



News & Record



Issue 61, October 2020

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Cover shot: Brian Fidler in Silver Ghost (181KF) leads the two Frazer-Nashs at the 2020 Pomeroy Challenge at Silverstone – see page 6116 (picture Peter McFadyen).

Above left: Ashley Wills pilots 1932 Barker Sedan de Ville 20/25 (GBT81) in 2015 at Broughton Castle (picture Colin Hughes).

Left: Fokko takes a minute to check his route as he waits at Hotel Pałac Romantyczny in Turzno near Łysomice, Poland on tour in 2018. The car is his 1933 Barker bodied Phantom II Continental (47MW). See Harrison Royce's article on page 6128 for more on PII Continentals (picture Kimberly Shadduck).

From the Editor

Rosemary Jeffreys

Those of you who were able to be present at the AGM just before the lockdown will know that we are having a change in the News & Record. After five years as Editor, and a lot of fun, I felt that it was time it had a refresh, and talked to our Chairman, Ken Forbes, about the possibility of Johnnie Gallop taking over. He, and just as importantly, Johnnie himself, seemed to think it a good idea, and Johnnie has approached the task of putting this issue together with his usual enthusiasm. It has been the custom in the Club, of which I thoroughly approve, for the Editor to be a member of the Committee, to which Johnnie was duly appointed at our last meeting in August when we met on Zoom. He has already been learning a new publishing package, so the magazine now has a fresh look. I wish him all the very best in his new task.

As it happened, my period of editorship coincided with doing a DPhil at the University of Oxford, which took four years to do plus a few months to tidy it up. When friends asked me what I was going to do when I finished, the answer was 'Spend more time with Henry', and should anyone ask me the same question about handing over the News & Record, the answer will be the same! And as that will inevitably involve more driving with our cars, no one can possibly object.

All of us have found our driving activities somewhat curtailed due to Covid 19, so there



were no events this year after the AGM, but Johnnie has nevertheless managed to collect some splendid articles: from Brian Fidler about driving the Pomeroy Challenge in a Ghost - what an impressive achievement! - from John Stuttard about how to recognise a Phantom II Continental, and from Andrew Whittaker about how he first acquired a Ghost - a truly amazing, and heartening, tale.

It was Graham Tyson, backed up by Brian and Wendy Fidler, who first suggested I might take on the Editorship from John Redmill. I suppose they thought I must be vaguely literate, as I was writing a thesis, and no, they all said, it wasn't a lot of work (which was true). Henry said darkly 'on your own head be it', and I remembered this facing various deadlines on my DPhil, but it did work out all right. For me the most enjoyable aspect has been getting to know members of the Club, which began with the Committee and other luminaries, including Brian Fidler, John Stuttard, Graham Tyson, Tim Forrest and Jimmy Valentine, all of whom contributed great articles, starting with my first issue, 45, in June 2015. Former editors John Redmill and John Kennedy, as well as the Committee and other members, have

been immensely supportive. Parchments, the printers, have been kind as well as efficient. One innovation was to conduct interviews with members, accompanied by my husband Henry. These included Mike Evans, with his splendid racing Ghost (issue 46), John Fasal (issues 47 and 57), who talked to us about his Indian cars, Strone Macpherson and his wife Alex, who showed us their wonderful original cars (issue 52), Rupert Grey (issue 50), who with his wife Jan drove, literally, across India and Peter Blond, a most delightful, and modest, man (issue 59). I have enjoyed all the articles I published, and I hope I may be forgiven for mentioning in particular those by Mary Narvell, Fokko Keuning, Ron Elenbaas, Mermie Karger and my husband, who has been a great support in so many ways, including sorting out the odd problem with Word! Nigel Hughes helpfully

contributed technical items and Colin Hughes and Kimberly Shaddock shared their wonderful photos. I later branched out a bit further by inviting members to contribute articles about their other interests, hoping these would be at least vaguely related to cars. This produced two fascinating articles, one about the South Atlantic and the other on pre-War Leicas (Mike Norman, issue 59, and Alan Niepcéron, issue 60, respectively). I would not have had the pleasure of getting to know most of these contributors, or at least not so well, had it not been for the News & Record, to which I shall always be indebted.

I am staying, for now, on the Committee but will hand over when someone else has had their arm twisted! I wish everyone good health and happiness, - including, of course, Happy Motoring.



Above; a fabulous quartet! From left to right: 'Grace' 1937 25/30 GRP49 Park Ward enclosed limousine, Rosemary Jeffreys, Henry Fitzhugh and 'Emily' 1937 25/30 GRP4 Park Ward touring (close coupled) limousine. Opposite page; Rosemary on Hadrian's Wall, July 2020

News, Events & Members



Rosemary, Henry and Emily visit Hadrian

Just as lockdown lifted so Henry Fitzhugh and Rosemary Jeffreys took their 1937 25/30 (GRP4) 'Emily' off to Hadrian's Wall for a one-thousand mile round trip – braving some pretty heavy weather!

'We drove in one day to Bakewell and stayed for one night.' Henry told me 'Next day we went on to Grassington for three nights. Then to Carrawburgh, which is a single B&B literally on Hadrian's Wall, which runs under their kitchen. We stayed 5 nights and did a lot of heavy walking (9-10 miles) on the Wall over several days, and other visits too. We drove back to Derbyshire in one day and then home the last day. Weather was pretty dodgy at times, but didn't stop us from doing anything we really wanted.'

New Members

Our new members - and their cars - since the last issue. Of course full details are on the website, but for now: welcome! We look forward to seeing you very soon.



Philip Oldman:

1914 Silver Ghost (25BD), London to Edinburgh style tourer. 25BD enjoyed a colourful collection of owners in the years up to WW2 - check out the website! The current fabulous body was built in the early 1990s.

Robert Van der Stam:

1924 Silver Ghost (6TM),
Coachbuilder George Williams
of Sydney



I asked Henry about any problems with the car? 'None at all. If you get R-Rs back to spec, you will never have a problem. Most cars like ours that still have original wiring or electrics, must have a complete overhaul of both, because the old insulation will be cracking and failing. I would do a complete electrical overhaul on any car without thinking twice.



'The other great thing to do is get a new radiator core, side plates off and clean out the engine, and then put nothing but distilled water and antifreeze in the radiator for ever more. You get the distilled water from a room de-humidifier (Argos £79) and store it in your empty gin bottles. We went up the Stelvio pass on a day when the temperature was 32 C and never overheated!'

Worth a note to say that, on completion of their holiday to Emperor Hadrian's wall, the Fitzhughs have completed 45,877 miles in their two 20-GC motors over a period of ten years.

Richard Silver:
1923 20HP
(71A6), Barker
all weather
cabriolet



Duncan Young: 1928 20HP (GBM37), HJ Mulliner light Weymann saloon with division. Duncan told me "My brother bought the car in 1970 and over the years I have driven it quite a few miles. They are absolutely delightful! The plan is for my man (I love saying that!) to go through the mechanics - I suspect there are quite a few things to sort out. The interior is lovely and original (nice photos in Australian Chapter Gazette Spring 2019) and just wants tidying up. I don't like the blue and think I will change it to a dark Brewster green. We will see how we get on. It's all going to take some time!" Duncan has promised us an article on his lovely 20HP in a future issue.



Recent new member Russell Cook has sent through these fine images of two of his three cars. To the right is 1928 20HP GWL40 a Park Ward limousine, and below is 1936 25/30 GAN52 with a super Rippon sports saloon body. Pictures of his third motor 1926 PI 65TC are to follow. Russell tells me that all his shots of the Phantom, a Barker Salamanca, are in print form and need to be scanned across. Well, crack on with that say us all! We would love to see some images of 65TC - perhaps in the next issue?



Of course we haven't been able to tour with our cars this year - but do you have any great lockdown images? Send them through to:

jgallop66@gmail.com

Full size - high resolution please.

Let's get them in a future issue!

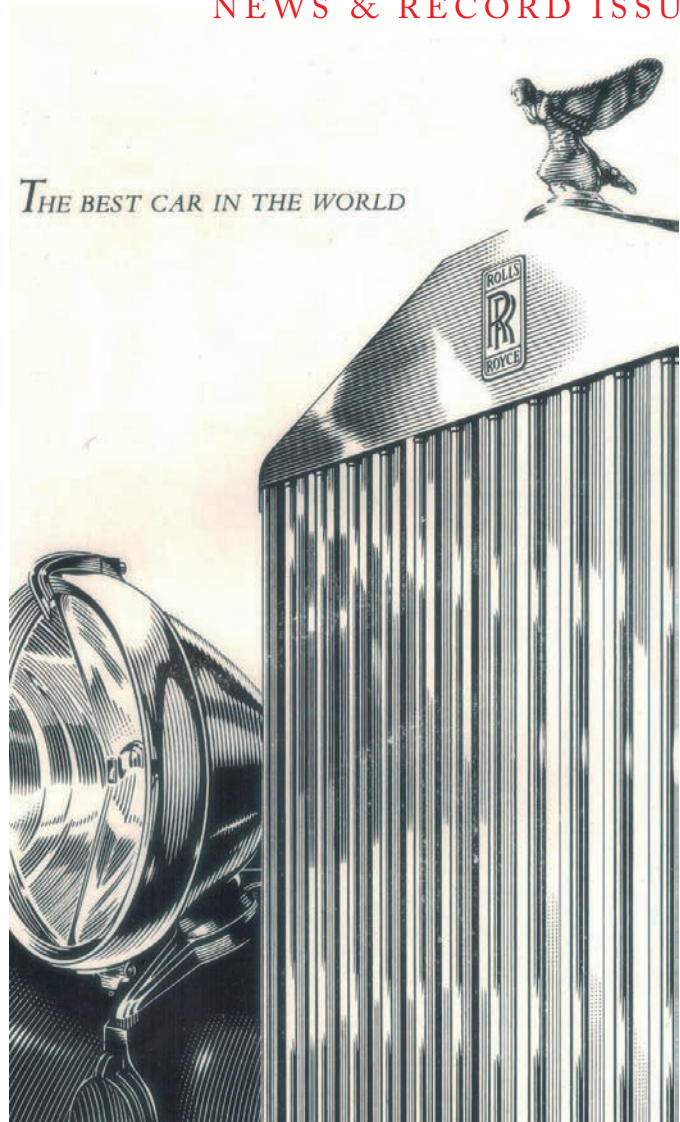


Very sadly we must report the passing of Pippa Ayres on the 5th May after a long battle with motor neurone disease – Pippa accompanied her husband Andrew on many club events for over 30 years.

Also, the passing of members Nick Ridley on 31st March and Stan West on 7th August.

We have also learned of the death of Peter Crauford, the president/ chairman of the Australian Chapter on 27th August. We will include a tribute to Peter in the next issue.

Our sincere condolences to all the families.



Most of you will recognise this as a sales shot from the well known dealer based in North Wales, but its such a super image I couldn't resist popping it in.

1931 PII Continental (11JS) with a gorgeous Hooper touring saloon body is now owned by member Markus Rieder.

The second owner of 11JS was Australian James Fairbairn. Born in the UK Fairbairn went on to serve in the RFC during WW1 – shot down and captured by the Germans in 1917 (aged 20) he later went on to become Australian Minister for Air but sadly died in an air crash in Canberra in 1940.

(Picture Real Car Company)

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

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The Forbes Report

Welcome to the new version of News & Record, produced by our Editor-in-Waiting, Johnnie Gallop. N&R is the key communication that binds our Club together and Rosemary has done a sterling job over five years, producing each issue on time, packed with reports and pictures of events, interviews and matters of interest to Members. Collating and preparing each edition takes a great deal of effort and dedication and we all owe her a debt of gratitude for all her work. She also managed to do this whilst working for her PhD and preparing a complicated and detailed thesis. Rosemary likes a challenge!

None of us realised as we enjoyed the candlelit grandeur of Goldsmiths Hall for our 70th AGM & Dinner in March that the lights would go out on our world soon after and we would have a year without events and our usual get-togethers to enjoy. The camaraderie and adventure of our tours has been much missed. In true 20-Ghost Club style, the disappointment for organisers of cancelling events has been tempered with the many messages of support and appreciation for their efforts from participants. An almost universal willingness to carry forward deposits and payments to re-scheduled events next year is very helpful in making new arrangements and also a reflection of the generous and gracious commitment to the Club from Members.



The happy and harmonious style of the Club is a tribute to all our Members and I thank you for your continued support.

We all hope for improved control of the virus and that a vaccine will enable us to resume events next year. However, hope is not a strategy, so I trust you will have seen my Summer Newsletter email, updating you on our plans for running postponed events from this year in 2021. We will be actively reviewing every event nearer the time to ensure we can maintain the enjoyment of events in a safe manner. We will keep you updated on developments by email newsletter. There are a great variety of events and I hope there will be something that appeals to those that want to participate.

On the plus side, our gardens and cars have never looked better, we have caught up on so many of those jobs around the house and enjoyed the tranquillity of reduced traffic noise. We look forward to replacing this year's empty diary with a full programme next year. Stay safe and we look forward to the time we can all meet again and enjoy the company of friends and enjoy our cars together again.

Best wishes

Tyson Holds Forth

Graham Tyson, our membership secretary, owns a fine 1920 Silver Ghost (97AE) fitted with a touring body made by Cunard. Fearless of controversy he provides a regular source of fun, wit, and thoughtful reflection!

During lockdown I have been re-reading some of my books. I was keen to re-acquaint myself with 'Two Brave Brothers' by HF Morriss, written around 1919 - the story of Charles Rolls and his brother John - I remembered it as a rather sycophantic piece of non-fiction.

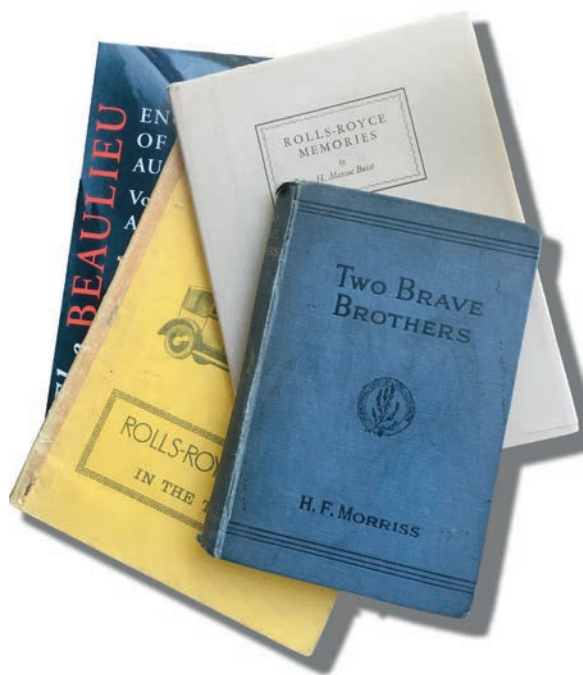
The addendum finishes with an example of the high regard the author had for Charles and his brother "It is the immensity of the obligation that Charles especially has placed



Even after a second reading I find it questionable as to why the author gave the book this title. I cannot find evidence of John being involved in any great exploits although he was tragically killed in action. Charles certainly appears to have been fearless but perhaps to the point of being foolhardy - does this qualify him as brave? It seems to me they were two people of their time, one with a sense of great adventure who sadly achieved the dubious honour of being the first British aircraft fatality.

That is enough of the book, I now turn my thoughts to Henry Royce. Now let me make absolutely plain, I acknowledge he was unquestionably a genius, a towering figure on the world stage and a total perfectionist. But he was never satisfied with results and felt that some improvement could always be made.

His doctrine was "your soul is not your own, it belongs to your work, which is the purpose for which you live." This is a rather strange concept. He even held the view that recreations such as golf, tennis and the likes were 'waste', because they are non-productive; if you must have exercise then it should be productive, as, for instance, gardening.



us all under that leaves me with a consciousness that this tribute to his worth falls very far short of what he so richly deserves. The world needs more and still more imitators of the faithful, persistent perseverance and courage displayed in the lives of these Two Brave Brothers." Such verbosity!

He was so focussed on what he did that he had no time for the lighter side of life, no time or interest in 'smelling the roses'. His achievements were obviously immense but were he alive today he would undoubtedly be diagnosed as having OCD. I think it would have been a pretty dreadful experience for anyone not besotted with engines to be put next to him at a dinner party!

I doubt he would be allowed to act today as he did; I recall reading that one Friday he had his men working on something new until late at night and again on Saturday morning until he allowed them the rest of the weekend off - except he did not. Later that afternoon after he had continued working on the object he went and dragged a group of workers out of the tavern, where they were relaxing over a pint or two, and insisted they went back into the factory to execute the improved design he had been working on. Not a great way to engender worker loyalty!

On an entirely different subject I, or more correctly my Ghost, is about to be involved in filming a new television series by the team responsible for a number of successful television series, some of which are still being shown some five years after their first screening.

Goodness knows how it will all pan out. Their own 'expert' has to drive the car on his own. I'm assured he knows what he is doing - 'he is very knowledgeable about motor-cycles and classic cars' - so that's okay then!



The Hon John Rolls - from Two Brave Brothers



The Hon Charles Rolls - from Two Brave Brothers

From Across the Pond

Kimberly Shadduck

Kimberly and Dave Shadduck own a Springfield Ghost (S131MK) and Springfield Phantom I (138FR). Kimberly is a photographer noted for her images of cars in motion as well as informal shots capturing both the spirit of our motors cars and our club.

Dave often says to me “It will be funny five years later.” But I’m not sure this will be true about 2020. We have had a pretty grim time out here in Illinois. There have been no tours and no cars for me to photograph. Most of all we have missed touring with you and our friends. But I sat down the other day with my images from the 2018 Poland & Germany Tour – and that cheered me up!

Krakow, Warsaw, Dresden, Potsdam and the UNESCO World Heritage Sites bring back wonderful memories. To have seen the beautiful architecture in Dresden and know

that it is only seventy years old was incredible – unbelievable

workmanship to replicate the centuries-old buildings that had been destroyed in the war. Parking our cars in all the town squares where we drew huge crowds was such fun, especially seeing the joy and amazement on the locals’ faces. They were so intrigued by our cars!

There was too much to see and not enough TIME! There were days where we just couldn’t get everything that was planned



How all roads should look! Michael and Angelika Elliott on the road to Dresden on tour in 2018, in their 1933 PII (80MY) Continental Drophead Sedan Coupé. Opposite page, heavy skies above Schwerin Castle in northern Germany (both pictures Kimberly Shadduck).



for the day done. Beautiful ornate churches and castles are throughout both countries; I'm smiling now as I look at my pictures of the Benedictine Tyniec Abbey (Krakow) overlooking the Vistula River. Even the monks enjoyed our cars!

Having Reverend Canon Paul Wright, the only full-time clergy member of the UK Royal Household and historian, provide short lectures about the places we were at and where we were going next was brilliant. To be inside St. Mary's Church (the oldest building in Wittenburg, built in 1280) where Martin Luther preached, with Paul explaining the Reformation was something very special.

I remember the 4th of July holiday with American friends on tour: John & Denise

Dolan, Nancy Barsotti & Jon Leimkuehler, and Tim & Joan Kelly. It was the day I decided I wanted to drive the car to Książ to visit the largest castle in Silesia. A perfect summer day and beautiful drive on fantastic scenic roads laid with swooping curves. After dinner, that night, we all lit sparklers to celebrate our American holiday.

Those roads were wonderful. There were several times when we got lost and were on a trail that doubled the time that it should have taken, but those "lost" times also create lasting moments and memories. But, you know, the best part of the tour was meeting new people and making new friends. We miss you all!

The Pomeroy Challenge 2020

Brian Fidler drives this year's VSCC season opener...

Brian Fidler is a long-standing racer and the VSCC Pomeroy challenge is a long-standing event. For 68 years the, quintessentially British, Pomeroy Trophy has captured the imagination and ethos of the Vintage Sport Car Club.

The event is open to all roadworthy 'touring cars' which must undertake a high-speed time trial, tests of handling, acceleration, and braking. Most wonderfully of all, to prove each car's status as a tourer it must have the ability to squeeze in two VSCC/Le Mans regulation suitcases! Car designer Laurence Pomeroy came up with the formula and calculations and the trophy was named in his honour.

Now, more affectionately known as the 'Pom', it opens the racing calendar for the historic club with 156 spaces available for competitors. In 1948 (before it had been named) it was won by Cecil 'Sam' Clutton but the first winner of the 'Pom' was Peter Binns in 1952 in his Vauxhall 30/98 (rather appropriately being one of Laurence Pomeroy's own designs).

Brian Fidler first won a Pomeroy award in 1960 driving a Bentley 3 Litre with an open Vanden Plas body. 'It cost me £255 and I was convinced I had been diddled! I used to drive it to school, but you weren't allowed cars, so I used to leave it round the corner to avoid a whack from the headmaster!' recalls Brian with a grin.

The Fidler family album is littered with racing memories and I light upon a great shot of Brian at the wheel of a Bugatti at Oulton Park in 1961. Whilst Wendy and Brian (then only recently engaged) size up the opposition, Brian's proud father undertakes a last minute walkaround, as his brother looks out. 'We used to drive to meetings in a V12 Lagonda sedanca towing the Bugatti on a rigid pole. Either that, or drive the car itself; but with no mud guards, and an open exhaust Wendy had to perch on a cushion on top of the battery. Young love! Goodness me!'

I'm well aware that Brian has a wonderful menagerie of cars – including a Bugatti, an ERA racer (ex-Raymond Mays works car), and a mighty fine XK140 FHC. Why on earth run a Silver Ghost in the Pom? 'Well I had already done it in all the others,' explains Brian 'and the Ghost needed to blow off the cobwebs!' I rather think there were no cobwebs on Brian's Ghost! He is a serial Ghost owner and, in fact, 181KF is his fifth. But this one is probably the most original. 'We got her in 2018. It's a 1924 Springfield car sporting an unusual six-light Tilbury Sedan body by McNear. The first owner was a rug and carpet magnate from



Boston but in 1966, 181KF was acquired by Phil Hill the 1961 F1 world champion (for Ferrari). Post retirement from racing Hill became devoted to his vintage car collection and judged at the Pebble Beach Concours d'Elegance more often than any other person.

Hill clearly knew a great car when he saw one and so does Brian; 181KF is stunningly original, never having been repainted, re-trimmed or dismantled. The car has covered just 37,000 miles from new. Every tool scheduled in the delivery manifest remains

with the vehicle today as does the original bronze key fob bearing the chassis number. 'I wanted something unrestored and unimproved, to experience what these cars were like to drive when new.' says Brian. The Ghost is one of the very late 4-speed right-hand drive cars, before Springfield bowed to pressure and switched to left-hand drive, six-volt electrics and a centre change three-speed gearbox. 'Its basically the same as a Derby built car but I think the coachwork is superior to most 1924 British equivalents whilst the 12V Bosch electrics seem more reliable than Lucas components.'



On arrival at the Pom – 181KF scored a few bonus points for the length of its wheelbase and only having two-wheel brakes. Clearly throwing in the required suitcases presented no problem! I asked if Brian had made any changes to the car before taking onto the hallowed Silverstone track? ‘Well I put some tape on the headlights...but that was all!’

On the day the weather was truly shocking. It was February and storm Dennis was raging all around. To race the Pom as touring cars entrants need to have some kind of roof or hood but some drivers took this to mean that they could drive along simply holding a brolly! However, as Brian took to the track, 181KF was perfectly weather-tight.

She performed well. ‘There were some tight and quick corners and I managed several four wheel drifts on high pressure beaded edge tyres!’ Not for the faint hearted then. What speed? ‘Well we got up to about 60mph, which I suppose isn’t bad for something sporting all the aerodynamic properties of a garden shed!’

Our cover shot for this issue shows Brian coolly keeping two chain driven Frazer Nash cars at bay – so did he manage to stay in front? ‘Not at all! No, they zoomed past me when they saw a gap – and shot off into the distance, sliding gracefully around the corners in front of me.’

At the end of the day, as the other drivers staggered from their motors – mostly drenched and shaking, Brian alighted gracefully from 181KF. Driving the Rolls-Royce had been like sailing an Elizabethan galleon under full canvas, but both driver and motor ended the competition in precisely the same condition as they had started.

The winner of the 2020 Pom was expert driver Simon Smith in his Lotus Elan. Other awards were taken by Simon Blakeney-Edwards winning the Densham Trophy for best pre-war car (in one of those pesky Frazer Nashs!) and Andrew Howe-Davis won the Pomeroy Edwardian in his 1911 Scat racer.

But what of our Brian? ‘Well, I was so far down the field I’ve conveniently forgotten where I was! I certainly wasn’t placed in the first 90 – I’m afraid. Sadly, the points advantage for long-

*Pedal to the metal! Brian braves the elements
and pushes on at speed in Silver Ghost 181KF*



wheelbase and two-wheel brakes didn't make much difference in the end but I got lots of amusing, supportive and enthusiastic comments! My son was also driving our XK140 with disc brakes and a full C type engine – he did pretty well!

Brian might not have walked away with a Pomeroy award this year but I wonder how many other cars on the track that day could make the same claims of originality as Rolls-Royce Silver Ghost 181KF; and I wonder how many other drivers had been competing back in 1960. Well done that car and well done that man!



A Dry Autovac

Not quite as irritating as it might sound, Nigel Hughes & Johnnie Gallop chat through a 20/25 remedy...



Nigel: Our editor mentioned that he was suffering from a dry Autovac and carburettor. Poor chap!

Now there is much that can be said about Autovac fuel systems on 20s, 20/25s, PIs and PIIs, all of which are different, at least in detail. I promise to write a separate article when I have a moment.

I usually drain the Autovac as part of my lay-up routine for the winter. So when the time comes to fire up the car in the spring, I begin with the throttle closed, the starting carb off and the engine cranking to generate manifold suction. If all is in good order then the Autovac should begin to suck up fuel, with success denoted by the gentle sound of petrol trickling into the Autovac when the starter stops cranking.

Autovacs on the 20HP, late Ghosts and PIs have needle valve shut offs which are pretty trouble free; but 20/25s, PIIs and later cars have a petrol tap in the passenger footwell. These can give trouble and Johnnie had been told to leave the tap on his 20/25 open. Maybe this was why his carburettor was totally dry and the start-up procedure above didn't work. 20/25s have vacuum restrictor valves to reduce the effect of over richness when the Autovac is pumping and letting pure petrol vapour into the manifold. Perhaps this was making generating suction on the starter questionable, even though the technique is to be found in some owners' handbooks.

So the alternative opposite is really only applicable to 20/25s and PIIs but it works well and has the added benefit of greater manifold suction once the engine fires.

Johnnie: First pop the R/H side of the bonnet. The carburettor is right there in front of you. Look down for the toothed cap and notice that it is locked in place by a little U-shaped double pin. In the pictures below you can see that it has lost one of the teeth. Mark which serrations the pins sit in. This is most easily done with a 'sharpie' felt tip pen – I only had a biro when I took the picture, but it worked okay.

Having marked the two relevant serrations lift the little 'U' clip with your fingernail. The clip is sprung from underneath and twists round 180 degrees. This frees up the toothed lid of the carburettor which you can now unscrew and carefully remove to expose the float underneath.

Get some new super unleaded petrol in a clean jug and pour into the carburettor – it won't need much – and you should see the float begin to err float! In picture 4 below its now bobbing rather higher than the side of the carburettor chamber.

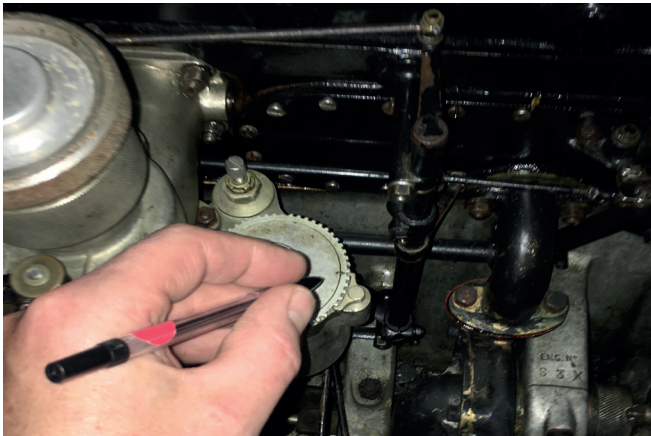
Carefully place the toothed top back in place and screw back down so that the two marked teeth are in line with the 'U' clip – and raise and twist the 'U' clip back into position.

Now have another go at firing her up! With a bit of luck – away she will go!

With grateful thanks to Nigel and also to Philip Ashby.

Opposite; fired up at last, Peabody, 1933 20/25 (GHA16) Windovers limousine warms up prior to a station run.

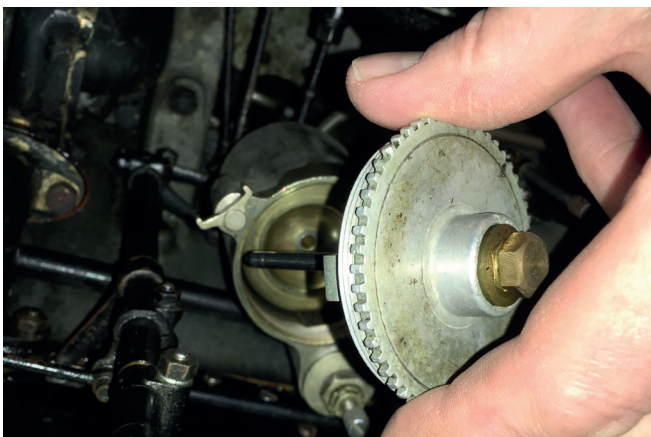
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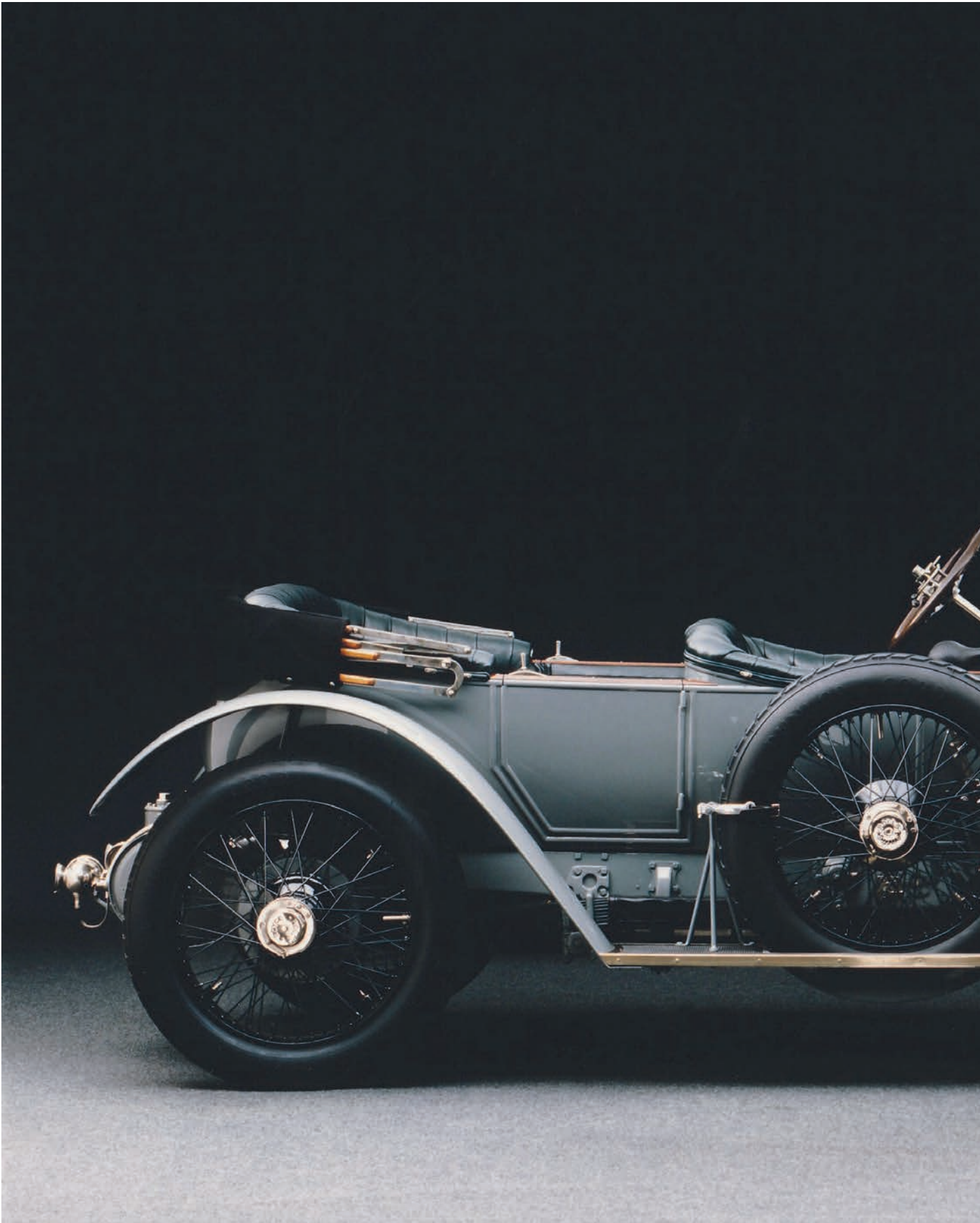


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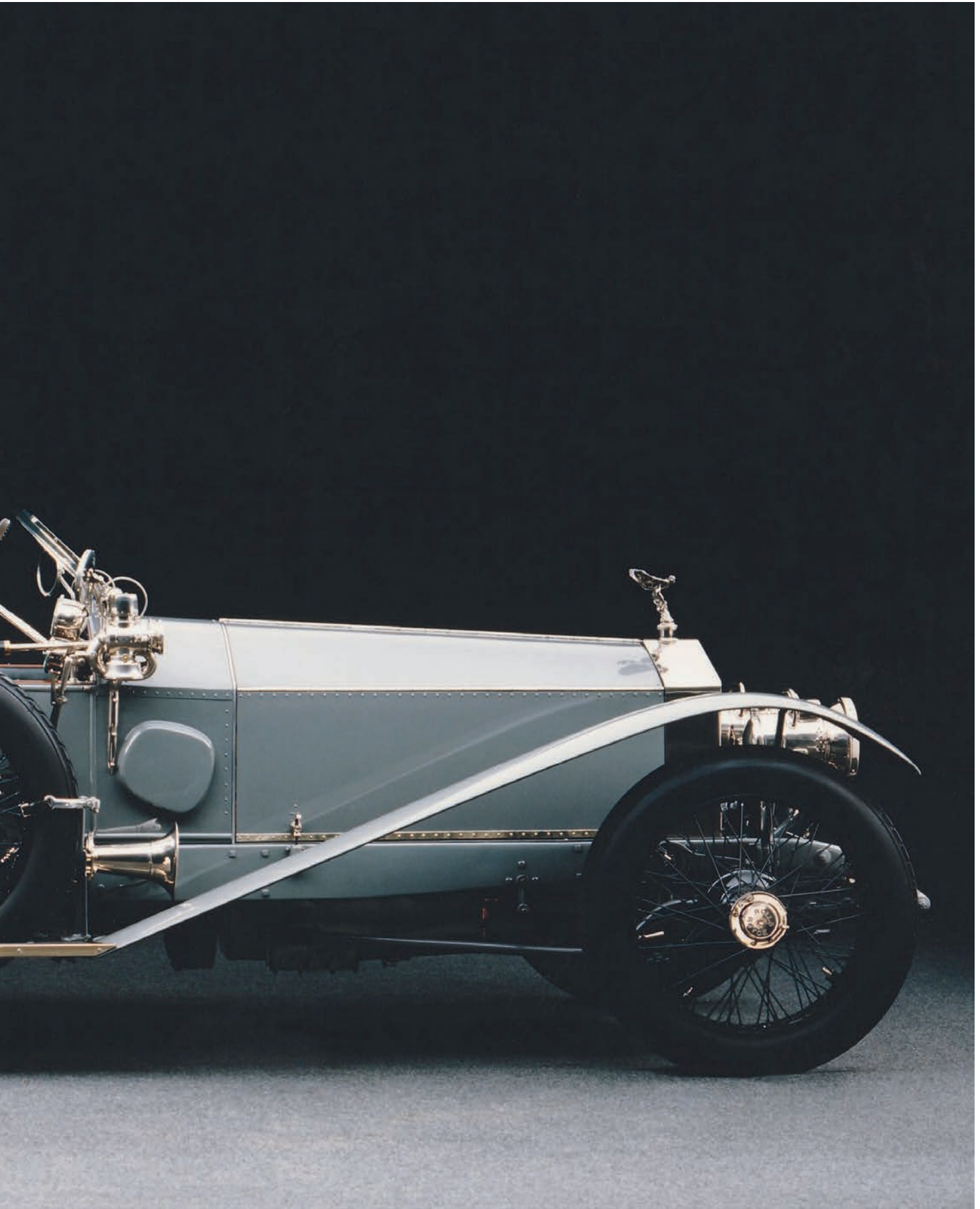


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John Snook has recently become the owner of 1911 Silver Ghost 1701 – the original car that completed the famous run from London to Edinburgh and back in top gear (a remarkable achievement in those days). It outperformed all competition of



London to Edinburgh Top Gear Trial. In 1911 under RAC supervision the car completed the drive from London to Edinburgh in 11 hours 12 minutes, setting a new record for the time and reconfirmed Rolls-Royce as the best car in the world. Picture Rolls-Royce Motor Cars Press Club.

A Ghostly Experience

Andrew Whittaker tells of the curious happenings surrounding his latest purchase...

Andrea and I arrived at the Grand Hotel, Eastbourne last September, a day before the start of the RREC Grand Tour of Castles and Historic Houses. Little did we realise it would be the beginning of our Ghostly Experience! Believing we would have the hotel to ourselves, for a day at least, I was surprised to see a pair of legs sticking out from the underside of a splendid Rolls-Royce Silver Ghost and, in due course, a tall, slim man emerged who introduced himself as Don Wathne from Charleston, South Carolina.

Don explained that he was lubricating the transmission, a job which needs attention every 250 miles or so. I said that I once had a Vauxhall Viva like that! With some patience, Don explained that Rolls-Royce Silver Ghosts require regular maintenance which is one reason why they easily last over 100 years. Don was without his wife Darby, but explained that his friend Billy, was flying in to meet up and complete this tour. We enjoyed each other's company over dinner and the following day met Billy (who is just the greatest guy in the world, sorry Don) together with Graham Mead and his wife Barbara and several other UK and American friends all driving Ghosts. I was captivated.

With Andrea's permission, I have been lucky enough to build up a legacy collection of classic cars, mostly all restored by myself. However, my wife has one strict rule; I

have to make sure the car we use has to be fully prepared with no fiddling or faddling while on tour. The thought of owning a car which, as decreed by Sir Henry Royce, needed regular maintenance was irresistible.

I had no previous experience of Ghosts, as such cars are none too common in the wilds of Lancashire. I do, however, have one friend (just the one) Stuart Evison - a Yorkshireman, who owns such a car, extols its virtues, and has tried to persuade me on many occasions to add one to my collection. However - can a Lancastrian trust a Yorkshireman even a friendly one?

Taking the plunge, and after accepting the advice from Stuart, I was pointed in the direction of the USA. You see, Ghosts were manufactured both in the UK and in the USA. Apparently, if I could locate a UK car in the USA it may be cheaper than buying one at home. For some reason, the Americans believe the cars made in the USA are somehow superior to those made under the watchful eye of Sir Henry. Crazy thinking, I know!

A search of the '.com' classic car dealers quickly found Lee Wolff of Vintage Motorcars USA located in Ohio who was advertising a rather nice looking 1921 Rolls Royce 40/50 Silver Ghost Cabriolet with full history.



The advertisement read: Chassis number '61NE' was delivered from the UK factory on 7th June 1921 for bodying by Rippon Brothers of Huddersfield, Yorkshire, England and was registered 'WA-4876' (a Sheffield mark). Factory records show that the car remained in the Yorkshire area in the hands of various owners, returning to the works for repairs on several occasions. A plaque on the dashboard records the name of one of these owners: Gerald Timmer-Thomson of York Lodge, Beverley.

Just how Yorkshire can a Ghost get? I thought my friend Stuart would surely approve.

After discussing the finer details of the car with Lee Wolff and getting a good feeling about him and the, all important, nod from Andrea, I decided to make an offer and as we were several thousand miles apart in distance, I couldn't resist making a low opening bid. So, I made a 'firm' offer at a pretty large discount to the asking price and readied my ears for an icy blast back at me from across the Atlantic.

No reply for a day or so and then...Lee Wolff replied, 'my offer was accepted'. Oh dear! What have I bought? I felt my arm had been bitten off right up to the shoulder.

I called Lee and tried to get to the real facts about this car, why was it being sold at such a discount and what could be wrong with it? Lee explained, 'The car is fine, it drives just like a Rolls-Royce. You have no need to worry, the owner is your friend Don Wathne who you met on the RREC Tour'. Now, how 'spooky' is that?

I immediately rang Don and with embarrassment thanked him for his kind agreement to my cheeky offer. Don replied, 'I know you could afford a little more, but you know... I can afford a little less'.

Don could not have been more gracious and helpful. He polished the car, got it ready for transport to the UK and sent over a large box of spares. He then offered me a 10-year guarantee on the whole car, saying I could take it back to him for repairs any time!!

Mechanically the car is in great condition; yes, it's slow and the brakes don't work, just as Don described, but it has all its original numbered parts and I really can't believe it is 100 years old.

'My Car Import' did a great job in making all the arrangements to bring the car back home, Catherine Lewis at Hunt House helped in securing the original registration number from DVLA and Andrew Courtney arranged the excellent Grand 'Ghostly' Tour where we met Don.

Special thanks go to Steve Hubbard for tracking down the history. It turns out that the original bodywork was sub-contracted by Rippon Bros to Windovers but, in fact, the current body is by Waterhouse of Massachusetts as originally fitted to a Packard chassis.

Now...I wonder who will be owing the car in another 100 years?



The best moment in the world! Andrew Whittaker takes delivery of 1921 Silver Ghost 61NE

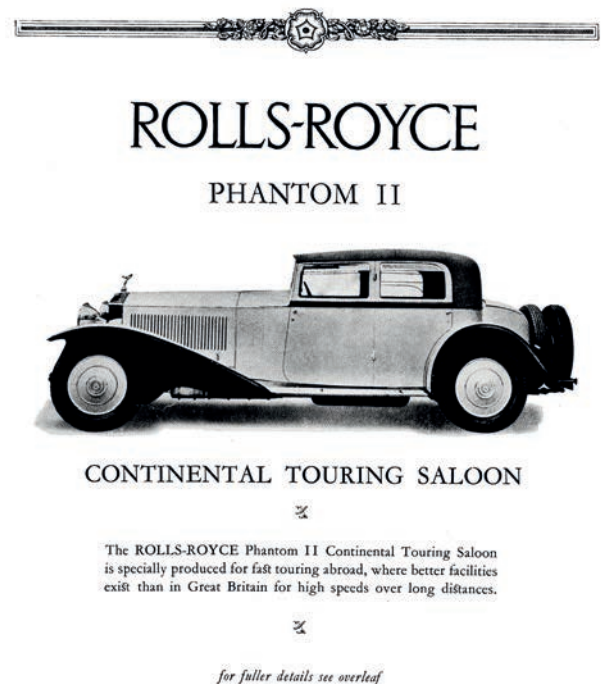
The Amazing Phantom II Continental

Regular correspondent, Harrison Royce redefines the legend!

Sir John Stuttard writes: At Johnnie's suggestion I will be contributing a regular article to News & Record. He asked me to suggest a sobriquet and I have chosen 'Harrison Royce' for two reasons. First, I have a 1934 20/25 (GSF29) Barker Sports Saloon which is known as 'Harrison' after its first owner, Henry Harrison Stuttard. Then, the family's 1921 Silver Ghost (33LG) All Weather Tourer was bodied by R Harrison & Son.

This year marks the 90th anniversary of one of the most iconic and desirable models ever produced by Rolls-Royce, the Phantom II Continental. At the Concours in Biarritz in September 1930, the first of these sleek and fast Continental Touring Saloons (26EX) was awarded the Grand Prix d'honneur.

Despite the Great Depression, which began in October 1929 with the Wall Street crash, these cars became one of the chosen and much sought after vehicles for the titled, the famous and the wealthy. Its first owners included names well-known at that time such as Prince Ali Khan, Princess Alexis Midvani, The Prince of



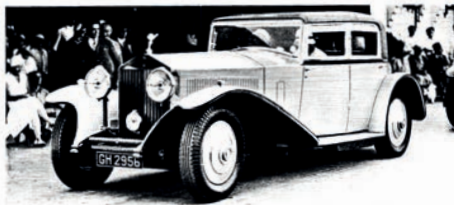
Nepal, the Pacha of Marakech, Lord Londesborough, the Earl of Warwick, the Earl of Roseberry, Lord Petre, Lord Doverdale, Lionel de Rothschild, Anthony de Rothschild, the Maharaja of Bahawalpur, the Maharaja of Jodpur, NS Gulbenkian and Noel Coward, as well as the premier racing drivers, Sir Malcolm Campbell and Woolf Barnato. The owners of these special cars constituted a roll call of the good and the great of the 1930s.

The Phantom II Continental was aimed at the enthusiastic owner who liked to drive at high speed over extended

Left: Back in 1994 50GX, then the property of Sir John and Lesley Stuttard, won the RREC Annual Rally 'Best in Show'

distances and who appreciated acceleration and impeccable handling. The chassis was designed to carry a close-coupled body in which the rear floor was lower than that of the front, with a short wheel base of 144" compared to the long Phantom II chassis of 150". This gave the car a much sportier feel compared to the more staid upright coachwork found on some earlier models and on the longer wheel base version.

THE ROLLS-ROYCE PHANTOM II CONTINENTAL TOURING SALOON



Phantom II Continental Touring Saloon, Winner of the Grand Prix D'honneur at the Concours d'Elegance, Biarritz. At the wheel is Pompona Escandon, daughter of the Marquis de Villaverde accompanied by the Archduchess Margareta.

THE CHASSIS

The Chassis is a standard Phantom II short model with a specially low steering column, specially selected springs of a type to permit of continuous high speeds over bad roads,

supplemented with the standard Rolls-Royce patent hydraulic shock absorbers and additionally with adjustable shock absorbers of the friction type.

THE COACHWORK

The Coachwork, a saloon of special design, is of a type which, as shown by experience, meets the require-

ments of the majority of those requiring a car for the purposes indicated.

The PII Continental was the last car to be designed under the personal supervision of Sir Henry Royce, before his death in 1933. It was also said that he wanted a car which would convey him fast across France from his summer home in West Wittering to his winter home in Le Canadel on the Gulf of St Tropez. The original design engineer, Ivan Evernden, was questioned in the 1970s and commented "To this day I do not believe that Royce ever intended to use this car personally, but said so just to get it made".

The coachbuilders, Barker & Co, were chosen to construct the body based on designs prepared by Ivan Evernden who was given a free hand by Royce in selecting the colour of the first car, 26EX. Knowing how much Royce hated the sombre black, dark maroon and dark blue colours often chosen by customers, Evernden chose pale saxe-blue over which was applied a coat of artificial lacquer to give an oyster shell finish which clearly impressed the judges at Biarritz.

Evernden also related the amusing story of the aftermath of the Concours as follows: 'the car was parked along the beach on public display with one side exposed directly to the rays of the sun on what was apparently an extremely hot day. In late afternoon he went back to the car for overnight storage and discovered that the rays of the sun had actually discoloured the car to the point where the side directly exposed to the sun had literally changed colour from saxe-blue to a light green. Since he now had a two-tone car (half green and half blue) which was certainly not what he intended he simply reversed the car, exposing the blue side to the sun. As expected, the remaining blue paint changed colour to green. For the remainder of the demonstration in Biarritz, 26EX was no longer a pale saxe-blue but a light green in colour'.

At the outset, the term 'Continental' was not used but, after the Biarritz triumph and a subsequent tour to Madrid, the sales department in London, who up until that time had shown little interest in 26EX, produced a very attractive brochure naming 26EX as a 'Continental Phantom II, especially produced for fast touring abroad'.

Barker & Co Ltd ORDER REF.: 9.

CHASSIS No. *9184* DATE OF SALE *5th Jan 1934*
 Works No. *5471* H.P. *40.50* SOLD TO *Barker & Co Ltd*
 Engine No. *7775* Type *8a* *Big 50 w 11*
 Of Year *1934* D.I. Issue *4/1/34* *Landolt Smith Coy*
 Axle Ratio *11x41* Despatched By *30 South Street*
 Battery *EXIDE* *W.1.*

TYRES *Dunlop* COACHBUILDER *Barker & Co Ltd*
 Type *Soft 11A 2 head* *Big 50 w 11*
 Size *7 x 19* DELIVERY REQUIRED
 Date of Order *11.1.34* No. *715728* QUOTED *End of Feb 1934*
 Ordered from *W*

CAR ORDER FORM BOOK No. PAGE.
 DEPOSIT PAID ... DATE ...
 BALANCE OF CHASSIS PRICE PAID ... DATE ...
 INVOICE No. *8769* DATE *16.2.34* AMOUNT *£141.13.3d*
 ALLOWANCES ...

CHASSIS DELIVERED ON *6.2.34* TO *Barker & Co Ltd 30 South Street W.1.*
 INSTRUCTION BOOK No. *5* SENT TO *Barker & Co* ON *26.2.34*

ERECTION PARTICULARS DATED *9/1/34* FROM *Barker & Co* ERECTION SHEET *1511-4/34*
 WHEELBASE *50 1/2* STEERING COLUMN *F*
 FITTINGS - UNTARNISHABLE ☒ RADIATOR SHUTTERS - UNTARNISHABLE ☒

SPRINGS FOR -
 BODY *Laanica de lide* WEIGHT *1413* CWT.
 SEATING *5* USUALLY *4* LUGGAGE: MAX. *2* CWT. AVERAGE *1* CWT.
 ALLOWANCE FOR ACCESSORIES - STANDARD *67* LBS. SPECIAL
 CAR FOR USE IN *the 1st hand continental tour and touring (258 Continents)*
the springs to be the same as that of present a 4 H.S. car if
 BONNET HINGE MOULDINGS TO BE *Painted* *(258 Continents)*
Continental type chassis

CHASSIS PRICE	Order No.	Dis- count	6	4	1	Invoiced
BONNET with lower stepped at 11 and the head 175728	20%	1750	-	-	-	5769
Revised 4 corner and. Lower carried due to the end 175728	10%	1	9	0	-	5769
COAXIAL RODS 175728	15%	10	10	0	-	5769
LUGGAGE GRID-TYPE 6 175728	15%	3	17	6	-	5769
WHEEL CARRIERS to guide 175728	15%	6	6	0	-	5769
MISSOT TO RADIATOR CAP 175728	15%	5	19	0	-	5769
Wheel carrier to rear axle 175728	15%	5	19	0	-	5769
Rear spare wheel 175728	15%	5	19	0	-	5769
One for rear spare wheel 175728	15%	5	19	0	-	5769
Centre Ramp Bracket (Order order 9427 7/1/34)						5769

Over the decades there has been much discussion as to what represents the term 'Continental' being applied to a Phantom II. For the last 40 years, the authority on this model has been Raymond Gentile whose book *The Rolls-Royce Phantom II Continental* was first published by Dalton Watson Ltd in 1980. Gentile listed all 281 cars built on a short chassis and described as 'Continental'. For each car he recorded the chassis number, engine number, steering rake, production dates, original coachbuilder and body style as well as the first owner and residence. Gentile's work is one of the great books on a Rolls-Royce model.

He quoted Evernden as saying that a Continental 'had to be built on a short chassis'. Gentile discounted any longer wheel base car which was described as 'Continental Type'. He reviewed rear axle ratios and found that of the 281 chassis, 39%

had ratios of 11x41 and 61% were 12x41. He reviewed the rakes of steering columns fitted to the 281 chassis and found that 245 had the lower 'F' rake but that 36 had higher rakes. He also reviewed the coachwork and the positioning of spare wheels. To Evernden's definition of a Continental as 'built on a short chassis', Gentile also added that it must have springs of 'the thick five leaf type'. Evernden had commented in a letter to the Rolls-Royce Enthusiasts Club in November 1968 that one of the new features of the car was its 'continental springing'. An article had appeared in the 7th October 1930 issue of *The Motor* entitled 'A Special Rolls-Royce Model for Continental Touring'



which described the car as having 'specially selected springs of a type which permit of (sic) continuous high speeds over bad roads'.

Gentile wrote in his book that he had analysed every single chassis card from 1WJ to 207GY, covering Phantom IIs built in 1929 and 1930. He also wrote that 'the stiff, thicker springs of five leaves (as opposed to the normal spring section of ten thinner leaves) were very definitely one of the considerations that serve to properly identify a Continental'. But he added 'it appears to be entirely possible that there are certain Continental chassis still in existence

91-RY
Type: SHORT CONTINENTAL Date on Test: 5-2-1934 Customer: Barker-Lancelotti Smith & Co. UK 23% CONTINENTAL

Date	PARTICULARS OF ORDER	O.No.	O.K.
23.1.34	F. Steering. Sales Staff. Sedan de Ville 12-13 auto. Pass. 5. Lugg. 2 auto. 1st/1st.	5471	
25.1.34	80 Speed. Sedan de Ville 13 auto. Pass. 4. Lugg. 2 auto. on Grid. Unlarnish No. 8. Springs: 1250, 1250, 1450, 1450. Low Ratted. Dunlop. High. Wheelbase. Wheels 6.		
23.1.34	6-11 x 14 Dunlop. Port Silent Head. 2 pres.		
26.1.34	Luggage. 4 pres. 6. Spare Wheel carried on side 2815-R. Chromium Mascot. Lock. Lowered Bonnet. Lowered gear end. sloped at angle of 11°. - Gears carried right through to end. Bonnet mouldings suitable for painting.		
C.H. Cards by: M. Duce Date: 15-3-34 Remarks: Car.			
Guarantee effective from 14-5-34 Date Delivd: 17.3.34 Recorded by: B.M. P.T.O.			

W.F.C.O. Serial No. 3153 11/31 CUT-OUT 11/31

Date	PARTICULARS OF ORDER	O.No.	O.K.
26.1.34	11 x 14. 1st/1st. Cut - Out.	5471	
6-9-34	In C. wood to cure. Complaints. Rep. 7-9-34. 49903.		

At rest, svelte 1933 James Young tourer 31MW owned by Alex Duce



with other than five leaf, thick ($\frac{3}{8}$ ") springs. Although the author has never actually seen a Continental chassis with other than the thicker leaves, apparently this possibility exists'. Yet, despite this caveat, Gentile was firm in his conclusion that 'the only true test of a Phantom II Continental chassis concerns two items: namely wheelbase length of 144" exclusively, and springing, which must be the thick five leaf type'. This definition has persisted for 40 years and is generally quoted by subsequent authors. But, it seems as though this conclusion is not borne out 100% by the analysis and facts not known to him in 1980. Gentile did admit the possibility that a Continental chassis might exist with other than the five thicker leaves.

And, indeed, we are now aware of one Phantom II (91RY), listed as a Continental by Gentile, which was built by Rolls-Royce with nine/ten leaf springs at the request of its first owner. This car is now owned by Andrew Whittaker who contacted me

when he read Nick Whitaker's addition to the chapter 'A Description of Eligible Cars', which describes the Rolls-Royce Phantom II, written by the late Tim Forrest for The Club's 70th anniversary. Not unnaturally, Nick repeated Gentile's conclusion that 'There are only two features which are common to all Continentals, namely a short (144") chassis with five leaf springs and extra dampers in place of the nine or ten leaf springs normally used on the long chassis'.

Andrew Whittaker explained that the build sheets for 91RY revealed that, at the request of the first owner, the chassis was built by Rolls-Royce with the request 'The springing is to be the same as that at present on LHS's car if possible'. LHS was Lancelot Grey Hugh Smith who ordered the car via Barker & Co and which was built by Rolls-Royce in 1934 with nine plates on the front springs and ten on the rear. 91RY was described by Rolls-Royce in the build sheet as 'Short Continental Type Chassis'.





In his book *Rolls-Royce Phantom II Continental*, published in 2017, also by Dalton Watson Fine Books, André Blaize repeated the Gentile definition, namely 'a short wheelbase and a stiffer five-leaf suspension'. He discounted two cars as Continentals (148MS and 256AJS) because they did not possess five leaf springs. It seems though that the real reason for discounting them is that on the original records in one case (148MS) 'Continental type chassis' had been crossed out and replaced with 'standard chassis' and on another page 'chassis in standard short type, not Continental'. In the other case (256AJS), the word 'Continental' was not shown. Thus André Blaize reduced the number of true Continentals from 281 to 279.

In *The Rolls-Royce Phantom II and Phantom III*, published in 2001, by Complete Classics, Nick Whitaker with his co-author Steve Stuckey stated 'The simple answer is one of the short (144") chassis cars listed as "Continental Type Chassis" on the

original Rolls-Royce Chassis Cards which will invariably have had five leaf springs. These two features, the short chassis and the thicker springs, are the only two features which are common to all Continentals'. Note the caveat 'invariably'.

Sadly, Raymond Gentile is no longer with us and therefore unable to comment on the above discrepancy. However both Nick and André now agree that, despite its nine/ten leaf springs, 91RY is a Continental.

To quote Nick Whitaker, writing to Andrew Whittaker: 'Ivan Evernden, the original designer at Rolls-Royce, confirmed that there was never a written specification for the Continental which meant that a large number of variants were produced over the years to suit individual customers. Rolls-Royce were making a high quality and expensive chassis and were well known for trying to meet the requirements of their individual customers, many of whom had very distinct preferences. However, if a customer ordered

Above: Very rakish close-coupled coupé by Windovers on 1932 81JS owned by Robert Jewers

Left: 1935 36UK sporting a Barker body owned by Greg Leniston

a PII Continental without an individual specification, they would have received a Short (144 inch) chassis model with 5 leaf thick springs with Hartford friction shock absorbers. The original owner of 91RY did indeed have a particular preference or two according to the copy Chassis Cards which you attach, including "low rated springs" which Rolls-Royce were happy to supply as they would have been part of their approved options which I think accounts for the 9 leaf springs still fitted. I hope this is helpful addition to the history of your car. There does not seem to be any doubt about the classification of 91RY as a Continental. All three reference books that I know of confirm this namely: Raymond Gentile, André Blaize, Complete Classics 5'.

André Blaize also confirmed this when he wrote: 'I don't think there is a situation here. 91RY was laid down with 5-leaf suspensions, like all other Continentals. The fact that the owner asked to have a modification carried out "if possible" was not uncommon practice at RR and IMHO, 91RY is no more and no less than a genuine "Continental with an easily reversible factory mod". Every owner can alter his car before or after delivery, but he can't change its birth certificate, only the factory can'.

Thus, while most Phantom II Continentals were built with thicker five leaf springs suitable for continuous high speeds over bad roads, and this was normal, it is now accepted that there is one exception and could be more as not all chassis have been

checked. Both André Blaize and Nick Whitaker pointed out that, if the customer wanted something different, Rolls-Royce was happy to oblige. Both also agree that a Phantom II is a 'Continental' if Rolls-Royce recorded this word on the build sheet, on the basis of a 'short' chassis. This is the case with 91RY.

Over the years, it is interesting to witness how definitive historical judgements need to be challenged in the light of further or new information brought to light. This is a typical case of a necessary reassessment. Gentile did indeed leave open the possibility that there might be Phantom II Continentals with other than five leaf springs. The example of 91RY is a case in point. It is most probable



1932 4MS Hooper Sports Saloon owned by Ernest van Arendonk - at Bicester Heritage

that it would have been built with five leaf springs but the customer requested otherwise. Rolls-Royce obliged and gave the car the name 'Continental type Chassis'.

Perhaps, after 40 years, the definition of a Phantom II Continental made 90 years ago now needs to be slightly modified. A 'short chassis' with a record of it being a 'Continental' on the original build sheet is the correct definition, perhaps with the addition that the car would normally or usually, but not necessarily, have five leaf springs.

I am grateful to the late Raymond Gentile, Dalton Watson, Nick Whitaker, André Blaize, as well as Andrew Whittaker, for their help in this analysis and in reaching

the conclusions which I (personally) have reached – and which in due course, and in all humility, might be challenged again.

I should add that I am no 'expert' in Phantom II Continentals but I did possess a Phantom II Continental (50GX) Touring Saloon which won Best Show at the RREC Annual Rally in 1994, Best in Class at the Pebble Beach Concours in 1994, the Master's Trophy at the RREC Annual Rally in 1996 as well as the Best Restoration in Monaco in the same year. Andy Wood timed and clocked 50GX at 100 mph on a desert road in Jordan in 2000 during a memorable RREC tour there. I know from experience that they are rather special cars.



1925 Phantom I York Roadster 25HC

Available through Fiennes: www.fiennes.co.uk
on behalf of our member Rolf Kuhnke



25HC is unusual as because, so far as history records, it was sold by Rolls-Royce as a rolling chassis and only received its first body in the early 1980s. It is also the only York Roadster with right-hand drive.



The story goes that, whilst originally destined for Hooper, Rolls-Royce delivered a rolling chassis which was kept unused by the first owner. In a letter from 2008 Bill Cooke of Wildae Restorations, says that the original owner was a lady from the Isle of Wight who bought it for her husband. Apparently, he died before the coachwork could be fully specified and so the chassis was left untouched until the lady's death in the mid-1960s. Certainly Hooper's records have no entry for coachwork for '25HC'. It went off to the USA in the early 1970s and eventually S Prestley Blake of Connecticut commissioned Wildae of Devon England to create a York Roadster body on the never-before-bodied chassis. They did a wonderful job of replicating the sleek lines of the original design including the curved doors, side-entry rumble seat, and raked windshield. Back in the 1930s, Brewster only created five York Roadsters on PI chassis, and so, although this isn't a Brewster, it is the only R/H drive York Roadster out there (so far as we know!)

Rolf bought her in 2014 and Fiennes then put in 2,500 man hours of work attending to every aspect of the car. Rolf told me 'I'm downsizing as I shall be eighty in a few years and think a younger owner should benefit from this unique car'.

25HC is finished in a beautiful bronze, the belt line is polished aluminium accented with a red coach line. Inside the trim is in brown leather with stunning wood cappings.

Fiennes are asking £320,000 ono.

Left: Delighted! A look of pure joy on Rolf's face as he celebrates victory in the 2016 RREC Concours at Burghley. (Picture Thomas Dinsdale)

For Sale!

Michael Joy offers his PI...

The “New Phantom” Rolls-Royce first appeared in 1925 to replace the technically obsolescent Silver Ghost; principal differences included an increased stroke to 140 mm and the acquisition of overhead valve gear. This is an earlier example with the iron cylinder head. 57YC was first registered on 14th October 1926, the chassis and Barker cabriolet de Ville body costing £2,900 and it weighed 2.7 tons. The walking stick was invoiced separately at 15/-d (see picture!)

Major Ramsay-Hill was the first owner. His addresses included - Naivasha, Kenya Colony, and the Cavalry Club, Mayfair. There is no record of the car having visited Africa. Bulldog Drummond owned a similar car and was a near neighbour in Half Moon Street. Correspondence in the National Archives describes the Major as “a rather strange cove” when he sought to re-enlist after the Great War. It was suggested that he may have served with TE Lawrence in the Arab Bureau.

1926 long wheelbase New Phantom
(57YC) Barker Prince of Wales

Cabriolet de Ville

YR-2648

Within two years the car had passed to a Miss Marks, of Brook Street, W1, Knightsbridge, SW, and Upper Court, Esher. David Lloyd George purchased The Firs, Upper Court, in 1919 and presumably knew Miss Marks: dit ne plus. In 1937 the car passed to Miss Dakins, of West Burton, Sussex where it was a “barn find” by the late Robert Brooks, auctioneer, following her death in 1960. He restored it and rallied it extensively. The engine had seized before it was sold by his widow in 1984 to John Vanderliet-Awick who carried out extensive further work. It was purchased in 2004 at Bonhams’ Christmas auction, Olympia, by the present owner.

The car bears the original bodywork, leather hood and Grebel lamps. It has just been resprayed. The interior is trimmed in fawn leather and twill with down cushions; the carpets have been re-placed and the birds-eye maple fascias restored. Extensive mechanical work was undertaken with a full



engine overhaul by Ashton Keynes Engineering. A Laycock overdrive, switched alternator and priming in-line SU fuel pump were fitted.

It was re-wired, the chassis repainted, the brakes and clutch re-lined, new tool trays fabricated, and tools sourced. The wheels were re-built, new 33 x 5 split rim Blockley tyres and wheel discs being fitted. Extensive detailing included attention to nickel brightwork. All was carried out in-house together with David Cooper, vintage motor engineer.



The car has been rallied in Cornwall, Wales, Yorkshire, the WW1 battlefields in France and Belgium, and in Normandy, Brittany, Spain, Portugal, and Switzerland, always under its own steam to mix metaphors. It has won many awards over its lifetime and on New Year's Day 2019 returned to Piccadilly after 90 years as part of the London Mayoral parade, watched by over one million people.



It is a lovely car to drive and is available as seen, as is, in the village of North Curry, Somerset; about £120,000.



Editor's note: The pictures and text have been provided by Michael and are reproduced in good faith. No warranty is implied by the club, its directors or editor.

Do you have a car to offer to members? If so then do let me know.

From the archive

THE 20-GHOST CLUB RECORD



Vol. 1. No. 4. WINTER, 1960



IN THE BORDER COUNTRY

The magazine is silent on the model and ownership of ADV777 and sadly the web doesn't reveal any modern details. Presumably it's a 1933 20/25. Does anybody recognise it? Great picture though!

It was a wet summer sixty years ago...

A MESSAGE FROM THE PRESIDENT

In spite of one of the wettest summers on record, our meetings have been well attended and excellently organised. Our thanks are due to the Events Committee under the able Chairmanship of John Dymock-Maunsell for the pleasure which they have given us. Preparations are in hand for the next year's programme, and some new and most interesting events are envisaged.

Subscriptions are due on January 1. Will all members PLEASE try to lighten the load on our most efficient and hard-working Honorary Secretary, Fred Watson, by sending in the CORRECT amount of 2 guineas for owners and 1 guinea for others as promptly as possible. This will save him sending out innumerable reminder letters, which he has had to do every year. May we take this opportunity of thanking him most sincerely for all the excellent work he has done for the Club during the past year.

The Record is going from strength to strength, due to the splendid work of Ian Hallows, which we much appreciate. I hope that you are supporting him by sending in items of interest.

Christmas will be upon us almost before we have written our Christmas cards, or spent a whole day searching the shops for inappropriate presents for Auntie Mabel and Uncle George! The mention of cards reminds me that the most attractive Club card for this year was beautifully drawn by Committee Member Beryl Castle, and the subject is most appropriate to commemorate the 50th Anniversary of the death, in a flying accident at Bournemouth, of the Hon. C.S. Rolls, in July 1910.

My wife joins me in taking this opportunity of wishing all our members, from near and far, a very happy Christmas and most enjoyable motoring, in true R-R tradition, during 1961.

Stanley Searg



The Last Word

If you're reading this - thank you for getting this far! Although if you're like me you might have started with this

last page and be working backwards. No idea why I often do this with magazines... maybe it's because I'm left handed!

Anyway, I need to echo Ken Forbes' words of thanks to Rosemary for being such a star over the last five years. It's a huge length of time to have edited our magazine and I very much hope I can do the job as much justice. You might have noticed a few changes in this edition, especially a slightly larger font size (I prefer it - do you?) and a 'hotel style' page numbering system. You know how hotels number their rooms by the first digits representing the floor, well I've used the issue number and then the page number. Henry does a great job of indexing everything on the web; so if you know that the first two digits are the issue number then, assuming you keep your paper copies, it might mean you can easily grab the relevant article from the pile of old issues by your bed.

My aspiration is to try to get out four issues in 2021 - don't hold me to it - but I promise to do my best. However, if I'm going to succeed then I need help. Words and pictures from you all would be great. Ping me an email about your car, a repair, an event, or somewhere you've been, and

send through some photos. The latter must be high resolution. Often pictures sent by email get shrunk so try to use We Transfer or Dropbox (I can talk you through how to do it). Having said that, Bella and I are very happy to come to see you - pop the kettle on!

Speaking of help...the wonderful John Redmill and I have been chatting. You might recall that he was the editor before Rosemary and also did the job for five years (oh dear, there's a pattern!) Anyway, John assures me that to achieve success a four legged sub-editor is a necessity - in his case Freddie the cat. Accordingly, opposite, I offer you King Kevin of Sweden (check him out on Instagram)...in repose atop The Doctor GFN80. A fat lot of use! Have you any pet related R-R pictures you can offer?

Although we are all getting used to social distancing I do so hope that 2021 can offer us all some normality. Take care and see you next time, all good wishes,

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