia (Peter Crauford. Contact in UK Roland Duce)

Mid to late September 2017

One or more nights around the Kop Hill Climb in Buckinghamshire (Ashley Carmichael)

6 and 7 October 2017

Two or three nights with a short tour in the Cotswolds around the Autumn Lunch (Brian Palmer)

Late April 2018

A short visit to Champagne (Rosemary Jeffreys and Henry Fitzhugh)

Last week of June and early July 2018

The Glories of the Prussian Empire – two or three week tour of Poland and the former East Germany starting in Gdansk with Gala Dinner in Berlin (John Stuttard, flyer enclosed)

End of August 2018

A few days in the Yorkshire Dales based in Wharfedale near Bolton Abbey with an evening at the International Gilbert and Sullivan Festival in Harrogate (Terry Bramall)