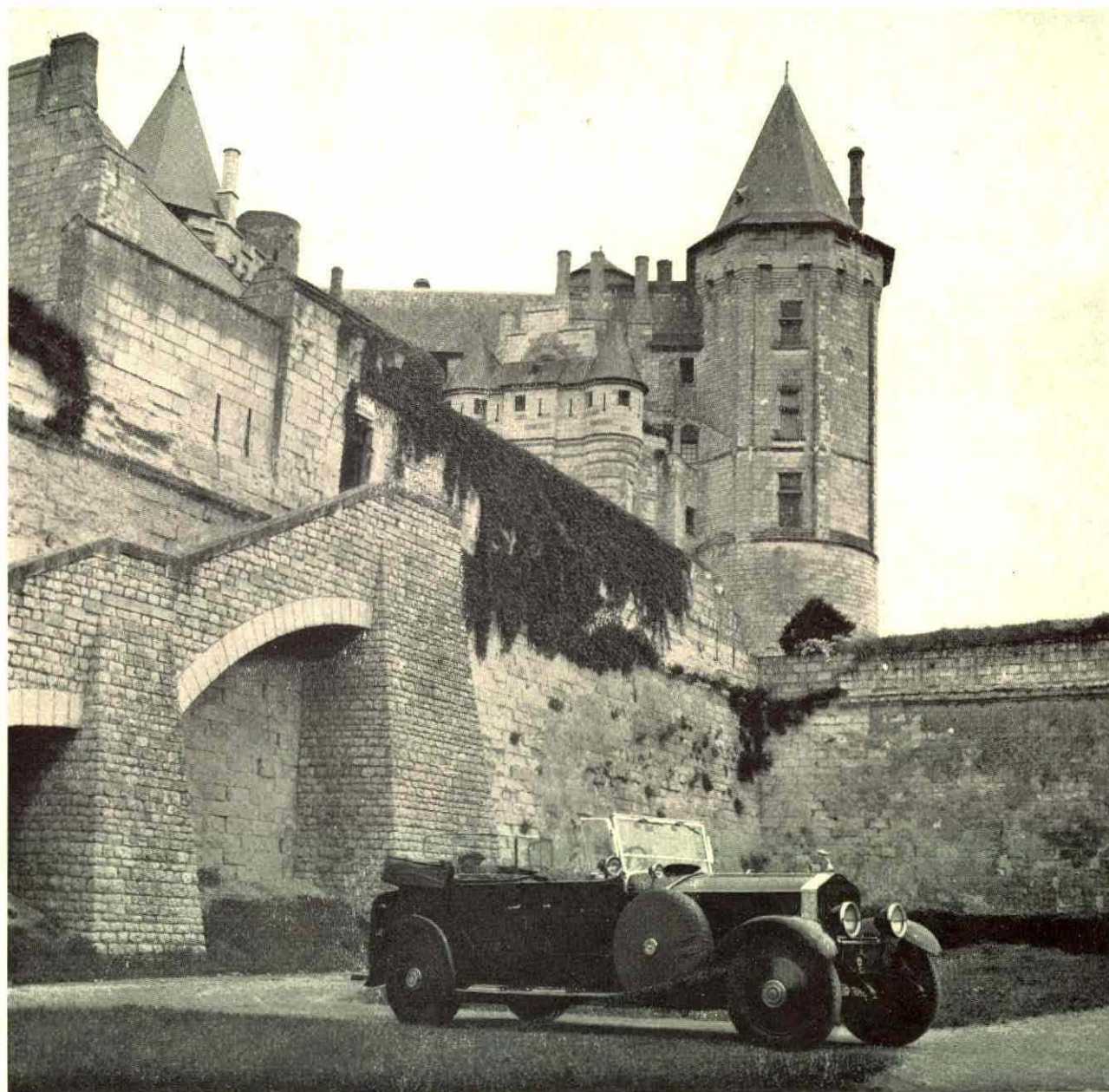


THE 20-GHOST CLUB RECORD



Vol. 3 No. 4 WINTER 1962-63



Chateau de Saumur - sur - Loire

STANLEY SEARS TROPHY

Our President, Stanley Sears, has very kindly offered to present a trophy to the Club, and this has been most gratefully accepted. As Stanley epitomises those who get infinite pleasure from driving their cars as well as keeping them in beautiful condition, the committee proposed that the trophy should be awarded annually to the member who gains the most marks in the driving tests, concours d'elegance/d'etat, Alpine competition, rally attendance and miscellaneous competitions. Stanley has agreed to this.

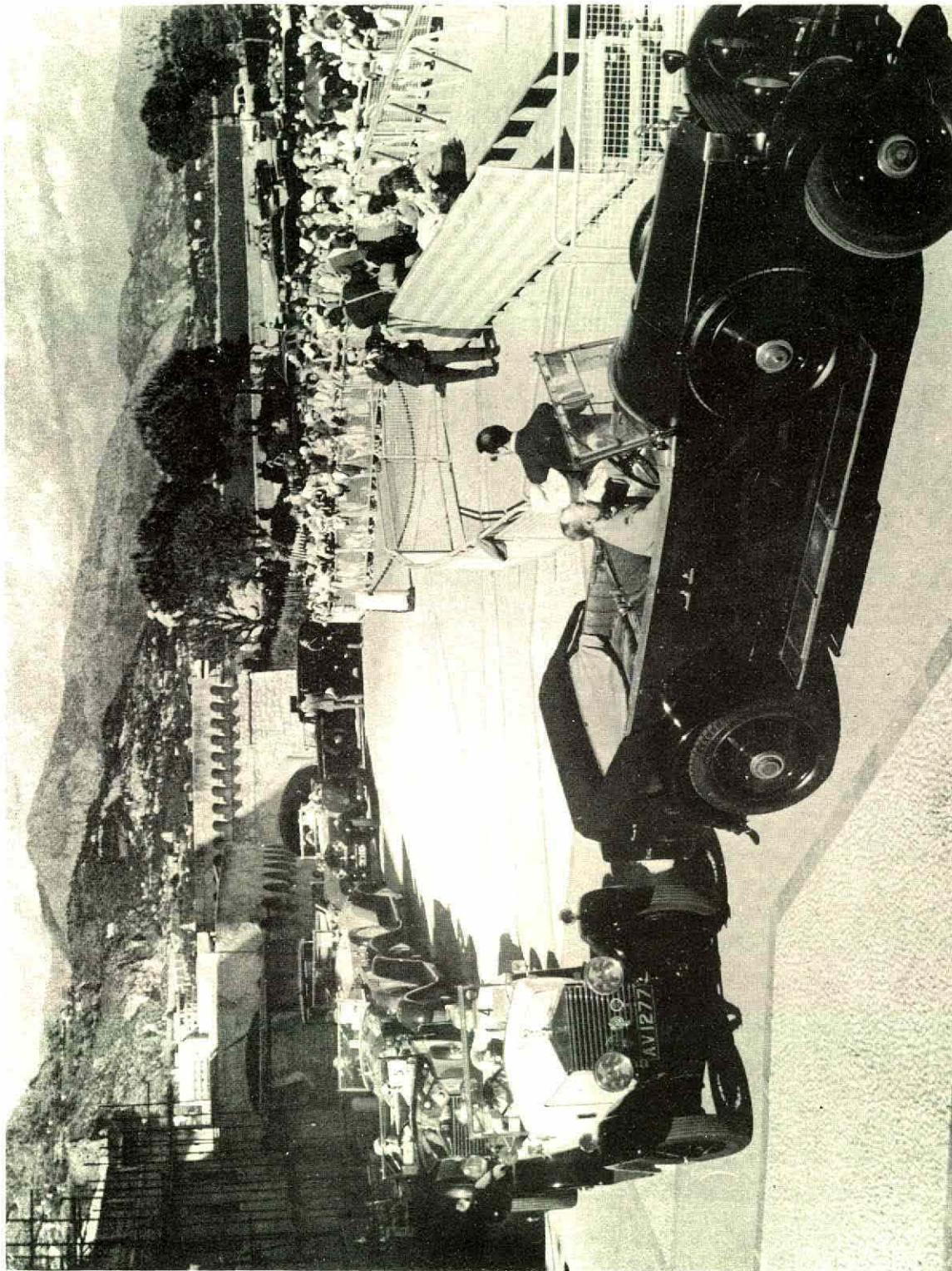
Full details of the marking arrangements, particularly for rally attendance, have been circulated to members. The committee looks forward to an eventful and competitive year and expects that results accumulating towards the Stanley Sears Trophy will be published regularly in the Record.

FUTURE CLUB EVENTS

- Mar 30 (Sat) - Visit, Alwalton, nr Peterborough, to commemorate the centenary of the birth of Sir Henry Royce (b 27 March 1863)
- Apr 20 (Sat) - Luncheon, West Country.
- May 9 - 11 - International event, Brighton, Bognor and Goodwood. Participation is open to V C C and V S C C members only.
- May 26 (Sun) - Concours d'etat. Place to be advised.
- Jun 8 (Sat) - Scottish tour, start in Edinburgh.
- Jun 16 (Sun) - Joint meeting in conjunction with R R E C, R-R Section of V S C C, M R R C and B D C at Stanford Park.
- Jul 16 (Sat) - Visit, Bradfield College, Berkshire.
- Jul 28 (Sun) - Driving tests, Royal Military Academy, Sandhurst, Surrey.
- Sept 14 (Sun) - Charity event.

SCOTTISH TOUR

Preliminary details of the Scottish tour have already been circulated, and members have been advised to book their hotels without delay. It should be noted that another suggested hotel for the night stop of Tuesday 11 June is the Inchnacardoch Hotel at Fort Augustus, Inverness.



Memories of the sunny Mediterranean will be brought back to many of those who took part in last summer's Continental tour by this view outside the Palace at Monaco. Three 20's lead (C Meachen GSK80; J P Smith GRJ60; J Hamilton-Fish GWL32) and other cars partly visible include the P1's of P Richey (76OR), C S Phillips (21SC), J C Dymock-Maunsell (20TC) and L Taylor (109WR), and the P11's of H R Wilkins (28MS) and W F Watson (3TA).

ROLLS AND ROYCE - THE EARLY DAYS

by Harry Fleck

C S Rolls and Co Ltd, Lillie Hall, Seagrave Rd, Fulham, London SW6 - this was the cradle of what has become, in partnership with another small factory, F H Royce Ltd, at Cook St, Hulme, Manchester, the world's best-known organisation in motoring. When I joined C S Rolls and Co at Lillie Hall as a driver on 18 August 1904, however, the first R-R chassis was yet to be completed. I had joined C S R at the request of Louis de Silva, who was one of C S R's articled pupils: I had been on a 3-cylinder Panhard with his brother in law, Martin Harvey, the actor, and found the Panhard too small for the work he wanted from a car, quitting after a spirited argument over a larger horse-powered car.

Although we were principally a repair shop for most makes of car, we also had a sales side in Brook St, Mayfair, dealing among others in Panhard Levassor, Orleans, Whitlock-Aster, Mors, Prosper-Lambert, Gnome, and Gardner Serpollet: some of these types became famous afterwards in track or road racing but have almost all ultimately fallen by the wayside. I started driving two Whitlock-Aster cars for customers of C S R and found them quite a good job apart from the gearbox. This had a fluted first motion shaft which was too slight for the job and had to be renewed fairly often when twisted in the splines. Eventually, we had splined shafts machined up from Bessemer steel, which put an end to the trouble.

Lillie Hall itself was originally built as a roller skating rink with an Italian asphalt floor, near the Lillie Rd sports track later turned into a railway sidings and goods and coal depots. The building made an excellent place for repairs, as there was plenty of floor space and bays on each side for separate repair jobs, with the centre portion for storage of chassis and 'run in' repair work. The Hon C S Rolls had graduated in engineering at Cambridge and had a remarkable knowledge, for that period, of what made cars tick. He could pick good men and he had the entrée to society and the aptitude for selling motor cars, but he was also a very fine driver and so could show off a car well.

We were particularly fortunate in getting the right type of men, real stayers whom 'Charlie' (as we called him) infected with his intense enthusiasm. In addition to the mechanics, we had eight or nine articled pupils, some of whom later became quite well-known in motoring circles. I remember Capt Owens and Messrs Osborne, Lord,

Stevens, Harrison, T O M Sopwith, Jelks, Drummond, Faulkner, McKay, Doran and of course de Silva whom I have already mentioned. Arnott was the name of the manager in my early days (later with Arnott and Harrison), Black was assistant manager and Cowen was in charge of the office, in which there were two young ladies as typists, one of whom afterwards became Mrs Haldenby. The storekeeper was named Rollings and the blacksmith was a wonderful chap called Harriman. Other employees were Nat Reed, Frankham, Alf Cook, Randell, Willes, Jack Hull and two brothers named Childs - Big Childs was foreman and Baby Childs, his brother, was a fitter. All were a staunch lot and would work round the clock when necessary, as it frequently was. We had a fair amount of machine tools, and what we could not buy we had to improvise, as did most repairers in those days.

THE FIRST ROLLS-ROYCE CARS

I had not been at Lillie Hall for very long, however, when the first of the Royce cars came down. This was to all intents and purposes a replica of a 10 h p Decauville which Henry Royce originally bought for his own use: as the Decauville proved so unreliable, he began to improve the parts that gave trouble until finally, as is well-known, he finished up with very little of the Decauville left, except for gearbox and transmission. It was in this form that it so much impressed C S R at a chance encounter in Manchester and led ultimately to the partnership between these two men. We had five 10 h p cars in all, the first two with the Decauville type radiator and bonnet and the third and subsequent cars with the style of radiator that has been the distinguishing feature of the Rolls-Royce car ever since. To my recollection, there have only been two exceptions. Lord Astor always had radiused edges to his cars with gunblack instead of bright metal, and Mr Gulbenkian had a special grille type radiator shell with the R-R Spirit of Ecstasy mascot superimposed.

I began driving the 10 h p cars at Mr Arnott's request, and went with C S R to the Paris Salon in 1904, where the first of our cars gained a Prix d'Honneur for Simplicité, Silence et Souplesse, the three S's. I also delivered one of the five cars to Aberdeen, to the order of a Mr Hunter. The journey took three days, but I had no trouble at all on the way except that I had to clean the plugs as the drip-feed oiler, a Dubnille type, had been set too liberally. Usually, we had to spend quite a lot of time under cars but this was motoring with a difference.

THE 15 H P THREE-CYLINDER CAR

The next type of R-R car we had was the 3-cylinder 15 h p. We had three of these: one was bought by subscriptions from past and present Etonians for their former Provost, Dr Warre; the Bishop of Salisbury had one; and the other went, I believe, to Mrs Lockett-Agnew.

THE HEAVY 20

Then at the end of 1905 there came the 4-cylinder 20 h p car. The first of these had a four-seater Roi des Belges body and had the name 'Grey Ghost' on a repoussée work nameplate on the front of the dashboard. This was Claude Johnson's idea, and it became quite a craze with R-R owners. I remember 'Scarlet Pimpernel', 'The Cookie', 'White Knave', 'White Knight', 'Beauty Gal' and of course the 'Silver Ghost'. I had the 'Grey Ghost' as a trials car, which was the first R-R kept solely for demonstration purposes. It eventually passed to Capt the Hon Guy Ward: I delivered it to him and taught both him and his fiancée how to drive. The gearboxes on these cars were all modelled on the original Decauville type. They had four gears and reverse but between each gear on the quadrant was a neutral position (though I have never found out why). While I was still teaching Capt Ward, we drove one day towards Honiton in Devon as I was explaining how to use the lower gears in case of partial or complete brake failure on hills. Capt Ward had practised this once or twice, and as we came down the long March Hill he thought we would have some more practice at changing down. The process was really double declutching, using the neutral notch on the quadrant: this meant that the trigger on the gear lever had to be operated twice to each gear - 4th, N, 3rd, N, etc. Capt Ward made a mess of his gear changing, allowed the car to gain too much speed and lost control. We started swerving from side to side over the verges, distributing various portmanteaux, golf clubs, saddles and a pet monkey in a parrot cage all over the place. Eventually, I managed to scramble on to his lap, get to the brakes and stop the car. We then had to collect all the scattered luggage, including a highly indignant monkey.

After this episode, I found the silencer hanging loose and the exhaust ram's horn downpipe cracked. Shortly afterwards, we went to Aldborough Hall, near Borobridge, where Capt Ward was hunting from, but as frequently happened the car was unwelcome where there were horses, as it was thought that the fumes disturbed them. I therefore had to garage in Borobridge with a blacksmith named Walker. One day, he noticed the cracked exhaust downpipe and offered to mould

another if he could have the original as a mould. As Capt Ward was willing, I removed the downpipe and gave it to the blacksmith, who worked all night moulding and casting a replica - and a beautiful job it was. He had a small but very efficient foundry in his yard where he made the tines of ploughshares for export to North and South America: casting was his hobby, and the more intricate the component was to be, the more he liked it.

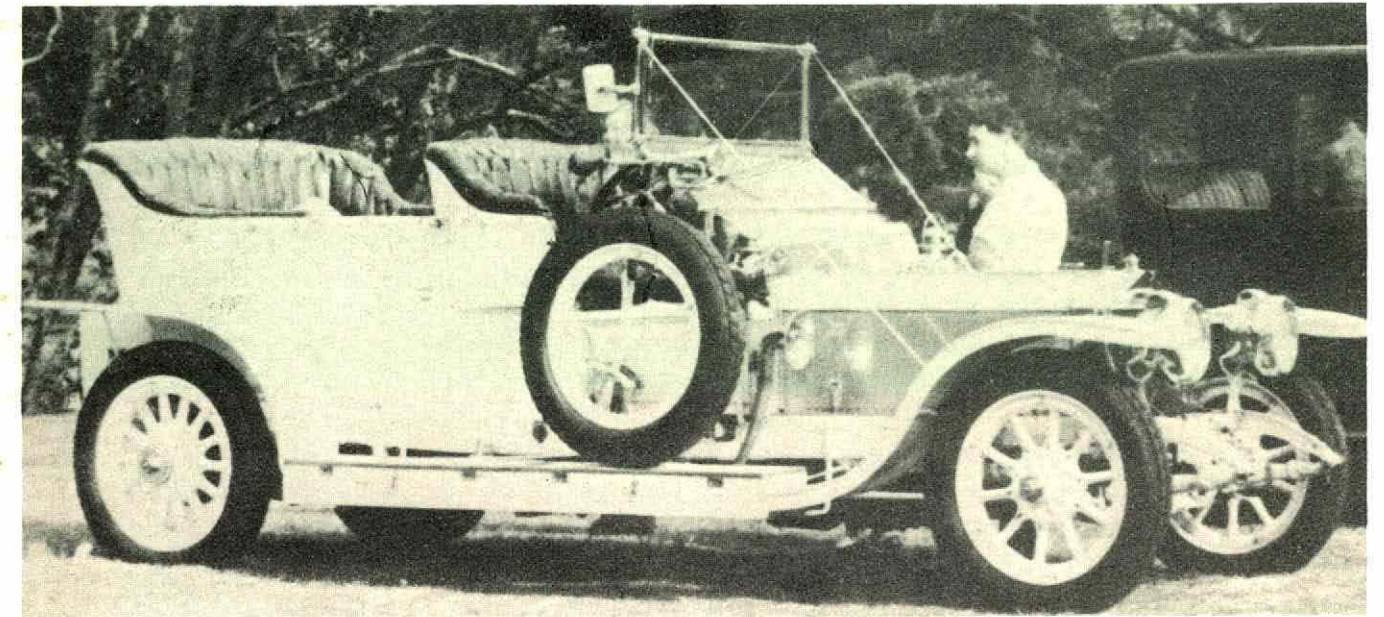
THE 'LIGHT' 20

The 'Heavy' 20 had a smaller sister, the short-chassis 'Light' 20. This had a four-seater light body on it and was entered for the 1905 Isle of Man T T race. C S R and Percy Northey drove this car, which broke a front spring during the race but which finished second with a brick tied to the axle beam. The following year, we won the T T race, and then C S R took the winning car to the United States (with Reg Macready as mechanic), entering it in several competitions against much larger cars. He was quite successful, particularly at Daytona Beach, Florida.

1962 ALPINE TROPHY RESULTS

Car	Chassis No.	Year	Mileage	Age	Size	Total
I S Hallows	PIII	3AZ112	1936	12,161	x25 x3	912,075
A M Keeling	20/25	GAU55	1932	10,677	x29 x2	619,266
J E Castle	20/25	GMU4	1932	8,925	x29 x2	517,650
J A G Burchell	SG	2295	1913	2,683	x48 x4	515,136
S E A Fortune	25/30	GAR37	1938	10,223	x23 x2	470,258
H M V N Smith	20/25	GFE40	1935	7,514	x26 x2	390,728
H C W Somers-Smith	20/25	GBK3	1936	7,226	x25 x2	361,300
J C Dymock-Maunsell	PI	20TC	1926	3,311	x35 x3	347,655
R B Honnywill	PIII	3AZ76	1936	4,517	x25 x3	338,775
G M G Keeping	PIII	3AX55	1937	4,515	x24 x3	325,080
S J S Boord	20/25	GBA29	1933	4,597	x28 x2	257,432
G B Lochee-Bayne	20/25	GAW22	1933	3,549	x28 x2	198,744
M E Watt	20/25		1934	2,679	x27 x2	144,666
W F Watson	SG	1543	1911	502	x50 x4	100,400
L A J Koenen	SG	1456	1910	394	x51 x4	80,396
W F Watson	SG	2260E	1913	374	x48 x4	71,808

MEMBERS' CARS DESCRIBED -23



Adrian Garrett's 1907 S G 588

Model:	Silver Ghost	Coachwork:	Gladiator double-
Chassis no:	588		phaeton
Number of owners:	three	Present owner:	A M Garrett

Owner's Remarks: This car was the fiftieth of the new 40/50 type delivered. It was dispatched from Cook Street, Manchester, on 24 November 1907 after tests in which the Rolls-Royce records show the average fuel consumption was 18 miles/gal. The test route for new cars included the long winding hill up to the Cat and Fiddle Inn, Derbyshire - a route which had to be accomplished in direct drive.

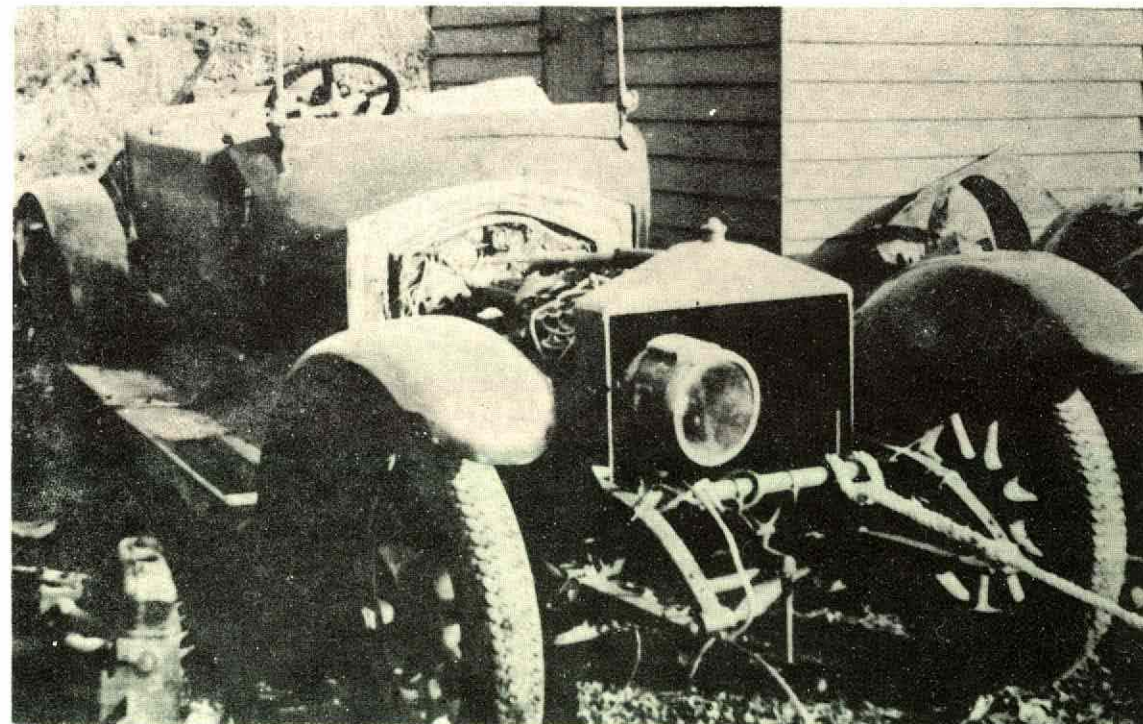
Chassis No 588 was the last of the 500 type and it was the first 40/50 to have the new frame with three quarters elliptic rear springs and the shallow drop in the front axle. Its steering rake was B position; its axle ratio 24 x 65; and the spares included new pistons, cam wheels and a propellor shaft.

The car was shipped to India from the works to Sir A H Keith Frazer, Governor of Bengal, and was returned to England in 1920, after his death. A new torpedo tourer body was fitted by H J Mulliner and it remained in the hands of a family in the home counties until it went to a scrapyard at Fremington near Barnstaple, North Devon, about 1936.

I found it there in April 1952, while I was with the Royal Navy at Plymouth, and I bought it for £35. The tyres were pumped up and it was towed home by my father's 16/80 Lagonda. Within an hour of getting it to the Engineering College, we had put Redex in the cylinders, jumped on the starting handle and freed the engine. Then, with fresh fuel in the tank, it started on the magneto for the first time in fifteen years.

The rotted and sawn-off body was then removed and, after a search, a double-phaeton body from a 1906 Gladiator was purchased for £6 from another scrapyard. The Lagonda brought this home and then the search went on for lamps, horns and a speedometer.

An old Minerva hearse, purchased for £12, supplied the leather for the upholstery. The Gladiator body, being too narrow and too short, was cut in half down the centre line and then in quarters just behind the rear doors. Aluminium panels were inserted to fill these gaps when the body was mounted on the chassis frame. Some of the timber frame had to be renewed and all the steel body panels were replaced by aluminium sheet. New wings, running boards, dash and bonnet were fitted and, on 2 August 1952, three and a half months after purchase, the car was ready for road trials.



My friends in the Navy who had helped with much of the hard work would join me on weekend trips - 240 miles to London and back late on a Sunday night. A few months later, we investigated the mechanical side and found very little wear. The engine has never been rebored. Bearings were tight and, apart from a good clean and a valve grind, the remaining work consisted in replacing a few missing components. At the completion of the work, average fuel consumption of 18 miles/gal was once again obtained. While valve grinding, I decided to remove the two 1/8 in decompression plates from under the cylinder blocks and thus increased the compression ratio to 3.2 to 1.1 understand that the fuel available in Bengal was not good enough for such high compression cars.

The car has competed in many rallies in England and Australia and has also been on a veteran car rally to Norway. Most of the time, however, it has been my everyday means of transport. For years, I used it to and from work. When I first came to Australia, it was my daily transport and business car. There is no car of any age that I would exchange for the 'White Ghost'. It was my first car and I hope it will be my last although I am quite ready to enjoy many others in between. Together, we have made many friends.

1962 MESSERVY TROPHY RESULTS

A M G

	Car	Year	Chassis No.	Concours d'état	Driving test penalties	Final marks
J Hamilton-Fish	20	1928	GWL32	695	180	515
R M Harrison	20/25	1935	GAF81	631	194	437
I S Hallows	PIII	1936	3AZ112	682	257	425
F Hellings	20/25	1934	GLB28	697	278	419
Mrs F Hellings	20	1927	GHJ12	656	258	398
I F Munro	25/30	1936	GXM24	624	236	388
S J Lovegrove	25/30	1937	GHO48	654	274	380
V Sagovsky	20/25	1936	GBK64	630	260	370
G B Lochee-Bayne	20/25	1933	GAW22	584	221	363
J C Dymock-Maunsell	PI	1926	20TC	653	363	288

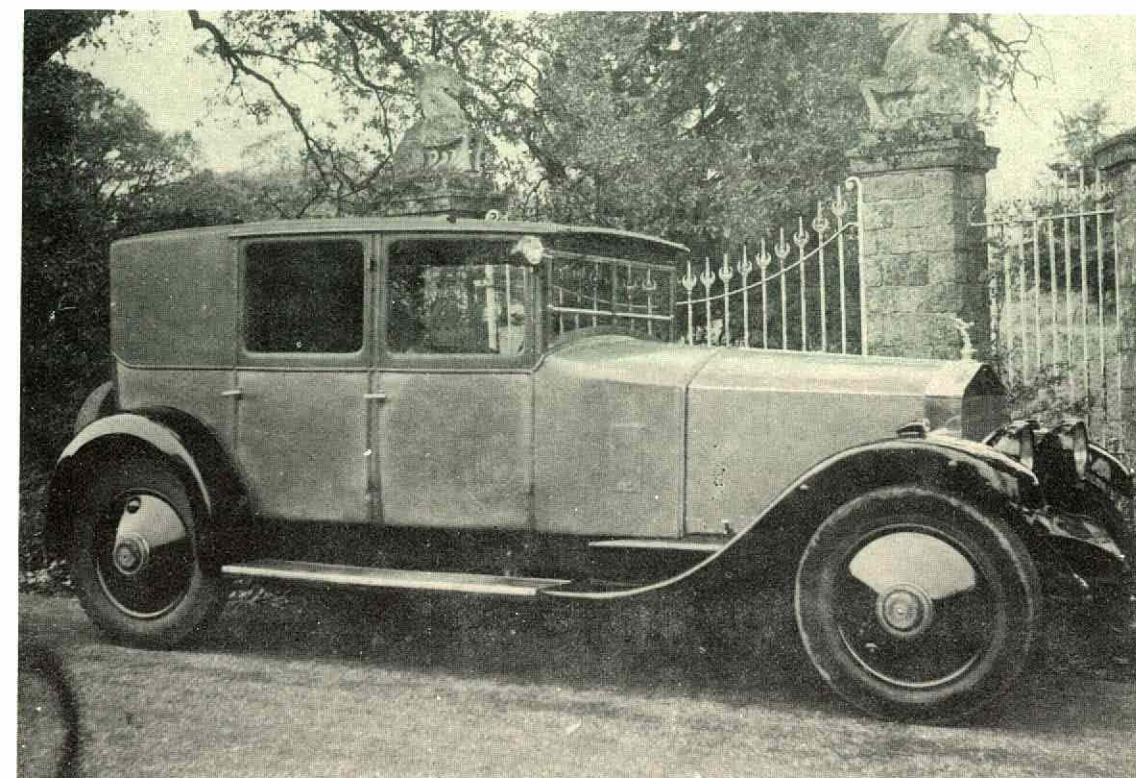
BOOK REVIEW

'The Beauty of Cars' (Max Parrish, 35s) is another addition to this publisher's series of photographic anthologies. An erudite and charming essay by Kenneth Ulyett introduces 128 black and white plates designed to illustrate nearly eighty years of motoring history. Several of the photographs will have a personal interest for 20-Ghost Club members; for the rest, it is a catholic, even heterogeneous, selection, some having clearly been chosen for their historical interest and some for their artistic merit, while a great many manage to combine the two. The arrangement is aesthetic rather than chronological, and the reader's task is made more difficult by the omission of any captions to the pictures. These have to be referred to in the opening list of plates, and when found often prove to be maddeningly inadequate in respect of names and dates. However, the book is full of good things, notably some superb racing photographs and many interesting contemporary pictures of the early days. It is a well-produced volume at the price and would make an acceptable 'motorist's gift-book'. M D H

POINTS FROM THE PAST

Upon his return from Ireland, Mr R Moffatt Ford has afforded us some interesting information concerning the police. In driving his Decauville from London to Holyhead he was agreeably surprised to find that no traps had been laid for motorists. When he re-crossed from Dublin, however, the police had evidently repented of losing so golden an opportunity, and were waiting upon the quay at Holyhead where the cars were unshipped. As each car was landed they took down a written description of its appearance, together with the name and address of the owner, obtaining this information from the travelling label attached to the car. Mr Ford asked by what right this was done and was informed that it was by direction of the superintendent. He then sought out the station master and lodged a complaint against motorists being annoyed and harassed upon the North Western Co's premises, whereupon the police were immediately ordered off by the station master. In the meantime he had also telegraphed to the secretary of the Automobile Club in Ireland, and since then there has apparently been no further trouble in that direction. But, as Mr Ford points out, it is by such unnecessary actions as these that the constant friction between motorists and the police is perpetuated. Whilst it is only right that all reckless and inconsiderate drivers should be adequately punished, it is absurd that a few scattered local authorities should assume that all motorists are grossly incompetent and should therefore employ every means to harass and annoy them. (From The Motor Car Journal, July 1903)-JPS

MEMBERS' CARS DESCRIBED -24



Robin Barnard's 1929 Twenty Weymann saloon GFN71

Model:	Twenty	Coachwork:	H J Mulliner
Chassis no:	GFN71		Weymann fabric saloon
Total mileage:	77,250	First reg:	3 March 1929
Number of owners:	four	Present owner:	R O Barnard

Owner's Remarks: Supplied new, by Paddon Brothers to Capt Alfred Jones, this car was one of the few built to the ideas of the late Philip Paddon. It has the switchbox on the left hand side of the dashboard and the tools are specially housed under the front seats.

The main object of the design was to keep the weight down and to this end even the running board valances have been omitted. The chassis frame is therefore left exposed.

The car passed to the Hartridge family and remained in their hands from 1930 to 1953. Dr. Donald Olliff purchased it when the mileage was 35,000. I acquired it in 1959.

ACCIDENT INSURANCE ADVICE

1. Consult a reputable insurance broker, to try to ensure that you get proper cover on all counts.
2. Read the result - that is, the insurance policy - carefully so that you know what it is all about.
3. If you are involved in an accident:
 - (a) Do not, under any circumstances, admit that you were at fault.
 - (b) Take the name and address of owner and driver of other vehicle (if any) and the number of the other vehicle.
 - (c) Take the names and addresses of all persons witnessing the accident, also the number of any policeman present, whether he saw the accident or not.
 - (d) Report to the police within twenty-four hours all cases of personal injury. Other accidents need only be reported to the police if, at the time, you did not give your name and address to any person concerned.
 - (e) If after lighting-up time, carefully note if lamps on vehicles were lit and generally in accordance with regulations.
 - (f) Make a rough sketch plan of tracks of vehicles, showing measurements, with width of road, etc.
 - (g) Carefully note exact nature and position of injury or damage done.
 - (h) Get the witnesses to verify the correctness of your notes.
 - (i) Report the accident at once to your insurance brokers.

F H

SPECIALIST SERVICES

The committee has decided that it may be of interest to notify members of personal recommendations for specialist services.

Mr Gladwell, mechanic, Southwick, nr Portsmouth, is recommended for accurate light machining by Mr E A Horsman.

Mr R C H Burlingham (Somerton Motors Ltd), 25 Somerton Rd, London NW2 (Gladstone 8452) is recommended for all engine and chassis work by Mr and Mrs Frank Hellings.

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