

THE 20-GHOST CLUB RECORD



Vol. 1. No. 3. AUTUMN, 1960



TAL - Y - LLYN

Merionethshire

MESSAGE FROM THE PRESIDENT

Our wheels have rolled many a mile since the visit of the R.R.O.C. to this country. It was an unforgettable experience, and I am delighted to inform members that I have since received very many letters asking me to pass on, to all those concerned, their most appreciative thanks for the way we received and entertained them. Many new friendships were made on both sides, and I hope that they will continue into the future. In these troubled times in which we live, international friendship is a most important asset to any nation.

For the Annual General Meeting at the Eccleston Hotel on 19 May, there was only a small, but nevertheless interested and enthusiastic, attendance. I never know whether a small A.G.M. means that members are disinterested in the way their Club is run, or that they are so satisfied that they do not think it necessary to attend!!

Unfortunately I was away on business and missed the Rally and driving tests at Camberley which I understand were most enjoyable and efficiently organised by John Hampton. For the same reason, I was unable to attend the dinner at the Wentworth Club, which was a most pleasant gathering.

Those members who joined the R.R. Section of the Vintage Sports Car Club to Monmouth on 16 July enjoyed a memorable pilgrimage to honour the 50th anniversary of the death of the Hon. C.S. Rolls, in a flying accident at Bournemouth. We paid our respects at the memorial statue in Agincourt Square, and paraded the cars in front of the Castle for a concours d'elegance. The event was excellently organised by Jimmy Skinner, who, in order not to break up the formation of the concours, had thoughtfully arranged for taxis to take us to the Church at Llangattock to view the family graves, and also to the Hendre, the ancestral home, which is now used as a school for about 80 boys, who are either mentally or physically backward - a noble work of which I am sure C.S.R. would have approved.

A most comprehensive exhibition of historical documents and photographs, together with personal scrapbooks, etc., were arranged in the Rolls Memorial Hall. One could have spent days instead of hours examining them in detail.

Between the showers, I took some interesting photographs, some of which we hope to reproduce in future issues. When writing of showers, I am reminded how uncomfortable and cold they can be in the 1905 4 cylinder 20 h.p. Rolls-Royce without any windscreen or hood. One is forced to reduce speed, from its comfortable cruising gait of 45 to 50 mph, to a mere crawl.

The Rally and Concours d'Elegance at Blenheim Palace was an unqualified success, aided by the natural beauty of the surroundings, particularly the magnificent trees in the park; one is fascinated also by the slopes down to the graceful bridge over the tranquil water of the lake. No wonder that Winston Churchill, scion of that wonderful home, developed an artistic sense and loves to paint beautiful scenes.

Our thanks are due to Mr. and Mrs. F.T. Evershed and Mr. and Mrs. D.E.A. Miller-Williams of Rolls-Royce Ltd. for giving up their Sunday rest to be with us; the two gentlemen for assisting most efficiently as judges and Mrs. Evershed for graciously presenting the prizes. The cars were beautifully turned out, and the event was faultlessly organised by Lt-Com. J.C. Dymock-Maunsell and his excellent team. It was terminated by a nice little speech by our chairman, Michael Vivian. In spite of low and ominous clouds, no rain fell in the afternoon, and we were very lucky to escape it.

I must apologise to members for not arriving before 2.30, but there was on the same day a Rally and Concours d'Elegance of the Veteran Car Club of Great Britain (of which I also have the honour of being President) at Stanford Park, nr. Rugby; so I attended this Rally in the morning and came on to Blenheim in the afternoon. Those members who went to our Rally at Stanford Park last year will recall a most enjoyable day in a picturesque setting. They will be pleased to know that Lord and Lady Bray will be delighted to welcome us again next year.

We must not be deterred by the continual wet weather as I write. Let us hope for a fine day and a large attendance at our next Rally at Elvetham Hall, nr. Basingstoke, on 24 September.

By the way, have you sent your contribution for The Record to the Editor yet? I get bullied for a "message" every time, so you must do your bit as well.

Stanley Searg

CLUB NEWS

Members are particularly asked to be sure to inform the Hon. Secretary of any change in their addresses, as otherwise they may not receive Club literature in time to take action on rallies, etc.

* * *

It is intended that Club Christmas cards will be available as in previous years. Details will be circulated in due course.

* * *

How many Silver Ghosts are known to exist in the world and where are they? Members who do not know and are interested are reminded that the answers are provided in the Silver Ghost Register, which can be obtained at 5s.6d. a copy post free from the Club's chairman, Michael Vivian, at 14A, Roland Way, London, S.W.7. In addition, a list of many more Silver Ghosts which have come to light since the publication of the Register last year is also available and may be obtained by sending a stamped and addressed envelope to Michael Vivian.

* * *

As it is felt that the inclusion of coachwork details in the Club's list of members adds considerably to its interest, members will shortly be asked to provide these details for inclusion in the next edition.

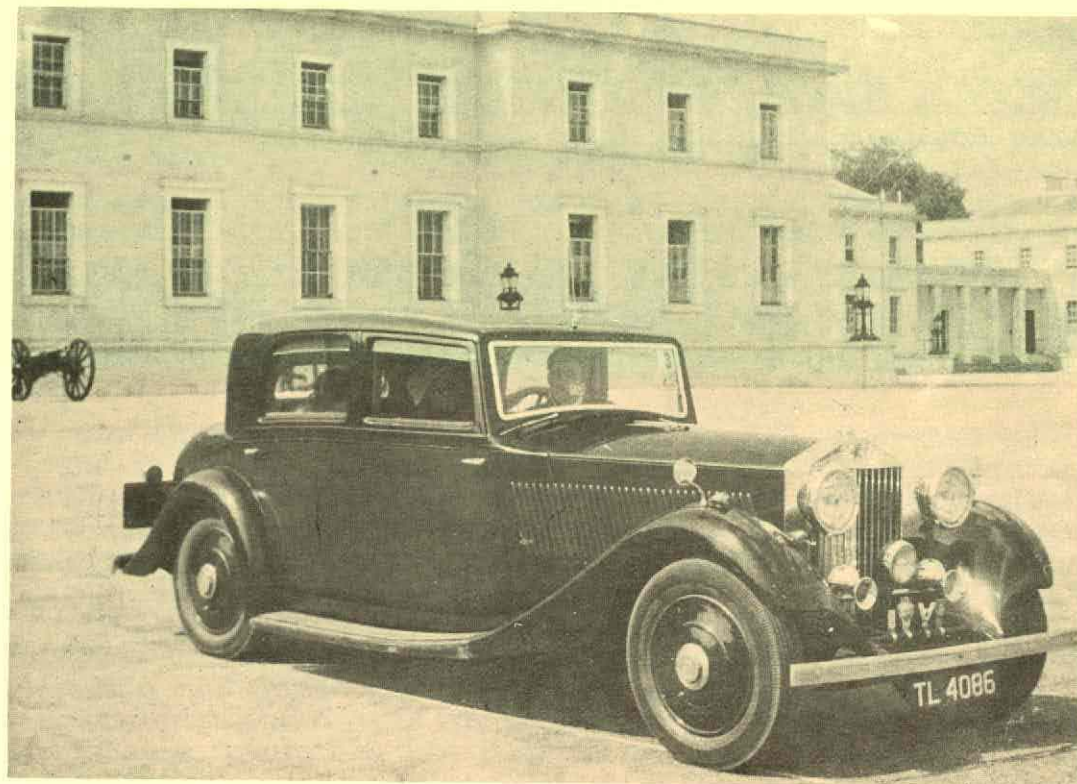
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ALPINE TROPHY

The list of entries for the Alpine Trophy published on p.23 of the last issue of the Record should have the following added to it:

1936 20/25 J. Godfrey-Gilbert

SANDHURST DRIVING TESTS



Lt-Col. H.M.V.N. Smith's 20/25 GFE40, winner of the Sandhurst driving tests.

Excellent weather marked the Club's driving tests held at the Royal Military Academy, Sandhurst, under the auspices of the RMA Motor Club on June 26, where 26 entrants took part. In general, the tests were similar to those that were arranged last year, except that all but the hill climb took place on the parade ground in front of the New Buildings. Lt-Col. H.M.V.N. Smith took first place with his 20/25 GFE40, scoring 140 points; Mr. W.F. Watson's S.G. 1543, driven by Mr. Poulter, was 2nd with 141 points; and Mr. F. Hellings' 20/25 GLB28 was 3rd with 142 points, a very close result that reflected great credit on the skill of these three members.

It is interesting to note that the first six places were taken by five different models, the order being 20/25, S.G., 20/25, P III, P I, 25/30. Regarding the tests themselves, the hill climb suited the large cars best, with three P III's and an S.G. occupying the first four places.

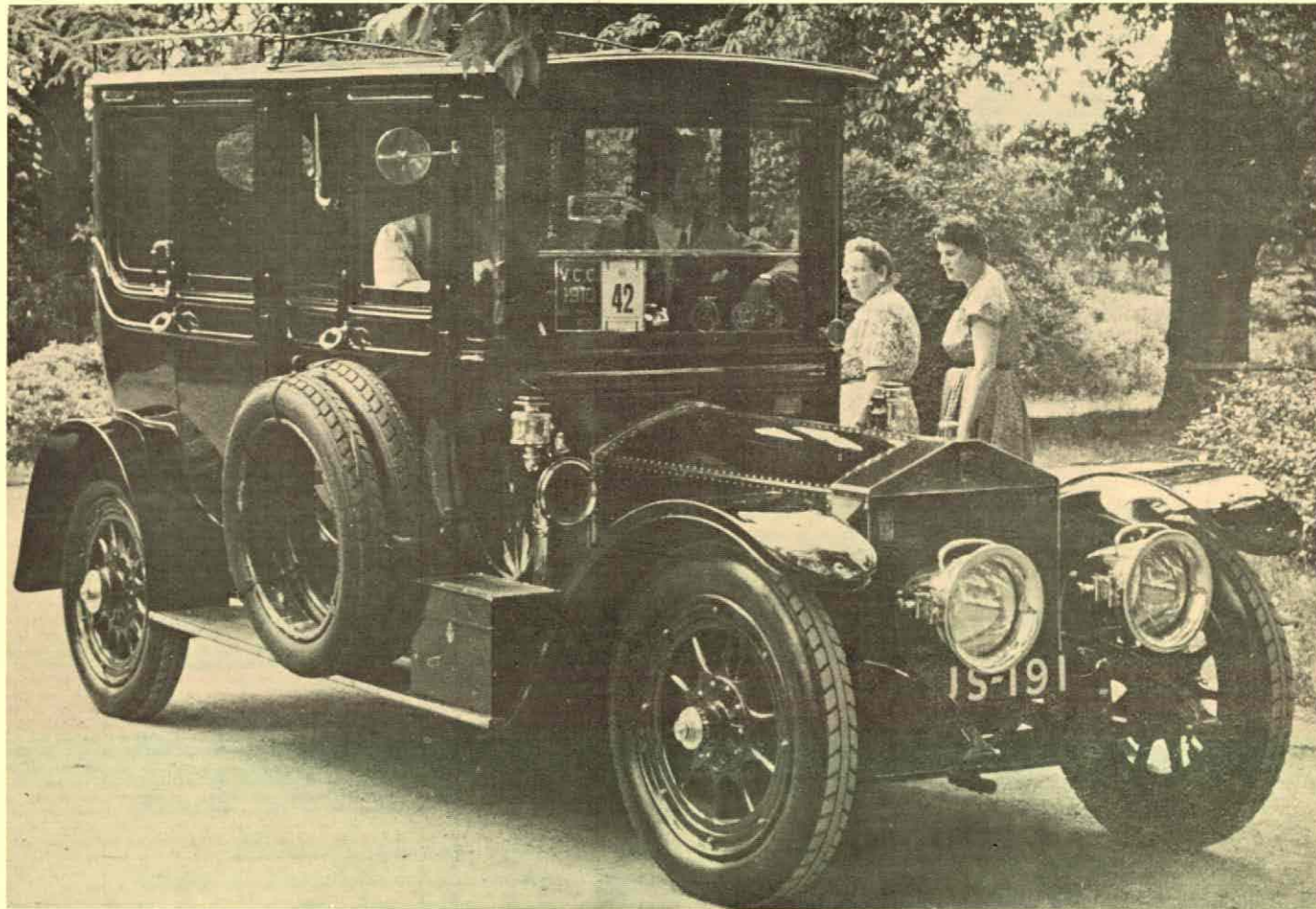
While the garaging test suited the small cars best, with five out of the first seven being 20's, 20/25's or 25/30's, the remaining tests showed no significant bias. The first three results and the worst mark in each test were as follows:

Test	First	2nd	3rd	Worst
1 (Hill climb)	PIII - 24	S.G. - 26	PIII - 27	43
2 (Garaging)	S.G. - 33	20/25 - 37	20/25 - 38 25/30 - 38 20/25 - 38 20 - 38 PIII - 38	55
3 (Wiggle- Woggle)	20/25 - 31	20/25 - 32 S.G. - 32		60
4 (Pedestrian)	25/30 - 13	20/25 - 16	PII - 22 PIII - 22 20 - 22	49
5 (Judging car width)	20/25 - 6	PI - 6½	20 - 11	37
Final order	20/25 - 140	S.G. - 141	20/25 - 142	207

An excellent tea was provided by the Academy authorities and the gratitude of the organisers is due to the Commandant, to Capt. Allen, to Capt. Hudson and to the gentleman cadets who acted as marshals.

BLENHEIM CONCOURS D'ELEGANCE

Twenty-nine cars entered for the Club's concours d'elegance at Blenheim Palace on July 24, and although the sky was overcast for most of the day, the rain that had been threatened fortunately held off. Among the entrants, it was particularly nice to see the Trevors, who had brought their Wraith from the South of France. It had been decided to award prizes also to the owner of the best car which had not previously won an award in a concours d'elegance and to the owner of the best car which was the sole car belonging to the owner or the owner's spouse (this was complicated by one owner who also had a Heinkel). After a tour of Blenheim Palace, judging was carried out in the afternoon by Mr. F.C.T. Evershed, of Rolls-Royce Ltd., by Mr. M.H. Vivian,



D.W. and M.R. Neale's Silver Ghost 1932, winner of the Blenheim concours d'elegance.

the Club's chairman, and by Mr. K.A. Steel, the Club's hon. registrar. The award for the best car, which was kindly presented by Rolls-Royce Ltd., went to Messrs. D.W. and M.R. Neale's 1910 Fullers S.G. double pullman limousine (1932); the novice's award (18 entrants) to Mr. I.S. Hallows' 1936 H.J. Mulliner P III sedanca-de-ville (3AZ112); and the one car award (10 entrants) to Mr. M.S. Timms' 1937 Freestone and Webb 25/30 saloon (GR055). The gratitude of the organisers is due to the Duke of Marlborough for granting permission for the holding of the rally and for allowing Club members to tour the Palace.

SOME NOTES ON ROLLS ROYCE ARMoured CARS

I recently had the privilege of meeting a senior retired Army officer, who had served with Rolls-Royce armoured cars in Palestine from 1916-19, after the war in India (North-West frontier) and in Shanghai from 1927-28. The following comments are written as a result of what he told me from memory and from viewing his considerable collection of photographs.

In the Duke of Westminster's unit in Palestine, there were 24 R-R armoured cars and a further 24 R-R box cars. The box cars served as tenders to the armoured cars and were standard Silver Ghost chassis with box lorry bodies. (I wonder what the reaction of the soldiery today would be if they had Phantom V's with box bodies!) In addition, there was a Ford ambulance. The Duke of Westminster considered this out of place among the Silver Ghosts, and in consequence ordered another Silver Ghost chassis, and on arrival arranged for the ambulance body to be fitted to it.

The crews of the armoured cars consisted of driver and stand-by driver in slings, machine-gunner and officer or N.C.O. in charge. The drivers were recruited from Rolls-Royce chauffeurs (ex private service) and became Army Service Corps (now Royal). As such, they were non-combatant, and some resented being open to the same dangers in action as the combatants, feeling they had been misled when persuaded to join!

The only serious troubles experienced were with tyres and up to six spares were carried. It was inadvisable to proceed over the rough terrain at more than 20 m.p.h.

unless required by military action. Apart from the punctures, caused either by flints or the enemy, the valves were inclined to creep round the wheels. Later on, Natural Air Pressure tyres were produced. These were only satisfactory on hard ground and tended to wear out the steering. I have seen photographs of some vehicles in India with conventional tyres on the front and N.A.P. tyres on the rear - a compromise in an attempt to get the best of both worlds.

Mechanically, the cars gave virtually no trouble - it is just as well that they did not, as in the early days no spares were available. Trouble was experienced on occasion with ball bearings in the wheel hubs due to excessive weight, however. It is of interest that in all the photographs I have seen of the cars in Shanghai (1927-28) none had standard R-R hubs. They had wheels similar to those fitted by Michelin to a few private Ghosts, with six protruding nuts. One deduces that this got over the problem.

Although the engines got hot on hills - and some of the surfaces on these hills were very severe - this heating had no ill effects and no petrol vapourization occurred, as was the case with vehicles of other makes in use at the same time.

The story of the 5-cylinder Ghost was again repeated to me, persuading me that this story must be authentic.

One other armoured car was mentioned. This was a local adaption in India from a pre-war 3-speed model. This car was known in about 1922 as 'Wedding Bells' as it was always used for matrimonial transport for members of the armoured car units. The officer I spoke to did a technical course at R-R Ltd. soon after the first war and he overhauled 'Wedding Bells' engine. He remembers the crankshaft, then ten years old, as being perfectly shiny and 'new' and compared it with those of other makes after two or three years - worn and dirty.

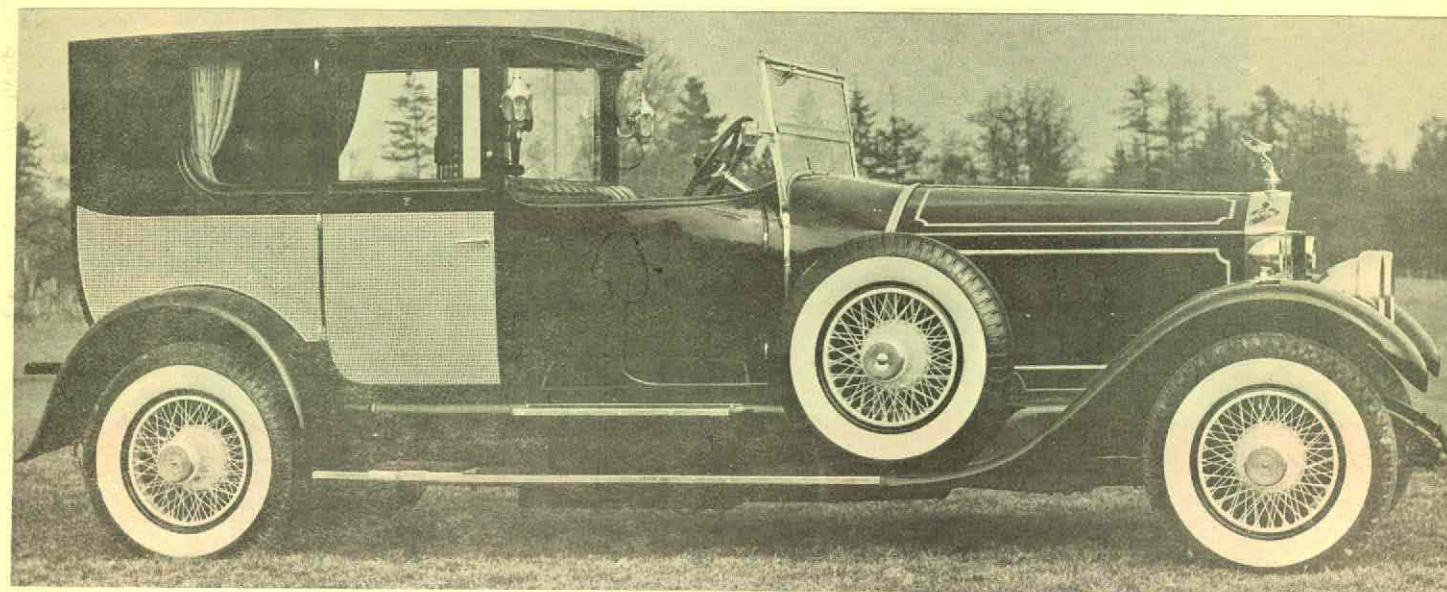
J.C. D-M.

MEMBERS LETTERS

From Malcolm Timms

You asked in the Summer 'Record' if any member had a Galometer on his car. I haven't, but I saw one a week or two ago on a 20 open tourer. I am trying to contact the owner to ask him if it still works.

MEMBER'S CARS DESCRIBED-5



Stanley Sears' Phantom I 76 TC

Model:	Phantom I	Coachwork:	Clark of Wolver-
Chassis no:	76 TC.		hampton brougham.
Total milage:	Approx. 49,500	First registration:	1927
First owner:	C.W. Gasque	Number of owners:	two
	Present owner:	Stanley Sears.	

Owner's Remarks: The car was specially built for Mr. C.W. Gasque of Hampstead, London, as a present to his wife. Being a connoisseur of Louis XIV style furniture, he commissioned the coachbuilder to construct a miniature salon of this period, inside the hansom brougham body.

The rear seat is designed as a sofa and there are two small occasional seats concealed in the special bow-front cabinet. This cabinet also holds sherry and brandy decanters and containers for biscuits and cigarettes, together with a small silver tray and glasses. The whole of the upholstery is carried out in petit-point needlework which was commissioned at Aubusson in France. It required nine months to make, and cost over £600 in 1927. A French artist was specially brought over to paint the ceiling, door and cabinet panels. The curtains are of drawn thread work, and the companions on either side of the seat contain fittings of genuine Battersea enamel. All external bright parts are silver plated, and the interior metal fittings are gilded.

The car was used until 1937 and was then laid up until 1952, when I purchased it. The total milage was then 47,000.



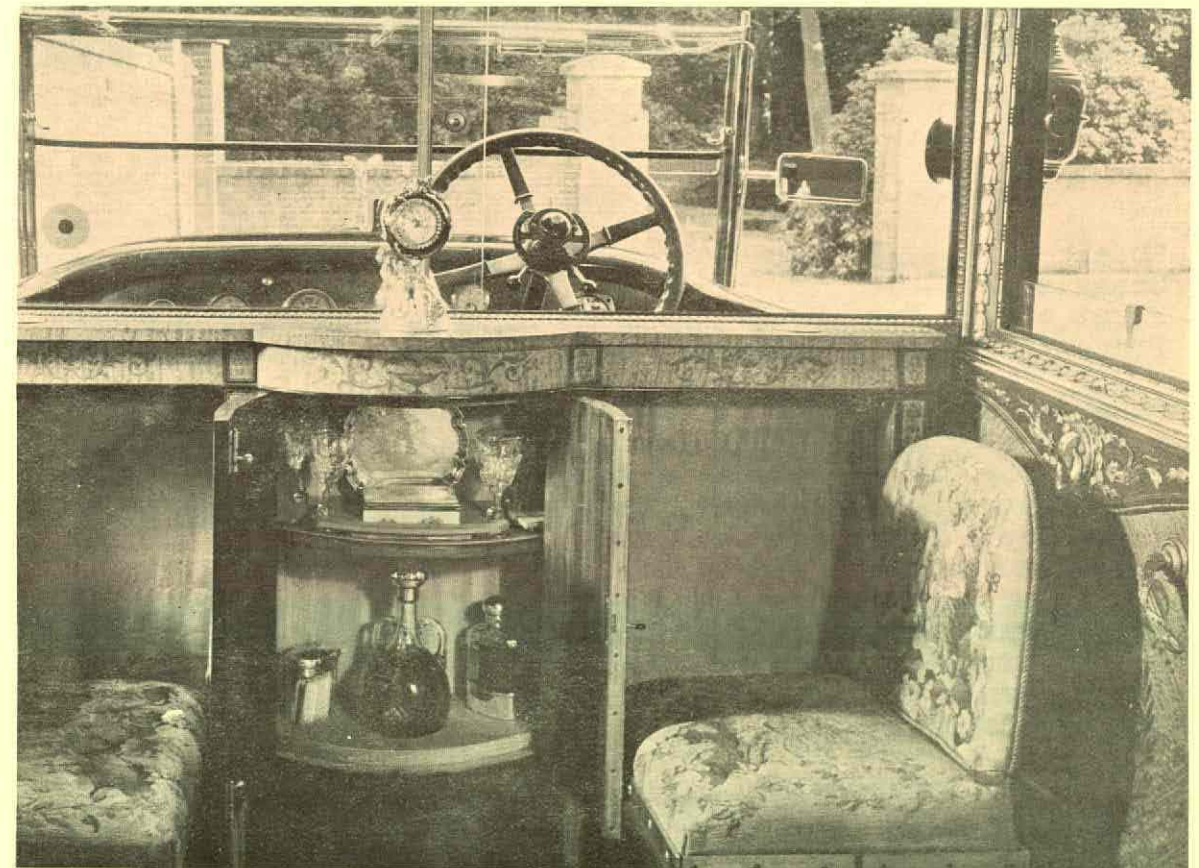
Rear seat, ceiling and fittings details of Stanley
Sears' Phantom I: photos on pp. 38, 39,
and 40 by Thomas Photos of Oxford.

It was renovated as necessary: wickerwork was applied to the panels of the body, and the lining on the bonnet. The fittings, which were missing from the two companions, were duplicated after the most diligent search. The elegant little clock was discovered in an antique shop, and it was found to be a very effective central piece on the bow-front cabinet.

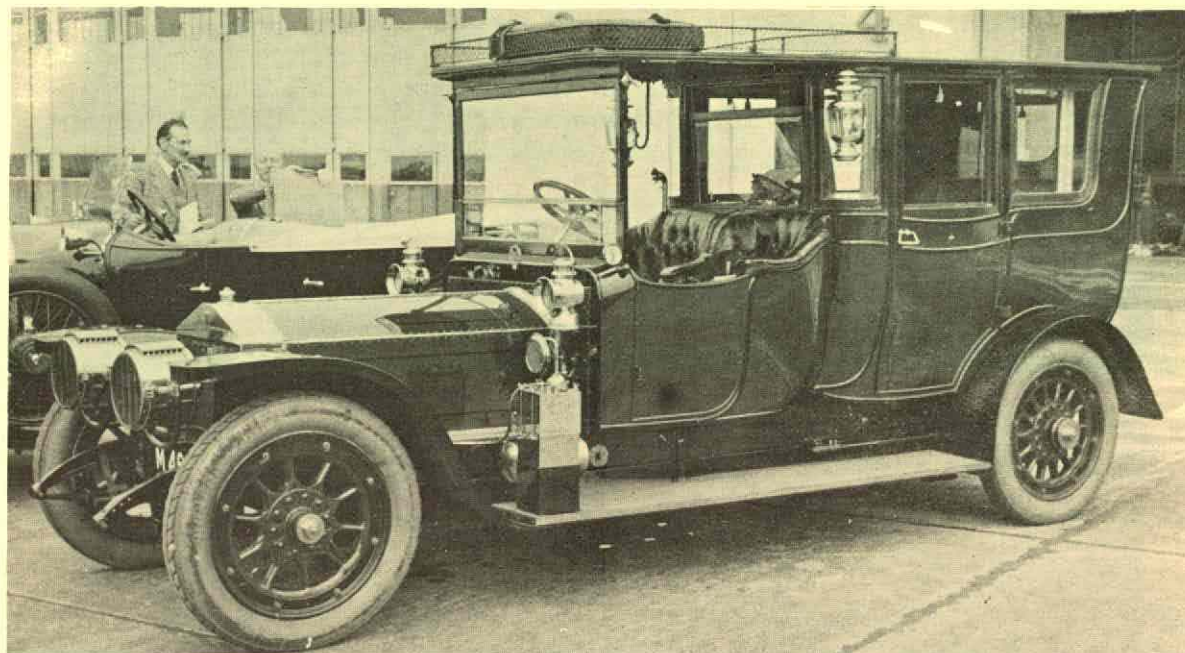
Interior lighting is by lamps concealed in the roof rail and there is a reading lamp, carried by a cupid, in each rear quarter. A notable feature of the exterior lighting is the pair of beautifully fashioned carriage lamps on the forward body pillars. These are exquisite examples of a type much favoured in the period when this car was built.

The car won its class award in the Club's Coronation Rally at Kensington Gardens, and has also gained many premier awards at various concours d'elegance.

S.E.S.



MEMBER'S CARS DESCRIBED-6



Fred Watson's Silver Ghost 1543

Model:	Silver Ghost	Coachwork:	Joseph Lawton
Chassis no:	1543		limousine
First owner:	Mrs. S. Benger	First registration:	1911
Present owner:	W.F. Watson	Number of owners:	four

Owner's Remarks: This car was supplied to the order of Mrs. S. Benger of The Grange, Knutsford, Cheshire. It was sold in 1922 by her executors to Mr. J. Howson Ray, F.R.C.S., of Withington, Manchester. In 1946, during a visit to Rolls-Royce Ltd., Stanley Sears, our President, was shown a letter which had been received from Miss Howson Ray asking if R-R were interested in her late father's old car; it had lain in the back of the coach-house for a number of years and she did not want to offer it to car dealers. Stanley went to see the car and decided to purchase it to add to his collection.

I saw it at Bolney shortly afterwards, when I went over to see 1721 which had just been restored. I tried to persuade Stanley to let me have it as it was so similar to

the cars I first drove. I was not successful on that occasion but he promised me first refusal should he ever decide to let it go. I was overjoyed when in 1949 he decided not to renovate another of the same vintage and sold it to me on the understanding that it would be returned to pristine condition.

The paintwork was original and I had it restored by Messrs. H.E. Griffin of Haywards Heath, Sussex. The only replacements which were necessary were the upholstery of the rear seats where rats had rested during its sojourn in the old coach-house and the front seats' leather which had been eaten away by moths!

The coachwork, with its rear panel sweeping upwards and outwards, is unique and it is sometimes called the 'Tulip' limousine. The tulip style is very rare and there is believed to be only one other car with this feature in the country. The car has been entered in many events during the last eleven years including a Rally to Copenhagen and has won many awards. I have covered 18,000 miles with it but the total mileage is not known.

W.F.W.

A VISIT TO THE SWORD COLLECTION

Members will have heard with regret of the death, earlier this year, of Mr. John C. Sword, of East Balgray, Ayrshire, whose collection of nearly 200 veteran and vintage cars had been built up over many years. By kind permission of the late Mr. Sword's son, Mr. W.L. Sword, I was able to visit the Sword Collection on August 24 and to compile these notes on the Rolls-Royce cars that are included.

Balgray Farm, where the collection is kept, is a few miles north of Irvine. There are 187 cars in all, and I believe that 184 are in going order. All these, together with a large number of old horse-drawn vehicles, motor cycles, model locomotives, etc., are housed in three very large sheds built for the purpose at a cost of £30,000 and are restored and maintained by a staff of people under a manager, Mr. Frew, including a panel beater, a coach painter and an upholsterer. There are no less than 18 R-R's and I was able to note the chassis numbers of all but one.

1907	S.G.	712	Said to have originated at Cook St.
1908	S.G.	750	Formerly owned by the Marquis of Bute, with a total milage claimed of 500,000. This is the Roi-des-Belges touring car by Barker illustrated in 'Early Motor Cars', the collection of twelve colour plates by G.A. Oliver published last year which is based entirely on cars in the Sword collection.
1910	S.G.	1246	
1910	S.G.	1338	A very elegant coupe.
1910	S.G.	1346	Formerly owned by H.R.H. The Prince of Wales.
1912	S.G.	1899	Limousine formerly owned by Andrew Carnegie.
1912	S.G.	1907	Limousine.
1912	S.G.	1979	Chassis only.
1921	S.G.	89AG	Saloon.
1922	S.G.	43TG	Tourer formerly owned by Sir Charles Connell: in beautiful condition, and the 26,005 miles on the mileometer is believed to be genuine.
1922	S.G.	46TG	Limousine.
1923	20	62H2	With centre gear change.
1925	20	GSK66	
1925	PI	36HC	
1926	PI	61DC	
1931	PII	10GX	
1933	20/25	GSY56	

The 18th R-R was, I believe, a PI, but I was so engrossed in examining an electric floor heater in the 'back parlour' that I forgot to note the chassis number.* As can be appreciated from this list alone, the collection is of extremely great interest.

M.S. Timms.

*Perhaps this was the 1925 S.G. saloon.118AU. - I.S.H.

TO WEISBADEN AND BACK

The idea of attending the Jubilee Rally of the Allgemeine Schnaufferl Club at Wiesbaden was purely an afterthought, because we had already arranged to visit Brittany and the Loire Valley with our 1929 Phantom I Tourer. Looking through a list of 'Coming Events' we noticed that the German Rally would be taking place during our trip and decided therefore to send along our application and make an effort to reach Wiesbaden at the appointed time. Unfortunately, when looking at continental maps, one is inclined to forget that the scale is quite different from that of the British Isles and, consequently, is tempted to undertake enormous milages in a very light-hearted manner, only realising what an ordeal it can be during the actual experience.

We arranged to fly the car over to Cherbourg from Hurn by Silver City, whose handling of the whole arrangement was most commendable. We did not like the idea of anyone else driving the Phantom up the ramp into the 'plane but it was accomplished without incident and we arrived safely across the Channel in very quick time, after which we drove south, down the coast of Brittany towards Mont San Michele. Our first night was spent in a delightful little hotel called the 'Golden Cross' at Avranches, and the interest shown in 'le premier voiture en le monde' (as one man put it) continued throughout the whole trip of over 2,000 miles. After a most interesting morning, visiting Le Mont, we went further south to Carnac where we saw the most amazing arrangement of prehistoric stones in the world. There are literally thousands of the same type of vertical erections as seen at Stone henge and Avebury. They stretch for miles in rows through fields, farmyards and even in the cottage gardens, and we noticed dolmens here and there, similar to those in Cardigan and Pembrokeshire. From there we motored our way slowly south to Lorient which is almost a completely new town since the old was destroyed in the war. Our journey eastwards up the river Loire was delightful and the scenery most picturesque. We left this lovely district at Orleans and turned northeast for Luxembourg, where we spent two nights before crossing into Germany. Little need be said about the lovely city of Wiesbaden with its Casino and other beautiful buildings and gardens. The organisation of the Rally was typically German with all its thoroughness and perfect detail. We were welcomed by the President of the Club, Herr H.G. Schoof, and all details of Hotel accomodation, etc., were given to us at the reception bureau. There was quite a large British entry and, although we felt we had little hope of winning any prize, we were pleased to note that there was a special award for the car

which had travelled the longest distance to the Rally under its own power. Having covered, perhaps, over a thousand miles, we felt that that award might come our way, and on the morning of the prize-giving our name was called and we were presented with a beautiful silver wine cooler. There were scores of prizes and the British contingent, in addition to their individual prizes, took away the trophy presented to the foreign club with the largest number of entries. The Rally was truly international, having attracted entries from Spain, Austria, Switzerland, France, Holland, Denmark, Belgium, Sweden and, of course, Great Britain.

Oliver Langton was present with his beautiful 1904 Rolls-Royce together with James P. Smith (1907 Silver Ghost) and Major W.T. Pitt with a similar car of 1912 vintage.

Our return trip from Wiesbaden began on the Sunday afternoon and we had a beautiful run via the Nurburgring into Luxembourg and then across France by the most direct route to Cherbourg.

We enjoyed our final picnic lunch by the side of the harbour of a tiny fishing village in Brittany near the airport and then in little over an hour we were driving homewards through Hampshire. It seemed quite wonderful that in such a short time, we could be driving the same car on the other side of the channel. Such is the march of progress!

Leonard Taylor

FOOTNOTE

It is surprising how one can suddenly discover a feature or fitting of one's car that one had not noticed or understood before. Owners of HJM PIII's (and I believe 25/30's also) have a fitting for an interior wiper just above the exterior wiper - this has often been removed or replaced by a nondescript knob and is therefore sometimes puzzling, but I have only just realised that a small door on top of the dash covers a housing for the interior wiper: I believe that other PIII owners may have been equally unaware of this. One problem that I have never solved, however, is that of the fitting of a smaller bulb, in addition to the main bulb, in the Marchal headlamps of some PII's. On one that I had once, the smaller bulb had a separate switch on the dash, but when switched on gave rather less light than the sidelights. The point of the arrangement may be well-known, but not to me: can anyone help?

I.S.H.

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