



News & Record



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

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NEWS & RECORD ISSUE 55

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FRONT COVER Setting off for a day in Potsdam: Susanne Halusa is at the wheel of SG2079 in the foreground

BACK COVER Some of the cars at the hotel just outside Turzno. Both photos by Kimberly Shaddock.

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EDITORIAL

As you will know, we are having a change in the Club, with John Stuttard handing over the chairmanship to Ken Forbes. John has been a wonderful chairman, and I know Ken will be too. We are fortunate indeed that they, as well as Lesley and Jane, are willing to put in so much time for the Club. I thought we should mark the occasion by having an interview with Ken, to introduce him to those who do not already know him, and give a flavour of how he sees the Club developing in the next few years.

The longest feature in this issue consists of two articles, one by Henry Fitzhugh and the other by Ron and Nanette Elenbaas, about the tour of Poland and Germany in the summer – each in their own inimitable styles. I hope that those of you who were not able to come on the tour will enjoy reading them as much as those of us who were able to do so. It was a truly memorable trip, brilliantly organised by John and Lesley Stuttard, which was a pleasure from start to finish (with the possible exception of some of the roads!). The cars performed as brilliantly as you would expect, and we had the chance to see many amazing cars, some of which had travelled across the oceans to be with us. We were fortunate to have some

excellent photographers on the tour, who have been most generous in sharing their photos with us, as you will see from the two articles.

The other tour featured in this issue was another great success, thanks to the thoughtfulness and hard work of the organisers Terry and Liz Bramall. We try and give a mix of events of varying lengths, which seems to work well, as some different cars took part, and it does seem a good idea to have a tour in a different part of the UK.

Finally, we have an article by our Technical Correspondent, Nigel Hughes, which takes a close look at Springs. I found it fascinating, and I think you will too.

I know I promised you an article by one of our trophy-winners at the last AGM, Mermie Kerger, but I thought it would be better to postpone this pleasure till the next issue to avoid making this issue too long and heavy.

I look forward to seeing many of you at the AGM in March. Do send in your mileage trophy forms!



Three of the 1912 cars: SG 2092, SG2145 and SG 2133

INTERVIEW WITH OUR NEW CHAIRMAN, KEN FORBES

Rosemary Jeffreys

I asked Ken and Jane Forbes if they would be willing to do an interview for the News and Record, so that members could get to know them a bit better, and Henry and I passed a delightful few hours with them.



Ken and Jane with their Ghost, August 2018.

Rosemary: Could you tell us a bit about yourself and what you did before you became Chairman? Have you always been keen on old cars?

Ken: I have been interested in old cars since I was a boy and had various cars including an MG TA, an early Mini and a Volvo. I qualified as a metallurgist as a sponsored student with British Steel, whilst rebuilding and rallying cars with my housemates. I joined Jane's father's family business in 1977, which was started 100 years ago selling Ford Model T's and we still have one. I sort of learnt to drive it in 2002 in a 20-minute driving lesson, when it had to be moved at short notice! It has three pedals, with reverse in the middle and first/second on the left and the petrol

tank under the driver's seat. For reasons I won't go into, I ended up driving it from Mosely to my mother-in-law's garage. I had to drive into the garage at full throttle from three feet, then turn my foot sideways (as you do with these Fords) to achieve maximum retardation. It turned out that my mother-in-law had put out the washing in the garage and I drove into a table cunningly concealed just behind it! Luckily I didn't do much damage to the Ford, though the headlights did need to be replaced...

Rosemary: So, Jane, you were brought up with old cars?



The Forbes fleet: the 25/30, GRP68, on the right, the PI, 95LF in the middle and the Ghost 68RM on the far left.

Jane: My father raced at Silverstone and Monte Carlo, but he always left me at home, because I wasn't a boy. When I grew up, I had a 1949 Alvis and a cocker spaniel, and Ken fell in love with all three of us at the same time. When we were married, Ken used to tinker with the Alvis, and eventually I said 'if you have to do that, go and buy your own'.

Rosemary: So when did you get your first Rolls-Royce?

Ken: In 2000. I had lusted for one ever since playing with Dinky toys. I nearly bought a Ghost from Andy Butcher, which Brian Fidler acquired eventually. We were living in the Cotswolds and I met Allan Glew, who found a blue Phantom for us, which we still have. Then we thought about a car for less clement weather, and I found a red 25/30 for sale in America, a Thrupp and Maberley with right hand drive. I did something most unlike me, and bought it without seeing it – the first time I saw it was when it came out of the container in England. Luckily I didn't attempt to drive it as it needed a bit of work, but it has won several concours since. One of the reasons I was keen to have it was because it has an Edinburgh

registration, and it turned out that it had belonged to a school friend of my grandfather's! We recently got a Ghost too, which featured as an armoured car in Lawrence of Arabia, also Scottish registered. My father was a lawyer in Dundee and having been born in Carnoustie I am fond of the Scottish past of these cars.

Rosemary: How many miles do you do in your cars?

Ken: I'd say about 3,000 p.a. between the three of them.

Rosemary: and what do you appreciate most about them?

Ken: The fine engineering, and the sheer pleasure of seeing the cars on the road. It is absolutely great to have a car of that age which is *usable*.

Rosemary: Could you say a few words about how you see the Club developing under your leadership?

Ken: The Club is an amazing mix of people, with a fantastic sense of camaraderie. I think what we

all have in common is that we are interested in the history of the cars, which goes with a sensitivity to antiques and an appreciation of fine, old, things. You can see a sense of camaraderie when people are out early doing jobs on their cars in the car park. We all enjoy mixing with people we feel comfortable with, doing things that we enjoy doing. What we all enjoy is, principally, driving our cars – doing something active with them, not looking upon them as museum pieces. A blend of events is crucial, but they all need to appeal to people who want to drive their cars. I will aim to continue with a range of events, some deliberately informal and shortish, as well as the grand tours. A good geographical range is important.

Our recent events have drawn Members from all over the world to participate and I feel this is also a very interesting and important aspect of our tours that I am keen to encourage

I am building on a secure foundation. We are fortunate that we have so many people who are willing to do things for the Club, including organising tours. John Stuttard did an absolutely fantastic job in running the Club for eight years. He has been able to draw on different skills from

a range of people, and has built a club that is both professionally run and is also fun to be part of.

Rosemary and Henry thanked Jane and Ken for being so kind in sharing their memories of their cars, and for the pleasure of having a ride in the Silver Ghost. We took it in turns to sit in the front!



Ken at the wheel of 68RM.

LOST KINGDOMS, LOST EMPIRES...

PRUSSIA, POLAND & GERMANY

Henry Fitzhugh

June-July, 2018

After five days driving from home through very interesting territory, not on the Tour Itinerary so I can't tell you about it, we finally arrive at Gdańsk where the Tour will start. Immediately to the currency exchange, I expect to find money dished out in Deniers, Cheltons (6), Polchens (1½), Grosses (2), Abrases (1½), Orts (12), Florins(1²/₃), and Rix-Dollars (3). But somehow I seem to be given Zlotys and Groszys. Gdańsk has changed countries so many times over history that my currency reckoner may be a bit out of date – something may have changed since 1769. No matter, things may be modern here, but when we get to Krakow, the Capital of this Kingdom, all will be well, with the Rix-Dollar worth 4s 6d.

From a historical point of view, the local geography is simply bewildering. Any given spot east of the river Elbe has probably been in the territory of at least a baker's dozen of principalities, kingdoms, electorates, empires dukedoms &c, &c. In fact, Poland ceased to exist and went off the map for 123 years when it was carved up between Prussia, Russia, and Austria. The cause of most of this and the most constant threat was undoubtedly Prussia, in all its forms and guises beginning in 1226. After many centuries of grabbing others' territories, the phenomenal military feats of Frederick II The Great, then near-defeat for Prussia in the Napoleonic Wars, led to spectacular recovery at the Congress of Vienna in 1815. Bismarck then fought three perfectly planned and executed short wars, the last of which was the Franco-Prussian. The declaration at Versailles in 1871 that the Prussian King was the Emperor of Germany after the Franco-Prussian War, together with the robbing of provinces from Austria, Poland, Saxony, Denmark, Hanover, and France put Prussia into a position to become the dominant industrial power in Europe. Voltaire wrote that most states have an army, but the Prussian Army has a state. According to Hegel, German history had reached its endpoint. Karl Marx was in a state

of delirium for three days after first reading Hegel. Thus, and oddly, both Marxism and Nazism, later to be sworn enemies one to another, were founded in Prussia. But then Prussia fought two wars too many – World War I was devastating enough but the last, World War II, finished her off, and she was formally abolished by Law No. 46 of the Allied Control Council on 25 February 1947.

The effect of Prussia on Poland cannot be overestimated. Poland has always had the misfortune to be sandwiched between great powers, be it the Prussian Empire, Germany, or the EU on one side, or Tsarist Russia, the Soviet Union, or the Russian Republic on the other. So, we began by going immediately to the WWII Museum. It is little appreciated that Gdansk was one of the sparks that set off the War in the East. Danzig (Gdańsk) was a Free City, in no country at all, as a result of the Versailles Treaty of 1918.



A Junkers JU87 dive bomber in the WWII Museum, seen as the Poles saw it.

Hitler began by demanding it should freely join the Reich, and its refusal became a pretext for invasion. What no Pole knew was that Hitler and Stalin had signed a secret protocol to carve up Poland between them, and this was the opening move. The Museum covers the whole War from the Polish point of view, and does it with the best multi-media I have ever seen. It was sickening, all of it, but well worth seeing.

Thus it is both sobering and invigorating to begin the driving part of our Tour in Prussia. We set off in high spirits, with nine cars from the USA, three from Australia, one from Botswana, and, in our Chairman's words, "the usual rabble from Europe".

Our very first opportunity on leaving Gdańsk was to stop at Malbork, the castle of the Teutonic Knights. It is the largest fortification in Europe. When thinking of knightly crusaders, the Knights Templar first come to mind, being the most famous of the Christian Warrior Orders. Another Order, in what soon became Prussia, and just as powerful although its influence was focused in Eastern Europe rather than the Holy Land, was the Teutonic Knights, founded during the Siege of Acre (1189-1190). On joining the Teutonic Knights, new members took a vow of poverty, chastity, and obedience. In theory, members of such an Order were as much like monks as knights. Their Christian duty extended to avoiding the sin of pride. This meant walking a



A Very Small Part of Malbork Castle

delicate line where battlefield equipment was concerned. One of their tasks was to maintain their weapons and armour, usually done with a sense of pride. To counteract this, the bright colours and precious metals used to decorate the equipment of secular knights were banned, so they must have looked like a lot of rusty tin cans. The Knights, unusually, were given permission by the Pope to indulge in the sport of hunting to keep their fighting skills topped up. But this Indulgence did not extend to women, with whom they were not allowed to interact at all. This was easy, at least in theory, in their home bases, which were occupied only by men. As a result, the knights were banned from attending plays, weddings, and other

occasions where there might be women, drinking or worldly distractions. They were not even allowed to embrace female family members. Their heyday was the 13th century, during which they built Malbork Castle. I think, however, I can see why they died out, can't you?

On the way, we just had to stop at the Village of Chelmino, known as the Polish Capital of Love, because its church guards, and venerates each February 14, the Relics of St. Valentine. We even got a Ducat to prove it!



St Valentine's Ducat.

Flushed with enthusiasm, we set out on the second day's driving. Just a few miles down the road we turned off to Toruń, a medieval town boasting, amongst many other sights, the Copernicus Museum, in the overly restored medieval house in which the astronomer was born. I know you will all be familiar with the heliocentric model of the solar system and have studied his ground-breaking work *De Revolutionibus*, and fully comprehend its effect on astronomy, religion, and our understanding of the universe, so I won't dwell on that. But there is something in the Museum far more important, at least to Polish culture and gastronomy. Gingerbread, *Pierniki Toruńskie*, as they are known in Polish, is an icon of Poland's national cuisine, and Toruń is the world centre of all things to do with gingerbread. Cakes have traditionally been presented as a gift by the city of



The Delights of Gingerbread

Toruń to Polish leaders, artists, and to Polish kings. Baking moulds survive with likenesses of king Sigismund III of Poland, king Władysław IV Vasa and Queen Cecilia Renata as well as Chopin, who wrote to all his friends about it. Since the 18th century, the great Polish national treasures have been considered to be: the vodka of Gdańsk (definitely), Toruń gingerbread (without a doubt), and the ladies of Kraków (we'll see). We have delights to come.

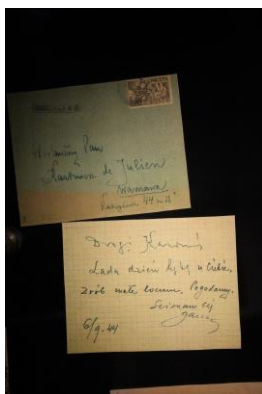
In Warsaw we headed straight for the Museum of the Uprising. In a carefully planned insurrection, a small part of the city declared itself free of Nazi



Printing presses used during the Warsaw Uprising.



A Postbox set up during the fighting.



A letter beginning "Dear Kasimir..."

occupation on August 31, 1944. During the sixty-three days of their short breath of freedom, the Poles set up printing

presses to distribute their own propaganda, and also set up a postal system with deliveries by teenage "scouts". Those days were their only taste of freedom from 1939-1991.

Hitler had planned to obliterate Warsaw completely and to build a new town for 100,000

Germans. In the Uprising, a quarter of a million died or were executed, and 80% of the city

centre was systematically destroyed. The Russian advance was held back by Stalin to allow the Nazis to do his dirty work and then the German withdrawal made it all too easy for the Communists to seize Warsaw, which by then could put up no resistance. As a consequence, the centre of Warsaw has a distinctly modern feel, rather than the Polish Kingdom look we would have preferred. But, many of the old monuments have survived and now there could be no better example of renewal. The Royal Palace had been destroyed in 1945 but completely rebuilt. No faded glory here – it is perfect, just as it would have been done in the 18th century to as high a standard as in any part of the world. The New Town that surrounds the palace is all in tip-top condition and serves as a backdrop to a palace that rivals any in Europe. Our brief time in Warsaw was greatly facilitated by Michael Moran, the Chairman of the RREC Polish Section, and in Krakow by Chris Rosworowski, who gave us a dinner lecture on Poland's history.



The Royal Palace in 1947, and after being rebuilt

Next stop – Krakow. We all eventually arrived after tough traffic. I immediately repaired to a bar



Male and Female Spires

for a local beer. Local really means local – I got a Chocolate and Peanut Butter Stout (5.1%). It looked like the motor oil I drain from the sump, but it certainly made the world seem a better place. We took off sight-seeing and were immedi-

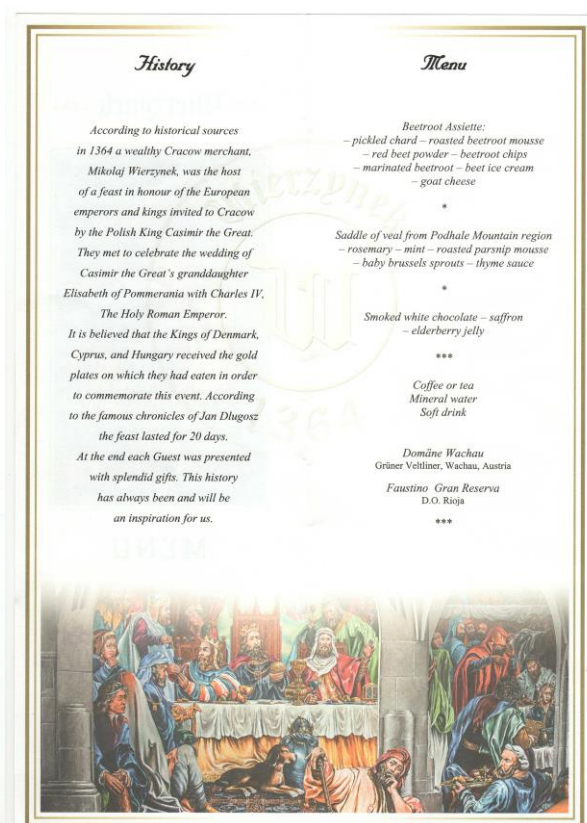
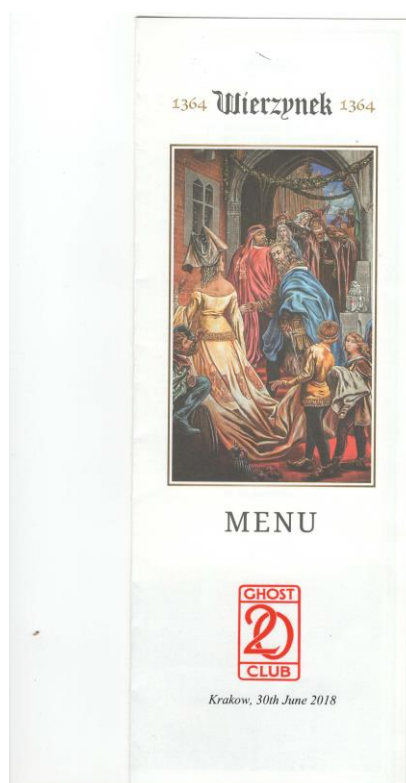
ately greeted by a bisexual church. Churches in Eastern Europe often feature two towers, one bigger than the other, and one is considered male and the other female. No prizes for working out which is which. It is always good to introduce a note of High Culture.

Krakow is really the historical and cultural centre

of Poland. The Wawel Royal Castle and the Wawel Hill constitute the most significant site in the country. For centuries the residence of the kings of Poland and the symbol of Polish statehood, the Castle is now one of the country's premier art museums. The museum's holdings in oriental art include the largest collection of Ottoman tents in Europe.

The Crown Treasury is situated in the historic Gothic rooms which were used from the 15th century on for storing the Polish coronation insignia and Crown Jewels on display feature priceless objects from the former Treasury that survived plunder, among them the memorabilia of Polish monarchs and members of their families and eminent personages – like the hat and sword given to John III Sobieski by the Pope after the Battle of Vienna, as well as the coronation sword Szczerbiec.

After savouring some of the very high points of human existence, we steeled ourselves to see the very lowest – Auschwitz. The concentration camp consists of Auschwitz I, Auschwitz II–Birkenau (a concentration and extermination camp), Auschwitz III–Monowitz (a labour camp)



More High Culture – How We Ate and Drank

for an IG Farben factory), and 45 satellite camps. An estimated 1.3 million people were sent to the camp, of whom at least 1.1 million died. Around 90 percent of those were Jews; approximately one in six Jews killed in the Holocaust died at the



The Entrance to Auschwitz translates as “Work Makes You Free”, the sickest joke ever told.

camp. Many of those not killed in the gas chambers died of starvation, forced labour, infectious diseases, individual executions, and medical experiments. Birkenau was so efficient that it could dispatch 24,000 each day in its gas chambers and crematoria. In the course of the War, the camp was staffed by 7,000 members of the German SS, approximately 12 percent of whom were later convicted of war crimes. Some, including camp commandant Rudolf Höss, were executed in the camp.

The two camps had it all – everything you’ve ever heard of: barbed wire, gas chambers, crematoria, medical instruments, piles of shoes, clothes, and suitcases stripped from those going to the gas chambers, and pictures of those going into the “showers”. It was a draining experience for all of us, but we were a little relieved with a visit to the Benedictine Monastery of Tyniec, almost within sight of the camps, where many of us were lost for words and some prayed for victims and the warders.

Viewing the activities of the Germans from another angle, Strone Macpherson later organised a contingent to go to Kreisau Castle on one of our days off. The Kreisau Circle (1940–1944) was a group of about twenty-five German dissidents led by Helmuth James Graf von Moltke, who met at his estate in the rural town of Kreisau, Silesia. It is ironic, considering that the von Moltke

family had supplied the leading army chiefs in both the Franco-Prussian War and WWI. The Circle concentrated on opposition to Hitler’s Nazi regime on both moral and religious grounds. They laid plans to reorganize the German government after the end of the Third Reich. Although the circle did not promote violent overthrow of the regime, their planning was considered by the Nazis to be treasonous as it rested on the assumption that Germany would lose the War, any thought of which was punishable by summary execution without trial. The group began to falter after von Moltke was arrested by the Gestapo in January 1944 and eventually came to an end when most of its members were arrested following Claus von Stauffenberg’s attempt on Hitler’s life on July 20, 1944. The Castle is now used as a centre for international understanding and reconciliation.

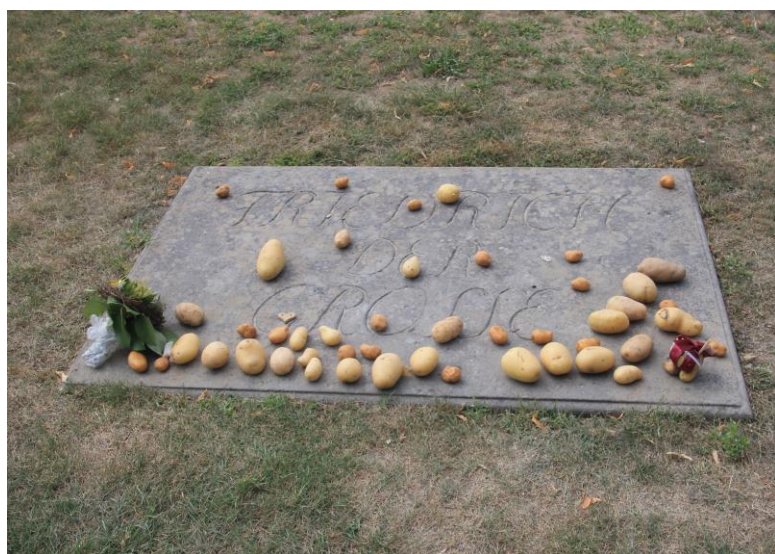


Książ Castle, Hitler’s Hideaway

Książ Castle is a breathtaking site, sitting on a wooded hilltop. The area drew worldwide attention when two explorers announced in the 1970s that they had located a secret tunnel that was supposed to hide a wartime armoured train with precious load. The news revived a local legend of a train laden with gold and valuables that the Nazis reportedly hid from the Red Army in the mountains in 1945. The legend was first brought to light by a retired coal miner in the 1970s, and it’s been kept alive by the mysteries surrounding the complex. The authorities are

doing their best to verify the explorers' claim, if only to keep up the tourist flow. There could just be some truth in it. The castle was seized by the Nazis in 1941 as a future residence for Hitler. Sadly, many of the historic interiors were torn down in a misconceived drive for modesty. The Nazis then began to build a bunker some 50 metres beneath the castle to protect Hitler from Allied bombs. Eventually a labyrinth of tunnels and bunkers was built using forced labour from the local concentration camp, but the complex was not completed by the War's end and its true purpose remains a mystery. Some historians say the complex was to become Nazi command headquarters, others believe the tunnels were to house an armaments factory or a nuclear weapons laboratory.

cited as an early application of the now fashionable science of behavioural economics.



Frederick the Great's grave in Potsdam, with offerings from lovers of the Peruvian Tuber.

We had a pleasant mid-day stop for a lecture by Rev. Paul Wright on the Battle of Hochkirch which took place on 14 October 1758 during the Seven Years' War. An Austrian army of 80,000 surprised the Prussian army of 30,000, commanded by Frederick the Great. Ignoring the advice of his generals who stayed up all night with horses saddled, Frederick had trouble getting out of bed that morning, and the Austrian army overwhelmed the Prussians and forced a general retreat. Over 30 percent of Frederick's army was destroyed; five generals were killed and he lost his artillery and a vast amount of supplies. Even the Mighty have Feet of Clay.

Frederick blotted his copy book on that one, but none the less he achieved a lasting influence in Europe. Many might think that the expansion and invention of modern Prussia was the most important result of Frederick's efforts, but there is something far more significant – the adoption of the potato into the European diet. He introduced the new vegetable into his soldiers' diet in 1744, but resistance ran deep – “not even dogs will eat them”. During a famine in 1774, he threatened to cut the nose and ears off any peasant who would not plant them. But he soon changed strategy – he put armed guards around all the Royal potato fields with instructions to be very lax in protecting them. The peasantry began sneaking in and stealing the Royal crop, and soon they were being widely grown and eaten. This is

A wayside afternoon at Bautzen revealed a pleasant medieval town dating back to 1002 when the German King Henry II (yes, Germany had its own Henry II long before England's) signed a treaty with Bolesaw the Brave, and it is a good example as mentioned above of how many “countries” have come and gone in this part of the world – Bautzen has been inside fifteen! The town has a claim to fame – the steepest leaning but still climbable tower north of the Alps.



Bautzen's leaning tower

This brought us to Dresden. All will know of its near total destruction in early 1945, but the city of course was previously better known for Dresden porcelain, the first ceramic in the west to equal that coming from China. Dresden was also the origin of the brassière (1889), cigarette rolling machines, the first 35mm reflex camera, the coffee filter, the tea bag, squeezable toothpaste, and the latex condom. It became the centre of typewriter manufacture and Carl Zeiss optics. All of this industry was turned over to war use from 1941, and some 20,000 Dresdeners were so employed on a 60 hour work week. By 1944, schools had been turned into military hospitals and the pupils put to menial war work. In addition, as a result of Germany's seizing of the Sudetenland, Dresden had become a major railway hub, very useful for transporting concentration camp prisoners from Poland and Czechoslovakia. The advancing Russians in particular wanted to disrupt the rail transport to forestall a German last stand. The city's success made it a target, although it was totally undefended as its anti-aircraft guns had been transferred to Berlin.

In spite of the city's heavy involvement in the war effort, there are pervasive myths regarding the bombing of Dresden on the night of Tuesday February 13, 1945: that it was only a cultural treasure – Florence on the Elbe – devoid of military value, and that 250,000 were killed as a result of the raid. That figure arose from a doctored Nazi damage report a month after the event. The real total was 25,000 but an extra “0” was added in manuscript to all categories. The original document was discovered in 1994 after the opening of East German files. However, in the intervening decades, the higher figure was seized upon first by Nazi propaganda, then by East German and Russian interests, and later by Western anti-war protestors, each finding some support for their political agenda. It is true that the number of victims was swelled by refugees crowded into the town – the Russian advance was only 60 miles to the east, and many had fled to Dresden. Some 6,865 bodies were cremated in the Altmarkt. The new crucifix in the nearby Frauernkirche was forged by a Coventry silversmith whose father flew on the

Allied raid. At least this shows that reconciliation is possible. These are the cold facts; whether mass bombing is ever justified by any set of circumstances is the debatable question. Anyone who has the stomach to read it all in full is referred to *Dresden, Tuesday 13 February 1945* by Frederick Taylor.



Augustus the Strong.

But let us not dwell on tragedy. Dresden was put on the map by Augustus the Strong (1670-1733), so called because of his 370 illegitimate children. He fancied himself as the Saxon Sun King, and his admiration for omnipotent Oriental rulers led to a covetousness for porcelain. He incarcerated the alchemist Johan Böttner until he cracked the secret of porcelain, thus leading to the “White Gold” of Dresden, or Meissen China.



At Work in the Meissen Factory

We were treated to a short stop in Lutherstadt Wittenburg. In 1502 Elector Frederick founded the University of Wittenberg, (where Hamlet wanted to go to get away from his incestuous Mum and Uncle/Step-Dad) which attracted some important thinkers, such as Martin Luther.



Martin Luther -and modern visitors – cast an approving eye.

On 31 October 1517, according to legend, Luther nailed his 95 theses against the selling of Indulgences at the door of the All Saints, the Castle Church – an event taken as marking the beginning of the Protestant Reformation. Unlike many other historic German cities during World War II, Wittenberg's town centre was spared destruction during the conflict. The Allies agreed not to bomb Wittenberg, though fighting took place in the town. These noble sentiments did not entirely translate into action – on the outskirts of Wittenberg stood the Arado Aircraft Factory, which produced components of airplanes for the Luftwaffe. This factory was staffed with forced labour by Jews, Russians, Poles, political prisoners and even a few Americans, and was producing over 200 of the world's first jet bomber, the AR264. Despite the prisoner status of its workers, American and British planes

bombed the factory near the end of the War, killing one thousand workers. At the end of the War, Soviet forces occupied Wittenberg, and it became part of East Germany in 1949.

In many ways, Potsdam is the centre of Prussia, and was the residence of the Prussian kings and the German Kaiser until 1918. A true creation of the Age of Enlightenment, it was planned as a picturesque, pastoral dream which would remind its residents of their relationship with nature and reason. With 1250 acres of parks and 150 buildings constructed between 1730 and 1916, Potsdam's complex of palaces and parks forms an artistic whole, whose grandeur reinforces its sense of uniqueness.

Potsdam is renowned for the many great palaces that were built by successive Prussian nobles, some score or so depending on how you count. Its history of construction embodies many of the great events of the age. Every time Prussia had something to celebrate, it seems a new palace went up in Potsdam, starting with the most popular attraction in Potsdam, Sanssouci Park, frequently called the Prussian Versailles. In 1744 Frederick the Great ordered its construction, where he could live *sans souci* – without worries, French as that was spoken in the Court at the time. This was followed by at least nine important palaces, not all of which survived the last War, but each that remains is a treat to visit. It is ironic that the Potsdam Conference in 1945, whilst setting the new world order, also led to the abolishing of Prussia itself.

The beauties of Potsdam have to be seen to be believed – no guide book will suffice, and one



The Bildergalerie of Sans Souci

single picture is not enough either. But here is the interior of the Bildergalerie, the gallery space created to impress all who visited the Prussian kings. It displays a small fraction of the artworks collected in the dozen or score of residences, palaces and retreats that make up the entire Potsdam estate.

Potsdam offered the most perfect opportunity for 20-Ghost Members to do something they are really good at – having dinner. What is more, John Stuttard had fixed it for us to use the State Apartments, one for the reception and two for dining. Photographs cannot do it real justice!

In the second part of the tour we returned to the Baltic Sea from which we began. Wismar is a port and Hanseatic city, which at various times has been part of Mecklenburg, Sweden, and Germany, including East Germany. It became part of Germany in 1871, although Sweden officially renounced its claims to the city only in 1903. Wismar was the home to the Dornier aircraft plant, and to railway rolling-stock factories. In World War II Wismar was heavily damaged by “Blockbuster” bombs



A Grand Reception in a State Apartment, and dinner in the dining rooms. Note second room in far distance.

dropped by the Royal Air Force on April 14, 1945, three weeks before the end of the War. On 7 May 1945 General Montgomery and Marshal Rokossovsky met in Wismar. Close by, we also had the opportunity to visit Schwerin with its stunning castle.



Schwerin Castle

From Renaissance beauty to mystery, let no one say the 20-Ghosts do not provide variety. Our next visit, Hameln, started with a monastery, which was founded as early as 851 AD. A village grew in the neighbourhood and had become a town by the 12th century. Hameln was surrounded by four fortresses, which gave it the nickname “Gibraltar of the North”. It was the most heavily fortified town in the Electorate of Hanover. But, in 1808, Hameln surrendered without a fight to Napoleon, whose forces subsequently pulled down the town’s historic walls, guard towers and three fortresses. In 1867 Hameln was annexed as part of the Kingdom of Prussia.

During the Second World War, Hameln prison was used for the detention of Social Democrats, Communists, and other political prisoners. Just after the War, Hameln prison was used by British Occupation Forces for the detention of Germans accused of war crimes. Following conviction, around 200 of them were hanged there, including over a dozen of the perpetrators of the Stalag Luft III murders. The prison has since been turned into a hotel (not ours, they used the Stadthotel Hameln – we are far upmarket in the Schlosshotel Münchhausen).

But more romantically, everyone has heard of the “Pied Piper”, made famous by the Brothers Grimm, and probably based very loosely on historical events. What exactly did happen to all those rats and children in Hamelin? In 1284, while the town of Hamelin was suffering from a rat infestation, a piper dressed in multicolored



The Pied Piper leads the children out of Hamelin.

(“pied”) clothing appeared, claiming to be a rat-catcher. He promised the mayor a solution to their problem with the rats. The mayor, in turn, promised to pay him 1000 guilders for their removal. The piper played his pipe to lure the rats into the Weser River. Despite his success, the mayor reneged on the promise and paid him only 50 guilders, even going so far as to blame the piper for bringing the rats himself in an extortion attempt. Enraged, the piper stormed out of the town, vowing to return later to take revenge. One day the piper returned dressed in green like a hunter playing his pipe. In so doing, he attracted the town’s children. One hundred and thirty of them followed him out of town and were never seen again. Although research has been conducted for centuries, no explanation for the historical event is universally accepted as true. Natural causes, emigration, flight from a Danish invasion, dancing mania, or pilgrimages are all offered instead. Even to this day, there is prohibition against playing music or dancing upon the Bungalowenstrasse (“street without drums”), the street where the children were purported to have last been seen before they disappeared or left the town.

Sad to say, our Tour was coming to an end.

Long before now it was obvious how much work and effort John Stuttard had put into it. Over a period of two years, he did several complete reccees, and the attention to detail showed in everything, and paid off. All the hotels, restaurants, lectures, route instructions, and rally guides were spot on, and presented no problems of any kind. And that’s not to mention the day to day management of cranky cars, hotel staff, diffuse parking, and multiple hotels on some days. The Club owes him a huge debt of gratitude for all of it, and especially we who drove it.

We left Germany and Poland with sadness, but not unnoticed – with Royal notice at that. Pieter van Vollenhoven, husband of Dutch Princess Margriet and uncle of the Dutch King, was having lunch at Kasteel Engelenburg on Saturday 14 July and tweeted his appreciation. So, Flushed with Royal Approval, we headed happily for home! It was 3,200 miles all told, but I for one could have kept it up for longer.



Some of the cars assembled beneath the Town Hall in Bautzen



Driving to Brummen – the Dolans in S176ML leading Tim and Joan Kelly in 369XH (photo by Kimberly Shadduck)



Traffic queue – Doug Magee bringing up the rear with the Elenbaases in front and Bill Johnston in between (photo by Kimberly Shadduck)

Cars & Participants

Year	Model	Body style	Colour	Chassis No	Reg No	Owner/passengers
1911	Silver Ghost	Marlborough Torpedo	Green	1606	CH-722	Nick & Jo Naismith (Gdansk to Potsdam)
1911	Silver Ghost	Roi-des-Belges	Light Green	1676	DCG9598	Ron & Nanette Elenbaas
1912	Silver Ghost	Tourer	Dark Blue	2079	BF-5491	Martin & Susanne Halusa, with Maggs Diffey for part (Gdansk to Potsdam)
1912	Silver Ghost	Tourer	Green	2092	R-1472	Doug Magee & Alan Kleiman (Gdansk to Potsdam) & Coralie Ogle (Potsdam to Brummen)
1912	Silver Ghost	L/E Tourer	Black	2133	RR-1912	Keith Wherry & Marie Harland
1912	Silver Ghost	Cabriolet	Dark Green	2145	BF 8058	Albert & Monique Eberhard
1913	Silver Ghost	L/E Tourer	Red	9NA	CC-371	Christine Turner and Barry & Tina Dorling
1914	Silver Ghost	Tourer	Green & Black	36PB	6009	Tom & Mary Jo Heckman
1914	Silver Ghost	Tourer	Light Blue	17RB	3QZR772	Jonathan Feiber & Heather Buhr (Krakow to Dresden)
1914	Silver Ghost	Tourer	Grey	50YB	LE-7478	John Snook (Gdansk to Potsdam) & Amanda Chumas (Gdansk to Krakow) & Gervase Forster (Krakow to Potsdam)
1920	Silver Ghost	Tourer	Grey	89AE	R-4871	Allan & Sue Glew (Gdansk to Potsdam)
1920	Silver Ghost	Tourer	Silver	39EE	U-5694	Brian & Ros Fitton (Gdansk to Potsdam)
1920	Silver Ghost	Limousine	Silver & Black	47RE	AC-200	Ashley & Adrienne Carmichael (part from Dresden to Brummen)
1921	Silver Ghost	Tourer	Barker	149AG	KE-6676	Brian & Joan Palmer (Potsdam to Brummen)
1921	Silver Ghost	All Weather Tourer	White & Blue	33LG	XF-7646	Sir John & Lady (Lesley) Stuttard
1922	Silver Ghost	Drophead Tourer	Yellow	40PG	AA-04060	Alex Joyce & Jesse Strzok (Gdansk to Krakow) & Nicolás Barbuti (Krakow to Potsdam) & Vaden Lackey (Potsdam to Brummen)
1923	Silver Ghost	Tourer	Dark Green & Black	23EM	S22 XP9820	William Johnston & Ronda Stryker
1923	Silver Ghost	Pall Mall	Green	369XH	308725-B	Tim & Joan Kelly
1924	Silver Ghost	Tourer	Black	41EM	B-1924 XR-3431	Jeremy Greene & Delwyn Klevenow
1924	Silver Ghost	Tourer	Grey & Black	68RM	S-46	Ken & Jane Forbes (Gdansk to Potsdam)
1925	Silver Ghost	Pall Mall	Dark Red & Black	S131MK	S-714135	David & Kimberly Shadduck

1925	Silver Ghost	Pall Mall	Green & Black	S176ML	S-176ML	John & Denise Dolan
1927	20HP	Tourer	Maroon & Black	GHJ66	ZG-94230	Peter & Regula Velvart
1929	20HP	Landaulette	Blue & Black	GVO26	UV-4918	Gerald Davies & Fran Fuzzey
1930	Phantom II Continental	Dual Cowl Tourer	Black	62GY	GH-2966	Strone & Alex Macpherson
1931	Phantom I	Derby Tourer	Maroon & Black	S219PR	NE-677	Jon Leimkuehler & Nancy Barsotti
1932	Phantom II	Sport Saloon	Black	4MS	GX-8578	Ernest & Annemieke van Arendonk (Potsdam to Brummen)
1933	Phantom II	Henley Roadster	Black & Yellow	277AJS	749-LBM	William (Chip) & Jacque Connor (Krakow to Dresden)
1933	Phantom II Continental	Tourer	Green	31MW	ALP-178	Roland Duce & Kimberly Hughson (Gdansk to Aerzen)
1933	Phantom II Continental	Sports Saloon	Black & Chinese Blue	47MW	AM-20-40	Fokko Keuning & Hélène Boonstoppel
1933	Phantom II Continental	Drop Head Sedan Coupe	Green	80MY	AGN-333	Dr Michael & Angelika Elliott (Gdansk to Potsdam)
1934	Phantom II Continental	Limousine	Black & Green	121RY Car did not complete tour.	AYV-929	John & Kathy Deane (Gdansk to Aerzen)
1934	20/25	Sports Saloon	Black	GYD29	FA-5626	Peter Jordan-Hill and John & Pamela Rowney
1935	Phantom II	Three position Drop Head Coupe	Blue	156SK	HXC-543	Rolf Kuhnke & Heidi Risch (Potsdam to Wismar)
1936	Phantom III	Three position Drop Head Coupe	Green & Grey	3AZ158	DXT-7	Sir Michael Kadoorie and John & Alex Maas & David McKirdy (Krakow to Dresden)
1936	25/30	Sedan de Ville	Black & Green	GRM1	DN-R2530	Willi & Leonie Meier (Potsdam to Brummen)
1937	25/30	Enclosed Limousine	Black & Yellow	GRP4	ELH-113	Henry Fitzhugh and Rosemary Jeffreys
1997	Range Rover				R242DN M	Roy O'Sullivan (Engineering Support)

TOURISTS IN SEARCH OF A COUNTRY FROM KALAMAZOO TO KRAKOW, WITH LOVE...

Ron & Nanette Elenbaas

June-July, 2018



Ron and Nanette driving carefree...

Saturday, June 23, 2018

From the middle of America, into the beautiful middle of Europe, four bleary-eyed tourists stepped off the airplane to begin their exploration of the former Prussia territories. We are very excited to be here and can't wait to learn and experience this part of the world. The three best things about these 20-Ghost Tours for us are the interesting and gracious people (new friends) we meet, the amazing cars we enjoy and the outstanding itineraries we travel. Nanette and I had the great good fortune to enjoy Spain and Portugal in 2017, thanks to the efforts of Ken and Jane Forbes and Albert and Monique Eberhard. We couldn't wait to see what Sir John and Lady Lesley Stuttard had arranged for us and our group of 34 lovely Rolls-Royces.

Shaking off our jet lag, we spent Saturday and Sunday exploring the many sights of Gdansk. The visit to the Solidarity Museum was really worthwhile and brought back many memories of

those turbulent times we viewed on the newscasts so many years ago. Later that day we made a "wrong" turn and ended up in a very busy and noisy bar. We made several new friends and met a woman who was from our area of Michigan who was hiking her way across Poland. She was showing off her fresh tattoo of Polska she had gotten that very afternoon. It's safe to say she made more friends in that bar than we did.

On Sunday we travelled a few miles to join up with the tour group and were delighted to see several tourers we had met last year in Spain/Portugal and were happy to see even more people we had toured with previously on other tours.

We made memories all day, every day on the tour. More than a few stand out...



The delights of the Polish roads

1. No matter what side of the street a pedestrian was on, he/she wanted to cross to the other side.... right now. In Poland, pedestrians have the right of way and enthusiastically use it. This doesn't exist where we live in Michigan, so it was very exciting for us to be driving along and have a crowd of people just step out into the street in front of our moving car. As we all know, our conveyances are made to proceed and really don't have what we would call "brakes" – only a pedal next to the clutch to occupy the driver until the car eventually stops.
2. The Polish economy is doing very well, and the narrow roads were full of cars and trucks. We were surprised to learn that clear roads ahead are not necessary to execute a passing maneuver – drivers just pull out when the spirit moves them, and the opposing traffic moves off onto the shoulder to avoid a head on collision. Scary, but strangely effective, but we must admit it takes a while to get used to it happening.
3. We met the luckiest Dog in Poland, Royce. His magic day unfolded something like this... Royce wakes up after another night of his young 10-week life fending for himself. Picking through

garbage, dodging cars and trucks and trying to survive another day as a mutt stray out on the streets. On his magic day, a Rolls-Royce Silver Ghost from Philadelphia pulls up to a stop sign. As the car pulls ahead, a street vagrant scoops up the dog and throws him up onto the tonneau cover of the car, unbeknownst to Tom & MaryJo Heckman. While under way, the puppy crawls across the tonneau cover and taps MaryJo on the shoulder. MaryJo is thinking hedgehog, raccoon or squirrel and screams for her life. Tom, who has become used to a regular level of raised voices from the navigator's side of



Royce, the luckiest dog ever

the car, glances over and spots the puppy, Royce. Luckily, our Trouble Truck/Grief Counselor, Roy O'Sullivan, is behind them and sees the whole exchange and is deputized to take the dog to the next stop. Lucky for Royce it was the 4th of July and the Americans were in a festive mood anyways, so it was decided to travel on to the next stop, the Hotel Palac Staniszow, a castle from the 15th century. This outcome was actually predicted in 1550 by Queen Elizabeth I, in a letter to her brother, when she said "Notwithstanding, as a dog hath a day, so may I perchance have time to declare it in deeds". In the States we would say "From the outhouse (loo) to the penthouse". Walt Disney himself could not have written a better ending to the story. What a lucky break for Royce – he was adopted that evening by a lady who works at the castle and now lives with her two cats and a rabbit, in splendor. At dinner, the tour group raised a small trust fund to provide for him as time goes on.

4. It wouldn't be our story with some comments on the unusual road signs as interpreted by unknowing American travelers.



"Don't tip your car over."



"Sports Bra required for this section."
(Thanks Ken Forbes)



"Don't drive off a cliff into the water."



"30 points for hitting children."



“Don’t hit People from behind.”



And Our Favorite...



“No bike riding on Cows”.

We are happy to report that we traveled the entire four weeks without violating any of these rules.

5. The single biggest impression we had was how much we enjoyed all of the local citizens we met over the course of the four weeks. Friendly, open and welcoming, and eager to have their pictures taken with the cars. Every time we came out to our cars, someone was taking their picture, not next to the cars, but on them. In one case, in them. We didn’t mind at all and actually helped people get the right shot. We haven’t seen this happen anywhere in the world we’ve traveled. Fun.

Bill Johnston got an early taste for this local exuberance: he was travelling a side street looking for the actual route when a man jumped up on to the running board, opened the door, hopped in the car and closed the door. He then asked the startled driver for a “selfie”. Magic. Given the breath of the photographer, we estimated the blood alcohol level at roughly four times the legal limit.



Irene Wiens doing a selfie with Nanette in Schwerin

In closing, we would like to offer our sincere thanks and best wishes to all of our friends on the tour. It was perfect in every way and the only problem was it ended too quickly. Nanette and I look forward to seeing all of you down the road.



Bill and his new lifelong friend...



The local police enjoying Alex Joyce's 1922 SG



A little boy's big ambition...

MAGNIFICENT YORKSHIRE – GOD’S OWN COUNTRY: TOUR 5-9 AUGUST 2018

Johnnie Gallop and Tamsin O’Brien

Desert Island Discs is compulsive listening – generally it’s the Sunday morning repeat chattering on the wireless in the corner, when I’m underneath the Doctor and getting oil in my eye because I haven’t tightened the Enots gun onto the nipple properly. Yes, there’s the music selection and the lifetime narrative that goes with that, but for me the key question is what luxury does the celeb in the hotspot desire on their sun-drenched castaway beach? That’s the clue to understanding the character of the interviewee. Vince Cable wanted his Aston Martin (I couldn’t see the point...no roads!), whilst Miriam Margolyes wanted a flushing toilet (very sensible!)...and me? What would my luxury be were I to receive a phone call from the purring Kirsty Young inviting me along to the Radio 4 studio?

Tea! A never-ending supply of good proper tea (milk, no sugar, please) – strong, but not bitter – and crucially served at the perfect quaffing temperature.

And when we arrived at the superb Ridding Park hotel in Harrogate, welcomed by Terry and Liz, inside our folder of route maps was a handful of good Yorkshire tea bags. Wonderful. Bella and I looked at each other and nodded in approval. Yes – this was going to be a good tour!

Yorkshire, the largest county in England at some 6,000 square miles is effectively bisected by the A1 and our two main touring days comprised circular routes – one east of the A1 around the Howardian Hills and touching up into the North Yorks Moors – with the other west of the main

road and into the dales. These were well thought out drives; the maps and words set out where you could get to but without a dogmatic requirement to cover every last mile. Furthermore, there were hints of what you might be possible should you decide to venture ‘off piste’.

We all made it to Castle Howard via the wonderful wooden toll bridge at Aldwark – built in 1772 it is the oldest toll crossing in the country. We each paid the requisite 40 pence and our cars rumbled across the bridge’s clattering planks. I think we all rather doubted that the engineering was up to Rolls-Royce standards – but we survived!



Tim and Pam Scott crossing the famous bridge in their 1912 SG, 1948

Castle Howard itself is splendid – you must go – or at the very least download some *Brideshead Revisited*. Although I think that sadly, whilst a 40/50 plays a bit-part in episode one, the makers of the series failed to call upon the 20-Ghosters of the early 1980s to provide vehicles properly fitting to the iconic setting.

Afterwards we headed for Hutton-le-Hole, where sheep with strong Yorkshire accented bleats roam the high street, and decided on our first ‘off piste’ adventure....okay well, in truth, we got a bit lost! But we found ourselves high in the moors on a glorious day. Parked up on the side of the road, Bella painted a picture, whilst I busied myself by turning maps upside down trying to work out our location.

‘Hello there!’ came a voice from the other side of the Doctor and the farmer came round with his dog to regale me with pictures of his collection of classic motorbikes. A great Yorkshireman! With Bella’s painting complete and with directions to the Blacksmith’s Arms in Lasingham for lunch (‘make sure to tell the landlord that Steve sent you....’) we set off and found Ken and Jane Forbes (1924 SG – ex Laurence of Arabia movie), accompanied by Doug Magee (utterly stunning 1912 SG) had beaten us there. Anthony and Gilly Armitage (that lovely silver PI on the front cover of the previous issue) were also busy nearby inspecting Lasingham church and its famous crypt.

In the afternoon we followed the approved route through Ampleforth, over the River Swale and then southwest to Harrogate. In the end we got back to the hotel at 6pm cutting it tight to get the double-decker bus which had been hired to take us all to dinner at 6.15pm!

The following day held a treat as we were given a private view and tour of the Ward brothers’ collection at their Queen Anne home to the south of Ripon. Daniel Ward was our guide, a wonderfully intelligent man and brilliant raconteur. His tour and stories took us from the first push-bikes, through an 1892 Peugeot (powered by the dry-cleaning fluid hexane – who knew?!) and onto Fordson tractors and traction engines. The inside of their purpose-built barn was truly a sight to behold and packed with automobilia alongside the cars themselves. Of course, there was tea in large mugs and Georgina

Ward’s homemade cake leaving me and several others wishing we had had slightly less in the way of bacon and eggs at breakfast.



Daniel Ward talking about some of the collection

That afternoon we ventured off the beaten track once more and headed deep into the Dales – Coverdale to be precise. There was one point where we covered twenty-five miles on single track roads without meeting a single car, apart from the postie travelling at light speed (too fast for me to see if he had a black and white cat in the cab with him). As we descended Park Rash north of Kettlewell, so Bella pointed out the 25% road sign. I don’t know about you, but I struggle with the whole percentage thing for gradients. When I see one I instantly start converting it to ‘old money’...exactly what I did here...and then the hill hit me! Just as I worked out that 25% meant....one in four. Oh blimey!

It was like going off the top of a ski slope – off piste indeed. Arrrrgh – hold on! With hindsight I should have added a bit of handbrake, but what with the hairpin it was all I could do to steer the Doctor and we skidded down the slope, mainly on two wheels.

....and all because the lady loves Milk Tray!

Kettlewell provided a much needed lunch stop where I could steady my nerves and allow the Doctor to simmer down after such exertion.

On the last day we explored York where some took in the historic city and cathedral, but most



The Broom-Smiths arriving at the Railway Museum in their 20/25, GGP8

went to see the trains at the railway museum. We had front of house parking and a super introduction from the curator. There was little doubt that the stars of the morning were the streamliners: the Mallard and the Duchess of Hamilton. The former in glorious garter blue, the latter resplendent in crimson lake – both built in 1938 in clear competition with each other but also with the European and American leviathans of their day – the Mallard famously displacing the previously German held speed record in '38. I guess we were all struck by both the huge similarities and massive differences between the engineering of these awesome beasts and of our cars parked outside. In the end of course, internal combustion and (whisper it) electricity displaced steam power but the Mallard gave 25 years of service during which time it covered 1.5 million miles – not too shabby!

I need to mention the dinners which were exceptional.

Evening one: a private room at the Rudding Park – lovely – it was just what we all needed to get the tour off to a start and gave Terry a chance to explain the idea of the route and what we were going to see and do.

Evening two: we were taken on a private tour of RHS Harlow Carr; 68 acres of garden just outside the centre of Harrogate where, since 1950 the

Horticultural Society has worked on the assessment of plant suitability in northern England. We saw the Bramall Learning Centre which provides educational facilities to more than 10,000 children per year - and then had dinner served us in Betty's tearooms on site.

But then evening three: our double decker took us to Terry and Liz's' home for drinks in the garden and then dinner in the private motor garage. However, to call our venue a 'garage' provides a very misleading impression. It was a cross between James Bond (think Blofeld's lair inside the volcano), Thunderbird's Tracy Island, and the colosseum in Rome (but with a roof). We sat at round tables laid out on a huge turntable



Dinner chez Terry and Liz surrounded by beautiful cars

whilst all around us were Terry and Liz's collection of the most mouth-watering cars you can ever imagine. It is the simple truth to say that I have never encountered a collection of such rare masterpiece vehicles in my life. Terry stood and welcomed us all and then said, 'Go on, open them up, sit in them, lift the bonnets.' I mean just ...wow!

Obviously the 1914 Silver Ghost Van Den Plas Torpedo (nominated for best in show at the 2013 Pebble Beach) was stunning as was the Aston DB4GTs supplied to Essex Racing new in 1960 and driven by Moss and Salvadori. But the XKSS wasn't bad either! In the end Bella decided that her 'take home' would have been the 1933 Alfa Romeo Monza, whilst I would have driven off in the Bentley R-Type fastback continental.

We all got back on the double decker delighted and slightly delirious – what a night!

The bus was in action again on our final evening when it dropped us at the Royal Hall in the centre of Harrogate — a magnificent, gilded, Grade 2 listed Edwardian performance hall fresh from an £8m restoration, surely the brightest jewel in Harrogate's already glittering crown.

What better way to end a week of Edwardian motoring than in a beautiful building constructed in the same period as our equally beautiful Silver Ghosts. The hall was hosting the International Gilbert and Sullivan Festival involving up to a

dozen amateur G&S societies from around the world competing for the annual "International Champion". That evening we were treated to The Mikado and our performers gave it everything — wonderfully entertaining with some super funny 21st century lyrics.

We did have one incident at the interval though where we went to a special gallery for a drink but never received the call to go back to our seats. Whoops! To our embarrassment, we had to file in after the second half had already begun, heads hung low, feeling like naughty school children.

So the Magnificent Yorkshire Tour was a triumph of planning, plotting and piloting and weather. I think all the cars behaved themselves as well; the Doctor's passenger seat fell off its runners after the 1:4 decent (well you couldn't blame it) and Inge's gorgeous 1926 blue 20hp coupe developed a mis-fire which was eventually totally cured by the marvellous Chris Bentley fitting a new condenser.

But the most important component of a great tour is the company and here the 20-Ghosters aced it. Terry and Liz were fabulous hosts throughout and the laughter – klaxon hooting – and camaraderie just didn't stop. Yorkshire: good strong tea and good strong friendships too.



A feast of Rolls-Royces at Rudding Park

Year	Model	Body	Colour	Chassis	Reg.	Participants
1912	Silver Ghost	Tourer	Green	7092	R1472	Doug Magee
1912	Silver Ghost	London/ Edinburgh	Grey/Black	1948	J1	Tim & Pat Scott
1913	Silver Ghost	Tourer	Cream	23 NA	IA4	Terry & Liz Bramall
1914	Silver Ghost	Barker Tourer	Blue/Black	41 GB	R2350	Chris Bentley & Tamsin O'Brien
1914	Silver Ghost	Alpine Style	Black/Blue	37 PB	XE5844	Nigel & Denise Burton
1914	Silver Ghost	Tourer	Blue	11 AB	R2114	Stuart & Ruth Evison
1920	Silver Ghost	Open Drive Limousine	Silver/Black	47 RE	AC200	Ashley, Adrienne & Adrian Carmichael & Gina
1920	Silver Ghost	Open Tourer	Blue	60 AE	79FLY	William & Clare Corbett
1921	Silver Ghost	Tourer	Maroon	149 AG	KE6676	Brian & Joan Palmer
1924	Silver Ghost	Tourer	Grey/Black	68 RM	S46	Ken & Jane Forbes
1924	Silver Ghost	Tourer	Grey/Black	22 LM	XT1857	Nick & Maurice Whitaker
1926	20 HP	Doctor's Coupe	Green	GOK 47	NE7996	David & Elspeth Crossley Cooke
1926	PI	Cabriolet de Ville	Burgundy/Black	57 YC	YR2648	Michael Joy & Sally Whittet
1926	20 HP	Doctor's Coupe	Blue/Black	GYK 36	YR5340	Inga Lyndon-Stanford & Lady Lindy Best
1928	Phantom I	Tourer	Aluminium	656L	TY5221	Gilly & Anthony Armitage
1929	Phantom II	Sedan de Ville	Beige/Maroon	81 XJ	GC2819	Anthony & Teddy Beach-Thomas
1929	20 HP	Doctor's Coupe	Red/Black	GFN 80	PK5875	Johnnie Gallop & Bella Hoare
1930	20/25	Tourer	Yellow/Black	GGP 8	LS2512	Christopher & Mary Broom-Smith
1930	25/30	Touring Limousine	Red/Black	SAR 48	EYM977	Andrew & Pippa Walker
1933	20/25	Sedan de Ville	Black	GLZ 75	ALW565	Robert & Sheila Kilburn
1934	20/25	Sports Saloon	Pink/Brown	GSF 29	BXB12	John & Lesley Stuttard
1936	Phantom III	Sedan de Ville	Black over Blue	3AX59	OSU966	Rolf Kuhnke and friend
						John & Kathy Deane

CELEBRATE THE SPRING

Nigel Hughes

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Health Warning! Road springs contain a great deal of energy when loaded. Even when removed from the chassis, the individual parts of the spring also retain substantial energy, due to varying curvature of the leaves. Very great care must be taken during dismantling and reassembly to avoid injury.

All our cars have part or full suspension by leaf springs. Rolls-Royce carefully matched up the strength of road springs according to the weight they bore and the correct functioning of the road springs has an enormous influence on the ride and handling of the car. While their main purpose is to absorb road bumps, they also provide location for the axles, resist braking and cornering loads and give a measure of anti-roll torque.

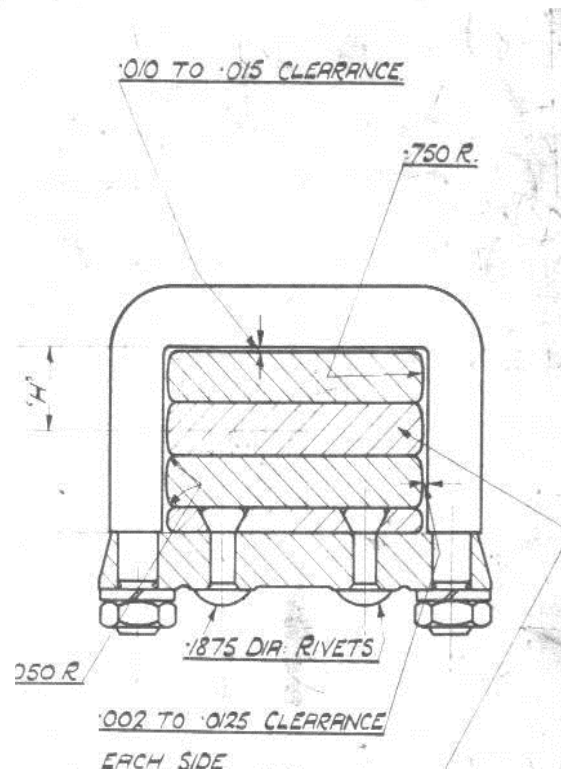
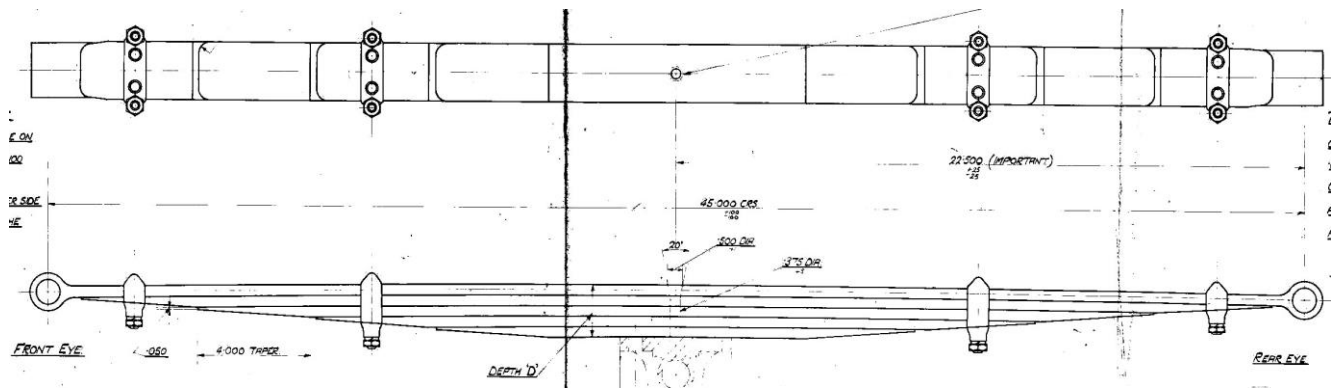
Today, leaf springs are used virtually only on commercial vehicles and are often denigrated as 'cart springs'. While some crude versions are probably worthy of that, the road springs of your Rolls-Royce are very sophisticated by comparison and deserve proper care and attention. The purpose of this article is to provide some explanation of how springs work, how they need to be maintained and how they can be restored.



Here is a picture of a modern road spring. The centre of the spring is clamped to the axle it supports by 'U' bolts (not shown) and the weight the spring carries is supported by pins through the eyes at the end of the 'master' leaf. The leaves are held together by a bolt through the middle and by four clips which tie the leaves together so that they cannot move sideways relative to one another or separate when the spring experiences braking torque. The clips also tie the top leaf to the rest, assisting the spring in opposing roll torque applied through the spring pins. Each leaf absorbs some of the total load by flexing, the balance being transferred from leaf to leaf, the ends of each leaf carrying the majority of the load. As the spring

deflects under load, each leaf has to slide slightly relative to its neighbours. This sliding involves friction, and wear, particularly if the springs are poorly lubricated. Very heavy wear occurs where the tip of each leaf bears on the one above it, the master or top leaf often showing the greatest damage. This wear in turn increases friction and the ride becomes very harsh.

Your Rolls-Royce springs are very sophisticated by comparison with 'cart springs'. The drawing is F80033, a Phantom III rear spring, and the picture is of the rear spring of a 1911 Silver Ghost.



First, instead of the spring eyes being rolled up from the strip steel of the master leaf, the R-R spring eyes are solid forged steel. Secondly, the leaves (Rolls-Royce called them 'plates' and I will from here on) are tapered at the ends. This makes each leaf more flexible at the end and reduces the tendency of the leaf to dig into its neighbour. Thirdly, the spring clips are triangular section forged steel rather than 'bent tin' and are close fitting to the plates.

The road springs were bought-in by Rolls-Royce from firms such as Firth Steels, who still supply spring steel flat bars specifically for the manufacture and repair of leaf springs for motor vehicles and railway carriages. Firths supplied the springs in a raw state and Rolls-Royce provided detailed instructions as to

how the springs should be prepared for use. For those who appreciate engineering poetry, the instructions on drawing F80033 read:

'Dismantle - This is necessary for polishing, but it is important that all plates are kept together and the correct positions for erecting will be identified by a mark stamped on the plate which will run fore and aft and be semi-circular in section and at the ends, the width of the mark must not exceed 0.031" Its length will be approximately 0.125" to 0.15".

Polish - During this operation it is important that the plates are kept together for each spring.

Cadmium Plate - In cleaning the plates we suggest the use of chemical cleaner in the first place & if further cleaning is necessary, we recommend that the plates are made the anodes in an electrolytic bath. It is most important that they should not be cleaned in hydrochloric acid or made the cathode in any electrolytic cleaning operation as either of these operations tends to favour occlusion of hydrogen in the steel and further embrittling due to inter-crystalline corrosion.

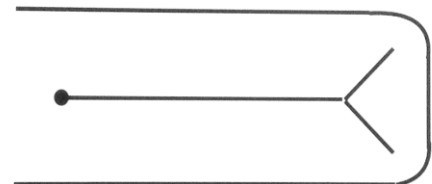
Anchor Plate - This should be in mild steel and secured by mild steel rivets in order to remove any necessity for touching the spring with a file after rivetting. The head of the rivet should stand.

Fit clip - Here again, no filing must be resorted to in order to bring the plates within the clip. R-R Ltd will increase their limits slightly to cover slight distortion which may take place in hardening.

Fit Bushes into eyes - We are arranging that the bushes will be 0.025" shorter than the eye in order to prevent any need for machining or filing the ends of the plates to make the bush lineable.

Lanoline - This operation covers a double purpose (a) to cover the plates with lanoline to protect them (b) they must be held in molten lanoline which should stand at a temp of 50 degrees for 30 minutes in order to assure ourselves that any occluded hydrogen effects are dissipated. The plates should always be dipped in edge-ways and laid to drain edge-ways for some time above the tank as no measurable quantity of lanoline is required on the plates in their final condition.'

The above description relates to the ultimate development of Rolls-Royce road springs. However like other parts of the chassis, there were a large number of improvements between 1904 and 1940. Originally, the friction between the plates was all there was to control the bouncing of axles and chassis. The springs were generally painted and run dry. As they were exposed to the weather, rusting and wear of the plates took their toll. Things changed when Rolls-Royce decided that friction shock dampers were more predictable and adjustable than the natural friction of the springs and that the springs should be kept well lubricated. They then provided the springs with leather gaiters fitted with lubricators, the aim being to keep water out and keep oil in. A thick felt pad ran from end to end of the gaiters, under the springs, to spread the oil to all the plates. Unfortunately, owners were not always fastidious about lubrication and also the gaiters deteriorate with time. They then allow water in, this being distributed by the felt pads. The result was our old friends rust and wear, the ride becoming very harsh. When one-shot lubrication was introduced circa 1930, surplus oil from the spring pins was directed to the spring plates by oil drillings in the spring eye. About the same time, the upper plates were grooved to lead oil to the heavily loaded areas near the tip of each plate. Cadmium plating may also have appeared at about that time.

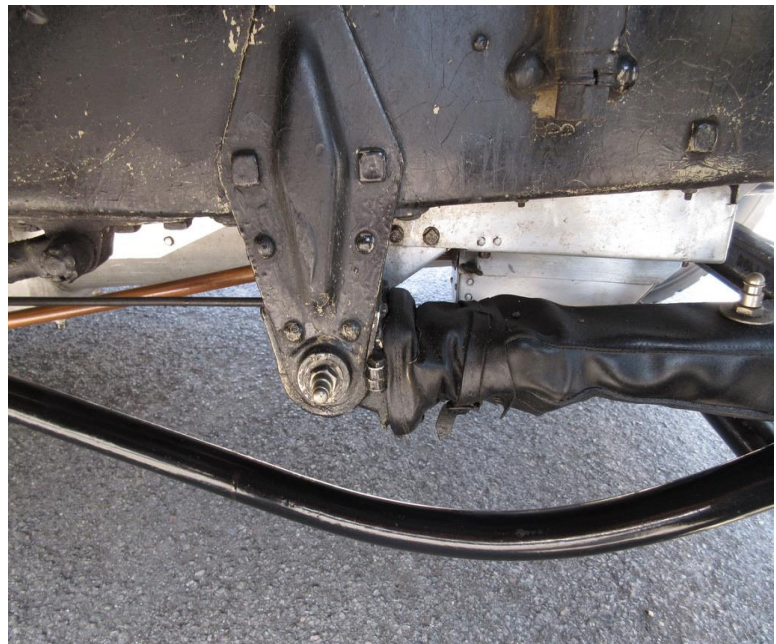


Inspection of the various owners' handbooks from 1929 to 1937 shows that increasingly large amounts of oil were supplied to the spring eyes by the one-shot system. However, this never really got round the problem of water ingress, particularly at the back ends of semi-elliptic rear springs, which are particularly vulnerable to road wash. So, those springs hiding away under the wings may just be in poor condition

when you take a look at them. The first thing to do is to remove the spring gaiters and examine the felt pad. If this is clean and oily and there is no sign of rust between the spring plates, you can put the gaiters back and heave a sigh of relief. If the pad is hard and filled with rust or missing, or rust is visible at the exposed edges of the plates, then overhaul of the road springs is overdue.

Before going into spring restoration, a few notes on gaiters. New 'Wefco' spring gaiters are available and widely advertised. However, repair of existing gaiters may be possible. Some gaiters are not as good a fit as others, particularly as regards the shaping of the bulges to accommodate the spring clips. If yours are a nice snug fit, where possible it may be preferable to repair them rather than obtain new ones.

The gaiters should be removed and thoroughly cleaned for inspection. Provided that the leather is sound, rotted stitching can be replaced using a heavy duty sewing machine and waxed linen carpet thread. It is sometimes possible to repair the stitching by hand using the original holes in the leather. The gaiters are tied closely around the spring ends by leather straps. Also, there are felt pads which wrap around the ends of the springs, inside the ends of the gaiters. The pads and straps play an important role in sealing the ends of the gaiters from water ingress. All too often, the straps are missing or broken. Currently, Ebay has leather utility straps in black, 12cm wide with buckle at a couple of pounds each which look suitable. The next line of defence against water is the joint between the edges of the gaiter, usually under the spring and running the length of the gaiter. Here, each edge of the gaiter is formed into a piping 'tunnel' through which a leather lace runs to tie the two edges together. There is also a flap on one side to help seal the joint. The two sides of the gaiter should end up with only a small gap when the lacing is pulled tight. A pair of long nosed pliers can help here, working step by step from one end to the other.

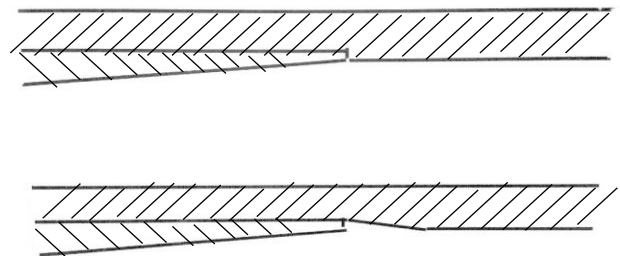


Most cars with semi-elliptic springs front and rear have 'mini gaiters' at the rear of the front springs and the front of the rear springs. These too have straps and a lacing cord of leather. If the leather lacing cords are broken or missing, obtain leather bootlaces from a 'proper' leather shop. These can be tricky to pull through the piping 'tunnels'. I use a piece of stiff wire with the end folded back on itself and pinched very tightly round the bootlace. It can help if the end of the lace is trimmed to a gradual taper. It may prove impossible to get a bootlace through the piping on the mini gaiters, in which case, resort to a piece of thin, round black shoelace.

OK, so you are pretty sure your springs are dirty, rusty and worn. You can achieve a much improved ride without going the whole hog of polishing and re-plating. The details of spring removal vary primarily with whether the spring is above the axle (usually on the front) or below it (usually at the rear). In principle, removal requires all load to be removed from the spring, spring pins U bolts and shock damper connections to be removed and the springs to be withdrawn from their axles. **Do not attempt any of this unless you have proper axle stands capable of supporting both the chassis frame and the axles and a suitable combination of jacks.** You will also need some hefty, well-fitting spanners to undo and replace U bolts and spring pins. Be careful to retain any plates fitted between the springs and their axles and shims fitted either side of the spring eyes. On the front springs of cars before about 1932, plates set the castor angle of the steering pivots.

Now for the interesting and mucky part. Place a clamp round the centre of the spring before slackening and removing the centre bolt. Undo the clamp gently as there can be substantial energy in the leaves, even though the spring is not carrying any load. Next, remove the spring clips, placing them carefully to ensure they eventually go back in their original places. Any shims should also be preserved, although they may become redundant later.

The next step is to give the plates a good wash off and inspection. Again, keep the parts in order. The sketch (top) shows a side view of the kind of damage caused by the lower plate wearing a step in its neighbour. Aside from introducing unwanted friction, such a step creates a stress concentration at the abrupt change in cross section. Our objective is to smooth this out (bottom sketch). As well as this damage, all the spring plates can show wear, rust pitting and ridges where lubrication has failed. At this stage, you have to decide how far to go with restoration. My personal view is that as little original material as possible should be removed, consistent with producing a serviceable result. Polishing everything out may require so much material to be removed as to weaken the whole spring considerably. As a minimum, it is possible to use a flat file to blend out the steps in the spring plates and to give everything a thorough wire brushing to get off the worst of the rust. I have personally used abrasive discs on a rubber backing pad in an electric drill to smooth things out, concentrating on the ends of the plates where wear and roughness are worst. I have attended to worn springs on three chassis from the 1925-1935 period and the improvement to ride resulting from this treatment has been dramatic. At the very least you will enjoy the shower of sparks as the abrasive does its work. **Wear protective gloves, dust mask and goggles.**



The spring plates should be cleaned off to remove any abrasive and debris from the grinding operation and oiled ready for assembly. Start with the centre bolt and follow with the clips. Originally the clips were a close fit round the leaves (see part of F30088 above), the shims mentioned earlier being used to set the clearance at the top of the clips. Wear and grinding/filing will have increased the top clearance and the shims can be removed provided that some top clearance remains. The edges of the spring plates and the mating surfaces of the clips will show wear, but, frankly, there is not much that can be done to rectify that, short of major replacement of parts. There used to be a number of specialist lubricants for spring plates including Rocol Moly Spring Lubricant 204G and which I have used on assembly of road springs in the past. This no longer exists, but there are a number of specialist Molybdenum Disulphide lubricants which might be tried.

On cars with shock dampers, particularly the very effective hydraulic types, the main maintenance item for road springs is to keep them thoroughly soaked in oil. On pre-one-shot cars, the hand lubrication points on the gaiters make this easy, if messy. Noting the inadequacy of one-shot lubrication of road springs, I extended the nozzle of a pump action oil can with a length of 3/32" tubing (model shops can supply) and used this to inject engine oil into the exposed ends of the gaiters until oil dripped from the bottom. Engine oil not only penetrates better than gear oil, but contains extreme pressure additives which ought to help with lubricating the areas of maximum loading of the spring plates.

Dampfen von Krankenschaft (aka Nigel Hughes)

MEMBERS' NEWS

New Members welcomed to the Club – Details on the Website

Christine Turner, Basildon, Essex.
1913 SG 9NA, Reg No CC-371

Thurston Twigg-Smith Jr. (known as Koke)
and Andrea Barnard VT, U.S.A.
1921 SG 87CE, Reg XH - 5717

Chris and Helga Frost, Godalming, Surrey.
1924 20HP GH7A, Reg No CX6321

Wolfgang and Anne Grau, Ludwighsau,
Germany.
1939 Wraith, WEC26, Reg No HEF WG 6H.

Richard and Kathy Myers, Angram, York.
1920 SG 26PE, Reg No R4890

Peter Blond, London.

1923 20HP 54S9, Reg No G-299; 1932 20/25
GAV64, Reg No YY-3; 1933 PII 64MY, Reg
No UFF-356; 1936 25/30, GWN23, Reg No
EPL-630.

Blair and Ekaterina Bonar-Campbell, Currie,
Midlothian, Scotland.
1922 SG 27RG, Reg No TS 3714

John and Irene Griffiths, Llanfabon, South
Wales.

1928 20HP, GWL16, Reg No TU-8884

Michael Moran, Poland.

I am very sorry to report the death of **David Else**, who won the mileage trophy several times in his 20 HP. He was a fund of technical knowledge. Our sympathies to his widow Jane.

Our Treasurer, Philip Hall, writes: 'Your Club subscription form is enclosed with this issue of News and Record. Please renew promptly. If you wish you can now pay in advance for future years; this may be particularly convenient to members outside the UK and will minimise bank charges'.

On a lighter note, **Anthony Armitage** writes: 'Here is a photo of the Brian Wootton trophy by John Hassall which I think epitomises the type of mascot Claude Johnson had in mind when he asked Charles Sykes to design something more suitable for a Silver Ghost, and also one of an early 1911-12 Spirit of Ecstasy, the base of which neatly fits over the small hexagon on the standard town cap. But covering the hexagon caused the intrinsic problem of having to undo the cap entirely by hand, very difficult to do when hot especially if it had tightened itself. It was soon changed to a slightly smaller Lady who stands on the large hexagon type radiator cap which can be tightened or undone to order with the special spanner. As so often with RR, development was king'.



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 available on the club website.

Friday 8 March 2019

AGM and Annual Dinner, Vintners' Hall, London (Susie Forrest, John Stuttard and Ken Forbes)

Saturday 13th April 2019

Spring Lunch in Hampshire (Strone Macpherson)

20-23 May 2019

Three-night tour of West Kent and Sussex (Nick Naismith - nick@nicknaismith.com)

May 2019 Tour with Irish Georgian Society

Mid-July 2019 70th Anniversary Annual Concours and Driving Tests in Leicestershire (Brian Fidler)

2 September 2019

11-night tour of Switzerland (tour now full, but with waiting list) (Fokko Keuning – fwf.keuning@gmail.com).

October 2019 Autumn Lunch (Brian Palmer)

6 March 2020

70th Anniversary AGM and Annual Dinner, Goldsmiths' Hall, London

13-24 June 2020

A 12-night tour of Scotland and the Isles (Christopher Broom-Smith and Strone Macpherson)

11th -26th June 2021 (Provisional)

The Glories of the Austro-Hungarian Empire (John Stuttard and Angelika Elliott)

