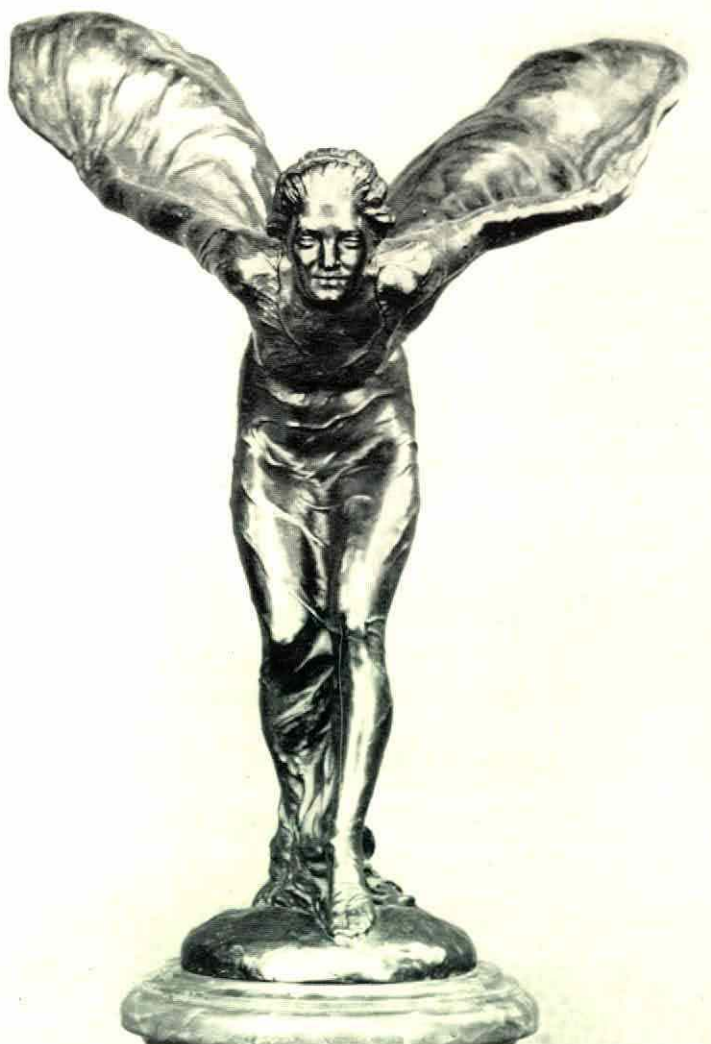




THE 20-GHOST CLUB RECORD

Vol. 15 1974



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Views expressed in editorials and articles appearing in The 20-Ghost Club Record are not necessarily those of the Committee.

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FROM YOUR EDITOR

First of all I should like to say how much I appreciate the kind remarks members have made about my first issue. I was only sorry that my efforts to beat the postal problems encountered in December around the London area were in vain and several copies never reached their destinations. If any member did not receive a copy of Volume 14 please let me know so I can put the matter right.

This is a bonus issue for the year and has materialised as a result of the petrol problems which arose earlier in the year, at which time it was feared that meetings might have to be cancelled and an extra issue might help to keep members in touch with the Club.

I should like to thank all those members overseas who so quickly took up my appeal for contributions and readers will see that the middle section is made up entirely from articles and news from members abroad. Perhaps at times we appear to take for granted our illustrious cars but the enthusiasm abroad speaks for itself and will, I feel sure, endorse our unspoken pride in belonging to the circle of owners of the most distinguished horseless carriages.

In December Brian Morgan, an outside contributor, wrote about his workshop. There was not room to provide an introduction to his article and I gather that some

members are not familiar with his books, written jointly with a member of the Club, Richard Wheatley. May I suggest they hasten to the nearest library and there find "The Maintenance and Driving of Vintage Cars" and "The Restoration of Vintage and Thoroughbred Cars" – both make absorbing reading.

Our outside contributor this time is Ron Sant, who members may recall meeting at Crewe in 1966 when we visited the Works and saw the Silver Shadow in production. Ron Sant has now left the Company but has kindly written an article on the Phantom IV, of which little, until now, has been known. I am indebted to Mr. John Craig of Rolls-Royce Motors Limited for providing the photographs.

I feel sure everyone will join me in thanking Nicholas Taylor for the most professional pictures taken at the Hyde Park Hotel at the Dinner-Dance in January, thus enabling The Record to have a pictorial reminder of this annual event.

I hope this issue will provide something to please most members. The quality of the pictures is much higher than last time and I have endeavoured to do justice to them.

My grateful thanks to all those who have contributed to this issue and may I appeal to other members to put pen to paper and remember that the December issue goes to press at the end of October and it will be a help to have contributions – articles and pictures – by the end of September.

Editor: Iris Terry, Delbrook, 32 Blackroot Road, Sutton Coldfield, B74 2QP
Telephone: 021-355 3111

★ ★ ★

The Master, Mr. Stanley Sears, was married to Mrs. Doreen Harvey on 14th February 1974. They had a quiet wedding, which took place in London.

We wish them every happiness in the future.

The Chairman writes . . .

The rules of the Tourist Trophy races in the early part of this century were designed to encourage maximum economy without detracting from speed or comfort. Thus the most important regulation ran "– one gallon to every 25 miles on an average road".

The petrol situation has eased slightly since the publication of the last "Record" but possibly that regulation holds true today.

Stanley Sedgwick's article "Marseilles and back in a day" in the last "Record" recalls the exploits of James Radley in November 1913 in attempting the fastest run between London and Monte Carlo. Starting from the Automobile Association offices in Coventry Street in an open-bodied Rolls-Royce Radley and his three passengers, including Rhodes-Moorhouse and Ward, encountered many minor problems including unco-operative level crossing keepers; however they arrived safely in Monte Carlo some 26 hours and 4 minutes later (including the channel crossing).

This together with the many other reliability achievements spread the name of Rolls-Royce throughout the world and resulted in an export boom.

Perhaps Stanley Sedgwick's run will have a similar effect on the already large export sales of Rolls-Royce Motors Limited.

An overseas venture of a different type is planned for June 1975 – a tour of Norway. Full details will shortly be available to all members.

PHILIP TAYLOR



BUCKINGHAM PALACE

20th December, 1973

Dear Miss Terry,

I am commanded by The Queen to thank you for your letter of 12th December, with which you enclosed a copy of your magazine "The 20 Ghost Club".

Her Majesty was most interested to see this and has asked me to thank you very much for having sent it to her. She was glad to hear that the members of your Club had so much enjoyed their visit to the Royal Mews.

Yours sincerely
H. J. Mulliner

Miss Iris Terry.

Editor's Note: After the Club's visit to Buckingham Palace Mews a copy of Volume 14 was sent to Her Majesty The Queen. For members' interest a copy of the reply is reproduced above.

The Phantom IV

by Ron Sant

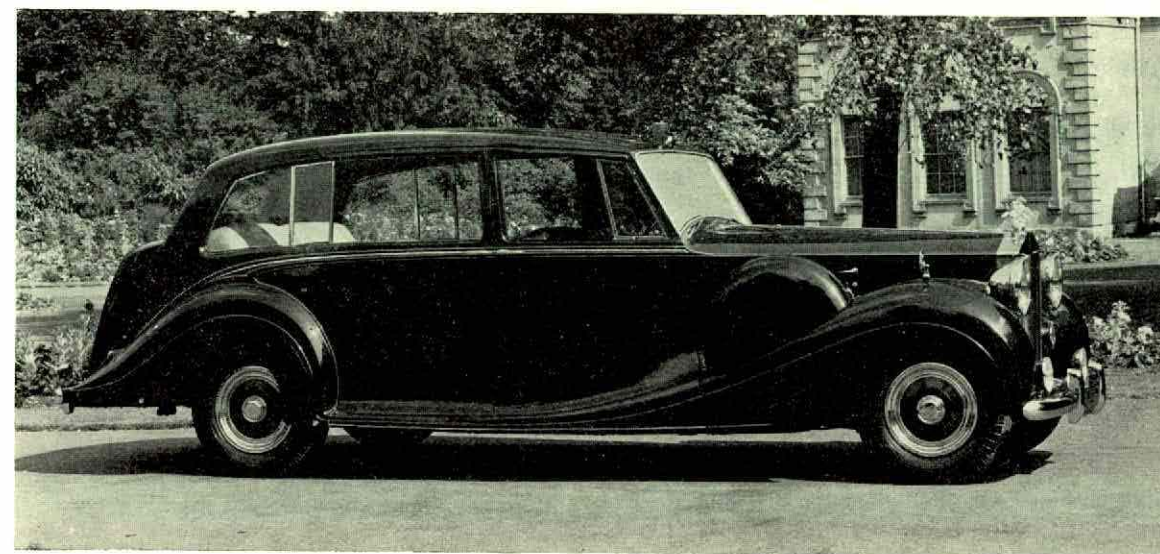
(Editor's Note: Ron Sant was with Rolls-Royce Limited for a number of years before he moved to Lichfield. His knowledge of the Phantom IV is possibly unique and as an outside contributor I feel sure members will appreciate the time and research he has given in writing this article especially for The Record.)

Of all the cars made by Rolls-Royce, the most enigmatic must surely be the Phantom IV, for not only were they made in very restricted numbers, only 18 chassis were built, but they could not be bought by money alone. The company decided to whom they were going to sell them, and they restricted availability to Heads of State and members of the Royal Family.

It was the post Second World War period that Rolls-Royce, putting motor cars back into production with the Mark VI Bentley and the Silver Dawn and Silver Wraith, decided to produce this very prestigious model.

The reasons to decide to make such a car we do not know, but surely Rolls-Royce had

always been a little jealous of the Daimler company's Royal patronage, and with Princess Elizabeth having recently married Lieutenant Mountbatten, an opportunity obviously arose to sell the Royal couple a Rolls-Royce, which hopefully would set a trend for the day the Princess became Queen. We should record that it succeeded, and Queen Elizabeth II subsequently ordered two of this car's successors, the Phantom V, which are still regularly seen on Royal occasions. Rumour has it that it was the original intention to make only one car, though this is scarcely credible as the number of new parts required and the tooling necessary to produce them could not possibly have been justified in making only one car.



Her Majesty The Queen's Phantom IV. Coachwork H. J. Mulliner.

Just how did this car differ from the other models in the range? In the very broadest terms, in only two ways from the contemporary Silver Wraith – the engine was an in-line 8 cylinder, the Silver Wraith and other models being in-line 6 cylinders, and the chassis was of increased wheelbase to take Regal coachwork, being 145 in. whereas the long wheelbase Silver Wraith was 133 in. There were, of course, numerous smaller differences, the most notable being the 8.00 x 17 in. wheels (7.50 x 16 in. on the Silver Wraith), the exhaust system which was twin through two silencers and then joined together into a common tailpipe, and the larger radiator.

In most other respects the chassis used parts similar to those on the Silver Wraith, the suspension and steering, the back axle, the gearbox, synchromesh on some of the cars, automatic on others, the brakes and the dampers.

The engine is the greatest difference, although even this uses many parts in common with the Silver Wraith engine. Alongside their motor car production was a series of four, six and eight cylinder engines which had been designed essentially for the War Office and were being made for various military and commercial vehicles. These were the famous B range, which bore great technical similarity to the engines being used in the cars, all being in-line engines with overhead inlet and side exhaust valves and common bore and stroke sizes. Although modified and improved, these engines are still in production today, and the B 80, the 8 cylinder version, was the basic design for the engine chosen for the Phantom IV.

The major differences between the B range and the car engines were that the B range were built to commercial standards and did not have the selectively fitted pistons and tappets of the car engines and they carried heavy duty electrical equipment and some were sealed so that they could be used in wading vehicles.

The Phantom IV engine used a standard B 80 in-line 8 cylinder cast iron cylinder block, machined to motor car standards, with 3½ in. bore and 4½ in. stroke giving a capacity of 5,675 c.c. The crankshaft ran on 9 main bearings, the inlet valves were side, the exhaust overhead and the compression ratio 6.4 : 1.

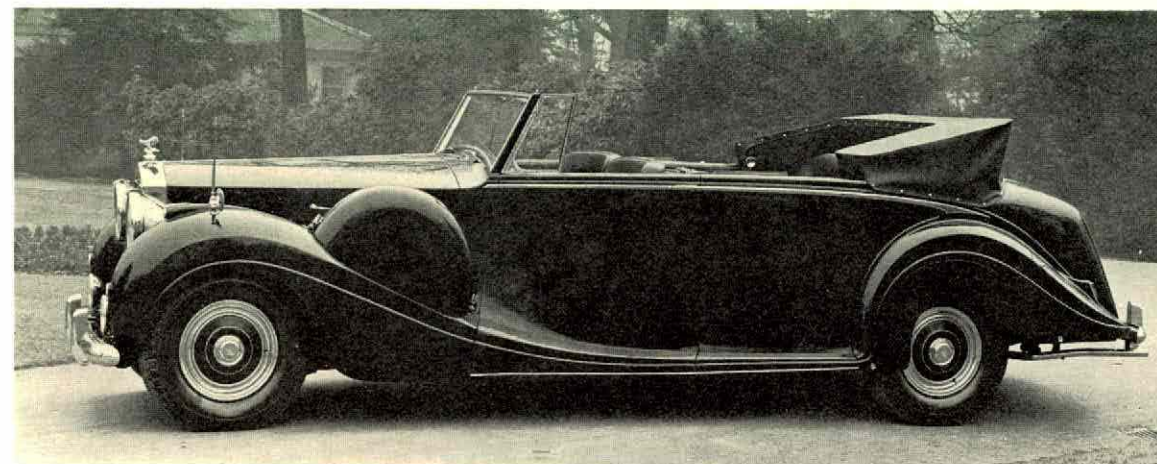
The carburation was by a twin choke down-draught Stromberg carburettor with an automatic choke, fed by twin SU fuel pumps from a 23 gallon fuel tank. Ignition was by a 12 volt coil, the firing order being 1, 6, 2, 5, 8, 3, 7, 4. It had by-pass oil filtration fed from a 2¼ gallon sump. The 44 pint cooling system was controlled by a belt driven centrifugal pump mounted on the front of the engine, and thermostatically controlled radiator shutters. The B 80 engine gave a power output of 170 b.h.p. at 3,800 r.p.m., and a maximum torque of 280 lb. ft. at 2,200 r.p.m., so we can assume that the Phantom IV engine gave much the same.

For those who are not familiar with the Silver Wraith of the period, the chassis details are as follows: the wheelbase was 12 ft. 1 in., the front track 4 ft. 10½ in., the rear track 5 ft. 3 in., and the turning circle 51 ft. The independent front suspension was coil spring and wishbone with torsion bar anti-roll, the upper wishbone being the double acting hydraulic damper unit of Rolls-Royce design. The rear suspension was semi-elliptic leaf springs again controlled with double acting hydraulic dampers which had speed and manual adjustment. The steering is by cam and roller through a divided track rod. One shot chassis lubrication was used.

The transmission on some cars was through a single dry plate clutch and synchromesh gearbox to an 8/34 hypoid bevel, semi-floating rear axle. The gear ratios were 1st 12.74, 2nd 8.34, 3rd 5.71, 4th 4.25 and reverse 13.4. On the other cars, the drive to the back axle was through a fluid flywheel and an automatic gearbox, giving gear ratios of 1st 16.23, 2nd 11.19, 3rd 6.16, 4th 4.25 and reverse 18.27. The wheels were steel disc type fitted with 8.00 x 17 in. Dunlop Fort 'C' tyres.

The chassis weight was 29½ cwt., although as these cars always carried heavy coachwork an all up weight of about 2½ tons was normal and on two of the cars supplied to General Franco, which were armour-plated, the weight was over 3½ tons. The top gear performance was 20.8 m.p.h. per 1,000 r.p.m. which would give most of the cars a maximum speed of about 90 m.p.h., depending on the type of body.

So much for the car, but who were the people who were honoured by being allowed to buy



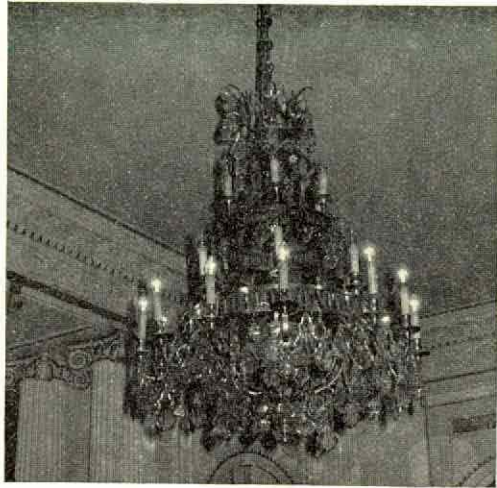
Phantom IV Drophead Coupé, made for General Franco. Another Mulliner body.

these wonderful vehicles? Below are listed the chassis numbers and the owners with a few details.

- | | |
|---------|---|
| 4 AF 2 | H.R.H. Princess Elizabeth and H.R.H. the Duke of Edinburgh.
Enclosed limousine by H. J. Mulliner, originally painted dark green but later repainted in the Royal colours of maroon and black. Delivered 6th July 1950. |
| 4 AF 4 | Rolls-Royce Limited.
This had a truck body fitted to it, built by Park Ward, and was used by the Motor Car Division for high speed commercial use and for prototype testing for later cars. It was reputedly built from parts left over after building 4 AF 2. Once, on being caught for exceeding the speed limit, the driver was fined for low flying, as the magistrate would not accept that a lorry was capable of exceeding 80 m.p.h. It was broken up in December 1963. |
| 4 AF 6 | H.I.M. the Shahinshah of Iran.
Two-door drophead coupé by H. J. Mulliner, blue with a black hood. Delivered 8th March 1951. Scrapped June 1959. |
| 4 AF 8 | H.H. the Ruler of Kuwait.
Four-door saloon by H. J. Mulliner, blue and beige. Delivered 26th September 1951. |
| 4 AF 10 | H.R.H. the Duke of Gloucester.
Limousine by Hooper, black. Delivered |

24th September 1951. Sold in October 1960 to Clabon Garage Limited, London S.W.1., and in September 1961 to R. Pryce.

- | | |
|---------|---|
| 4 AF 12 | Lord Hives, Rolls-Royce Limited.
Limousine by Hooper, deep blue. Delivered 13th July 1951. Sold in January 1954 to H.R.H. the Duchess of Kent. |
| 4 AF 14 | General Franco. |
| 4 AF 16 | General Franco. |
| 4 AF 18 | General Franco. |
| 4 AF 20 | S.A. Princess Aga Khan.
Sold in May 1963 to Elwood L. Hansen, U.S.A. |
| 4 AF 22 | Prince Talal Al Saoud, Arabia. |
| 4 BP 1 | H.M. King Faisal of Iraq. |
| 4 BP 3 | H.R.H. Prince Regent of Iraq.
Sold in November 1959 to Raymond Way, London N.W.6. |
| 4 BP 5 | Lord Hives, Rolls-Royce Limited. |
| 4 BP 7 | H.R.H. Princess Margaret. |
| 4 CS 2 | H.H. Shaikh Sir Abdulla Al Salin Al Subah of Kuwait. |
| 4 CS 4 | H.H. Shaikh Sir Abdulla Al Salin Al Subah of Kuwait. |
| 4 CS 6 | H.I.M. the Shahinshah of Persia.
Sold in February 1957 to H.I.M. Mohammed Reza Pahlawi of Persia. |



20-Ghost Club Dinner-Dance at The Hyde Park Hotel **26th JANUARY 1974**

One of the magnificent chandeliers which grace the reception room.



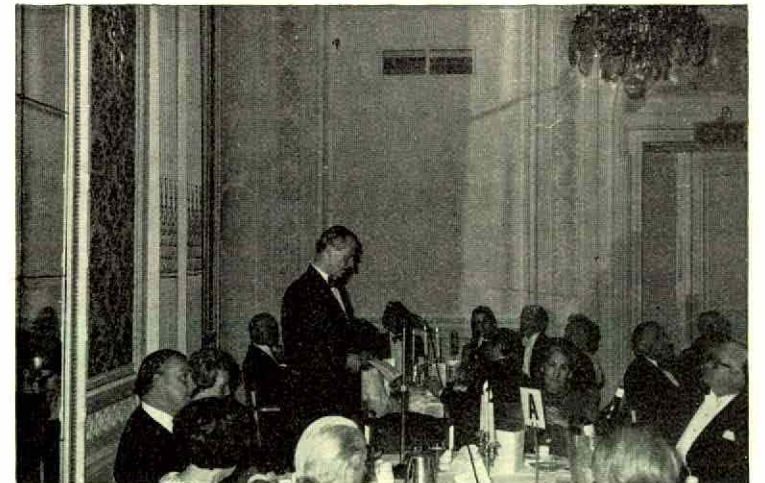
The Chairman talks to Bo and Joyce Hermanson, members from Portugal.



Frank Hellings proposing the toast to the Guests.



Members and guests gather in the reception room before the Dinner



John Craig from Rolls-Royce Motors Limited replying for the guests and proposing the toast to the Club



Andrew Taylor receiving the Fergusson-Wood Trophy from Mrs. John Craig

1973 Trophy Results

ALPINE TROPHY

Presented to the Club by Rolls-Royce Ltd. (now Rolls-Royce Motors Ltd.). Awarded to the car which covers the greatest mileage, according to age, during the year.

	Model	Year	Mileage	Age Allowance	TOTAL
L. H. Jamieson	SG	1924	8132	48	390336
R. A. Lowe	PII	1932	4163	40	166520
P. Taylor	20	1927	3537	45	159165
Mrs. D. Hellings	20	1927	2743	45	123435
W. F. Watson	SG	1913	1879	59	110861
J. G. Hampton	SG	1925	2352	47	110544
W. D. N. Berry	PII	1931	2283	41	93603
I. Munro	SW	1950	3772	22	82984
A. P. Taylor	SW	1953	3322	19	63118
N. M. Taylor	PIII	1937	1739	35	60865
W. F. Watson	PII	1935	1531	37	56647
S. J. S. Boord	20/25	1933	1430	39	55770
C. J. Curtis	SCI	1957	3690	15	55350
E. C. Flynn	SD	1955	2267	17	38539
R. W. Colton	SW	1951	967	21	20307

MESSERVY TROPHY

Presented in 1954 by the late Roney Messervy, Service Manager at Hythe Road. Awarded to the car with the best aggregate performance in the Concours d'Etat and the Driving Tests.

	Model	Year	Concours	Driving Test	TOTAL
R. W. Colton	SW	1951	646	-132	514
A. Taylor	SW	1952	601	-117	484
A. Heathcote	SD	1955	644	-161	483
P. Taylor	20	1927	584	-146	438
N. M. Taylor	SW	1958	575	-166	409
C. J. Curtis	SCI	1957	633	-266	367
J. W. Squire	20/25	1930	536	-170	366

DYMOCK-MAUNSELL TROPHY

Presented by Lt.-Cdr. J. C. Dymock-Maunsell, R.N. in 1962. Awarded to the member who gets most marks for Rally attendance.

	No. of events attended	POINTS
P. Taylor	5	6735
W. F. Watson	4	4373
C. J. Curtis	7	4263
N. M. Taylor	4	2855
Mrs. G. Townsley	4	1655
V. Hodgson	2	1485
R. D. Dale	3	1380
Miss S. Taylor	2	1374
M. Sapsford	2	1292
R. J. Brooks	2	1218

(First ten places only)

FERGUSON-WOOD TROPHY

Presented by Harry Fergusson-Wood in 1969. Awarded to the member, under 30 years of age and/or of less than three years' membership, with the best aggregate marks in the Concours, Driving Tests and Rally attendance.

	Concours	Driving Tests	Rally Attendance	TOTAL
A. Taylor	89	-44	10	55
N. Taylor	85	-62	15	38

HARDING-ROLLS TROPHY

Originally won by the Hon. C. S. Rolls and presented in 1962 by Lt.-Col. J. C. Harding-Rolls. Awarded to the member who, in the opinion of the Committee, has contributed most either by individual meritorious service or performance with a motor car.

A. Heathcote

Organising the tour in Portugal.

THE PHOENIX TROPHY

Presented by the late Captain R. B. Honnywill, R.N. in 1970. Awarded for an outstanding restoration.

Not awarded this year.

STANLEY SEARS TROPHY

Presented by the Master in 1963. Awarded as a "Victor Ludorum" to the member who gains most aggregate marks in all competitions.

	Alpine	Rally Attendance	Concours	Driving Tests	TOTAL
P. Taylor	41	100	86	-55	172
A. Taylor	17	36	89	-44	98
N. Taylor	16	42	85	-62	81
C. J. Curtis	14	63	94	-100	71
R. W. Colton	5	19	96	-50	70
A. Heathcote	—	—	95	-61	34
W. F. Watson	28	65	—	-59	34
J. W. Squire	—	—	79	-64	15

(First eight places only)

FERGUSON-WOOD PHOTOGRAPHIC TROPHY

Presented by Harry Fergusson-Wood in 1973. Awarded to the member who submits the best photograph, taken at a Club event.

P. Taylor

Photograph, taken during the Portuguese Tour 1973, will be reproduced in next issue.



Mrs. John Craig presenting the above award to the Chairman at the annual Dinner-Dance at the Hyde Park Hotel.

Overseas Members Contribute to the Record

Gerard Brummer writes from the Netherlands—

Being invited to write for The Record I think readers may be interested to know about Rolls-Royce cars in the Netherlands. Since the 1920's we have had only one dealer but before World War II they sold well. Alas, during the occupation all our cars were taken by the Germans. After the war the roads were empty – all one could see were a few bikes and camouflaged cars of our liberators!

Since 1945 about 175 Rolls-Royces and Bentleys have been sold in this country. There must be about a hundred pre-war cars, most of them bought in Great Britain. Half of these are used for marriages and ceremonial occasions but the other half are owned by enthusiasts and museums.

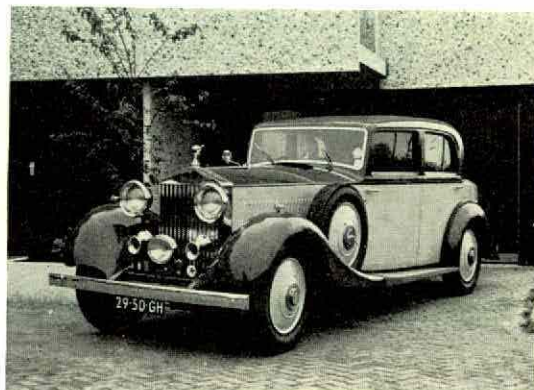
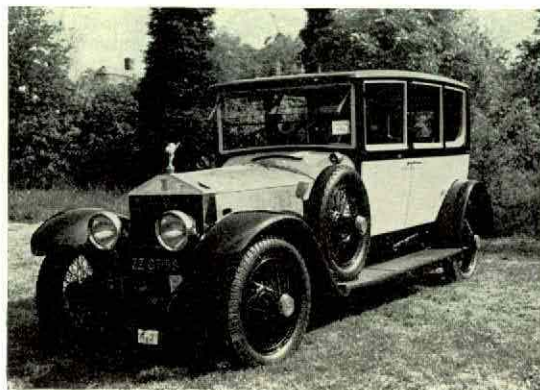
Below on the left is a picture of my 1922 Silver Ghost 56HG, long chassis, Barker Limousine, bought in Holland on 12th July 1967. The first owner of the car was Sir Amos Nelson. She has done many rallies, including Amsterdam-Paris-Amsterdam in 1968 and I have never had any trouble with her. She is a good girl but I do not like the body. If anyone would like to swap her for a PI or an early PII Tourer I am in the market!

On the right is a picture of my 1934 20/25 GWE60, long chassis, Sports saloon by Park Ward. She was bought in London on 25th October 1965. The car was in a rather bad condition and I have had to restore her completely. She is easy to drive and has been on many rallies in Germany, Belgium and England.

Members may be interested to hear that I spend a third of the year with my relatives, who live in Crowborough and on the last Sunday in May every year we hold a rally, the Stone Cross Rally, named after the farm we own. There is a concours, a picnic tour and after that a lot of beer. It starts at 10.30 a.m. and finishes at 5.30 p.m. and is a very pleasant way to spend a day. If anybody is interested in the 1975 Rally please let me know.

Finally, I wish all members a lot of pleasant touring and many gallons of petrol.

Leusden
Nederland.



Observations from Mid-America

by James C. Leake

Ever since I can remember I have been a great admirer and lover of fine machinery and fine craftsmanship. Growing up in the country of Oklahoma in the very centre of the United States, I was as far away from Rolls-Royce as I could get. We read about the Rolls-Royce. We studied them in school but at that time I could not even conceive of ever owning one.

Then in 1956 I bought my first Rolls-Royce from England – from Mr. C. M. Brooks. The car was shipped to Houston, Texas, then to Dallas and I drove it home from Dallas at night. I was completely unfamiliar with the car. What an experience! It was a 1926 20-horsepower Barker Tourer, a truly fine automobile that I drove around Oklahoma for years.

The "20" is truly one of my favourite cars. It represents an attempt by Rolls-Royce to bring out a great car (yet smaller and cheaper than they had made before) during the depression years following World War I. It is one of the toughest cars I have dealt with, not known for having a great deal of pick-up and speed but a very comfortable, easy driving car that will run and run and run.

Shortly after that I made a trip that whetted my appetite for more Rolls-Royces and particularly an early one. Some years back I had been offered one from the stable of the Maharajah of Mysore in India – a 1911 Ceremonial Phaeton, Chassis No. 1686. Without knowledge of India and its business procedures, I did not attempt to buy it. Then one day a circular came to me from England showing this same automobile coming up for sale at Sotheby's auction in 1965.

My grandfather had come from Oldham, England, in 1849. None of the family had been back to England except my grandfather who returned for a visit in 1875. My wife Marjory and I decided to go to England. I wanted to see what the car looked like and to see what happened at such an auction. Before the sale I went to Earl's Court just to look at the car – a beautiful example of fine workmanship and in immaculate condition. I went with Harry Fergusson-Wood, the Director and Works Manager for Jack Barclay (Service) Limited. Victor Barclay had bought the car and had had some restoration done in the Works, where it was found that this magnificent automobile only had a total of 9,000 miles on it. Of course I had no idea what the car would bring and as luck would have it, Marjory went to the hairdresser on the morning of the sale.

I went to the sale, sat out in the middle of the crowd and listened to the bidding which was very brisk until it had reached £9,700. At that time the British pound was about \$2.80 U.S. I thought to myself, "I'll bid on this car one time. If I get it, no one in the United States will ever know what I paid for it, and I'll manage somehow to get it back home very quietly." So I bid £9,800. Nobody raised my bid and the auctioneer said, "Mister, it's yours!"

The next two-and-a-half hours was a continuous news conference. There were people from television, radio, newspapers, and magazines. Before I got out of Earl's Court, there had been a story on radio back home in Muskogee, Oklahoma, reporting that I had bought the car and how much I had paid for it. It was one of the great experiences of my life. As the first car that Sotheby's had sold at auction and the highest price paid for an antique car at that time, it created a great deal of interest. I have articles in my file from all over the world, including almost every country outside of Soviet Russia – Japan, Hong Kong, just name it. The stack of publicity and material that has been written about this car since I bought it is truthfully nearly two feet high. I have enjoyed the car very much and have it on display in our "Wings and Wheels" museum at Arlington, Texas (between Dallas and Fort Worth).

After many years of searching for an early Rolls-Royce I had just returned from England when I received an answer to a letter I had written months before to Maurice Markoff in Australia. Markoff was offering a 1912 touring car for sale. In the ensuing months I purchased this car – a 1912 Tourer

by Barker – which had been sent to Australia and used on a sheep ranch in the interior of the country. It was in a bad state. I had Morgan Guaranty Company of New York, through its branch office in Melbourne, do an investigation on the car. I finally purchased the car through Morgan Guaranty, brought it back to Oklahoma, and after several years decided to restore it. So back to England and Harry Fergusson-Wood at Jack Barclay (Service) Limited.

It is the car that I drove on the Alpine Tour this past year. A very beautiful car that will have completed more than 5,000 miles in Europe by the time it is returned to the U.S.A.

In reading the history of Henry Royce and the history of Henry Ford, one is impressed with the similarities in these two great men. One played to the average man and developed an automobile that literally put the world on wheels. Ford made a car in 1908 and the parts of that car still fit his 1927 model. Rolls-Royce built the top of the luxury class, the finest piece of machinery that one could design. Here again the same parts of the 1907 fit a 1926 model. The minds and the thinking of these men had a similarity but they played to different audiences – one to the average man and one to the elite. But back to my story.

I renewed my acquaintance with Leonard Potter at Newbury, Berkshire, who had offered Rolls-Royces for sale in the early 1960's. He had moved to New York where I had discussed buying Rolls-Royces but nothing occurred until I bought the Maharajah's car. Meanwhile Potter had returned to England and was at the Sotheby sale. Through him I started buying Rolls-Royces from England. Then I'd get so many I'd sell a few. As a result, I have developed a business in Vintage and Antique cars of all kinds. As the years have gone by, I have more or less specialized in Rolls-Royces and probably have handled 150 Rolls-Royce cars. I have conducted several auctions and have sold a good many Rolls-Royces and Bentleys. At one auction I sold three Duesenbergs. If I had kept the seven Duesenbergs that I have owned I could probably sell them today and retire!

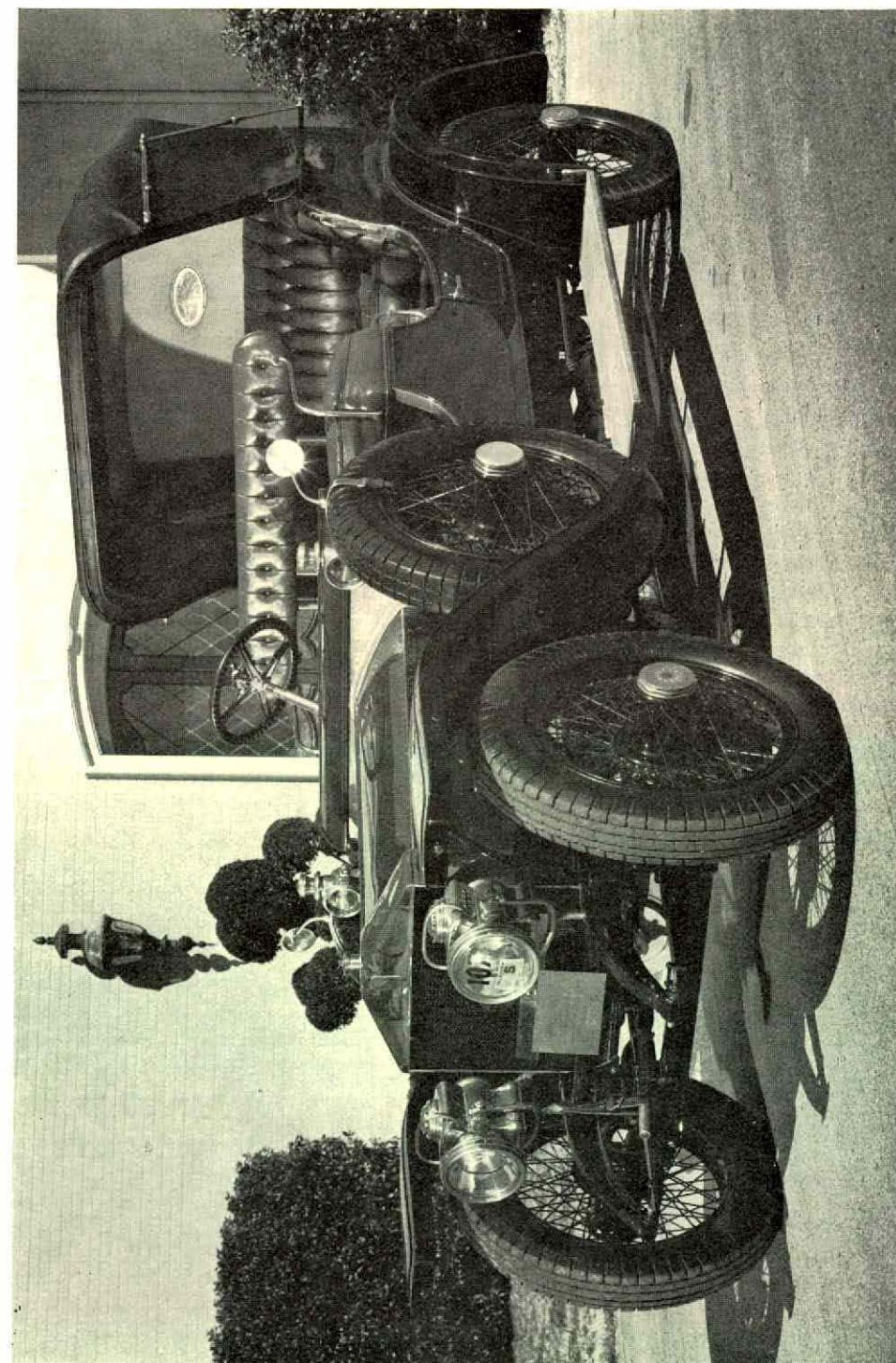
Edward J. Landrigan, III, of the Sotheby, Parke-Bernet Los Angeles office, conducted our largest auction two years ago. Sales totalled \$363,182. We are planning another big auction in June 1974.

At the moment I have 56 Rolls-Royces and Bentleys ranging from 1911 through to the 1965 SIII Silver Cloud. With so many cars to be worked on, I conferred with Leonard Potter about someone who might come to the U.S. and work on my cars. From that inquiry, Bill Causon and his wife, Dorene, emigrated to the U.S. to handle our mechanical business and to repair our Rolls-Royces. However, so many people throughout the States have learned about him that we find ourselves servicing other people's old cars and he has very little time to work on mine!

There is no question in my mind that the Rolls-Royce is the finest automobile ever built in the world, particularly the ones prior to World War II. However, the Silver Wraith and some of the later series are equally as fine for the time period. Many do not realize that Rolls-Royce designed and built cars for the times – for the period of history and the conditions of that period.

The Silver Ghost of the earlier days was not the most speedy car but it had a tremendous amount of power at low speeds and could go almost anywhere you could get traction. It was built for the roads of that day and would have proved its worth well on the old country dirt roads in the mid-western part of the United States.

The PI and PII of the 20's were interim cars serving a period in which performance on dirt and gravel roads under the worst operating conditions was equally as important as good performance on new paved highways which were being built throughout the world. Of course the 30 h.p. Wraith and Silver Wraith were built for modern highways and modern speeds and the Silver Shadow series, which are fabulous cars, for modern turnpike speeds. They move people about and over the world in modern comfort with great safety and speed. Over the years, Rolls-Royce has anticipated the needs of the public and the changing conditions of the roads. It is the old successful business theory



Mr. Leake's 1911 Rolls-Royce Silver Ghost Ceremonial Phaeton, which was originally built for the Maharajah of Mysore for ceremonial occasions. The six-cylinder engine is a 7428 c.c. with three forward gears. Mr. Leake bought the car in 1965 at the first Sotheby auction to be held at Earl's Court for historic cars, and has become an international object of art. (Photograph: Bob Hawks, Inc.)

of giving the public what it wants and I anticipate that the Company, Rolls-Royce Motors Limited, in its new role will continue to anticipate the public's needs and desires.

Participating in the 20-Ghost Club's Portuguese Tour in my 1912 Ghost and travelling over Europe in our 1957 Silver Wraith Landalet Limousine this past year were great experiences and much fun. The old 1912 Silver Ghost proved very durable, very powerful, and much to my surprise, would do 50-55 miles per hour on the good turnpikes.

While on the Alpine Tour I had the great pleasure of riding with Dennis Miller Williams in the original Silver Ghost of 1907 and was absolutely amazed at the car's performance in 1973 traffic. It is not a speedy car. We drove along at 35 miles per hour mile after mile. It is a marvel of machinery even by today's standards.

The Silver Wraith, which I now have in England, Chassis No. FLW86, belonged to the Governor of Rhodesia. We drove it more than 8,000 miles on our tour of Europe with no maintenance, just adding fuel and oil.

Having owned all the series of Rolls-Royce except the Phantom IV, V and VI, and having driven them under all conditions, I find that each model has its own personality. Each is a truly great car and equally as great is the fabulous coachwork of the earlier cars - each body a carefully crafted piece of artwork. Contrary to many people's belief, Rolls-Royce did not build a body on a car until the Silver Dawn series and the Mark VI Bentley series. They sold you a chassis. You went to a coachbuilder and had him draw a plan for the body much as you would have a house designed for you. You would go over the plans with him and all kinds of artwork much as you would do when building a house or a piece of fine furniture - refine it until you had exactly what you wanted. Then with the techniques and the knowledge that for hundred of years had been applied to coaches, stage-coaches and horse-drawn coaches, these old craftsmen picked the right kind of wood to put in the right place, the right kind of joint and bracing, etc. and built a body that would last almost indefinitely. In instances the bodies have outlasted the chassis.

It has been a great pleasure to restore some of this immaculate coachwork and to find behind the upholstery the fine work in the construction of the body; and the wonderful inlay in the finishers - truly magnificent craftsmanship equal to that of the pieces of furniture made for the homes of that period. These great old bodies are objects of art and should be treated as such.

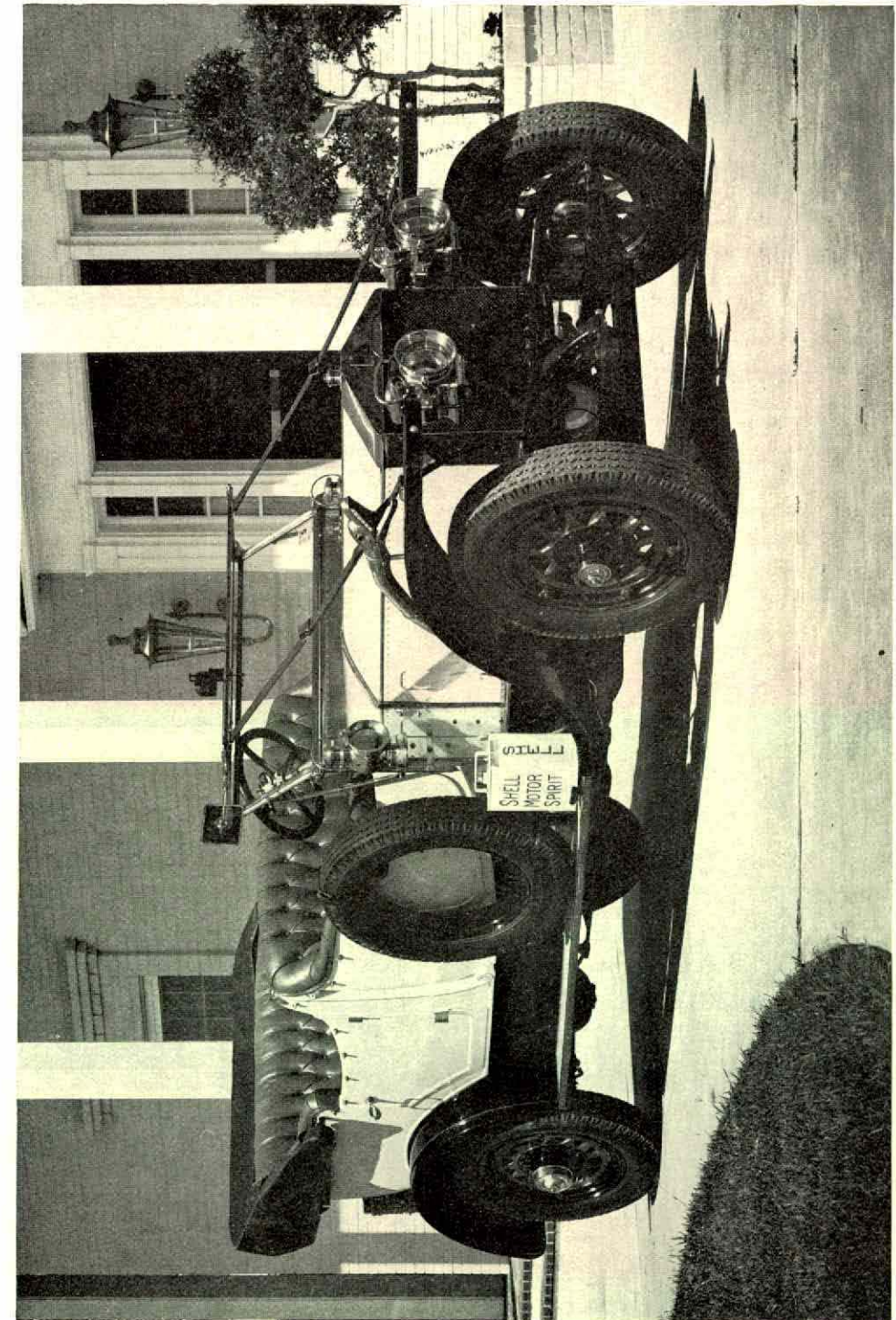
In collecting over the years I have had bodies made by 80 different coachbuilders of the world and certainly English coachbuilders have no peers. In America Brewster and others did some fine workmanship in the early days of body building and some French bodies are superb.

We have passed through a period of automobile history that will not be repeated. These vast, tremendously large luxury cars that we have been privileged to own, ride in and drive may be on their way out. The conservation of energy may dictate a completely different type of automobile for the future. And when our great grandchildren look upon the V-12, PIII, which are among the most complex machines ever built - they will ask: How in the world did they make them run? How did they get outside the factory with them? How could you drive it a mile?

One hundred or two hundred years from now, trying to get any service out of these old cars that we have tenderly nursed along will probably tax the genius of the machinists and engineers.

Not many people have had the opportunity to own one of these great works of art. I am most thankful for this rare privilege. I have enjoyed these cars and hope to share them with others through tours, displays, publications and books.

Muskogee
Oklahoma
U.S.A.



This 1912 Rolls-Royce Silver Ghost touring car was originally owned by an Australian sheep rancher. It is equipped with a silver-crested tea service for four, bar equipment and picnic tables. The horn is shaped like a cobra head and the lights have covers so strong that flying rocks will not break them. Mr. Leake used this car on the Alpine Tour in 1973.
(Photograph: Bob Hawks, Inc.)

From Australia — 1911 Silver Ghost 1606

**Restoration commenced March 1969,
completed September 1970**

George Green of Castlecrag, New South Wales,
writes . . .

The last known owners of this car were:

- 1945–1949 W. B. and Elsie M. Parker of
Kookie, Victoria
- 1949–1950 Alberte Lennon, Sheppar-
ton, Victoria
- 1950–1958 Mr. H. H. Wheeler of Sydney
Road, Euroa, when it ceased
to be registered.

At the time Mr. Wheeler acquired the car it
was described in the Victorian Department of
Motor Transport Certificate as a duplex tourer,
number of seats: 5, carrying capacity: 20 cwt.,
year model: 1920, colour: dark blue, number of
wheels: 4, H.P. 48. The cost of registration was
as follows in pounds, shillings and pence . . .

	£	s.	d.
Power weight unit		4	0
Annual registration	17	0	0
Owner's certificate			1
Insurance premium (3rd party)	15	6	

On 3rd August 1960, Mr. Fred Miller
Robinson of 414 Collins Street, Melbourne,
acquired it as an unregistered chassis. What
happened to the duplex tourer body I do not
know. Late in 1960 or early 1961, Dick Heher of
Kenthurst, Sydney, purchased it from Fred
Robinson. I purchased it from Dick Heher in
1961 and put it aside and forgot about it until
1969, when it was dragged out from under the
stairs, a sorry sight. I scratched my head and
wondered why I had bought such a heap!
Half elliptic springs had been fitted by somebody
handy with any oxy. torch, grafting on some
extra lengths of chassis to take the springs,
but he had made such a mess of the original
chassis that it had to be scrapped and a new
end welded on from another spare chassis,
then the various kinks and bends were removed.

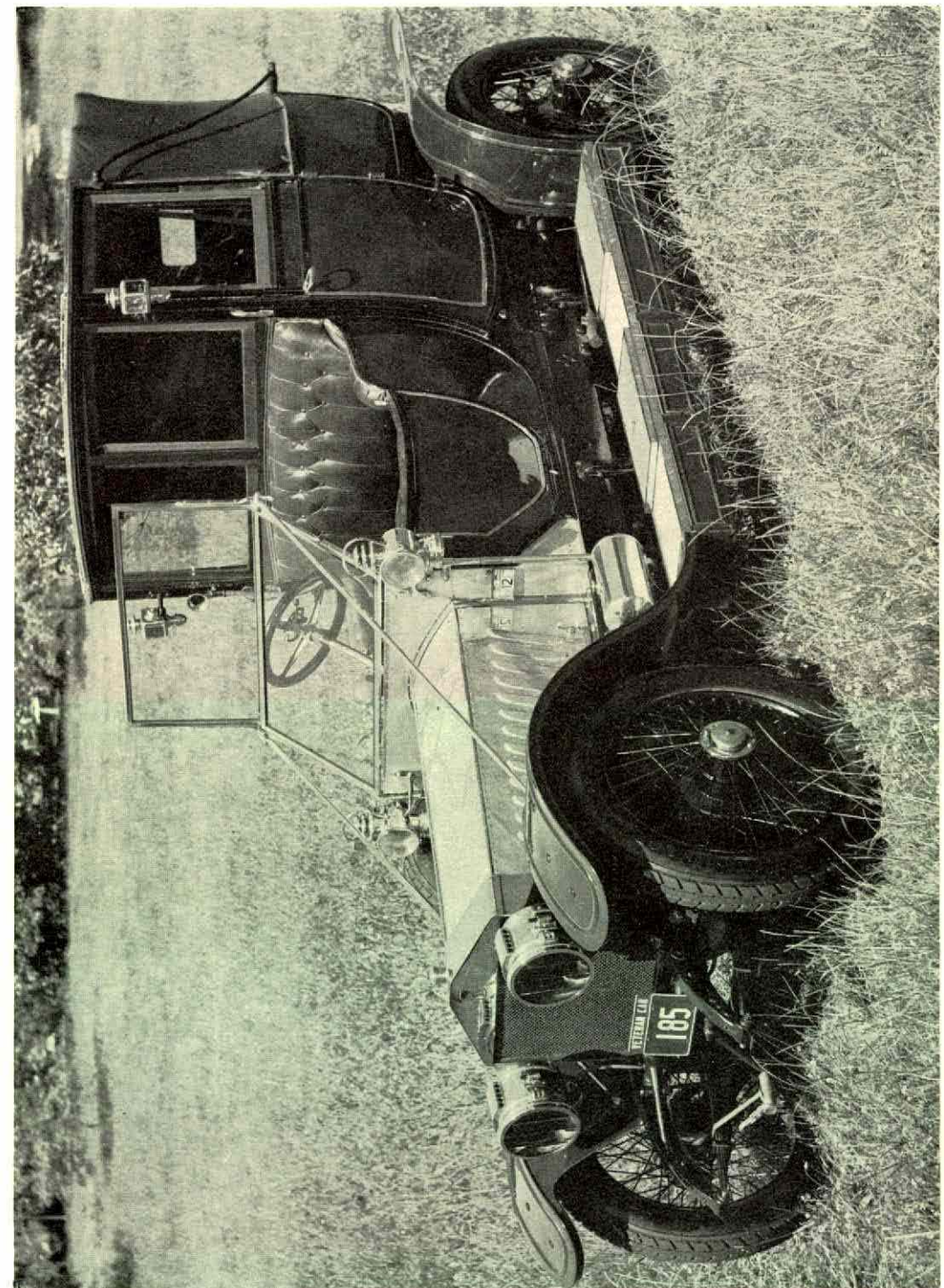
The diff. was pulled down and found to be
in a near perfect condition, the gear box

likewise. The poor old motor was a different
story. Everything in it was well worn and
required the full treatment, the original pistons
have been retained by sleeving the motor a
shade undersize and machining a few thou.
off the pistons and fitting oversize rings. The
crankshaft was reground, there being 2 to 3
thou. ovality and the amount of carbon that was
dug out of the oil passages was quite alarming
— one wonders how any oil got to the bearings.
The camshaft was in reasonable condition,
some of the cam followers required attention.
The clutch was a surprise packet, it was in
excellent condition; over the years it had
received more than its share of oil no doubt
owing to the fact that most of the cotton bobbin
in the clutch spigot (to suppress the flow of oil
to the clutch) was missing, with the result that
every time the clutch was depressed a good
flow of oil reached it.

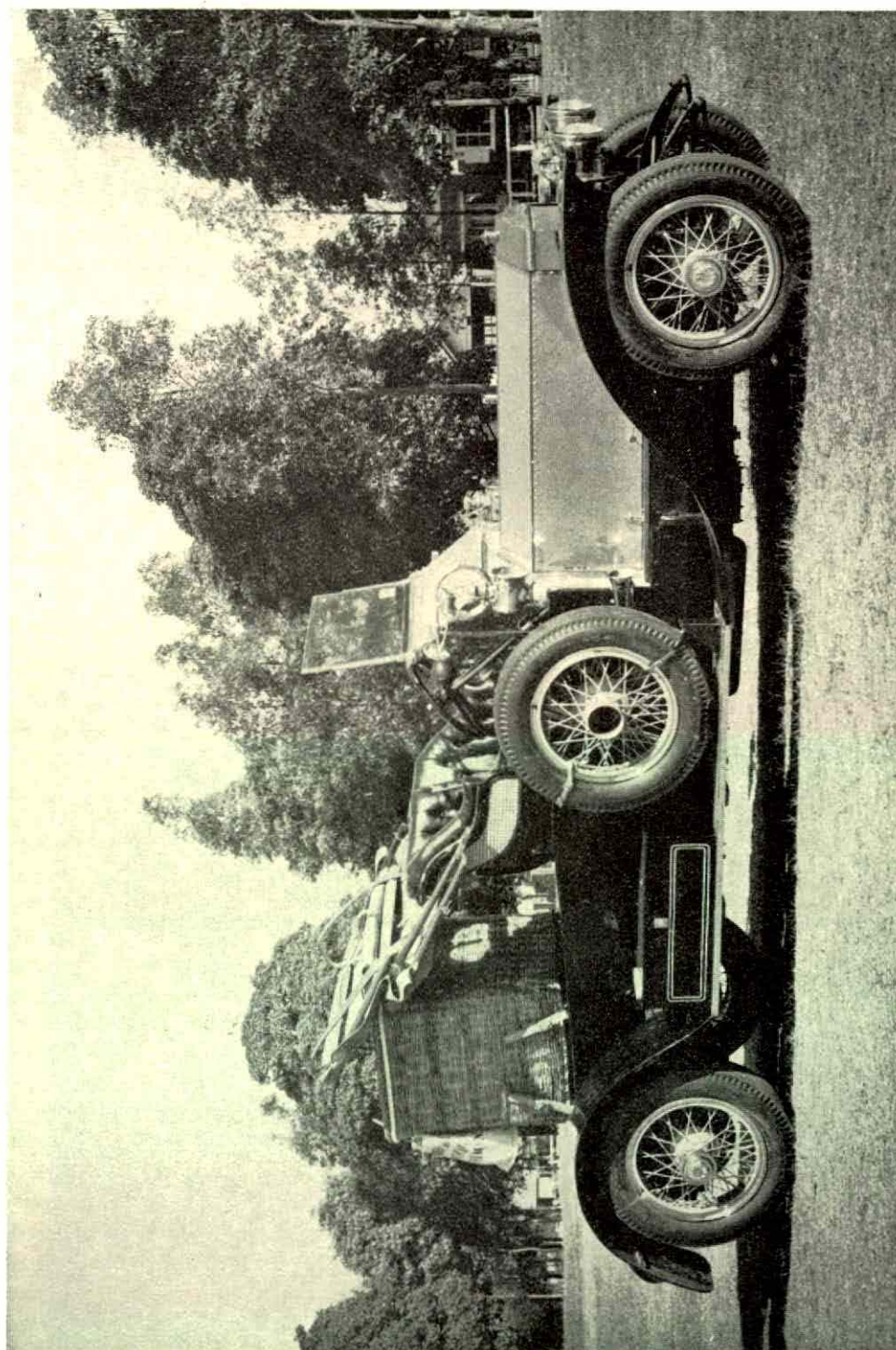
All springs had to be replaced; there was not
an original R.R. spring on the chassis. For-
tunately these were available ex my stock,
likewise shackle pins. The magneto was a mess,
half of it missing, but with sundry bits in my
possession it was rebuilt and now operates
perfectly. The distributor shaft was badly bent
making the head do some alarming gyrations;
fortunately I was able to pluck a shaft from the
spare parts shelf. The carburettor was the
biggest challenge, the bower birds and magpies
had all had a go at it, but, fortunately, over the
years I had accumulated a few old carbies in
various stages of ill health. With the aid of these
and a few spare parts, I was able to restore the
original 1606 carburettor back to normal.

Many other items required attention; all
brakes relined and drums skimmed and trued
up; induction manifold was sad and the shaft
to drive the magneto did not exist; one had to
be made.

In late 1969 the chassis was nearing
completion. It was then decided with Adrian
Garrett's permission to fit a Holmes body that



George Green's Silver Ghost 1606. The chassis was ordered on 4th November 1910 and delivered to Cockshott on 23rd May 1911, then delivered to Mr. K. Tozer of Clandage & Co. on 7th June 1911. Does any member know how it reached Australia? (Photograph: Automotive News Service)



Another interesting car owned by George Green – Silver Ghost 1749. It was possibly the first chassis to be fitted with a reproduction of The Hon. C. S. Rolls balloon car. Restoration was completed in 1960, with the exception of the wheels, which he hopes to replace as soon as he can obtain the correct size rim.
(Photograph: Automotive News Service)

he had brought out from England in 1959, when he returned to Australia with my daughter; I might have influenced him a little to bring it out with him!

It is not known what car the body was originally fitted to, but Adrian (a 20-Ghost Club member) took it off a Gladiator and it was apparent that it had been cut and shut to fit. When fitting it to the R.R. chassis 1606, all the alterations in the body had to be put back, and the body fitted perfectly, which suggests that originally it could have been on a Rolls.

In February, 1970 it was decided that the car should be entered in the 1970 International Rally starting 4th April. Upholstery had to be partly renewed, also new head linings where the moths had been very busy, the body had to be painted, wheels which were 20 in. had to be rebuilt to the original type of 895.135. This

was achieved thanks to Mr. Eric Rainsford of Adelaide, South Australia, who at the time was rolling some rims for a 1912 Ghost he was restoring, and he did a set for me. The car was completed about eight hours before the start of the Rally, less final coat of paint and minus windscreen, but it looked quite impressive so we started it in the event from Sydney to Melbourne and back to Sydney. The total distance covered was 1,600 miles. The only trouble experienced was one flat tyre.

After the Rally quite a lot of detail work was carried out and a brass framed windscreen fitted. The colour of the car is Regency Purple, and all lamps are fully operational including the acetylene headlights. The car has since competed in several rallies and social outings, being most reliable and, once started by hand and warmed up, rarely refuses to start off the switch, even after standing for up to four hours.

★ ★ ★

Jottings from across the water:

SWITZERLAND – Lausanne

Comte Giansanti-Coluzzi writes that in addition to his Phantom II and Wraith he has a large collection of model trains, motor cars and boats.

DENMARK

Ebbe Suenson, a barrister of the Supreme Court of Justice of Denmark, has owned three Rolls-Royces – the latest a Phantom I of 1929 vintage, which he acquired in the summer of 1970. He recalls with pleasure meeting The Master in 1960, when he was invited to join the Club, and regrets the lack of opportunities to join in Club activities. *(Perhaps he will be tempted to visit Norway with the Club in June 1975.)*

CANADA – Quebec

Derek Reid has many commitments as Vice-President of the Rolls-Royce Owners' Club for whom he judges at Club events. He has been engaged recently in preparations for the National Meet and consequently unable to write a brief article about his 20/25 GDP 81, Tourer by Carbodies of Coventry, which was formerly owned by Michael Vivian. He hopes to be able to remedy this sometime in the future but for the present says "that it is in fine mechanical condition, having had modest cosmetic restoration since its export from the U.K."

News from overseas is always welcome – may I invite more members to keep in touch through the Record — Editor.

The Saga of a Love Affair

It all began in the spring of 1949, that postwar false dawn when England and the United States and a score of other nations began to emerge from shell-shock, looked about the scarified landscape, and said to themselves, "Is it really over? Can I go out and buy a new car once again?"

One Sunday morning, in faraway Colorado, I was reading The Denver Post classified advertising columns. There popped out of the otherwise pedestrian page a surprising advertisement: "FOR SALE, 1948 Rolls-Royce Silver Wraith Saloon. New car; made to the order of a doctor, who died just before delivery took place. Only 161 miles on the odometer. Reduced from \$22,500 to \$17,500 for quick sale. Schneider Motors, Studebaker Distributor, St. Paul, Minnesota".

Now St. Paul lies some 900 miles to the northeast of Denver, Colorado. To my great surprise, I just happened to find myself in St. Paul the next morning, by courtesy of the air lines!

There then began, early in the day, a marathon trading session. The bazaars of Baghdad saw nothing like it. Mr. Schneider had had this handsome postwar classic standing on his salesroom floor for nine long months without a buyer. I respected the marque, having owned a 1922 Springfield Silver Ghost whose incomparable quality had made me long to own a contemporary Rolls-Royce. The conditions were right for a transaction, except that I didn't have \$17,500 lying around uncommitted. I did own a new 1948 Packard Station Wagon, recently delivered. I *could* tackle a hire-purchase proposition if given enough time.

By 5 p.m. that night, the weary dealer had agreed to accept \$12,500 for the Silver Wraith touring saloon, as follows: I to deliver the still-new Packard station wagon (cost to me new, \$4,800) to him in St. Paul as the down payment, allowance \$2,500 wholesale. He

would take my promissory notes for the \$10,000 balance, \$1,250 payable every 3 months at 6% interest, payout in two years.

I returned home to a somewhat-less-than enthusiastic welcome by my wife.

But what a lovely motor car! It spoiled me then and it spoils me now for lesser automobiles. After making the exchange, by driving the Packard Straight 8 back to St. Paul and picking up the Silver Wraith, there began an extraordinary series of contretemps.

A parking attendant, arriving at my Denver office building late one afternoon in rush-hour traffic to pick me up, sat and watched in frozen horror while a Chevrolet owner reversed into a space behind the Hooper, taking with his right front bumper the major part of our unmarred *left* rear fender, aluminium covered with some 18 coats of velvet green paint. Strong men sobbed.

Since no one in Denver could be entrusted to work on aluminium, let alone match the paint, we decided to drive the car back to St. Paul to the paint shop of the dealer who sold it, and this we did.

For nearly three days we drove through steady rain. The sliding roof, the windscreen frame, the side windows all leaked, and leaked again. Fortunately, we had four Turkish towels with us which served to mop up the moisture. You see, the body was one of the last manufactured by English coachbuilders wherein a large proportion of the material was ash and other woods, and only partly metal. Further, it was manufactured at sea level. It was then shipped to a dry northern climate where it sat in a heated showroom for nine months. From Minnesota it went to Colorado, even dryer – even higher. By *this* time, it was dry enough to admit moisture, and dust, in embarrassing quantities.

We tried in various geographic areas to have our porous body made weatherproof. Back to

St. Paul once more to the dealership, unsuccessfully. Back East again to Freeport, Illinois, where the Henney Hearse Company, famed for its long wheelbase Packard chassis equipped with hearse coachwork, offered its body-building department to cope. The day, three months later, I took delivery on the re-worked body, it was pouring rain. Did it still leak? Alas – it did.

Finally we drove all the way back to New York City, 2,200 miles away, on still another search for a knowledgeable coachbuilder. The then-importer of Rolls-Royce products, J. S. Inskip, tried mightily and failed.

In something resembling desperation, I sat down and drafted a four-page tale of my woes, addressed to Lord Hives.

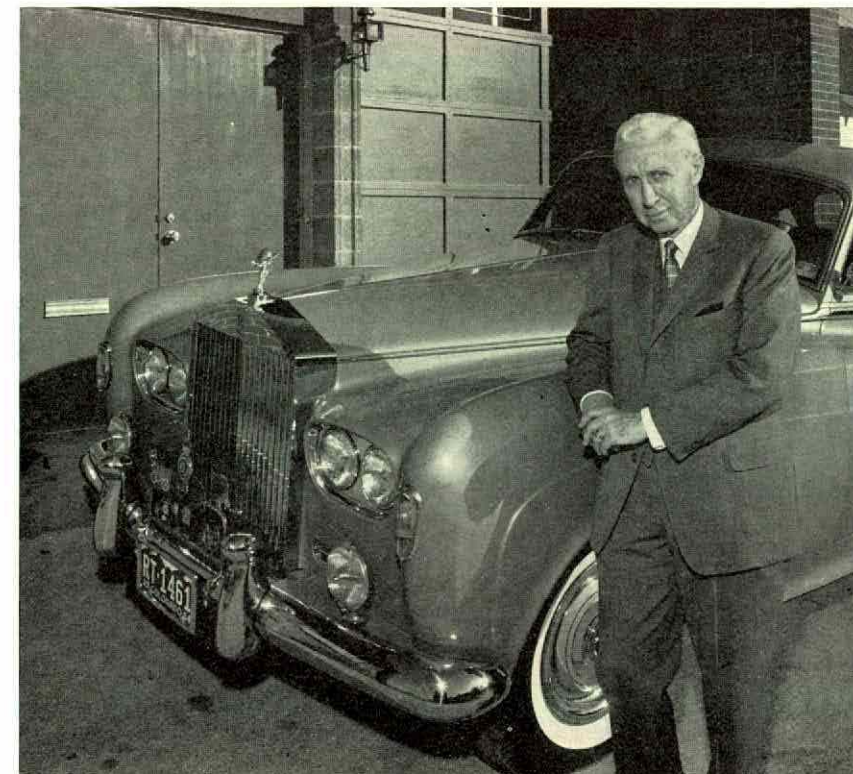
Not long afterwards there arrived at my home a large airmail package containing a letter from the Sales Director, offering to take my porous car in trade against another car of my choice. For several days I poured over the magnificent

catalogue which had been enclosed. At last I chose the 1951 Park Ward Silver Wraith, two-tone green, with headlamps faired into the "valley" between the fenders and the radiator shell.

By now it was no longer 1949; it was 1951. I had spent two years and \$2,500 in an effort to offset the effects of a warm dry climate on the damp ash and oak framing of a body built at sea level.

Came another communication. These were war times, and Korea was slowing down English industry. There would be a five and a half month wait for the car I had selected. Would I instead consider an out-and-out trade of my delinquent vehicle in return for a new all-steel body Silver Dawn which was ready to be shipped to the U.S.A.? True, it was a \$12,500 car versus a \$22,500 car, but it was new, it was unlikely to leak – they thought I'd like it.

WOULD I?



A. G. Rippey alongside 1964 Rolls Royce Silver Cloud III Saloon in front of Veteran Car Museum, Denver, Colorado. 11th January 1964.

The shortest cable I have ever written off to Conduit Street. It contained one word – YES.

All I had to do was to drive my car back to New York again, pay for the return freight to England and take over the new Silver Dawn.

My faith in mankind was restored. My wife and I set off, in February's dark and snowy weather, for New York. We reached there. The trade was effected at Inskip's, without even the stroke of a pen, and by late that day, we were tooling along the Jersey Turnpike, in a gleaming Silver Dawn with blue interior, piped in contrasting leather.

We left it for a fortnight, garaged in Miami, and went off to Jamaica and Montego Bay's charming Casa Blanca Hotel for a vacation from wind and snow. On the white sands of the adjacent Doctor's Cove, we saw Lord Beaverbrook sunning himself daily – but that's another story.

Down through the years since there has been a long succession of cars from Crewe. A 1953 Bentley Saloon; a 1956 Silver Cloud I. A 1960 Silver Cloud II; a 1963 Silver Cloud III. A 1967 Silver Shadow, delivered to me in London at Heathrow by an old friend, Roger Cra'ster, (price in those pre-inflation days, \$15,700). A 1970 Silver Shadow demonstration came next, acquired from a Rolls-Royce dealer in Omaha. Then a 1971 Silver Shadow from the same source. And today, there sits in the garage a newish 1972 Shadow, two-tone blue and

silver with blue interior, manufactured in October of 1972, on the Denver dealer's floor in November, and purchased by us in April of 1973. As of now, and these words are indited in April while on holiday in the far away Bahamas, the odometer reads 2,875 miles.

In the years between one supposes that altogether twenty or more "pre-owned" Rolls-Royces and Bentleys have passed through the doors of our museum in Denver. We still own that first Silver Ghost, the 1922 Springfield Pall Mall Phaeton, with engine number BG 85.

Why have we stuck through thick and thin with this make of motor car? First, I suppose is because of the quality of the craftsmanship – the woodwork, the leatherwork, the paint, the meticulous construction of the engine and chassis. Secondly, with the automation of the car I find it the easiest car to drive and the most comfortable to ride in for an ageing arthritic who still fancies a fine automobile.

Then, too, if it weren't for Rolls-Royce, I shouldn't have met Stanley Sears or Fred Watson or Dr. Llewellyn Thompson or Roger Cra'ster or David Plastow and a long list of splendid Rolls-Royce men and women, some connected with the firm and others, members of clubs such as The 20-Ghost Club and The Rolls-Royce Owners' Club to name but a few.

Long live the marque.

Arthur G. Rippey,

The Veteran Car Museum, Denver, Colorado.

★ ★ ★

It is with great regret we learn, as the Record goes to press, of the sudden death of H. G. Rugeroni of Cascais, Portugal. A former premium apprentice at Rolls-Royce Ltd. he joined the Club during the Portuguese Tour in 1973.

To his family we extend our deepest sympathy.

The Spring Lunch 1974

28th April 1974

A gratifying total of some sixteen cars, parked in front of the entrance of the Slaugham Manor Hotel, in a particularly lovely part of Sussex, proved an impressive prelude to a happy pre-lunch gathering in the special bar thoughtfully provided by the management for the private use of the Club.

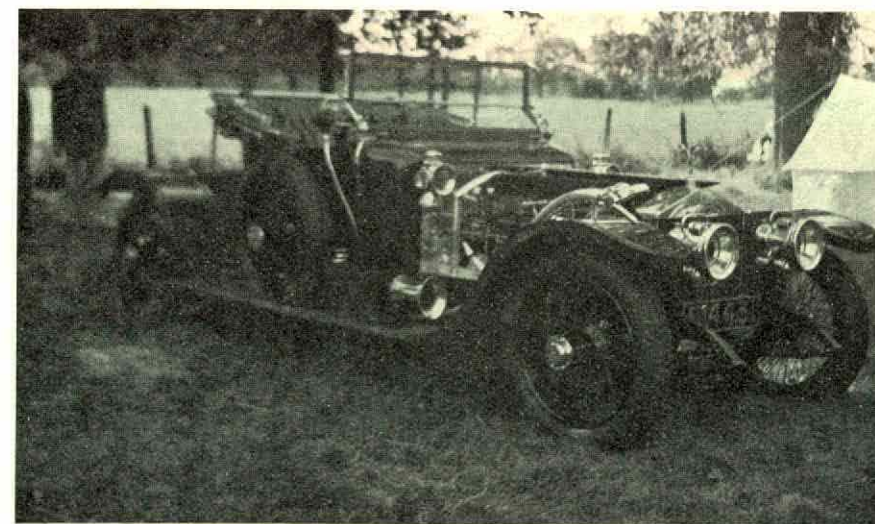
Although the weather had looked threatening, and indeed produced some heavy showers in the early morning, it had cleared up by the time most members set out and, apart from a light shower during lunch, remained fine for the rest of the day.

Many models were represented from Silver Ghosts to Silver Clouds. It was unfortunate that the event clashed with the British Rail's Turnberry meeting, or we would have had an opportunity of admiring the superbly renovated Ghost of Peter Hampton. It did, however, give us an opportunity of greeting Clifford Meachen in his unfamiliar mount, a very nice Silver Cloud, much as we miss the faithful old 20.

Following a rather delayed start a very good lunch was enjoyed by some 56 members and friends after which there was a choice of visiting the beautiful gardens of either Nymans or Leonards-lee, both of which were close by.

Everything considered the attendance was very gratifying and we hope that this portends well for the 1974 season.

H.B.P.



THE "BALLOON CAR" OF C. S. ROLLS

This very creditable replica with sporting two-seater body and fold-in-halves screen on a 1911 Silver Ghost chassis was seen at a V.S.C.C. meeting at Madresfield in September 1973. It is owned by Mr. G. Neale. The current enthusiasm for hot air balloons reminds us of the car C. S. Rolls designed for a one-man balloon. The Silver Ghost served two purposes – to keep track of the balloon's progress, thus acting as a tender, and to provide transport for the aeronaut and his craft. The original model has disappeared but a photograph of the balloon car exists with C. S. Rolls at the wheel and H. J. Mulliner in the passenger seat.

A Pair of Royal Hoopers

6786 and 8866

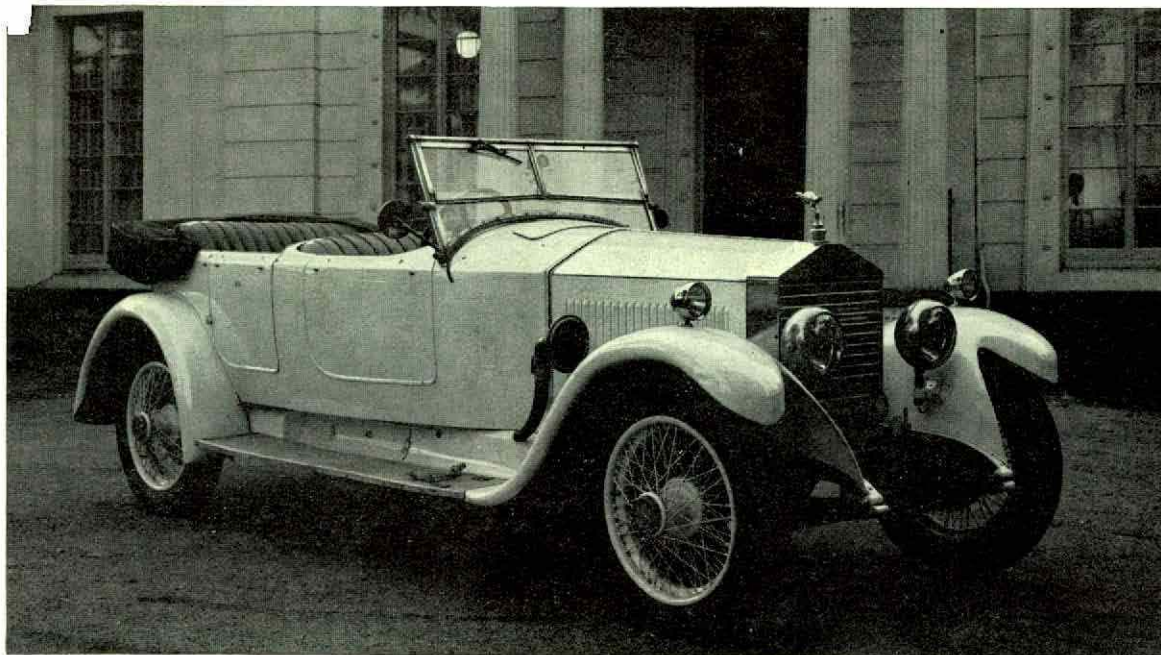
In January 1970 I was very pleased to receive from the Comptroller to His Royal Highness The Duke of Gloucester a letter offering me a Rolls-Royce car. I quote "Having consulted the Crown Equerry to Her Majesty, and the Motor Car Division of Rolls-Royce, the names of various people who might be interested in such a motor car, were provided to me." I certainly was interested and I made arrangements to view and test drive the car. Thus the Silver Wraith, chassis No. ALW10, now known as "Glossy" came into our possession.

"Glossy" makes a magnificent stable companion to "Emma" – our 1927 20 Tourer which belonged to the Maharajah of Jammu and Kashmir. We have owned the 20 since 1962.

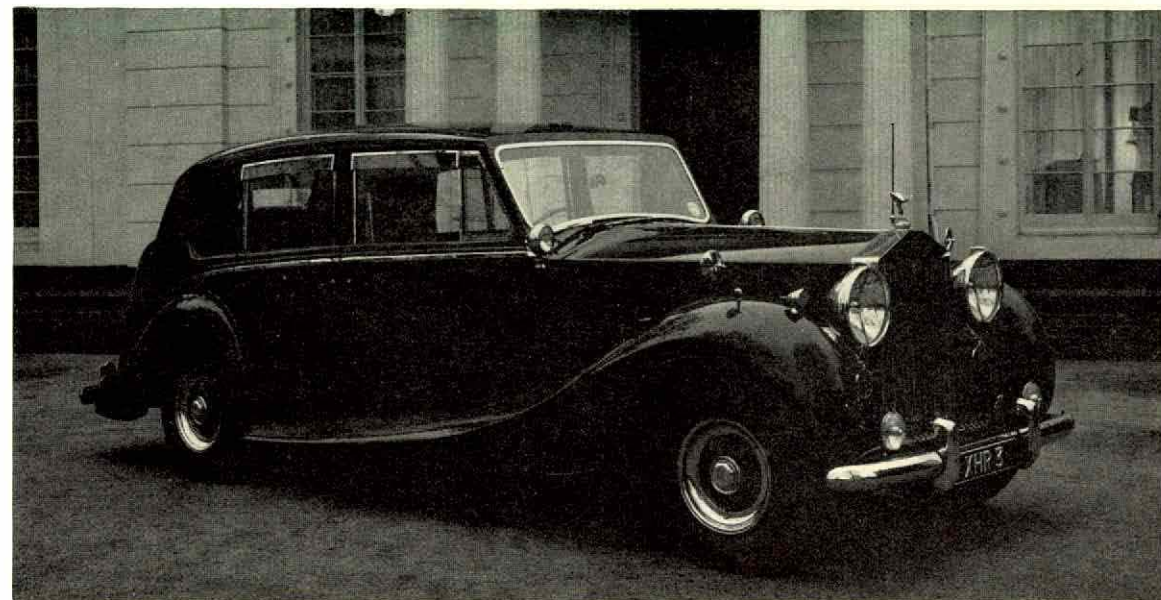
The 20 is very much a "Driver's" car – having a sensible amount of room and comfort plus performance better than any other 20 I have owned or driven. The Silver Wraith handles like a young car with steering to match that of the 20. The steering in fact on the 20 was special having higher friction on pivot pins, etc. The Silver Wraith is also a "Driver's" car with regard to room, comfort and performance. The performance seems better than any other Silver Wraith with the possible exception of the 8 to 1 compression later models. I think the results of the Sandhurst Driving Tests will bear witness to the performance capabilities of the cars.

The differences between 6786, July 1927 and 8866, September 1951 are many but similarities are also many:—

Both cars have Stephen Grebel lamps fitted – headlamps in the case of the 20 and swivel spots on the Silver Wraith.



"Emma" – the 1927 20 Tourer
(Photograph: Cecil Reilly Associates)



"Glossy" – the 1951 Silver Wraith
(Photograph: Cecil Reilly Associates)

The slope or angle of the front windscreen is identical on both cars, the width of pleating in the upholstery is the same; neither car was supplied with a Rolls-Royce Flying Lady mascot – the 20 having an Indian Ram and the Silver Wraith a Naval Gun Turret. Unfortunately neither mascot came with the car.

Ventilation appears to have been important to both owners. The 20 has a fully opening windscreen (3 pieces) a very large top scuttle ventilator and side vents. The Silver Wraith I think is unique in having double glazed side windows to the front together with double glazed pivoting side deflecting windows which can pivot to more than 90° to form air scoops, plus fresh air vents to cool one's feet ("ankle freezers"). The rear compartment has winding and sliding windows in the doors and sliding purdah glass for the rear quarters. There is a very small rear window with a hinged cover.

The 20's doors do not have any outside door handle or door locks and has no locks with the exception of those for ignition, bonnet and tool boxes. On the other hand the Silver Wraith has no less than 12 locks.

India rubber mudguards are fitted to the Silver Wraith but the 20 only has very minimal stone or underguards fitted. The Silver Wraith is, of course, fitted with a detachable flagstaff and a socket for the illuminated coat of arms. The Silver Wraith does not have a cocktail cabinet but the 20 is fitted with a rack under the front seat for 9 bottles. Both have fire extinguishers on the inside of the scuttle.

Small details, for example, 2 inch higher running boards on the 20 for cross country work and the small polished plate on the front bumper valance of the Silver Wraith to avoid paint damage when inserting the starting handle show that both these Hoopers were ordered by owners who were very practical as well as Royal.

To complete the list of similarities both cars have had 3 registration numbers. The 20's original number is rather difficult to decipher, after arriving in England in 1950 it was issued with a post-war number, and upon purchase of the car I transferred XV4 from a 20 I owned at that time. FXR 888 was the original number of the Silver Wraith and this has been retained by His Royal Highness. 492 HYR was the replacement but this has now been changed to XHR 3.

PHILIP TAYLOR

PADDON BROTHERS LTD.

From records started in 1930 Commander Keller has listed cars that have been through Paddon Brothers Ltd. up to 1939. These are set out below:

Chassis No.	Various Chassis up to 1930
11-AD 65-CE 54-EM GSK-39 62-NC GXL-74	Open tourer. New. Body by S. Moss of Fulham. Copy of 24/40 Sunbeam. Paddon design. New. Body by H. J. Mulliner. First Weymann on R-R 3 door 4 light saloon. Paddon design. New. Body by H. J. Mulliner. First Weymann on 20 h.p. 4 door 4 light saloon. Paddon design. New. Body by H. J. Mulliner Weymann. Short chassis. Paddon design. New. Body by H. J. Mulliner Weymann. Exceptionally fast, maximum 67 m.p.h. Cowan of R-R used it in 1939 - we had it again several times - one of its owners being S. H. Grills. Now in South Africa.
GBM-50 GEN-45	New. Paddon design. Mulliner Weymann. New. Paddon design. Young Weymann. Bought from original owner's family in 1945 by Daily Mirror who covered 80,000 miles in 4 years.
GWL-35	Similar coachwork to GEN-45. Body changed to new foursome drophead coupé by George Wylder about 1938.
263-AJS GFN-71	Left hand drive PII 4 light saloon by Park Ward. New. Paddon design. Mulliner Weymann. Now Dr. Robin Barnard.
1930	
58-WJ GXO-38	New. Paddon design. Mulliner Weymann. Short chassis. New. Paddon design. Mulliner Weymann. Sold to a man who got a royalty on every bottle of Guinness sold in the Derby area.
GXO-84 GLN-53 GGP-64	Similar to GXO-38. Sold to Al Jolson's publishers. New. 4 light fabric saloon by Croale of Edinburgh. New. 4 light Mulliner Weymann. Sold to an old Merchant Service Captain who was reputed to have won the Calcutta Sweep. Body changed to new Vincent horse box in 1939.
GYL-48	Vee fronted enclosed limousine by Windover. Sold to family in Northumberland who I believe may still have it.
21-CL GYL-33 72-A-5 A6-G-A GLN-86 12-NC	Sold new off Hooper's Stand in 1928 - Sedan de Ville pictured in that year's R-R catalogue. Gurney Nutting 4 light Weymann. Body changed to open tourer. Bought from Sir T. Sopwith - sold to W. B. Scott and then to boxer Joe Beckett. Windover single drophead coupé. Mann Egerton Weymann enclosed limousine. Hooper Sedan. Sold to a young Indian who left it on the beach where it was submerged.
1931	
GFN-23 83-SC GFN-8	Hooper enclosed limousine. Tourer. Replacement for 12-NC. Built for G. R. N. Minchin - 6 light Mulliner Weymann. Chassis had higher radiator - wider scuttle - longer bonnet and rear spare wheel upright.
GEN-48	Barker enclosed limousine. Same owner up to a few years ago.
1932	
GCK-72 GEN-51	Barker cabriolet. Thrupp and Maberley 6 light saloon with division and de ville front. Superb condition having done 13,000 miles. Sold eventually to an artist who had the front screen heightened by 6" so that he could paint from the driver's seat. Now in America and brought back to normal.
GSK-51 GLN-58 GKT-2 83-JS	All weather - touring body fitted. Mulliner 4 light Weymann. New. Mulliner sports saloon with semi-flared wings. Body silent travel. New. Hooper continental sports saloon. Owners lived in Grenoble. Shipped to America after war and brought back here for restoration in 1970. Now back in Grenoble with same family and kept in same Chateau.
GUJ-61 GBT-35	Windover ¾ coupé. Light oak grained paintwork with scratched aluminium bonnet. New. 4 light saloon by James Young. Now in U.S.

Chassis No.	1932—continued
GSR-8 GMU-4 GAJ-20 GLN-23 GEN-3 GPK-44 GXL-32 GUK-5 GRJ-3	Gurney Nutting open tourer. Very small and narrow with cycle wings. New. 4 light saloon by H. J. Mulliner. Very similar to GBT-35. Maythorn 6 light saloon - basket work panels. A very fast 20 h.p. Connaught enclosed limousine. For many years a hire car in Hatfield. Windover Sedan. Flewite 6 light saloon. Reg. No. ON-20. Hooper Sedan. Changed to Sunbeam foursome coupé in 1934. Park Ward enclosed limousine. Same owner until late 1973. Windover ¾ drophead coupé.
1933	
GXO-73 GMJ-54 GFT-40 GEN-9 18-GN 60-GX GOK-50 GZK-80 GPS-24 GUJ-18 GH-17 GBM-50 GFN-63 40-PB GVO-56	Coupé. Touring body fitted. Gill open tourer. Now in U.S. Chassis ex-Sopwith. Alfa Romeo 4 light sports saloon fitted. Weymann 4 light saloon. 9,000 miles only. Reg. No. CV-1. 2 door 4 light foursome coupé. Short continental 4 light Park Ward saloon. Black headlamps. Sidelights on screen pillars. Saloon. Changed to fabric foursome coupé. Mulliner 6 light Weymann. Very high and rather ugly. Park Ward foursome coupé. Park Ward saloon with division. Hooper 6 light saloon. Sold new in 1928. Paddon design Mulliner Weymann saloon. Park Ward drophead foursome coupé with built-in boot and semi-flared wings. Extremely pretty open 2 seater possibly by Vanden Plas - Brussels. Built about 1930. Originally Mulliner Weymann with division which was removed. After war body replaced by Windover foursome fixed head coupé.
GSY-100 GYL-31 GFT-46 90-LF GZK-15 GGA-30	New. Standard Park Ward 4 light saloon. 6 light saloon - could be by Flewite of Birmingham. Standard Park Ward 4 light saloon. 6 light Barker saloon with division. Tourer. Body changed to fabric saloon by Harrington built for 2 litre Ballot. Regd. No. was K2131. New. 6 light Mulliner owner driver saloon. Sold to Duke of Somerset and built specially to his requirements.
1934	
I-MC GMU-68 GBM-30 GPK-29 82-AL 26-CW GLN-28 GFN-82 GEN-4 GKT-29 GLK-46 59-S-6 GMU-30 GBT-31 GXL-11 GOS-20 GRK-42	Originally Barker ¾ drophead coupé - altered to fixed head. First Phantom I. Hooper sports saloon. Unregistered. European show car. Park Ward 6 light saloon with division. Park Ward 2/4 seater open tourer. Now in South Africa. Mulliner 4 light Weymann with division. Open 2 seater - unknown coachwork. Hooper foursome fixed head coupé. Park Ward 6 light saloon with division. Coupé. Body changed to Hooper open tourer built later for 25 h.p. Freestone and Webb foursome coupé. Hooper 2 door all weather cabriolet. Park Ward 2 door all weather cabriolet converted by Gill to foursome drophead coupé. Carlton 4 light saloon. Barker Sedan de Ville. Gurney Nutting 4 light Weymann with cloth upholstery. Coupé. New touring body made by Maddox of Huntingdon. Wind-up glass windows to front doors. Hooper 6 light saloon. Cloth upholstery.
1935	
GUK-77 15-TA GLG-2 GFN-60	Barker ¾ drophead coupé. Steel wheels (artillery). New. Park Ward enclosed limousine. Steering more raked than usual for limousine type coachwork. New. James Young sports saloon. Gordon England fabric foursome coupé.

Chassis No.	1935—continued
GWL-35 122-GN GFN-21 145-TA GVO-62 56-S-3 3-G-2 GYH-40 GKM-62 GSK-39	James Young Weymann. Later new foursome drophead coupé by Wylder of Kew. Mulliner 4 light drophead foursome coupé. James Young Paddon designed 4 light Weymann saloon. High radiator, wider scuttle dash, 6" tyres. New long chassis 4 light sports saloon with division by Mulliner. Park Ward single coupé (drophead). Afterwards written off. Saloon } One had brass radiator and fittings. Both runners and sold for £5. Tourer had upright Tourer } steering and face forward extra seats. New chassis. Park Ward experimental 4 light saloon fitted. Barklite 4 light fabric saloon with division. Now in Sweden. Sold new in 1926. Paddon design Mulliner Weymann. First Weymann on 20 h.p. open touring body fitted. Maker unknown. New. James Young single drophead coupé. New. Mulliner 4 light saloon. Mulliner 4 light Weymann saloon. 4 light fabric saloon, possible Mann Egerton. Page and Hunt 2 drophead coupé. Later model 4 light sports saloon. Coachbuilder not known. Barker 2 drophead coupé. Steel artillery wheels. Barker 4 door cabriolet. Mulliner 4 light 2 door foursome coupé removed from GFT-40.
1936	
GWL-23 GAJ-56 GUJ-3 GBK-56 24-GY GFT-27 GXD-77 GUK-75 GEN-45 GUJ-17 GEN-11 GBM-79 GBM-61 GAJ-80 GYZ-8 GDP-16 GXL-50 24-GY GLR-31	Saloon - later type saloon fitted. Cabriolet. Tourer fitted. Mulliner 6 light Weymann. New. Special Offord 4 door all weather. Sedan, probably Thrupp and Maberley. Mulliner Sedan with small step type running boards. Maythorn open 2-seater. Now in Kenya. Sold new in 1927. Paddon design Mulliner Weymann. Body removed and substituted by a new foursome fixed head coupé by Vanden Plas-Brussels. Sold new in 1929. James Young Paddon designed 4 light Weymann saloon. Park Ward 4 light Weymann saloon. Park Ward 6 light coachbuilt saloon with division. Mulliner 4 light Weymann saloon. Park Ward 4 light sports saloon with built-in boot and semi-flared wings. Cabriolet. Coupé fitted later (in 1939). Offord 4 light foursome fixed head coupé with de Ville front. Carlton 4 light saloon. Mulliner 6 light Weymann saloon. Thrupp and Maberley 4 light saloon with division. Barker 4 light saloon with Tickford top. Exhibition car with white dial instruments and white steering wheel. Stainless steel radiator.
1937	
GVO-23 GSY-58 GTZ-37 GAW-11 GEX-12 GYL-64 GYH-4 GRW-81 GVO-12 GMD-41	Windover drophead foursome coupé. Special lightweight 4 door saloon with piano type front door hinges - made, I think, by a coach- builder in Holland. Renovated by Hooper before the war. Extremely pretty sporting Sedan de Ville by Barker. German 4 light sports saloon - heavy and ugly. Mulliner 4 light saloon with division. Thrupp and Maberley 4 light saloon with division. Gurney Nutting sports saloon. Dutch or Belgian foursome drophead coupé. Now in America, body cut in half and made into a shooting brake. Foursome fixed head coupé. I think by T. H. Gill. Hooper foursome drophead coupé.

(continued in next issue)

CHANGES IN MEMBERSHIP

Honorary Member

LOVEGROVE, Col. S. J., 38 Linton Street, London N1. Tel. 01-226 5248. Elected an Honorary Member in 1974.

New Members

GIBSON, Vice-Admiral and Mrs. P., 15 Melton Court, London SW7 3JQ. Tel. 01-589 2414.
20/25 1930 GTR4 GP4 Sedan H. J. Mulliner
REICH, Theodore E., 4980 S. W. Hewett Boulevard, Portland, Oregon 97221, U.S.A.
P11 1932 284 AJS Sedan Brewster

Additional Cars

HERMANSON, Mr. and Mrs. B., Quinta do Cou, Agua, Malveira do Serra, Cascais, Portugal.
SW 1957 LGLW 4 Limousine Park Ward

Change in telephone number

CRABB, V., Woodstock, 55 The Mount, Fetcham, Leatherhead. Tel. Leatherhead 75500.

Resignations

BELL, R. W.
BLOUNT, Mrs.
HARE, S. T.
PAYNE, W. A.

Those who by default are no longer Members

FERGUSON-WOOD, C.
HARWOOD, Mr. and Mrs.
MANNERS, Mrs.

Errata

The Editor regrets that due to an oversight Mr. Ivan Yates' name was omitted from the list of Committee members on the back page of Vol. 14. She hopes Mr. Yates will accept her sincere apologies.

SNOWPIECE TO PORTUGAL



Regrettably the above car was incorrectly described on page 19 of Vol. 14. Here it is photographed in Portugal near the snow-capped Serra da Estrela. David Berry's 1930 Phantom II (not a Continental) was borrowed by Peter Collinson for the whole Tour of Portugal in exchange for his Lotus Europa. As David says "Great fun was had by all!"



Officers and Committee

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PRESIDENT:	Lt.-Col. J. C. E. Harding-Rolls, M.C.
VICE-PRESIDENT:	Maj. A. Heathcote
CHAIRMAN:	Philip Taylor
SECRETARY AND TREASURER:	W. F. Watson (Aldwick Hundred, Bognor Regis, Sussex)

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Philip Taylor (Chairman)
R. W. Colton
David Dale
H. Fergusson-Wood
D. W. Hellings
Frank Hellings
C. Meachen
F. A. B. Valentine
J. I. Yates

OTHER OFFICERS:

Assistant Secretary:	S. B. Poulter
Historian and Librarian:	Dr. R. O. Barnard
Trophies:	C. J. Curtis
Inventory:	Mrs. E. B. M. Castle
Recorder:	Clifford Meachen
Editor:	Mrs. Iris Terry
Membership List:	F. A. B. Valentine
Honorary Solicitor:	Frank Hellings

GENERAL NOTES

LIBRARY—Members are reminded that the Club Library contains a considerable amount of Rolls-Royce literature, most of which may be borrowed from the Librarian. This includes issues of "The Flying Lady", instruction books, Rolls-Royce Bulletins and files of cuttings.

INSIGNIA—Club insignia are available from the Secretary and includes lapel brooches (for ladies and gentlemen) in sterling silver, Club ties, silver cuff-links and car badges.

MAGAZINE—Back copies of the Record may be obtained from the Editor.

FILM—The Club has a professional film made by Samuelsons Film Services of the Tour of Portugal. The cost, £1,350, has been defrayed by most generous donations from Anthony Heathcote and James Leake. A copy of this film has been produced for Club archives.