



News & Record



Issue 71, Spring 2023



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Letters, Emails & Pictures

APRIL Sat 22nd

Spring Lunch
strone@stronemacpherson.com

MAY Fri 19th - Mon 22nd

Irish Georgian Society Tour in Hereford
f.valentine215@btinternet.com

JUNE Fri 9th - Tues 27th

The Alpine Tour from Salzburg
kennethforbes@btinternet.com

JULY Tues 4th - Thurs 6th

Glorious Gloucester.
brianhfidler@aol.com

JULY Sun 30th

Sandhurst picnic and Concours.
jgallop66@gmail.com

SEPT Mon 4th - Sun 10th

Châteaux, Abbeys and Wines of the Loire.
johnstuttard@btinternet.com

SEPT Sun 10th - Fri 15th

A Journey through Haute Normandie.
johnstuttard@btinternet.com

LATE SEPTEMBER/
EARLY OCTOBER exact date
TBA

Our Autumn Lunch at Highgrove House
ashley@aacarmichael.co.uk

Dear Johnnie,

Having seen that the **Irish Georgian Society Tour** will take place in Herefordshire in May, I felt that I must give something of the flavour of this event to those readers of "News & Record" who have never taken part. I was wholly ignorant of the Irish Georgian Society but noticed last year that the tour was in Derbyshire, not too far from my home so I asked if I could take my car along on one of the days. For all I knew, the Irish Georgian Society could have been a group of enthusiasts for cars built during the reigns of George V and George VI. It didn't seem to matter because I was just going for a day out with the Ghost.

I was surprised and delighted to find that the Irish Georgian Society is in fact the London branch of a band of highly knowledgeable experts on the Georgian period. This only dawned on me slowly as we looked around Calke Abbey and I found that a large proportion of our party had more knowledge than the guides. In the car park, I met Jeremy Greene with his Silver Ghost and realised that the objective was for club members to take the Georgian Society visitors from place to place in proper motor cars. I hadn't even put the back seat in my car and the rear was full of tools so I felt a little foolish but had a wonderful day in any event.

We had a lovely lunch at the Kedleston Country House Hotel followed by an afternoon tour of Kedleston Hall with an introductory talk by a member of the Curzon family who still reside in part of the Hall (which is nowadays owned by the National Trust). For anyone with a sense of history, I recommend taking part. Unfortunately, with a boy still at school, Hereford is beyond me this year but I encourage the membership to support this most worthy partnership with the Irish Georgian Society.

Yours, Andrew Prestwich (1922 Silver Ghost 312KG)



Thanks Andrew - everybody who attends the IGS tour comes back raving how good they are - check out last year's report in Issue 68. Above: 312KG alongside Jeremy Greene's 1923 SG 41EM.

The 2023 Irish Georgian Society Tour in Hereford Jimmy Valentine writes:

There is still some opportunity to join this wonderful tour. For those who are unfamiliar with the Irish Georgian Tour format: This is a joint tour that is organized by the Irish Georgians who arrange for us to visit stately homes on private tours. Most houses are not normally open to the public. The driving distances are concentrated in a single county, this year being Herefordshire. Each day, we the 20-Ghost drivers will chauffeur different passengers from the Irish Georgians to those houses. The short 3-night duration of the Hereford stay allows good opportunity to extend at either end in neighbouring areas including Wales and Gloucestershire. May has proven to be an opportune time to tour to see countryside that one would not normally visit. Longer days of sunlight facilitate no driving after dark.

Please note the CHANGE OF DATES to Friday, 19th to Monday, 22nd May 2023. Kind regards, Jimmy Valentine



Peter Golding sent in this fabulous picture of our very own Roy O'Sullivan arriving at Brighton on the 2022 London to Brighton (6th Nov 22) in Peter's 1904 Clement Bayard.

The run is now thought by many to have been the wettest on record but the car performed perfectly, starting from London at 7.45am and arriving in good time at Brighton picking up the traditional medal for arrival before 4pm.

Roy and his passenger Mark Amis (coach painter from Gloucestershire) got very wet!



Johnnie, thanks for the fascinating piece on the filming of 'Lawrence of Arabia' in the last issue.

This prompted me to look up a back number of The Crankhandle Chronicle, the journal of the Club in Cape Town. The October 2016 issue had a brief account of the filming of the 3 part ITV series on the discovery of the tomb of Tutankhamun.

The film was largely made in the desert regions of the Northern Cape and used Harry Calver's 1924 SG as the car purportedly used by Lord Carnarvon in Egypt.

Sam Neil took the part of Carnarvon and Max Irons (son of Jeremy) of Howard Carter. A great deal of poetic licence was taken in the story line to increase its 'popular appeal'.

Regards, Bryan McGee



Know the history of your car!



Over the last three years new members have been requested to contact Sir John Stuttard with information about their cars including the history. If the member doesn't possess the original R-R chassis cards, then the club has acquired the key chassis cards to enable the early history to be documented. John has developed an online capability of searching the magazines of the various Rolls-Royce clubs going back decades, working with other R-R researchers and authors (eg Tom Clarke and John Fasal) and using published books to produce a detailed history of each car which is then agreed with the owner. The owner is then given an electronic copy of the key original R-R

chassis cards. Over the last three years the history of around 200 cars has been prepared and are in the club's database (part of the members' only section). The club is thereby accumulating a detailed record of pre-war Rolls-Royce motor cars as part of our mission to preserve these heritage assets.

This facility has also been extended to existing members who are not fully aware of their car's history. If you wish to learn more about your car, please email johnstuttard@btinternet.com

Note: If you require a complete set of chassis cards, for example for the purpose of a major mechanical rebuild, then these are available at £70 per set (less 50% for RREC or SHRMF members) from the RREC via records@rrec.org.uk

Editor: This is a simply superb resource for us all and for the future of our cars. If you haven't spoken to John Stuttard and set him to work on you car's history then you really should.

Motorways: There has been much recent correspondence in the Morris Minor Club about the problem of driving on motorways. I thought I would offer a counterpoint.

Dear Editor, apologies if some of this is stating the obvious. Motorways are the safest roads in the UK. Driving on country lanes is, statistically, far more hazardous. The inside lane of a motorway (lane 1) is wide offering plenty of room. There is no minimum speed limit on UK motorways although you probably need to have a car that can do 50 mph.

Before you go onto a motorway make sure you know your car and you consider it reliable – don't drive something you've just bought or you know gives trouble. Consider whether you should fit LED lights and turn them on – even in the daytime. Indicators are essential. I also want a mobile phone and have a satnav linked up to a USB charging port. I use a TomTom app on my phone.

Think about the journey in advance. Will you have to do any of the trip in the dark? What is the weather going to be like? If the answers are against you then take a modern car instead – not always possible I grant you – but at least consider it before you set out.

When you get onto the motorway maintain a constant speed (normally 50mph) and stick to lane 1. The issue is where lane 1 becomes a slip road. This is very visible from the motorway junction signs at least half a mile before the lane veers off. So you have plenty of time to manoeuvre to lane 2. Don't panic. I find that winding the window down and supplementing the indicators with hand signals is good and also allows a cheery wave of thanks.

I also want to highlight some of the things that have been said against modern driving conditions and try to turn them into a positive. There are indeed many more cars on the road than when our cars were made but this has the effect of slowing traffic down. Good news! There are speed cameras everywhere. That has also slowed the traffic. As have the thousands of drivers who have had to go on 'Speed Aware' courses (including me). They make you a better driver and are having an impact. Smart motorways are, I agree, the work of the devil, however whilst I live in hope that the hard shoulder will be reinstated, variable speed limits are here to stay – more good news. More towns are adopting 20mph limits and now driving our Minors in central London is an absolute joy.

Best wishes, Johnnie Gallop, 1954 series 2 tourer

NEWS AND RECORD

ISSUE 27
June 2009

Dear Johnnie, Bob Vass' comments about replacing bodywork and yours in "Last Word" about houses are as contentious today as they were in the 1960s when I was faced with the same dilemma with 42G1. It's about loss of history as much as anything else. I believe that each case has to be considered on its merits.

In the case of 42G1, its third rebuild was condemned, it was ugly and overweight at 36 cwt. without passengers. Considering what to do, I looked to the Chassis Cards to note that it was built to be a tourer so that's what I chose. The loss of history was less important than having a car as intended. The result has been a great success as I still own it. The car has 60 plus years of "new" history, certainly more interesting than its prior function as a badly treated family hack. While one can be cynical about replacement tourer bodies, the fact remains that tourers are very popular, are simpler to build with a long life and extract the best out of your chassis due to their lighter weight. Best wishes, David Davis

New Members

Yoshihisa Ichimura,
Tokyo, Japan

1920 Silver Ghost chassis no 27AE, open tourer,
coachbuilder unknown (pictured right)



The Hon. Michael Cochrane,
Oxford, UK

1931 PII Continental chassis no 31GX,
Dual Cowl Tourer,
coachbuilder Wilkinson of Derby



Phillip LaJoie,
Austin, Texas, USA

1936 PIII, chassis 3AX53, Sports Saloon,
coachbuilder Hooper

Welcome to you all!

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

Please be careful: Back in late January you would have received a mailing from the club containing, among other things, an up-to-date membership list. It goes without saying....but we will anyway....that our list contains a huge amount of very sensitive information. Members are urged to safeguard the current list carefully and to dispose of any old lists sensibly - ideally putting them through a shredder.



Ashley Carmichael reports that over the last few years the number of entrants for our mileage awards has tailed off.

This is a bit of a shame and we don't really know why because there are a huge number of our members and their cars travelling quite considerable distances.

One thought is that most people don't stop to take a note of the odometer reading at the beginning of the year so that when the plea comes for mileages members often have little idea how far they have actually travelled over the preceding 12 months.

So take this as a reminder! Nip out to your motor-house right now and snap a picture on your phone of the mileage and then: drive drive drive!

I'm sure you all recognise the fabulous pic above of Henry and Rosemary and their two cars: GRP4 1937 25/30 Park Ward Touring (Close Coupled) Limousine 'Emily' and GRP49 1937 25/30 Park Ward Enclosed Limousine 'Grace'. They must have won the small horsepower mileage trophy more times than any club member ever - but can you do better this year?

THE ALPINE and other mileage based TROPHIES Entry Form 2023



The Alpine Trophy is awarded to the owner of the car, which during the year from 01 December 2022 and 31 November 2023 achieves maximum marks based on the formula of miles travelled multiplied by the age of the car.

The Woodmansee Trophy is awarded to the owner of the Silver Ghost, which travels the greatest distance between 01 December 2022 and 31 November 2023, or if a Silver Ghost wins the Alpine Trophy it is awarded for the next highest Silver Ghost mileage.

The Small Horsepower Trophy is awarded on the same basis, only for small horsepower cars.

If you wish to enter for the Alpine and other trophies for 2023, please complete this form *indicating the total mileage covered in the year*:

TROPHY ENTRY

My cars mileages for the Alpine and other Trophies for 2023 are as follows

Name:

Address:

.....Postcode:

Model	Year	Chassis	01 Dec 22	Odometer as at 31 Nov 23	Total Miles
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Summary of main usage and mileage this year

Please send without fail by 15th January 2024 to:

Ashley Carmichael, Stone Lodge, Withybed Lane, Inkberrow, Worcester, Worcs.

WR7 4JJ Email above details to ashley@aacarmichael.co.uk

Whoops!

Bernt Ehrnrooth our Finnish Chapter president emailed John Stuttard:

Dear John,

My Cousin Erik Rosenlew sent me an interesting picture from The Finnish Heritage Agency. It just confirms the accident with 52TW which slipped over board from Ariadne II. Bw Bernt

Sir John Stuttard's book *Pre-War Rolls-Royce Motor Cars with a Finnish connection* is still available. Here's the extract regarding the unhappy incident shown left: *The Amberla family would often take touring holidays in Continental Europe in their reliable Silver Ghost. But 52TW had a sad and mysterious end. One year, at the start of their holiday, the car was loaded onto the deck of a steamship bound for Germany. The story goes that the captain asked the Amberlas if they would like to join him for dinner at the captain's table. For reasons unknown they declined. That night, crossing the Baltic, the weather was stormy and, to their horror, they woke to find that their precious Silver Ghost had come free of its lashings, slipped overboard and disappeared into the sea. The family arrived in Hamburg, where Arthur Amberla immediately began to find a replacement. There was no available Rolls-Royce or new cars of other marques. He finally found an almost new Maybach Zeppelin, acquired it and the family holiday continued as planned.*



Above: sailors on the SS Ariadne look helplessly for 52TW which fell overboard in the Baltic while on its way from Finland to Germany.



Nothing to do with Rolls-Royces but Ron Elenbaas emailed regarding the Kilauea Volcano in Hawaii: "Aloha Enthusiasts, Kilauea Volcano became active again after a couple of weeks of being dormant. I went over Friday night about midnight to observe it. It is the most lava flowing I have witnessed."



Arch proof-reader Peter Brown dropped me a line re Goldfinger's PIII spotted outside the RAC Club as seen on Page 5 of Issue 70:

Johnnie, PIII registered AU1 is 3BU168, a sedan de ville built by Barker in 1937 for Urban Huttleston Rogers Broughton, 1st Lord Fairhaven of Lode, Cambridgeshire. With his brother he bought Anglesey Abbey in the county and lavishly enhanced the building using some of the \$12.5 million family fortune conferred via his father's serendipitous 1895 marriage into the family of Henry Huttleston Rogers, American oil magnate and one of the world's richest men. Following service as a Tory MP, his father was raised to the peerage in the 1929 honours list, but died between nomination and award and the honour passed to his elder son. Broughton Junior was a bachelor and noted art collector. When he died in 1966 his obituaries dubbed him 'the shy peer'.

The registration number AU1 was issued by the County Borough of Nottingham in 1903 and was owned by the Dowson family of Radcliffe-on-Trent until the mid-1990s, when it was sold and subsequently auctioned twice more in succeeding years but failed, latterly, to make reserve. The plate was sold in August 2022 by Primo Registrations, price and new owner not disclosed but whose value was boasted by the company to be more than £100,000. The DVLA records the number as currently assigned to a 1937 PIII, although the colour is listed as 'white'.

Ian Fleming's story is well known. Goldfinger devises an artful smuggling method by panelling his Rolls-Royce in gold so it could be driven internationally without demur. Au, the elemental symbol for gold, stands for Aurum, the Etruscan Latin word for 'yellow'.

Kind regards, Peter Brown

Bernard King

Bernard died suddenly on 14th November 2022. A passionate enthusiast, he was a talented and respected historian among whose 30+ published books are unsurpassed bibles for the true aficionado of every car to have come out of Derby and Crewe since the early 1920s.

Born in April 1946 his first job was as an office junior at Thomas Cook's headquarters in Berkeley Street, central London. He liked the travel industry and set up the Miki Tourist Company, operating from an office in St Paul's. The firm was a wholesaler to the Japanese leisure travel industry and Bernard established 18 offices in Europe and Japan.

In 1979 he joined the fledgling Air Europe which grew to become Britain's second-largest package airline and Gatwick Airport's largest operator, but went bankrupt in 1991. Bernard spent the following year travelling, during which time he wrote and self-published his first books on a variety of aviation topics.

In 1989 Bernard was head-hunted by Word Fuel Services at Gatwick, the UK subsidiary of a large American broker of aviation fuel products. He was promoted to General Manager but left in 1993 to concentrate on writing.

In the same year he joined the RREC. Initially he owned an elegant two-door Bentley MkVI by James Young and a Hooper-bodied Silver Dawn. These were later part exchanged for a Hooper Empress Bentley R Type. In 2015 he bought a Bentley Continental R in Wildberry - a familiar sight at the RREC's Annual Rallies. In 2019 the Empress R-Type was swapped for an immaculate low-mileage Shadow I in Pewter.

As well as nurturing his beloved Crewe cars, Bernard King enjoyed his other passion, hot-air ballooning high above the rolling shires of England, landing from time to time unannounced in the grounds of some great mansion whose laird would invariably yield to Bernard's self-effacing charm by showing him around house and gardens and might even open up the estate's hitherto secret garages to reveal dusty and forgotten Rolls-Royce gems from yesteryear.

A chance meeting with historian Tom Clarke revealed they were both working on similar projects. This was before the internet or email. Tom was finalising his book on the 20/25 model while Bernard wanted to launch a completely new series of motoring publications. They pooled their work and in 1997 the 20/25 book appeared as No. 1 of the Complete Classics series (currently in its third edition). Bernard's database became so extensive in support of the Complete Classics series that other writers orbited around his mothership. To the end he updated the database daily. It is a monumental achievement containing information from every corner of the world fed to him through a diaspora of enthusiasts in constant contact.

Tom Clarke writes, 'without Bernard's unquenchable enthusiasm, his zest for new knowledge, his delight in car discoveries, and his willingness to share, we would not have made the progress we did with car histories for owners or data for forthcoming books. We should have thanked him more but his memorial is in the sheer number of aero and car books he published to such great acclaim. It was an astonishing contribution'.

With thanks to Davide Bassoli and Peter Brown



John Dolan

John Dolan of Huntington, New York, USA died on 23rd December 2022. He was born in Cleveland, Ohio in 1954. He spent his young life on the waters of Lake Erie, where he grew a deep appreciation for the water and even persuaded the family to master a six-person human pyramid while water skiing.

He met his future wife Denise at The Ohio State University where they were both students. Later his education and brilliant mind led him to a remarkable career in the telecom industry.

About 15 years ago he became the custodian of his father's 1931 Model A Ford roadster. He painstakingly restored the car and it sparked a newfound passion. He began collecting brass era cars and ultimately Rolls-Royce Silver Ghosts. Passion morphed into obsession leading to John and Denise touring for many months a year at shows, swap meets, auctions with clubs including the 20-Ghost Club, Silver Ghost Association, Rolls-Royce Enthusiasts Club, Horseless Carriage Club of America and Friends of Ancient Road Transportation, just to name a few. Those who toured with him knew he was always willing to lend a hand or a tool. He went out of his way to share his cars with family and friends, even giving rides to complete strangers if they showed an interest. An easy touring companion, John was always ready to explore and have fun.

Dave Shadduck met John at the Hershey swap meet in 2012 and the pair quickly became great friends. They purchased similar Springfield Pall Mall Silver Ghosts, only months apart and were newbies on Doug Magee's New England tour in 2014. "Together, we toured our Rolls-Royces in thirteen foreign countries, be that with the 20-Ghost Club, the SGA or simply the two couples venturing out on our own. Such priceless memories for us. John truly embodied the spirit of the hobby and we have all lost a good friend".

His children summarize their father as a blur of "can-do" energy, vertical cat naps, hair-brained schemes, and making grand plans on paper napkins. Between his hands, his toolbox, and his credit card, John never met a problem he couldn't solve. He gave as graciously to those he held near and dear as he did to a person he hardly knew. In a fast-paced world, John understood the importance of a slow ride in an old car. Someone willing to cherish the journey.

With thanks to John's children Jenna, John Christian, and Aislinn and to Dave Shadduck



John Dolan in his 1908 SG Tourer 60756. Picture: Kimberly Shadduck.

Jens Pilo

Sir John Stuttard writes: Jens Pilo died on 29th September 2022, aged 81. Born in Denmark, Jens moved to the UK and became a successful property developer. For many years he and his wife, Anne, lived at Coldham Hall, near Bury St Edmunds, a fine Elizabethan mansion, which they sold in 2002 to the supermodel Claudia Schiffer. Latterly Jens and Anne lived at nearby Rookwood Hall.

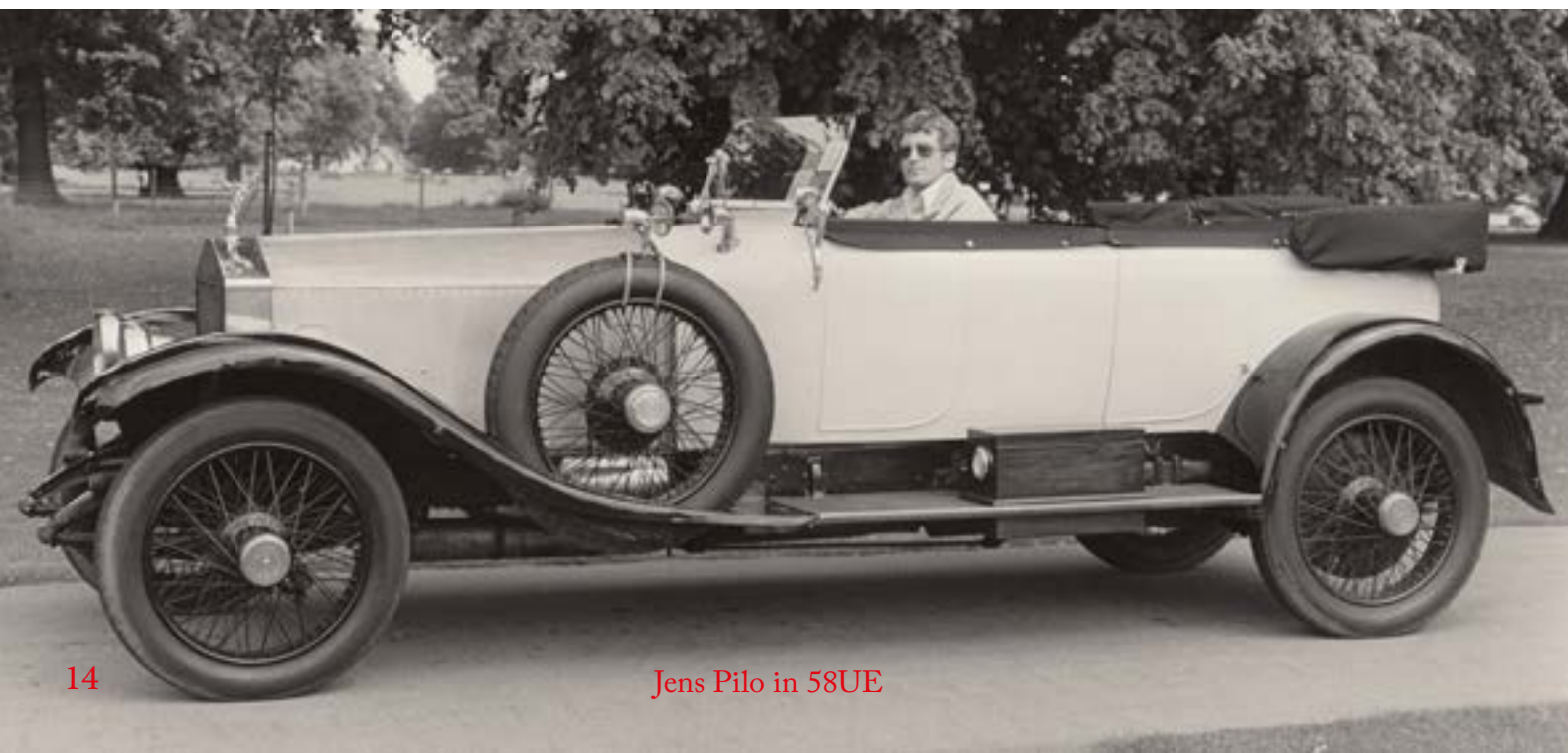
Jens and Anne are better known in the club as two of the longest serving members, having joined in 1979. They were owners of six pre-War Rolls-Royce cars:

- 1937 PIII (3CM195) Barker Sports Limousine, acquired by Jens in 1973
- 1920 SG (58UE) Barker Tourer, acquired by Jens in 1977 and driven on many 20-Ghost Club tours, including the Mini Alpine Tour in 1995 and then the Centenary 2013 Alpine Tour
- 1930 20/25 (GTR5) Park Ward Coupé, acquired by Jens in 1986 and once owned by the Russian Galitzine family and featured in an article in News & Record Issue No 66, Winter 2021
- 1933 PII (8MY) James Young Continental Drophead Coupé (ex-Jack Woolley), acquired by Jens in 1989 and which they took on the Club's Exmoor Driving Weekend in September 1995 and the Mozart Tour of Austria in 2006
- 1920 SG (49RE) Dansk Karosseri Fabrik Drophead Coupé Cabriolet, acquired by Jens in 2010
- 1935 20/25 (GLG25) Barker Airline Coupé, acquired by Jens in 2013.

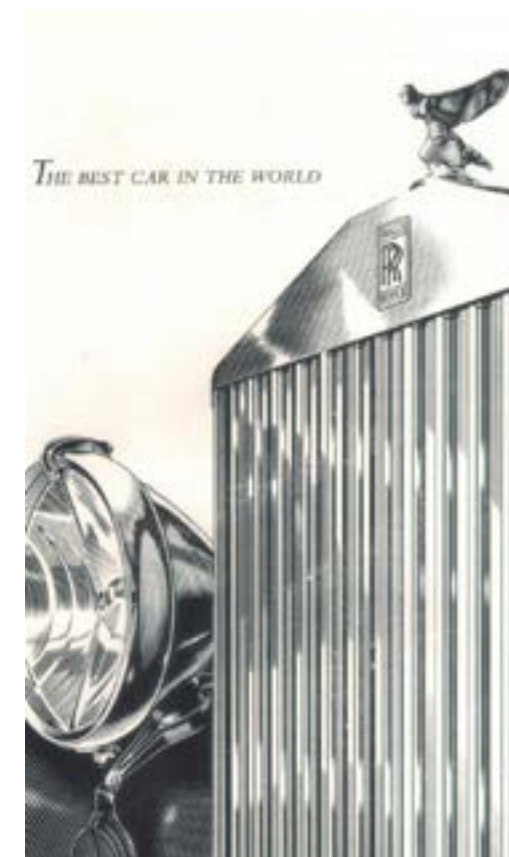
Margaret & Gervase write: "We remember, with pleasure, meeting Anne and Jens on a number of tours over the years but none so memorable as our tour of Corsica & Sardinia in September 2015. Jens took his 1933 Phantom II James Young Three-position Drop Head Coupé, a very fine car though perhaps rather large for negotiating narrow roads and mountain bends. It was a credit to the skill of his driving that he was able to complete the circuitous route and we enjoyed his and Anne's company for eight wonderful days from Cap Corse to Bonifacio". As Clayton Banks recalls: "Jens was one of the world's most generous people. His garage was immaculate - every oil can was separately labelled for each individual car".

Michael & Angelika Elliott said: "Jens Pilo was a gentle man with many talents: a true ambassador of the Nordic Culture".

NB. All his cars (bar 58UE) are for sale by Jonathan Wood.



Jens Pilo in 58UE



THE 20-GHOST CLUB LIMITED REGISTERED NUMBER 5224633

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MEMBERSHIP SECRETARY: Graham Tyson gtyson@outlook.com

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

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

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Rolls-Royce Motor Cars

Rolls-Royce announced record sales of 6,000 units in 2022. Ken Forbes sent a note of congratulation to CEO Torsten Müller-Ötvös and Andrew Ball (marketing manager and our main contact at R-R). Torsten's personal reply is below which demonstrates his affection for the club.

Torsten is planning to join our Alpine Tour for a few days at the beginning and is also offering professional photography to support the tour. There is no doubt that Rolls-Royce Motor Cars appreciate our efforts in holding tours that celebrate the company's heritage and our exclusive focus on pre-war Rolls-Royce motor cars.

Torsten Müller-Ötvös
Chief Executive Rolls-Royce Motor Cars Limited
 13 January 2023

Dear Ken, thank you so much for your warm and generous words. We were delighted with our latest business results, and it was a privilege and a pleasure to share them with the world earlier this week. The international response has been remarkable and overwhelmingly positive; a fitting tribute to the incredible contribution made by every member of our Rolls-Royce family here at Goodwood, and around the world.

As I said in my remarks to the media, we can attribute this extraordinary success to a careful, respectful yet forward-thinking evolution of the Rolls-Royce brand over the past 20 years. We are ever conscious that we're custodians of a unique heritage, and our contemporary innovations build on great achievements of the past – including, of course, the magnificent motor cars so lovingly conserved by the 20-Ghost Club.

I'm very much looking forward to seeing you and my fellow Club members on the Alpine Tour in June: I know that with our respective teams already working closely together, the arrangements are in the best possible hands!

With sincere thanks once again,
 and best wishes as always, Torsten

Dear Torsten and Andrew

It was a great pleasure to read of your landmark achievement in selling 6,000 cars last year and see the huge part that personalisation plays in your success. It is also intriguing to see how the modern world is shaping perceptions, with the average age of your buyers down to 43. This is a monstrous success in only 20 years since Goodwood was established, which has seen a steady development and transformation of the brand under your careful management. We look forward to toasting your achievements with you on the Alpine Tour in June.

It is of course, a world away from the times when 20-Ghost Club cars were new and purchased by aged but wealthy landowners who sat in the back seat. However, every car was built to their particular specification and requirements and treasured for many years, often with a replacement body being fitted in later life with the R-R mechanical parts still with plenty of life in them. Many of our cars are now over 100 years old and being actively campaigned on the road today, so at least we can demonstrate the longevity of the brand!

Congratulations from your friends in the 20-Ghost Club, Ken Forbes



You will recall Gary Richardson's 1929 Phantom I 81CL which featured in a series of articles last year. After three decades of ownership Gary has decided to part with the car which is now up for sale with V&P at £135,000. Have a look on their website for full details. The car is currently located in Swanage. Editor: Having spent time with Gary and the car I can say it's a super specimen with a great history.



Roy Minter is looking to sell a spare 20HP back axle (at least that's what he believes it to be). Currently located in Whitley Surrey - offers please for buyer to collect to royminter1@gmail.com



The Forbes Report:

With Spring officially beginning on 20 March, our thoughts turn to preparing our cars for their first outing after Winter (at least for those of us in the Northern Hemisphere). However, as I write this we have 4 inches of snow on the ground to curb our enthusiasm. Nevertheless, we have a busy programme of 20-Ghost Club events to look forward to this year. By the time you read this we will have enjoyed our first in person AGM and Annual Dinner for a while and presented our trophies to this year's worthy winners (see report on page 56 this issue).

On behalf of all our members, I was particularly pleased to award the Stanley Sears trophy to Philip Hall, our Treasurer. Philip epitomises the unsung hero of the club, managing all our receipts and payments from subscriptions to tour bookings in a quiet, unflustered fashion and working with our accountants to pull all this information together for our annual accounts. It was very good to recognise and thank Philip in person for his efforts on behalf of us all.

Our last mailing included the membership list, together with the excellent book on the centenary of the 20HP, by David Davis and Ian Berg. This was a gift to us all from the Australian Chapter, which was much appreciated. It was particularly fun to see the wide range of body styles fitted to these charming motor cars over their 100 year life.

It is good to see strong demand for both shorter UK events as well as our summer grand tours. However, following a few inevitable withdrawals, there are still places on both the Irish Georgian tour in Herefordshire (19-22 May) and also the Alpine (9-27 June), so do contact the organiser if you are interested in joining any of the tours. Our summer tours attract an international contingent and it is good to see quite a few signed up for the Loire trips in September as well, after the Alpine in June. It takes a significant effort to bring a car from abroad, but we love to see such a variety of cars and nationalities present. I am looking forward to welcoming our friends from South Africa, Karl and Tillie Reitz on the Alpine. Having known the car for virtually his whole life, Karl acquired their original Barker Tourer bodied Ghost, 45SG, a couple of years ago and has been busy restoring it in his workshop ready for shipping to the UK for the Alpine. (Pictured – Karl and I looking over the car at his farm near George before he started work).

At the AGM we welcomed 2 new Board members, Maurice Whitaker and Steve Wilks and we look forward to their influence and skills in the running of the club. Our thanks to the retiring Directors, John Redmill and Rosemary Jeffreys (both past editors of N&R) for all their contributions over many years.

Enjoy another brilliant edition of N&R and we look forward to seeing many of you with your cars at the Spring Lunch in Hampshire in April.

Happy Motoring!

Best wishes
Ken



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!

....right so as a result of this article I could well be hauled off to the stake and burned for heresy, but in for a penny in for a pound. You see what has always fascinated me is the moniker given to the Rolls-Royce of being 'the best car in the world'.

Now I have absolutely no quarrel with this being applied to the 1907 Silver Ghost, a motor car that must have shaken the, still nascent, industry to its very foundations. How on earth could an engineer who had only been building motor cars for around three years have come up with such an advanced and complex design, coupled with exquisite looks.

Part of the genius of the Rolls-Royce motor car was in the decision of designing the radiator along such classical lines, apart from the engineering prowess it was this feature that set the car so far apart from anything else.

However I have to say that I believe that Henry Royce reached the pinnacle of his designing with this 1907 car. As time went on he seems to have put caution before natural evolution and began to be behind the curve. For instance it is incredible to think that it was not until 1924 that he introduced four-wheel braking having relied on two-wheeled cable operated brakes until that time. He then used the tried and tested Hispano-Suiza system. They had first introduced it, controlled from a single foot pedal in their H6B cars in 1919, a full five years earlier.

This was not, of course, the first time that the four-wheel braking system had appeared, that was on the Duesenbergs during the Elgin Road Race (sponsored by the Elgin Watch Company) way back in 1915. Duesenberg went on to have a four wheel hydraulic braking system in 1918 (some reports say 1921). Yet until as late as 1924 Henry Royce was still relying on two wheel brakes, the year in which the Hupmobile was being marketed with four wheel hydraulic brakes as were Chrysler motor cars.



By 1924 the Ghost was looking decidedly long in the tooth. It is noteworthy that the Springfield cars had some superior design features than those built at Derby. By then the Silver Ghost could no longer, in all honesty, be considered 'the best car in the world'.

So was Henry Royce the best engineer of his generation? Were I a betting man I think I would place my money on Fred Lanchester a far-sighted genius who had patented the Pendulum Governor in 1889 (a system that Royce took up), four wheel disc brakes in 1902, and the torsion vibration damper and harmonic balancer in 1906/7. He evolved the splined shaft, made by his self-designed and patented centreless grinder. All roller bearings in this country and on the continent followed Lanchester's proportions and technique for many decades (and perhaps still do).

His cars were superbly and innovatively engineered and, dare I say, better than Rolls-Royce? They were not as successful as they deserved to be, partly due to him being grossly under-funded and also perhaps due to the rather strange appearance of some of them. Who on earth in their right mind would purchase this car (right) in preference to the sublime Silver Ghost of the same year.

The later Lanchester cars were very respectable looking but somehow just did not have the gravitas that the classic Rolls-Royce radiator afforded regardless how similar in design their bodies may have been.



I believe Lanchester was the better engineer. So let us look at some other cars that could rival Rolls-Royce for the 'best car in the world' status.

It is known that that great (self) publicist Selwyn Edge used the phrase for the Napier cars, also referring to them as 'The King of Cars' and 'The Best Yet' although of course this particular phrase could also mean the best Napier yet.

However, I am bound to say that I agree with Mick Walsh whose article on the Hispano-Suiza H6 model, launched at the 1919 Paris Salon, can be found in the June 2010 issue of Classic & Sports Car magazine and to whom I gratefully acknowledge their ownership of the photograph below.

This is the car that was the best in the world, way ahead of its time. It was only improved by the H6B which was considered as being the best passenger car in the world thanks to Marc Birkigt's amazing design. Incredibly modern for its time, the car combined both aeronautical and automotive solutions. Its 6.5 litre engine was state of the art and equipped with brakes (obviously on all four wheels) that were controlled by a servo that was so efficient that Rolls-Royce acquired the licence for their cars.

There are a number of European and American motor car manufacturers who would also claim their cars were the best in the world but I do not have the space here to present them.

I believe I have proved my point, Henry Royce was not the best engineer in the world and his cars were not the best in the world. So the question has to be: what was it that ensured the survival of Rolls-Royce as a motor car manufacturer until a dark day in 1971; long after the other august manufacturers mentioned above had gone to the wall or had been swallowed decades before? But that is for an article another day.



My word for the issue is: IRACUNDULOUS First documented use 1759

Adj. inclined to anger, easily angered, irritable, irascible (Sarah says this describes me to a T {surely not!?!})

EXAMPLE: Love is certainly, one of the most futilitous, alligaskinish, iracundulous and lyrical of all human passions, 'tis of such a nature you can scarce combine two ideas together upon it without an hypallage.

From: The Life and Opinions of Tristram Shandy, Gentleman by Laurence Sterne, nine volumes published from 1759 and over the following seven years.

Just a century ago....

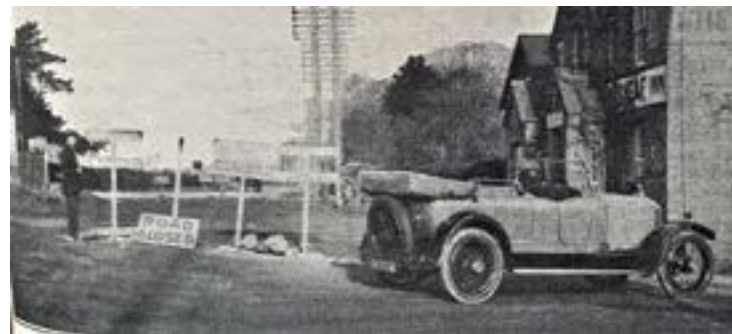
Herodotus casts an eye over R-R related matters within The Autocar during Jan-March 1923.

Northward in a 20HP Rolls-Royce: In February the Autocar undertook a three-day trip northward in a Rolls-Royce 20HP with the objective of visiting the Glasgow motor show. Leaving London at breakfast time they covered the 282 miles in comfortable time for dinner. The car achieved 21.5 mpg.

The authors were highly impressed by the 20HP, describing it as "a docile car of silent speed proving exceptional comfort". The gear changes are easy and accomplished silently without practice; an ideal lady's car. They observed that the new Twenty, though fast was no racing car, nor was it remarkable on hills, its real virtues lying in the exceptional degree of comfort.

They were also complimentary about the car's road holding, its flexibility in high gear, rapid acceleration and excellent brakes.

However, also in February, sections of the Great North Road south of Grantham were entirely closed causing London visitors to the Glasgow motor show to seek alternative routes. A photograph showed a driver of a Silver Ghost having to turn back.



Mention was made of a Duco headlamp dipping device 'to overcome the dazzle danger'. Absolutely no details were given, but the photograph of it fitted to a Silver Ghost suggests that it was operated by a Bowden cable.



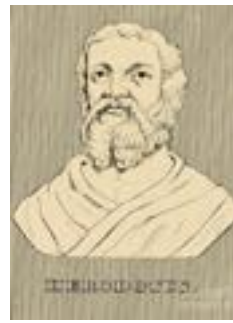
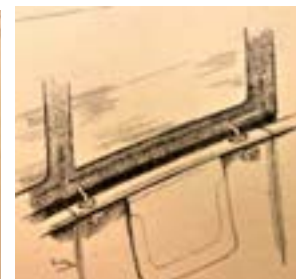
Popular Town Carriage: The Autocar affirmed that brougham or coupé de ville coachwork continued to gain popularity. It showed on a 40/50HP Rolls-Royce with a Barker body, and commented on its unusually wide doors. Refinements included an electric light over the steps and a padlock for the spare wheel.

Calculated to mislead: The Japanese Patent Office refused an application for the registration of the name Royal-Royce in respect of bicycles, on the grounds that it might mislead the public.

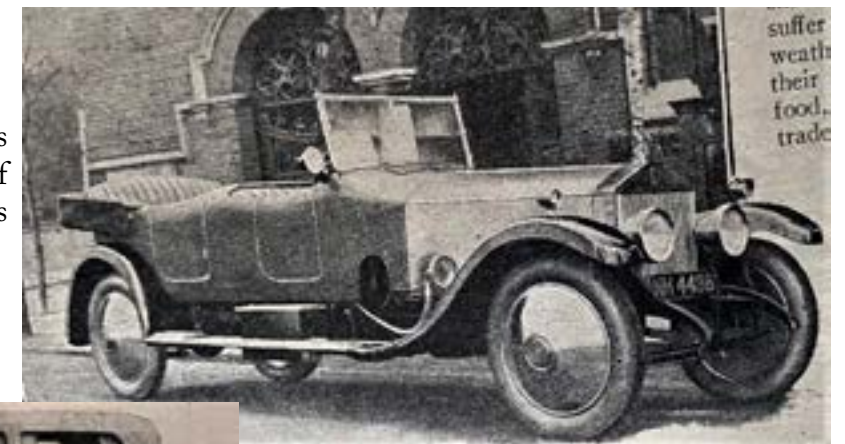
An article on de luxe all-weather bodies described features of GRN Minchin's 40/50HP Rolls-Royce. It was noted that this type of coachwork was prone to incurable rattles, shabby hoods that were difficult to open or close, and easily scratched side panels that were in a constant state of wobble.

Features to overcome these problems included:

1. Velvet pads to form excellent protection for side panels when stowed away.
2. Secure fixing of side panels to the door.
3. Leather-padded brackets for supporting the hood when folded.
4. Concealed springs in the uprights to automatically extend the hood when raised.



The H J Mulliner tourer (right) was supplied to Mr William Barratt of Northampton, no doubt of the eponymous shoe manufacturing company.



A saloon body by Cole and sons on a new 40/50 for His Highness The Jam Sahib of Nawanagar, better known as Prince Ranji of cricketing fame, had a polished aluminium body with smoked glass windows and gauze mosquito curtains.

The Autocar stated that the new Rolls-Royce Twenty was now in active production and being seen on the roads. It showed a Barker limousine-landaulette.



The Cambridge eight were using a Rolls-Royce to travel to practice for the Boat Race.

The Duke of Westminster's all-aluminium Rolls-Royce was photographed at Barnes on Boat Race day.



1913: A Watershed for the Silver Ghost and Rolls-Royce Limited

Sir John Stuttard sets the scene for a series of articles we shall run this year to commemorate a grand anniversary.

2023 marks the 110th anniversary of a year in which Rolls-Royce Limited achieved great success. The Silver Ghost, with its four speed gears, became the outstanding car of 1913 leading to significant sales over the following 13 years; truly cementing the moniker: 'The Best Car in the World'.

Ironically, it was the failure of James Radley in the 1912 Alpenfahrt which stirred the Company into action. Failure is so often the prompt for self-examination, change and then future success.

The story of Radley is well known but merits repeating and I am grateful to have access to the excellent article by the late Tim Forrest (former 20-Ghost Club Chairman) published in the 2013 (issue number 4) of the iconic Roycean magazine. Radley had entered his 1912 Silver Ghost (1930E) Portholme Tourer, personally, in the 1912 Austrian Alpine Trial (the Alpenfahrt). A stunning car, it was the 12th underslung London to Edinburgh chassis, built as a duplicate of 1701, with three forward gears. In early June, he set off from England to drive to Vienna but soon encountered issues which should have been an omen for what was about to happen. Worried about the suspension he stopped at the Paris depot for rear shock dampers to be fitted.



He remained concerned about the rear road springs and new heavier ones were sent to Vienna. The trial began on 16th June and that morning all went well as he motored out of the capital on relatively flat road. Later in the day, however, came the notorious Katschberg pass, rising to 5,400 feet above sea level, with an extremely rough surface and traverse gullies to carry melted snow. As the route became steeper so Radley's progress became slower and eventually the combination of insufficient momentum, too high a bottom gear, and inadequate power, brought the car quietly to a halt. The only consolation was that Radley did not stall the engine. However, the two passengers had to dismount and push so that 1930E could finally make it to the pass under its own power. But this involuntary stop had ruined any chance of winning a medal and Radley retired from the event forthwith.

A full report of Radley's failure was fed back to Rolls-Royce at Derby where there was an initial reaction of disbelief. Then the awful reality sank in that one of their cars had publicly failed to climb a hill. Radley came to the Company's defence by writing that the car had not broken down but merely stopped on a gradient owing to it being geared too highly. But for the General Manager, Claude Johnson (CJ), this debacle could not have come at a more difficult time. The reputation of the Silver Ghost had been damaged just at the moment when CJ was planning to establish a presence in the Austrian, Russian and Spanish markets and when he was wrestling with building Royce's villa in the south of France, intended to keep Royce away from the factory and enable him to concentrate on design. Also, additional working capital was being sought to increase capacity at Derby. The shareholders as well as the media were watching.

Left: James Radley
Top right: Claude Johnson
Bottom Right: James Radley at Boulogne, in May 1913, with 2260E on his way to the 1913 Austrian Alpenfahrt (Photo by Reggie Hope, John Kennedy Collection)

CJ set to work. He sent Eric Platford, the Chief Tester, to reconnoitre the gradients of the Alpine passes. Then in September, CJ himself surveyed the route in his 1911 Silver Ghost (1911) with its heavy Kellner Limousine body. He monitored suspension, temperature and power at high altitudes. Based on this information, the specification of the existing Silver Ghost London to Edinburgh model was modified:

- To improve cooling, the height of the radiator was increased from 20 to 22 inches, and louvres were added along the bonnet sides to improve airflow through the radiator.
- Improvements were made to the springs and the chassis to deal with the rough driving conditions.
- To cope with the Alpenfahrt's long daily journeys the petrol tank capacity increased from 14 to 18 gallons, plus a reserve tank of a further six gallons.
- A secondary oil tank facilitated extra oil being added to the engine whilst it was running.
- A 4-speed gearbox was introduced

The Derby team worked incredibly fast. The first chassis (2212) was completed and tested on 13th January 1913. Thereafter two more chassis (2224 and 2260) were completed and, after being bodied as Tourers or Torpedos and described as Austrian Trials cars.





The three new cars were driven on 2nd May 1913 to the London showrooms in Conduit Street before driving to Vienna. Radley had agreed that he should enter a car independently and so 2260E was finally completed and tested on 15th May, recording a power 10% higher than the average of the other cars.

The 1913 Alpenfahrt took place between 22nd and 29th June 1913 and the performance of the four Rolls-Royce motor cars was outstanding. Although they just missed winning the team prize by two points, the Silver Ghosts performed superbly and the company came away with its reputation greatly enhanced.

In addition to the 1913 Alpenfahrt, the Company decided to participate in two other international challenges using its modified 4-speed Silver Ghost:

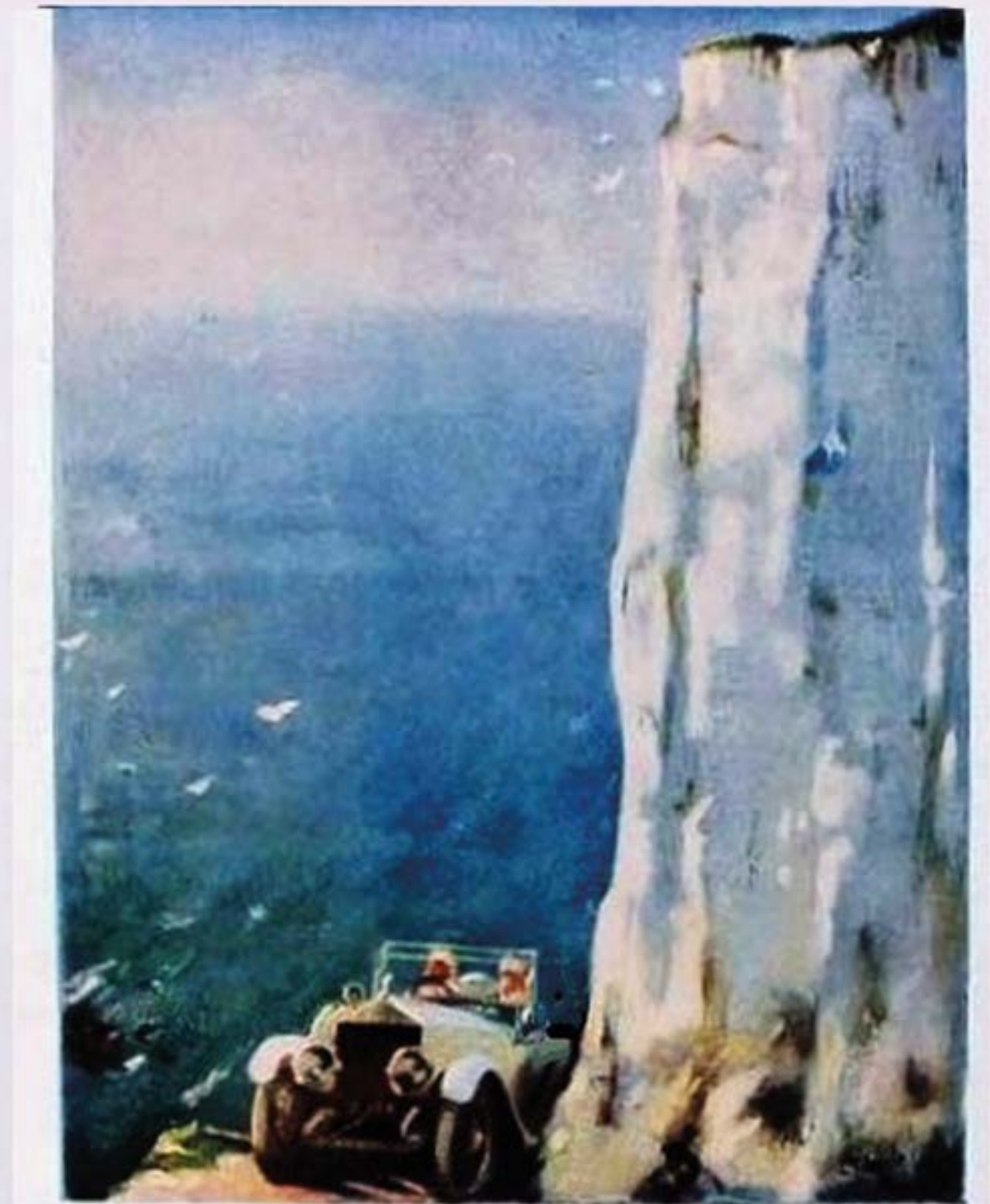
- the Spanish Grand Prix on 15th June 1913 - two cars (2354 and 2369) participated
- the Moscow to Paris Rally from 25th June to 10th July 1913 - one car (2236) was entered.

The account of the Spanish Grand Prix is on the following pages whilst the story of the Moscow to Paris Rally will appear later this year. The full account of the Alpenfahrt will appear in June to coincide with the actual 110th anniversary.

After the Company's achievements in these three events, particularly the Alpenfahrt, the Alpine Eagle model of Silver Ghost was introduced, subsequently becoming known as the Speed Model or the High-Speed Model. The standard chassis also soon adopted the improved gearbox, brakes and larger radiator and fuel tank and gradually became almost indistinguishable from the Alpine cars apart from their special modifications. By September 1913 deposits on orders for new 40/50s from the Continent equalled those placed from the UK and so confident was CJ in the improved car that he recommended to the Board of Directors that production should be doubled to batches of 200 rather than 100. All the effort had finally been rewarded and the reputation redeemed.

Rolls-Royce: 'The Best Car in the World' re-established and reinforced in 1913.

Top: A very known photograph of the team cars setting off from Conduit Street 2nd May 1913. CJ now knew that the cars could handle the challenge but given the extremely tight timeframes there still must have been some trepidation. (Rolls-Royce Motor Cars Limited)



ROLLS-ROYCE

"The Best Car in the World"

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Telegrams:
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AND BOMBAY

The Spanish Grand Prix

15th June 1913

Sir John Stuttard tells the story of this epic race.

Rolls-Royce took part in the Spanish Grand Prix of 15th June 1913, having entered two new 1913 (modified) Silver Ghosts (2354, owned privately by Don Carlos de Salamanca who was the Company's agent in Madrid, and 2369, owned by the Company).

Endurance trials for motor cars were popular in the years before the outbreak of war in 1914. Henry Royce had proved that his Silver Ghost was 'The Best Car in the World' after competing in the 1907 Scottish Reliability Trial over a distance of 15,000 trouble-free miles, at Brooklands in 1908 concluding a 200-mile race, and then in the 'Top Gear Run' from London to Edinburgh in 1911. The company preferred trials to racing but they couldn't resist entering their new Silver Ghost in the Spanish Grand Prix of 1913, which was also a test of endurance.

Grand Prix events had taken place in France in 1906, 1907 and 1908. The 1913 race in Spain was shorter, just 192 miles, involving three laps of tough driving over the 1,886ft-high, eight-mile long Navacerrada Pass in the Guadarrama mountains, 50 miles northwest of Madrid.



Don Carlos de Salamanca

This had to be tackled twice with another 2,460ft, 10½ mile pass as well. This was the first ever Spanish Grand Prix and had been suggested by His Majesty King Alfonso XIII, who was a keen racing enthusiast and who started the race.

The Grand Prix was organised by the Real Automóvil Club de España (RACE) and was officially named the Gran Premio del RACE.

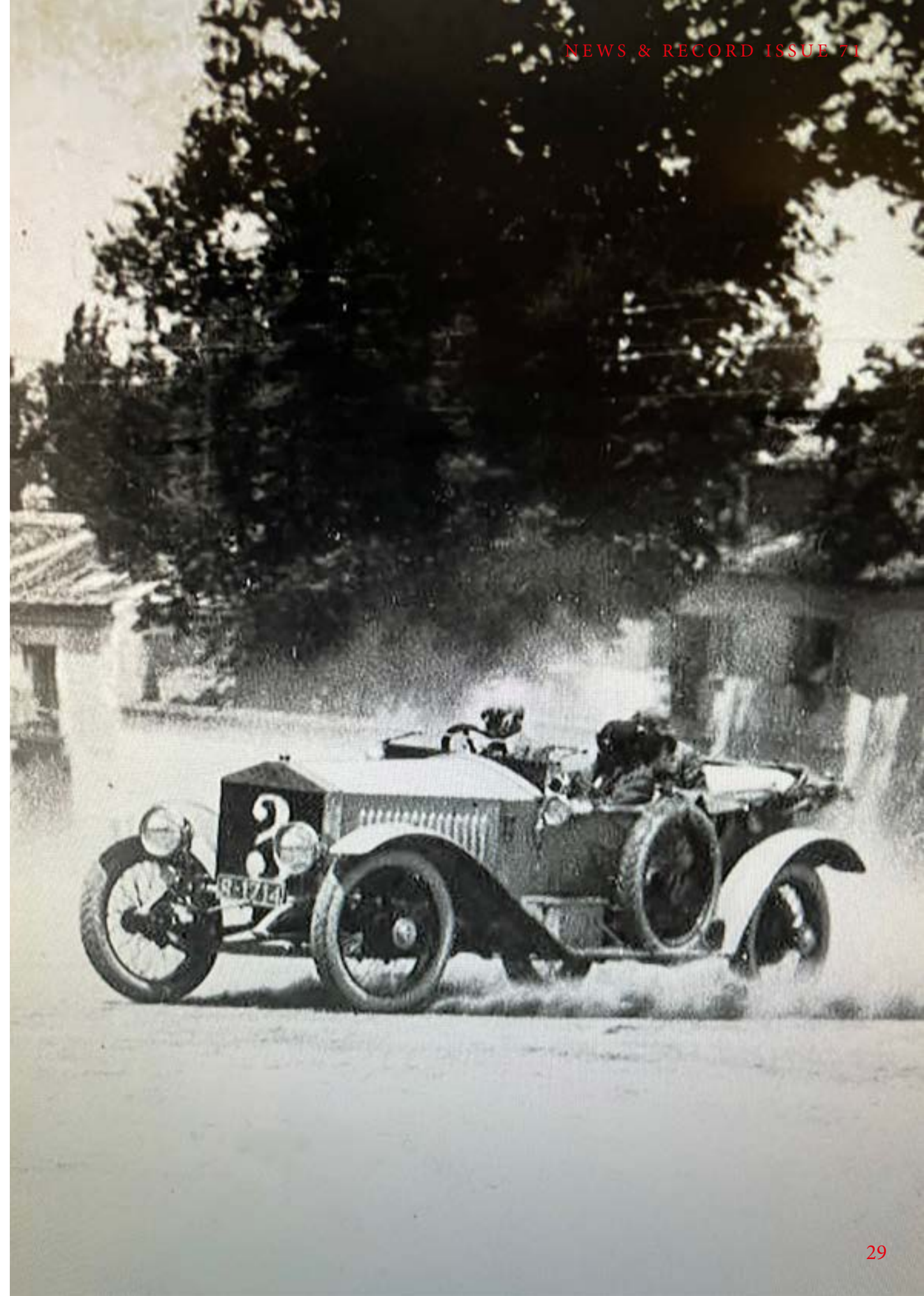
The race was open to touring cars only and each car was handicapped according to horsepower. The cars were required to have four-seater bodies with mudguards, lamps, hoods and two spare tyres. Bonnets were sealed and no water could be added to the radiator once the race had begun. In total 17 cars took part with entries from prestigious marques including Lorraine-Dietrich, Théophile-Schneider, Minerva, Panhard, Mercedes, Opel and Delaunay-Belleville, as well as Rolls-Royce. Strangely, Hispano-Suiza did not enter – perhaps because the king, who favoured this national marque, might turn against them if they did not win.

Don Carlos de Salamanca y Hurtado de Zaldivar, later the Marqués of Salamanca (1887-1976), was Rolls-Royce's new agent in Madrid and became a friend of Henry Royce. Aiming to promote the new agency Don Carlos acquired 2354, a 1913 Barker Tourer and entered the race with himself as the driver (against the company's wishes).



Eric Plattford

The second Rolls-Royce in the race was 2369, one of the company's new 1913 Silver Ghosts - a Holmes Tourer (registration number R-1714), driven by Eric Plattford (1883-1938), the automotive engineer, who had succeeded in so many trials for Rolls-Royce.

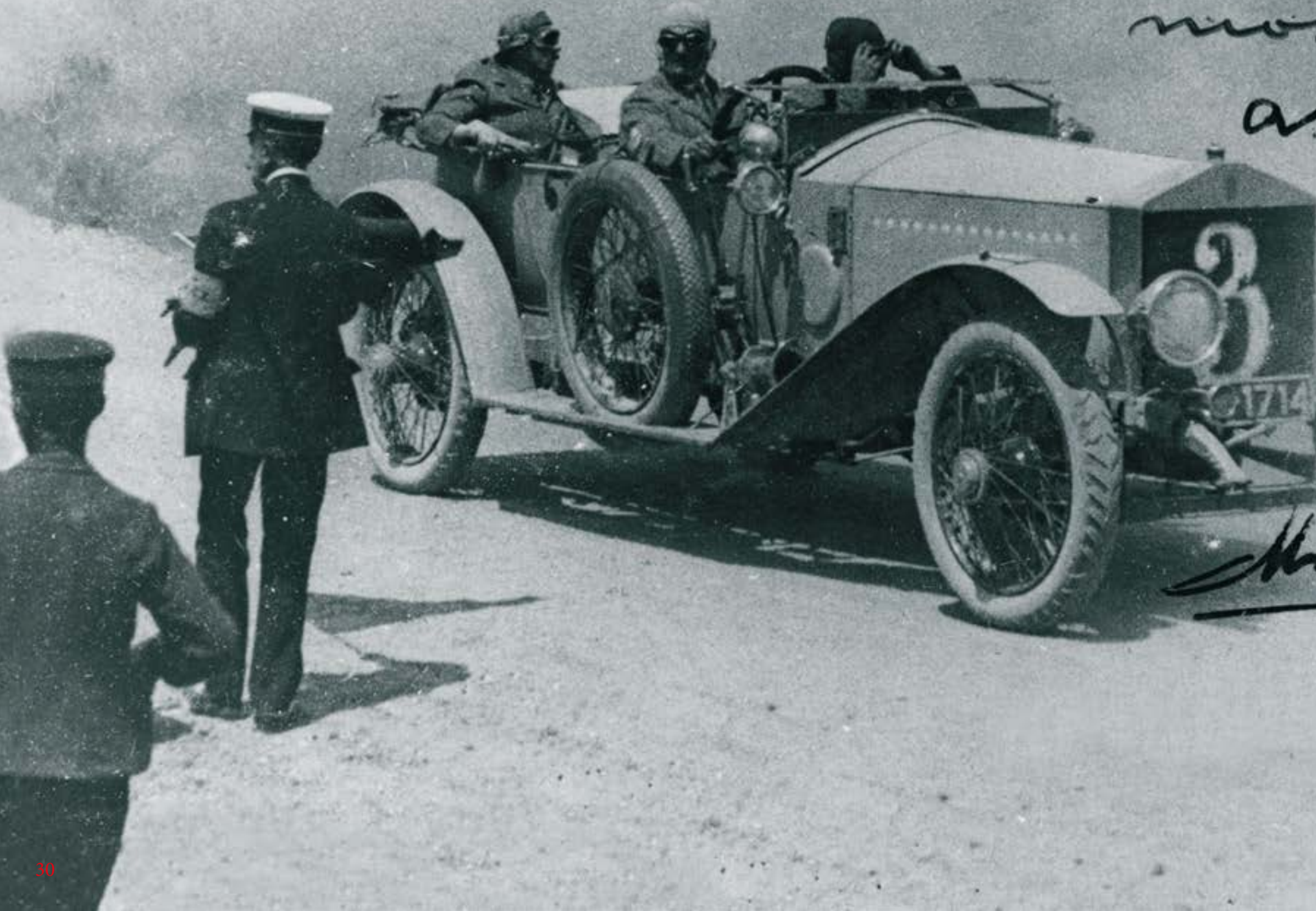


Happy days !!!

Mucho le recorda
nos. sus buenos
amigos

Edelmann

Manuel Edelmann



As the 17 starters lined up at 10am at La Granja about 50 miles from Madrid, the heat was 90 degrees in the shade. After over three hours driving, Eric Platford was well in the lead but had been instructed by the company to allow a Rolls-Royce car, preferably that of Salamanca, to win, if at all possible. After all, Carlos de Salamanca was important to Rolls-Royce in selling cars to wealthy customers in Spain. Platford was 20 minutes ahead of 2354 but, as instructed, he duly pulled over and, in doing so, allowed Salamanca to win the grand prix in a time of 3 hours, 34 minutes and 12 seconds, at an average speed of 54mph. But it also allowed the Marqués de Aulencia, driving a Lorraine-Dietrich, to overtake him and win second place just three minutes later. Eric Platford came third in a time of 3 hours 39 minutes and 56 seconds.

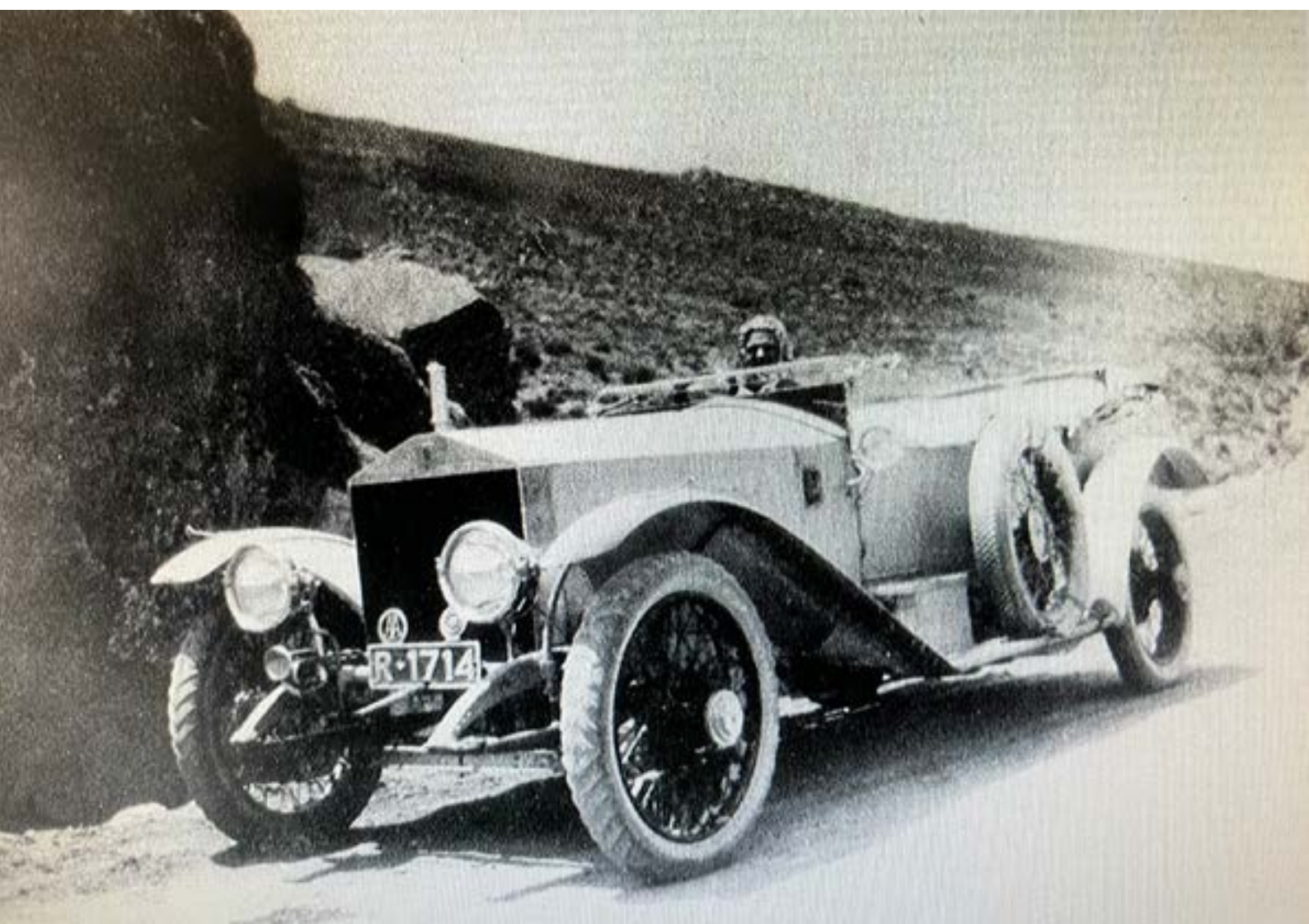
After the grand prix, Platford drove his car (2369) to Madrid. He received a telegram from Rolls-Royce, which read: Johnson to Platford. Heartfelt congratulations on your great success in Spain. I admire very much the restraint which you exercised and the judgement with which you secured third place....

Platford was then sent on holiday, with his wife, to Venice, partly as a reward and partly to get him away from the Press. Platford was also given a gold watch which was inscribed: Presented to George Eric Platford by the Directors of ROLLS-ROYCE LIMITED in recognition of his earnestness and skill as DRIVER in the SPANISH RACE AND AUSTRIAN ALPEN FAHRT 1913. Carlos de Salamanca matched this with similar gift, also a watch, for Platford's sacrifice in allowing Salamanca to win the grand prix.

In compiling this article, Sir John Stuttard is grateful for information contained in articles by David Baines in the RREC Bulletin, Issue 215, March/April 1996, by Bill Boddy in Motor Sport, November 2007 and by Tim Forrest in The Roycean, Number 4, 2013.



Of interest, the Rolls-Royce cars were equipped with tyres made by Prowodnik, a Latvian company based in Riga. Founded in 1888, the factory was one of the four largest rubber factories in the world. The quality of its tyres was highly regarded, as proved to be the case for Rolls-Royce in the Spanish grand prix of 1913. During the First World War, in 1915, production was moved to Moscow and, in 1918, the business was expropriated by the Bolsheviks.



'Getting it Driving Exactly as R-R Intended'

Jonation Wood: member, concours judge and top R-R expert Johnnie Gallop called in at his workshop.

Jonathan is very well known within the club and, of course, is one of our Concours Judges alongside Anthony Armitage. Together they make an expert team and, as a club, we are fortunate to have them. Recently Jonathan invited me to see round his company's workshop nestled in the Essex countryside.

I asked about the background and formation of his company. Unsurprisingly he started out working as a young man at another well-known Essex based R-R specialist (well he had strong family connections!) 'I was very fortunate to have grown up surrounded by Rolls-Royce & Bentley, but I have always been fascinated by other marques as well', explained Jonathan. 'Just a stone's throw away from P&A was A.Archer and Son where I also trained in my younger years'. Archer and Son, established in the 1890's, were Great Dunmow's first motor engineers. Arthur Archer (junior) inherited the firm in the 1950's at the age of nineteen.

Mr Archer was an old school engineer and decided, early on, to focus on the repair and restoration of vintage cars. He became widely respected for his unrivalled knowledge and machining abilities being particularly known for his work on Vauxhall 30-98's and Roesch Talbots.

'It was the best training, really,' says Jonathan 'two renowned restorers with a huge knowledge base. The two firms operated very differently, but both produced superb work on some of the finest cars. I learnt a huge amount and was inspired by both firms. Most importantly I learnt the correct way to do things, that there are no short cuts and good work is easier said than done!'

During the day Jonathan was hard at work in Dunmow whilst in the evenings and weekends he was working away rebuilding his first car - a 1930 Austin 7. But, as mentioned above, he was just a young man and many of us can relate to the distractions of youth. Sarah came on the scene when he was just 17. Super intelligent and a linguist she was reading business and German and had agreed a year's placement in Hamburg. Jonathan quickly suggested 'I'll join you' and embarked upon finding a work placement for himself.

Left: The workshop on a sunny day.



So, during the latter part of the 1990s, a phone call was placed to Crewe. 'Do you have any dealers in Hamburg?' Apparently they didn't (at least at that time)...but hang on there was a business out there showing an interest. As a result an interview was arranged with a Hamburg based Maserati and Lotus dealer who actually were race-tuned engine specialists.

Sarah was the linguist... Jonathan not so much... but by then he did know how to put together an engine. 'I'm still not quite sure why they took me on - maybe they all wanted to practice their English on me!' On day-one they presented him with a brand-new Lotus V8 motor. Alongside it were two new boxed turbo units. In stilted English and by gesticulation the boss told Jonathan that his first job was to twin turbo-charge the V8.

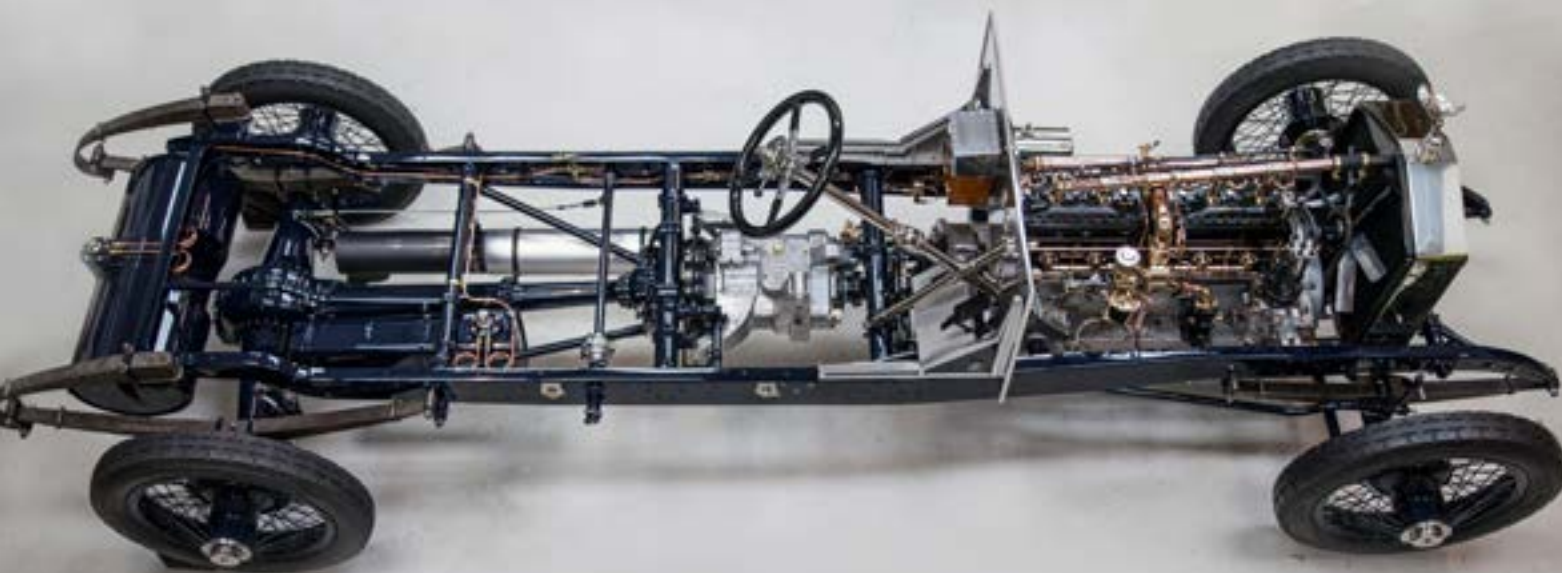
Above: 1913 LtoE type Silver Ghost chassis number 9NA - which Jonathan and his team have looked after for many years, undergoing general servicing.

Top: 1926 Hispano Suiza H6B with British built, dual cowl coachwork by Bligh Brothers. Originally owned by Count Zborowski - in for service and general maintenance.

Suddenly there was no instruction manual. There was no 'correct way' of doing anything. All Jonathan had to go on was a plumbing diagram drawn in biro by the boss on the back of a packet of Gauloises. Oh and, by the way, the engine needed to be dyno ready by the end of the week.

This was all rather different from his previous apprenticeship in Great Dunmow but Jonathan thrived within this new environment.





Chassis 1733 in single family ownership until 2008. The chassis was dispatched in 1911 to Kellner in Paris for D-front Landaulette coachwork to be fitted. 10 days after completion, the then 19 year old Italian Count owner entered with the car in the 1912 (2nd ever) Monte Carlo Rally. The car won its class, finished 4th overall and won 1st place in the Concours d'Elegance. Complete restoration carried out by Jonathan.

By the end of that year abroad Jonathan knew a couple of things; firstly, that he and Sarah were inseparable (they have been married for many years now and have a couple of young engineers of their own), and secondly that, without any disrespect to what had come before, he wanted to be his own boss.

After that came his first garage, and then later on a plot of land with an old broken-down barn. Mortgages and planning battles followed but the end result today is pretty magnificent and Jonathan's HQ, which is within striking distance of Stansted Airport, is worthy of a visit by any member.

The workshop is large and completely immaculate. Nothing is out of place. The floors are spotless, the lighting is bright. Tools are at hand but never scattered. Ten engineers are at work and could be mistaken for Harley Street surgeons. As we toured around and Jonathan explained the particular job in hand, so the engineer would stop and add a little more explanation, show me a diagram or share a thought.



Jonathan and Sarah Wood beside Jonathan's first car (he assures me it will get finished...one day!)

What was absolutely obvious was the level of expertise, the mutual respect, and the friendship. Beyond that though is the diligence, care, and enthusiasm being shown to the cars and, of course through that, to Jonathan's customers.

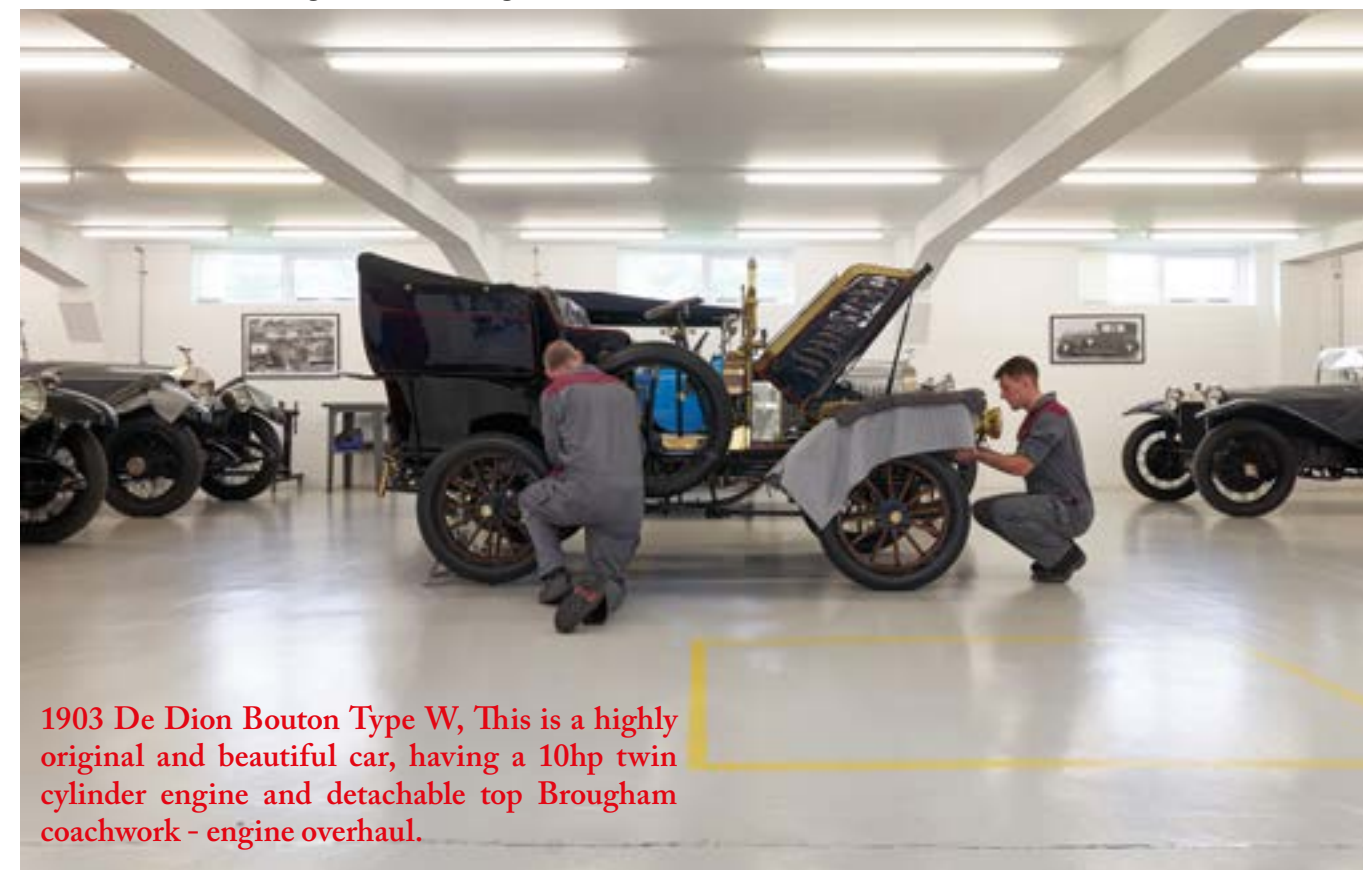
Every kind of R-R was there, of course, as well as WOs both 4 and 6 cylinder, but I was surprised at how many 'other' cars were undergoing work. There were lots of 'Brighton' cars but also Lancias, Bugattis, Lanchesters and plenty of other exotics. I stopped by a Hispano Suiza. 'I've always quite fancied owning one of these.' I said, and Jonathan smiled 'And so you should – they are superb. But beware you will need very deep pockets!' Ahh maybe not then!

We chatted about the various R-R models. 'Its fairly easy to make one work but more of a challenge to get it driving exactly as R-R intended. The first step is to have the experience to know exactly how it should drive.' Jonathan will undertake everything from simple basic work right through to full restoration. 'We sit down with customers and take time to work out exactly what's required. Often we are simply left to get on with it, whilst sometimes it's a more iterative process requiring much more customer interaction – I like that!'

I asked about the hourly rate and whilst it would be indelicate to publish the figure here I would regard it as good value.

Jonathan, Sarah and children Millie and George have a small personal collection of cars: an R-Type Mulliner, two Austin 7s (one for the boys and one for the girls), and of course, their own 1922 Silver Ghost 68ZG a Hooper style tourer. 'A Silver Ghost is an extraordinary car and is what I most enjoy working on. This is not a statement you can say about many cars, but they are an absolute thrill to drive slowly, as well as a hugely capable and enjoyable touring car. I think it's incredible that the design is now 115 years old. We are delighted and proud to own one ourselves'.

This year they are looking forward to participating in the 20-GC Alpine Tour. 'We've signed up for that and I can't wait. We did the last one with Millie as a toddler in the back seat – but this time we shall be four up.' I think we can expect that 68ZG will run perfectly and silently up the Alpine passes but that there will be a lot of chat and laughter emanating from the Jonathan Wood Silver Ghost!



1903 De Dion Bouton Type W, This is a highly original and beautiful car, having a 10hp twin cylinder engine and detachable top Brougham coachwork - engine overhaul.

Perfection: PIII 3BT103 has won the club's Phoenix Trophy for 2023

Nick Whitaker tells of a labour of love in the quest for accuracy and attention to detail. Then John Stuttard provides us with the fascinating history.

A full restoration, as any of those who have undertaken this task will know, is always a journey. No matter how we think it will go, how long it will take, and importantly how much we think it will cost, it is largely a journey into the unknown. And often starts completely without warning, when we least expect it.

And so it was that in late 2016 I glanced at a recent looking photo of an extremely elegant but very shabby Phantom III Sedan Coupe lying on the desk of the workshop of John Hodson, then proprietor of Alpine Eagle, R-R & Bentley restorers in Clanfield, Oxfordshire.

John and his team had undertaken a full restoration of 3AZ168, my Gurney Nutting Sedan in 2003-6 and we learned much during the process. Surely I wouldn't want to embark on a second full restoration?

However the opportunity was intriguing. I had long been familiar with the car from Lawrence Dalton's "Those Elegant Rolls-Royce" as well as from Steve Stuckey's wonderful book on all PIII matters "The Spectre Arises" which had just been published. The car had, however, disappeared from view for over half a century (as John Stuttard explains below). And it was these reasons which led me on.

Out of curiosity rather than intention – I decided to go and see the car. It was possibly for sale and had (mercifully) been stored in a dry barn location in Staffordshire. It had also been partly dismantled (rarely a good thing). The previous two owners had contemplated restoration but had only reached the dismantling stage which had largely involved taking out the engine and stripping it down, an essential first step to PIII ownership. Fortunately this had happened in the same location so many dismantled parts were "boxed up" nearby (I use this term loosely). In all other respects it was a rolling chassis with transmission, steering, brakes still in place.

At this point – it is worth mentioning that the engine of a PIII when taken apart yields a vast number of parts. The essence of buying a partly stripped PIII is therefore to be sure that all parts are present and correct (plus the ability to count to twenty-four in the case of the engine). Fortunately Steve Taylor from Alpine Eagle was on hand.

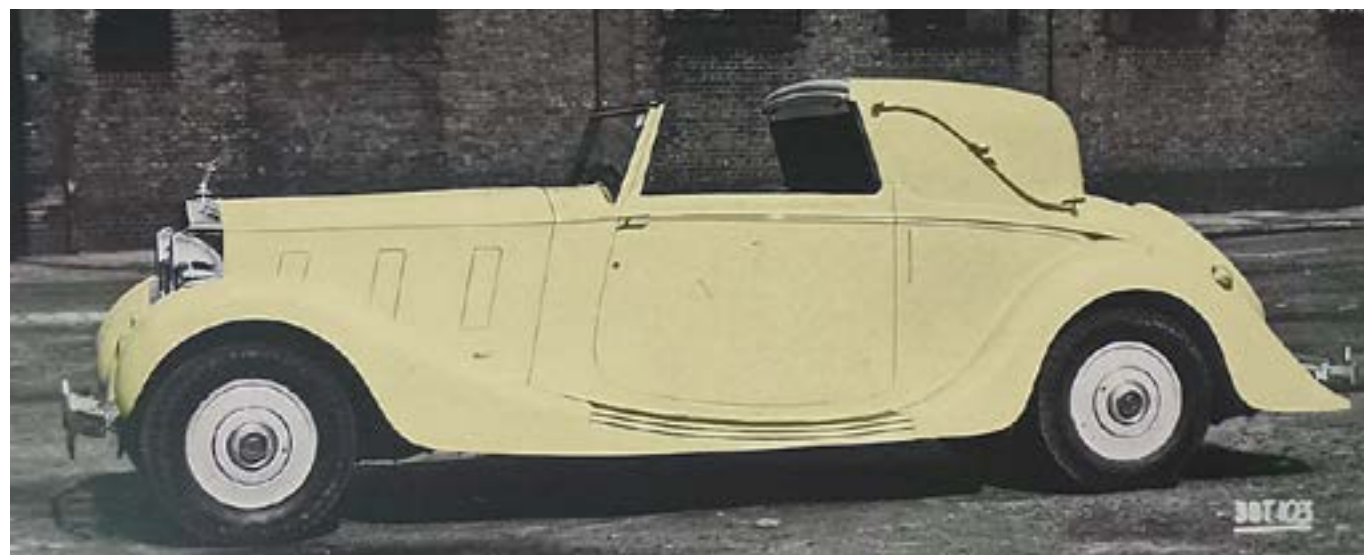


He is so closely involved in the remanufacture of PIII parts that he has the ability to identify any engine component by a mere glance. Because it is such an enormous project to restore a PIII to original, factory condition the one thing we both knew was that short cuts were not an option. It was total restoration or nothing. To do otherwise has brought many grown men to tears over the years and earned the PIII an unfair reputation for unreliability.

Over thousands of miles I had learned that once the engine is right, (and this is a process that only a total restoration can achieve) this refined and complicated piece of engineering will deliver in the way its maker intended; smoothly, silently and always with a surfeit of power.

As an unrestored car with over fifty years of dry storage – it was a joy to find the chassis and all the finishes correct and original and all the chassis fixings and bolts (bar one) easily freed. The agreement with Alpine was to ensure the car was restored to original Rolls-Royce design and engineering standards which required hours of de-greasing, painstaking cleaning and documenting, all combined with meticulous bagging and labelling of components. As from the factory notes to coach-builders, the chassis was restored brown on the internal faces and black to the outside, and all bolts and fixings were plated (if they were originally), even if they had been painted over during the original chassis assembly process.





Bear in mind that steel bolts were plated for protection rather than looks - even inside the brake drums. The one shot chassis lubrication system was restored and fitted and joined the multitude of other fittings that grace a PIII Chassis.

We found that the original wheels still retained their Dunlop transfers so these were painstakingly re-created and added to all the re-furbished road wheels - even though they are covered and will never be seen - Soli Deo gloria. And finally the engine was subject to a total rebuild - including white metalling the original bearings (rather than converting to modern shells) with all parts either re-conditioned or remanufactured by Alpine.



Updates were carried out as per the Rolls-Royce depot sheets including oil supply modifications, conversion to rotating cam followers (as fitted to later series cars) and a new all aluminium carburettor body cast to original specifications. Electrics, including an entirely new wiring loom, were built up using new, period correct, cotton covered wiring with Ross Courtney terminated ends, marker beads and fittings.

This brought us very close to a rather exciting Rolls-Royce factory delivery specification: a rolling fully functional chassis. At this point (2019) we felt this work of automotive art deserved to be recognised and recorded via a photographic studio session! Noted automotive photographer James Mann duly took the pictures.

Perhaps the most difficult decision came over the interior. Still retaining its original but torn and faded green leather as noted in the build sheets, a section of the original was found from an area unexposed to light to reveal a vibrant green. The decision was taken, along our guiding principle of originality, to order Connolly Vaumol hides to match this sample, with the task of retrimming contracted to Richard James Ltd. Remarkably all other fittings were still with the car which proved relatively straight forward to remove, recondition and refit.



Simultaneously the paint was stripped from the body by hand revealing the two colours as documented in its history. The original Primrose yellow ("a bold choice if I may say so sir", the sales agent surely uttered) when paired with the green interior. This must go some way to explaining the more sober black repaint as documented by Jack Barclay in 1946. The body however required some extensive frame repairs with the lower panels removed to allow internal access. Remarkably the doors and upper structure were completely sound and the completed bodywork panels were then re-edged and the original panels re-fitted. Following this the body was reunited to the chassis and completed by repairing and aligning the wings, doors and bolt on panels.

Given the documented history (and a nod to modern sensibilities) we returned the car to its 1946 state with a gloss black finish and the car, complete with doors and twin panel sliding sedanca roof headed for trim.

With some minor repairs the original seat frames were retained and were restuffed with horse hair and cotton wadding as original, pleats matched and trim panels painted to match the trim as found.

Headlining was carefully copied in detail. The original door and dashboard cappings were repaired and refinished with book matched burr walnut, cross banded edges and a silver inlay. After hours of cleaning the rear number plate came up white again and was matched with the original Ace backlit numbers. Finally with tools sourced from around the world the tool kit was brought back to its fully stocked state. The car now awaits a full shakedown and will hopefully tour again during 2023.

I must say that I have found considerable satisfaction with a complete body off restoration in seeing the transformation from a near derelict car that might well have been scrapped to a very elegant one that, save from the exterior colour, looks identical to the car that the first owner would have seen in 1937.



John Stuttard reports on 3BT103:

3BT103 was 'Off Test' on 2nd April 1937, having been sold for £1,900 to Apsley George Benet Cherry-Garrard of Lamer Park, Wheathampstead, Hertfordshire. With an 'F' rake steering, suitable for an owner driven car, the long type chassis was despatched on 2nd April to HJ Mulliner for the construction of a Sedanca Coupé body (design 5904B; body number 4488), costing £613. The car was painted primrose yellow, chosen by its first owner, with a dyed Vaumol green leather interior and curl walnut woodwork with gilt stringing. The car was licenced by London County Council on 3rd June 1937 with number DXX-125 and delivered on 11th June 1937.

Apsley George Benet Cherry-Garrard (1886-1959) was educated at Winchester and at Christ Church, Oxford where he read classics and modern history. While at Oxford, he rowed in the 1908 Christ Church crew which won the Grand Challenge Cup at the Henley Royal Regatta.

Cherry-Garrard, enamoured of the stories of his father's military achievements in India and China, felt he must live up to this example. In September 1907 he met Robert Falcon Scott and volunteered for Scott's next Antarctic expedition, despite the fact that his father died in November 1907 leaving him two large estates to manage (Denford in Berkshire and Lamer in Hertfordshire). Initially, Scott rejected him, as he wanted scientists, but relented when Cherry-Garrard offered £1,000 towards the expedition's costs. So in 1911, aged 24, 'Cherry' in the role of 'assistant zoologist' became one of the youngest members of the Terra Nova expedition. He was engaged in supplying the relief depots with additional food and at the final stop 'One Ton Depot' they waited for seven days, hoping to rendezvous with the five-man South Pole team led by Scott before turning back on 10th March 1912. Scott and his companions starved or froze to death some 12½ miles south of the depot. It wasn't until November that the bodies of Scott, Wilson and Bowers were found along with their diaries and records, and geological specimens they had hauled back from the Antarctic mountains. Cherry-Garrard was deeply affected and suffered from this loss for the rest of his life.

He served in the Royal Naval Volunteer Reserve during WW1 and commanded a squadron of armoured cars in Flanders before being invalided out in 1916 suffering from ulcerative colitis.

In 1922 he wrote a book: *The Worst Journey in the World* about his Antarctic experience. The book has been described as the greatest travel adventure book of all time.

After WW2, ill health and taxes forced him to sell land and move to a London flat. He parted with 3BT103 at that time. He died in 1959 and is buried in the north-west corner of the churchyard of St Helen's Church, Wheathampstead with a monument in the church.



On 20th June 1946 3BT103 was sold by Jack Barclay to Captain Percival Harvey for £800 (plus 3AX5 in part exchange). '2-door Fixed Head Sedan de Ville by H. J. Mulliner having seating accommodation for two in front on adjustable seats and two in rear with double width centre folding arm rest and fixed side elbows. This car is in very good condition and is of an exceptional design and has large boot in rear for luggage where tools are housed. Interior fittings include:- Interior driving mirror, Electric blind operated from driver's seat, Ash trays to arm rests, Arm rest to passenger's front door, Two interior lights. Equipment includes:- Dual windscreen wipers, Directional indicators, Illuminated rear number plate with Stop, Tail and Reverse light.'



It could be that Capt Harvey was a dealer. He also owned 3AZ80 and 3AZ192 and did not seem to keep cars very long. In any event in October 1946, it was resold by Jack Barclay but this time for £3,750. Now finished in black, with a fine green coachline and original trim, mileage 11,371, the purchaser was distinguished actor and motoring enthusiast, Sir Ralph Richardson.

Sir Ralph David Richardson (1902-1983), along with Sir John Gielgud and Sir Laurence Olivier, dominated the British stage for much of the 20th century. In 1931 he joined the Old Vic, playing mostly Shakespearean roles. Later a series of leading roles took him to stardom in London's West End and on Broadway. He played more than sixty film roles and is remembered for four pictures in particular: Things to Come (1936), The Fallen Idol (1948), Long Day's Journey into Night (1962) and Doctor Zhivago (1965). Known for his eccentric behaviour both on and off stage Richardson was seen as detached from convention, with his acting regularly described as poetic or magical.

The car was much used during Sir Ralph's seven year ownership but in July 1953 he traded it in to Jack Barclay for £800 against the purchase of Bentley R-Type B220TH. It changed hands and went through various dealers before being sold in the USA in 1959.

The car was owned by Bernie P Cullen of New Jersey between 1959 and 1970 who, on sale, stated "The car has never been registered anywhere for road use and has been in dead storage in Jersey City since the date of its purchase".

The car returned to the UK in 1971 and John Harwood is recorded as owner in the 1974 RREC Membership List. The job of restoration was entrusted to Harwood's friend, Stan Brunt, a well-known restorer and PIII connoisseur (Source: Steve Stuckey in conversation with John Harwood in the 1990s when driving in his sumptuous Vanvooren drophead 3CM81). Sadly, however, the restoration of 3BT103 was still awaited at the time of Brunt's death in 1985. John Harwood had started partial dismantling, but the car remained in barn storage in Staffordshire at the time of his death in 2015.

Nick Whitaker purchased 3BT103 directly from John Harwood's estate in November 2016, after which a full body-off chassis restoration was undertaken by Alpine Eagle. It seems highly likely that the mileage shown of 86,337 is accurate as the car has been off the road since 1959.

At The 20-Ghost Club's AGM in March 2023, the car was awarded the Phoenix Trophy for the most interesting and thorough restoration.



The Car Mart: A brief history

Friend of the club Michael Mansfield tells how his grandfather founded the well known motor dealership

The history of car makers and the use of cars in sporting events is well recorded. Less well known are the activities of the motor trade, those who distributed, retailed and repaired motor vehicles. The Car Mart Ltd, founded by my grandfather Major Ralph Stuart Grigg (RSG), was one of the earliest of these firms and developed into a major public listed company with more than 400 employees before being taken over by Kennings in the 1970s.

In February 1908, having recently resigned his commission in the 18th Hussars, RSG purchased a small showroom at 216 Tottenham Court Road. He was a keen motorist and in October set up the 'Park Motor Company' for the purchase, sale, hire and garaging of motorcars. It had share capital of £3,000 and raised £7,000 in debentures against the property. RSG, 'the permanent governing director', held 994 shares personally with three further shares owned by family members. The remaining three shares were owned by RSG's partner and co-director Seton de Winton and his immediate family.

On 19th January 1910 the company became 'The Car Mart and Park Motor Company Ltd' which later changed to just The Car Mart Ltd.

RSG was an early user of Daimlers having used one on his honeymoon in 1905. He demonstrated and sold one to The Prince of Wales and subsequently supplied Daimlers and later Rolls-Royce Motor Cars to the Royal Household – receiving a Royal Warrant from King George V (an association which was to continue for decades).

The firm had a maintenance depot at Eden Street (alas we are not completely sure where Eden Street was). During WW1 that site was used to manufacture armaments as well as for the adaptation and repair of army vehicles. As mentioned above RSG had left the forces to start the business but at the outbreak of war he re-enlisted and joined The Machine Gun Corps. Work on military vehicles continued into peacetime and led to the acquisition of new premises in Piccadilly.



Euston Road c1910

Later, in 1923, a new head office opened at 150 Park Lane on the corner with Piccadilly (where the Hard Rock Café is now). This building became the showroom for Rolls-Royce and Bentley cars opposite Coutts Bank.

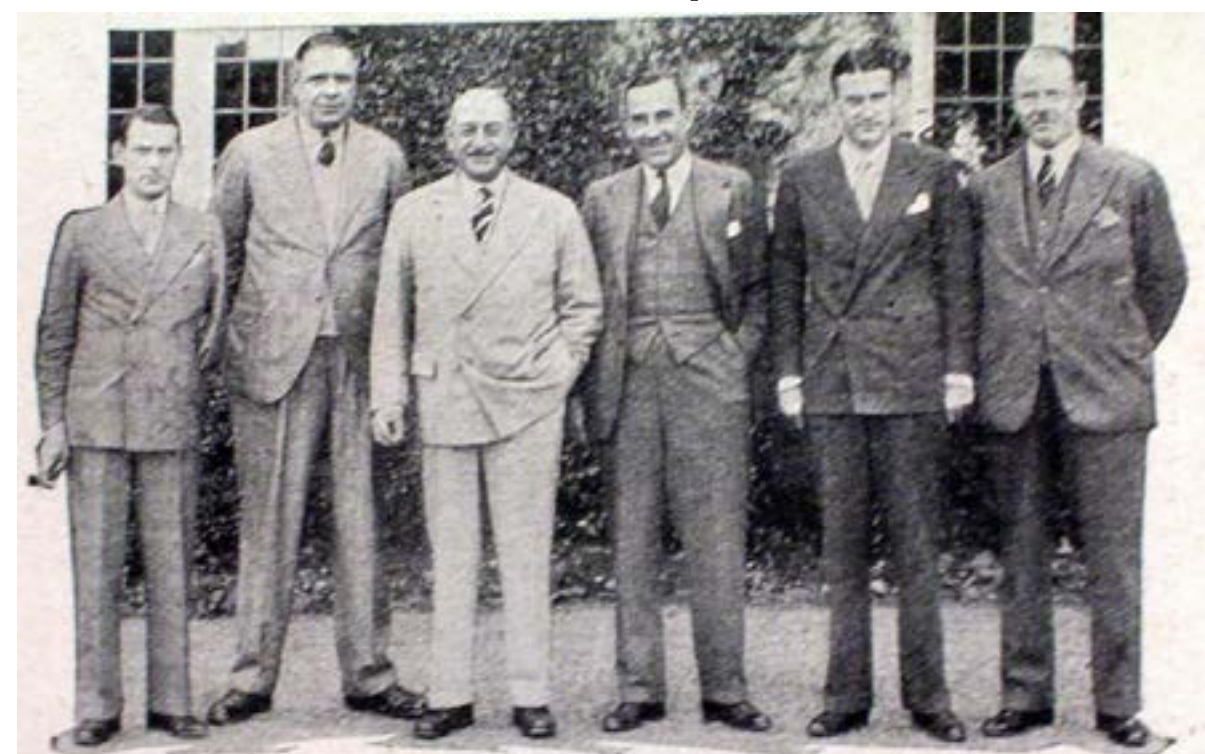
In the early 1920s the business developed close links with Sir Herbert Austin for the sale of the Austin 12-4 as well as the Baby 7 and became the London area distributor. Throughout the 1920s there was considerable expansion both for new premises and agencies for other vehicles. In 1927 The Car Mart obtained a controlling interest in Messrs Gordon Watney and Co of Brook Street and by 1929 the company had additional premises in Balderton Street, Lancaster Road, Euston Road, Montague Street and Old Bond Street. This latter one was for the Indian and Eastern Car agency which specialised in the supply of vehicles to people based overseas and guaranteed to repurchase them – a form of long-term rental. They were distributors or agents for Rolls-Royce, Sunbeam, Standard, Humber, and Austin but could supply any other make requested. Turnover in 1927/28 was over £2,000,000 and the company had some 400 employees.

There is a one-page article on the company in the 'The Motor' magazine 5th November 1929 written following the 21st birthday celebration of the business on the 29th October 1929. The article has a picture of The Car Mart premises at the corner of Park Lane and Piccadilly and of a silver salver presented to RSG signed by all members of staff at the 21st celebration. (See picture on page 51).

In 1933 they sold 2,800 Austins and built a new office and showroom at 320 Euston Road, known as Stanhope House and also Austin House. This had five storeys with a car lift to all floors. The building, formally opened by Sir Herbert Austin, was the centre for all Austin sales in London. Sadly the building was later demolished to construct the Euston Road underpass.



RSG and Lord Austin



Complete board of directors of Car Mart, Ltd., of which Major R. S. Grigg, who founded the company in 1908, is chairman, and Mr. A. J. Rayment and Capt. G. Bowman are joint managing directors. From left to right: Mr. E. H. Grindley, Capt. G. Bowman, Major R. S. Grigg, Mr. A. J. Rayment, Mr. R. T. S. Grigg (Major Grigg's son, who is in the business but not on the board) and Major Ronald Maude.

As far as I know the company never made any complete vehicles or bodies. Although they did produce annual brochures of car bodies from which customers could choose and order body styles. RSG liked elegant 4-seater touring bodies either closed or open. I know of two on a Rolls-Royce and a Sunbeam with wide front doors to facilitate easy access to the rear seats. Bodies would be made by several local coachbuilders such as Park Ward, Mulliner, Harrison, Gurney Nutting, Page and Hunt. Almost always the name of the Car Mart Ltd would be on a small plate and there would be no reference to the actual coachbuilder. Most new cars in the interwar period were also supplied with a St Christopher badge.

The Car Mart was one of seven Rolls-Royce distributors who received silver desk pieces from Rolls-Royce in the years 1926 to 1937. Each item had the initials of the owner/managing director. The recipient firms were:

Clyde Automobiles of Glasgow
Watson of Liverpool
Cockshoot of Manchester
Rippon Brothers of Huddersfield
Car Mart of London
Roltes of Maidstone
Croal of Edinburgh



RSG, known by close friends and relatives as 'Batty' was born in March 1882 in Buenos Aires. He married Hilda in 1905 (of interest his sister-in-law Leonie married WO Bentley but she died in 1919) and they had three children; Joan Stuart born in 1906, Barbara Stuart (called 'Tommie') in 1907 (my mother), and Ralph Tully Stuart in 1911.

Other than business and motoring RSG had a series of racing yachts. It was said that he paid for his yachts from the profits of selling cars on Saturdays. He liked all ball games - especially tennis, golf, and polo - and was a regular visitor to London theatres. He lived mainly in London but also had a house in Wentworth to be able to play more golf. At the outbreak of the second war he was on a yacht in Deauville/Trouville and had to get out on the last tide leaving two cars on the quay. He set up a pension system for his staff and also a special fund known as the RS Grigg fund to support the annual staff dinner and other staff events.

There is a delightful little booklet on the annual staff outing to Brighton on 27th June 1931 with light hearted descriptions of the Directors.

RSG was a founder member of BEN, the motor trade charitable foundation.

He died at his house in Charles Street from a heart attack in 1943, aged 61.

After WW2 there was a serious shortage of new vehicles, exports being the priority. However The Car Mart had a strong reputation for sound second hand vehicles and these sold well. Austins, Fords (through their subsidiary company Dagenham Motors - later sold to Fords) and Standards were the mainstay of the business throughout the fifties and sixties. In the late 1950s they set up a branch in Rhodesia with sales and repair depots in Salisbury, Lusaka, Livingstone, Bulawayo, Ndola, and Gwelo. Albeit this venture proved unsuccessful.

Carriagework

for ROLLS-ROYCE

Sedan de Ville—the smart and formal lines of a closed limousine but with a front compartment which can be opened completely when desired.

Drophead Four-door Coupe: A perfect tourer when the hood is down. The glass windows can be raised over the full length giving excellent protection from draughts.

Special Range Edged Touring Saloon of very beautiful proportions with a magnificently fitted interior and sliding roof to front and rear. This body can be supplied with or without division.

Sports Saloon: This attractively designed body is a two-door, four-window type and has extra large space for luggage. Its pillarless construction allows excellent visibility.

This is a dignified owner-driver Range Edge Saloon with division. Two small occasional seats are incorporated and ample luggage accommodation.

Sedan de Ville: This model is specially constructed for touring. It has attractive restrained lines and incorporates ample luggage accommodation.

The elegant design of The Car Mart Rolls-Royce carriagework illustrated on these pages are evidence of some types which have already been eminently successful. They represent some of the most modern designs and embrace many interesting detail features. Comfort is never sacrificed in The Car Mart body work and the universally sound reputation we have built up is in no small measure due to the harmonious blending of comfort and elegance in our carriagework. We are always pleased to produce special designs to individual requirements.

The company published its own in house journal 'Courier'. The autumn 1961 issue guaranteed a circulation of 35,000 copies and listed the company's 15 premises with phone numbers like GRO 3434.

The Car Mart Ltd became a public concern with a listing on the London Stock Exchange in 1947 with the issue of 1,600,000 five-shilling shares. The Car Mart was taken over by Kennings, a Derbyshire based motor dealer and distribution company in late 1967. The new company traded as Kennings Car Mart Ltd. Kennings was itself taken over by Tozer, Kemsley & Millbourne PLC in 1987. But the Kennings name continued for car rental and vehicle leasing. Later the rental side became the Sixt group.

Other notable directors:

A J Rayment joined the Car Mart in 1919 initially on the sales side, but became RSG's chauffeur/personal assistant. Later he became the Managing Director and Chairman. He might have been the managing director before the second war but he certainly was at the time that RSG died and when the company became public in 1947. After the take over by Kennings in 1967 he became the President of Kennings Car Mart Ltd. He died in 1986.

E H Grindley was the director and the main force behind the setting up of The Car Mart operation in Rhodesia; as well as being the managing director of Dagenham Motors.



Colonel R E Maude was Managing Director of Standard and Triumph Sales Ltd. He was also the close link with the Royal Household. The company supplied two Rolls-Royce Phantom IVs to Princess Elizabeth and Princess Margaret. They also held a Royal Warrant for the supply of vehicles to Prince Philip, which included his well-known 3 litre Lagonda drophead coupe.

RSG's son Tully Grigg was a director at the time when the company went public and remained a director for many years after that. He lived on a farm in Uckfield in Sussex and had little day to day contact with The Car Mart. Later he moved to France and died in 1996.



The Trail of the Hoodoos,

Alan Clendenen tells of this magnificent 1,800mile trip undertaken by 38 Rolls-Royce Silver Ghosts.

Hoodoos are tall skinny shafts of rock that protrude from the bottom of arid basins. They have a variable thickness and are often described as having a totem pole-shaped body. They are most commonly found in the Colorado Plateau and in the Badlands regions of the Northern Great Plains. While hoodoos are scattered throughout these areas, nowhere in the world are they as abundant as in the northern section of Bryce Canyon National Park.

The word “hoodoo” means to bewitch, which is what Utah’s famous rock formations surely do.

We started out at Red Cliffs Lodge, fifteen miles east of Moab, on the Colorado River. Initially we took some circuitous routes to Canyonlands National Park and Dead Horse Point State Park (of “Thelma and Louise” fame). As we returned to Utah Hwy 191 in Blanding, we encountered a 50mph+ cross wind that made driving a little more challenging but happily that was the only bad weather of the tour.

Moving on we arrived at Canyon de Chelly and checked into the Thunderbird Lodge. We took a Jeep tour into the canyon the next day - a Navajo guide with a Jeep is the only way to see it.

Then we were back on the road to Monument Valley and checked into Gouldings Trading Post for the night. Next day whilst some signed up for another Jeep tour, others chose to drive their Ghosts into the valley themselves on the dirt roads. We chose the do-it-yourself route, in our 1914 Silver Ghost Penny-Barker Tourer.

Now into day six we had a 200-mile drive to Bullfrog on Lake Powell. That would be easy except the last petrol station was in Mexican Hat, just 25 miles after setting off. A few cars with big appetites carried an extra petrol can but everyone made it. The scenery that day was some of the best in Utah. Arriving in Bullfrog, we checked in to Defiance House Lodge, on Lake Powell - the only hotel in this part of Utah.

Next day at Capitol Reef National Park the road turns to dirt and six miles further on we found seven tight hairpin turns, climbing about 1500 feet on the face of the Water Pocket Fold: a 100 mile long crease in the Earth’s surface. We were concerned that the long-wheelbase cars would have to 2-point turn on these switchbacks, but everyone made them with no problem.

Carrying on we found ourselves driving north-east on Utah Hwy 12 which is billed as one of the most beautiful roads in America. I would definitely put it high on the list. The road is narrow with lots of ups and downs. In a few places it runs along a ridge with steep drops on both sides. A few cars had overheating issues, but they all made it. Our destination was the town of Torrey and the Red Sands Lodge and when we arrived the wind had picked up again and we were glad to be off the road.



Day 12 was our last day. Fortunately, the wind had dropped, but unfortunately so had the temperature. We headed east on Utah 24 to Hanksville where everyone topped off their petrol tanks before heading north to Interstate-70.

We made a side trip off the main road to Goblin Valley State Park. The hoodoos here are almost cartoon-like, with their rounded and smooth shapes. Once at the Colorado River, we turned east to return to our starting point, the Red Cliffs Lodge. We had our final dinner and everyone said their goodbyes.

After two years of planning and preparation, it was bittersweet to finally reach the end of “The Trail of the Hoodoos Tour”. We were happy that everyone had a good time and made it through with no significant difficulties. There will be more Silver Ghost adventures in 2023.



Top left and right: Alan and LaDel Clendenen 1914 SG 20UB Barker style tourer by Penny
 Above: Tim & Pia Sierra in their 1911 SG 1671 Roi des Belges
 Left: Jon and Nancy Leimkuehler in their 1925 SSG S168MK Playboy Roadster

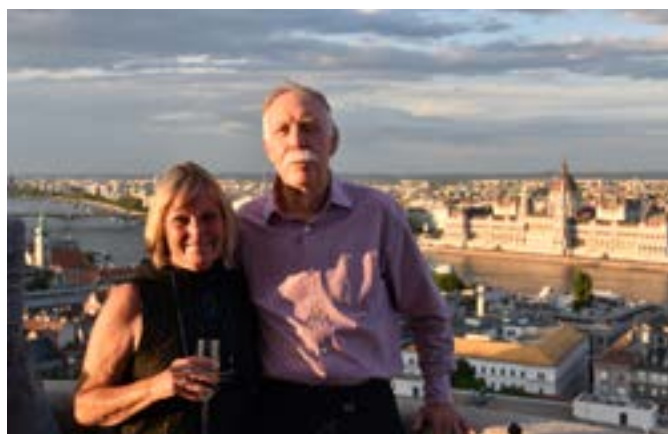
2022 Trophy Winners

Ken Forbes takes us through the awards for last season's 20-Ghost heroes!

ALPINE (Greatest mileage covered x age of car):

Gerald Davies

Gerald and Fran like to make the most of their trips from Botswana and drove from the UK to join the Habsburg Tour, and then toured Hungary before driving back again – a total of 6,000 miles. All the more remarkable as he had previously only driven a mile in my old Phantom 1 before purchase and then prevented from using it by lockdown. We were both pleased to see it perform with aplomb.
(2021 winner John Dolan)



WOODMANSEE (Greatest mileage by Silver Ghost):

John Snook in 1701 It is heartening to see 1701 win the trophy again, after many years of display and few road miles. John has now got it running superbly (after a shaky start - literally!). Not quite matching Gerald's mileage, as he only drove one way to the Habsburg Tour, but enough to beat all other Silver Ghosts totals.
(2021 winner John Snook)

SMALL HP (Greatest mileage by a small HP car):

Hamish McNaught

Hamish is a worthy winner, after his epic engine rebuild returned the car to the road, whilst still studying at university. Honourable mention to the Jeffreys/Fitzhugh duo, whose 2 cars have both won the trophy 3 times and therefore not eligible this year.
(2021 winner Sir John Aird)



STANLEY SEARS

(Individual meritorious service to the club):

Philip Hall

A richly deserved award to our Treasurer, for his unstinting daily handling of all our receipts and payments and work in handing over the production of the statutory accounts to our accountants this year. Philip is truly our unsung hero.
(2021 winner Ken Forbes)

BRIAN WOOTTON (Most help to other participants):

Michael Elliott

Michael's medical skills and experience were called upon several times on the Habsburg Tour through Covid infections and his outstanding help and dedication in escorting one member to hospital.
(2021 winner Sir John Aird)

HARDING ROLLS (Notable performance in a Club car):

Angelika Elliott

Bending the definition slightly, the trophy is awarded to Angelika for her sterling efforts in organising the Habsburg Tour, enabling so many members to enjoy notable drives in Germany, Austria, Slovenia and Hungary.
(2021 winner Harry Naismith in SG1606)



FERGUSSON-WOOD (Best photograph on a club event):

Bella Hoare

Once again slightly bending the definition, this is awarded to Bella for her excellent work on the illustrations for N&R. Using her artistic skills, Bella improves and adjusts most of the pictures submitted to ensure we only publish the very best images, with outstanding results.
(2021 Torsten Müller-Ötvös Rolls-Royce Motor Cars Ltd)

HARRY WATSON (Technical or best article in N&R):

Claire Corbett

With purely technical articles in short supply, we have decided to broaden the definition for this trophy to encompass all articles in N&R and recognise the best article in the year. Claire produced a super article on the Habsburg Tour and managed to encapsulate all the events and talks we all enjoyed on this extended tour.



PHOENIX (Most interesting and thorough restoration):

Nick Whitaker

Many of you will have seen the results of Nick Whitaker's phenomenal restoration of his HJ Mulliner PIII Coupe, with the car on display at P&A Wood. As you would expect of Nick, he has worked closely with Alpine Eagle on every detail, to even exceed the standard he achieved with his PIII Sedan. Even better news, he is proposing to now use it on the road for us all to see and marvel at
(2021 winner Michael Joy)

The Last Word

Dear all, I'm guessing that this issue won't be hitting your doormats until April and I hope it's early April at least. My apologies for the delay but I have to report a fairly fraught time with matters relating to our PII rebuild. As some of you will recall from earlier posts the car is being restored in Dorset by two excellent chaps. However from time to time specialist machinery is required and so it was the case when it came to the need for our rear brake drums to be re-lined. Apparently Fiennes had the only machine able to do this job.

Given the length of time the rebuild was taking the suggestion was that we contract out all the work on both axles to Fiennes who, as part of the job, could also re-line the drums using their machine (effectively a very large lathe). Seemed like a good plan.

The first hint that something might be amiss came when a bill landed just a week after they started. The job certainly wasn't finished – it was an interim invoice...but after just a week? Anyway, we paid it by return and another bill landed the following week and so on through November and December the weekly bills kept coming for relatively sizeable sums.

In January we had a surprise when the excellent Tim Payne of FW Paynes (the well known overdrive manufacturing people) got in touch – we know Tim well as he rebuilt the PII's bottom end. He had just been sent our brake drums to re-line...turned out that the brake re-lining machine 'which only Fiennes own' was really owned by Paynes and Fiennes sub-contracted brake re-lining to him. However Tim was reluctant to take the job. It was suggested that in the past Fiennes had proved slow payers. Needless to say we paid Tim direct but by now the writing was on the wall.

Stupidly though we didn't take immediate action and in early February came the news that the receiver (actually correctly called an administrator) had been called in at Fiennes. The workforce had been marched off the premises and everything was (apparently) padlocked shut.

This was a huge stress. Fiennes had both axles and assemblies. They even had the rear brake drums which Tim had re-lined. If you have a complete car in that situation you can prove you own it – you will have the registration document, photographs and history. But how on earth can you prove a claim over mere components?

Quick action was needed and one of our Dorset restorers Steve, together with his son Isaac, drove up to Fiennes a few days after the 'lockdown.' It turned out the Fiennes lockdown was more akin to a Downing Street party because Steve and Isaac drove up to the workshop – walked in – found both axles, put them in their trailer and drove back to Dorset. No padlocks – no security at all. There followed an angry phone call from the receiver's team to Steve telling him 'He had no right.' But our lawyers confirmed that as all the items recovered belonged to us, with invoices fully paid, we had every right.

I was mightily relieved until the phone rang. 'Johnnie, it's Steve... we've forgotten the cross-steering tube....'

Given the angry call from the receiver's team Steve realised that he couldn't make another trip there. So it was down to me. When I turned up the Fiennes compound was padlocked (maybe they had got the message) but as I sat outside, wondering what to do, another car arrived. The driver apparently had a job interview – weird!



In contrast to my rather sombre prose here's a happy picture: Bella in 1933 20/25 GHA16, Peabody, at Stourhead off to collect HRH The Duke of Gloucester who came on a visit.

Anyway, he rang somebody and a little man appeared and unlocked the gates. As the other car drove through so I tailgated and drove off to the workshop. I parked up and walked in. Nobody around. I began hunting for the cross-steering tube aware that my tailgating stunt would have got me noticed and that my time was limited.

Suddenly the workshop door opened and there was an eruption of men running at me and shouting. I felt a little like James Bond with my cover blown. I had visions of finding myself strapped down on Goldfinger's cutting table with an angry looking laser heading towards my delicate regions. But just as they were all running towards me I spotted the cross-steering tube!

So... lots of negotiation later we now have the cross-steering tube back and I'm happy to report my delicate regions remain intact. Funnily enough all the work we had paid for, with those weekly invoices, had been completed to a high standard which is good news.

There are so many lessons to learn from all of this. I just hope that nobody else has had similar issues. I must also mention that, so far as I'm aware, Dr Will Fiennes resigned his ownership and managerial responsibility for the business some years ago and was not involved at all in any of the above.

See you next time!

Johnnie

