

THE 20-GHOST CLUB RECORD



Vol. 2. No. 3 AUTUMN, 1961

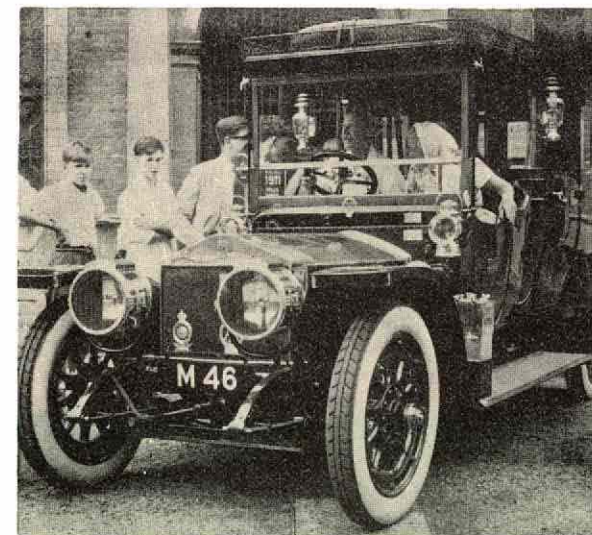


Morning Mist and Sunshine • Loch-Ness

WELLINGTON COLLEGE MEETING

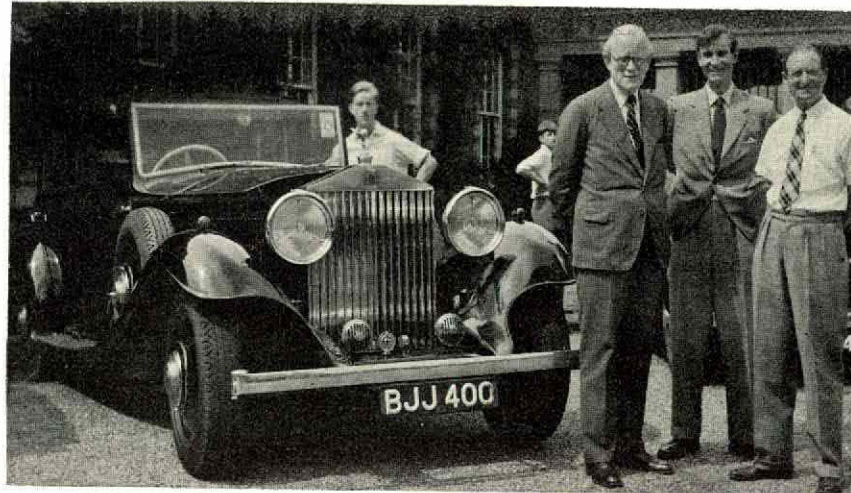
The Club was invited to visit Wellington College on Saturday, July 1, and members responded with a fine showing of nearly 30 cars. The college, which lies near Crowthorne in Berkshire, was founded in 1853 by public subscription in memory of the 1st Duke. It stands in its own freehold estate of about 660 acres - 'one acre per boy', they like to say there, as there are about the same number of pupils as there are acres. The College has such generous playing fields that the cricket pitches do not have to be used for Rugby football during winter seasons. There are also rackets, squash, tennis and fives courts, a swimming bath and two lakes, yet the estate is well wooded and has some fine trees including, of course, those lovely great redwoods, the Wellingtonias.

Over 70 members and their guests arrived in this fine setting on a hot afternoon, to enjoy a pleasant and interesting visit. Senior boys, acting as marshals, efficiently directed the parking at the South Front. After 3 p m, they took small parties of their visitors for a tour of the College, finishing up in the dining hall for tea. This was a welcome interlude and an occasion for much discussion of cars and college days, both past and present.



Mr Shane Chichester, who is an Old Wellingtonian, had proposed a photographic competition for the boys and offered prizes for the best photographs of the event. This was a splendid opportunity for keen photographers, as a number of the most interesting cars in the Club were present. The tall 20 Landaulet, in Lord Lonsdale's bright yellow livery, brought our President and Mrs Sears. The stately 1911

The stately 1911 Silver Ghost tulip limousine brought Mr and Mrs Watson: photo by Christopher Denne.



The Master of Wellington, Mr D Chichester and Mr S E Sears:
photo by Mr S R Chichester.

Silver Ghost tulip limousine carried Mr and Mrs Watson and was accompanied by its stable companion the 1913 Alpine Eagle, bringing Mr H B Poulter. The lovely little yellow and black drop-head coupe was driven by Mr and Mrs Hamilton-Fish and the two great, lion-crowned Phantoms were joined by two fine Phantom sedanca de villes. Most of the models from the Silver Ghost to the Wraith were in fact represented.

At 5 15 p m, drivers were asked to stand by their cars and prepare to move off. At 5 30 p m, the signal was given and the cavalcade left the South Front and, directed once more by the marshals passed down the Kilometre Drive to the East (Mordaunt) Gate. At a convenient point, the marshals requested drivers to stop for a moment to enable the boys to photograph their cars, before leaving the College grounds for the drive home.

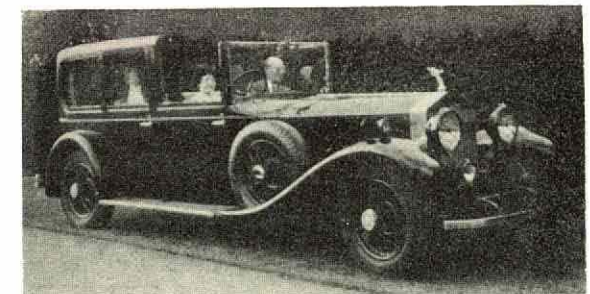
The grateful thanks of the organisers are due to Mr G H Stainforth, M A, the Master of Wellington, to Commander V G H Weekes, O B E, R N, and Mr P Gilley for their splendid efforts on the Club's behalf, to ensure that the meeting was such a pleasant and successful one.

K A S

SANDHURST DRIVING TESTS

Excellent weather once again marked the Club's driving tests held at the Royal Military Academy Sandhurst, under the auspices of the RMA Motor Sports Club on July 23, when 22 entrants out of a total attendance of about 30 took part. In general, the tests were similar to those that were arranged last year, except that the hill climb had been replaced by a slow-fast section on the flat and that judging car height had been added to the judging car width test.

The first test was a timed slow section with no declutching followed by a timed fast section in the same gear: the chief penalty was 1 point for each second that the difference in time between the slow and the fast section was less than 100. The second test was an untimed garaging one, involving forwards into one garage, reverse into another, forwards into a third and reverse out over the finishing line: the chief penalties were 10 points for touching any garage or making an unnecessary change in direction and 2 points for each inch the car stopped from the far end of each garage. The third test was a timed zig-zag around alternate oil drums in a single line (less substantial markers would surely have been preferable): the penalties were 1 point for each second taken, 5 points for each drum hit and 10 points for failing to stop astride the finishing line. The fourth test was a timed approach to a dummy pedestrian to stop as close to it as possible: the penalties were 1 point for each second taken, 1 point for each inch left between pedestrian and car and 50 points for hitting the pedestrian (a high penalty which did not catch the entrant it was intended to). The last test was judgment of car width and height which, for some unexplained reason, was not set up at right angles to the moveable test posts: the penalties were 2 points for each excess inch, 20 points for touching the posts and 20 points for taking more than 15 seconds over having the posts moved.



G L Frost's 1931 PII, winner of
the driving tests at Sandhurst

Mr G L Frost took first place with his 1931 PII 168GY, scoring 138 penalty points; Mr J A G Burchell's 1929 20 GEN16 was second with 140 penalty points; and Maj A M Keeling's 1932 20/25 GAU55 was third with 144 penalty points. It is interesting to note from the detailed results which follow that, as was also the case last year, the first six places were taken by five different models, indicating that every model has a chance of doing well and is not affected on the overall placing by size of body or engine.

DETAILED RESULTS

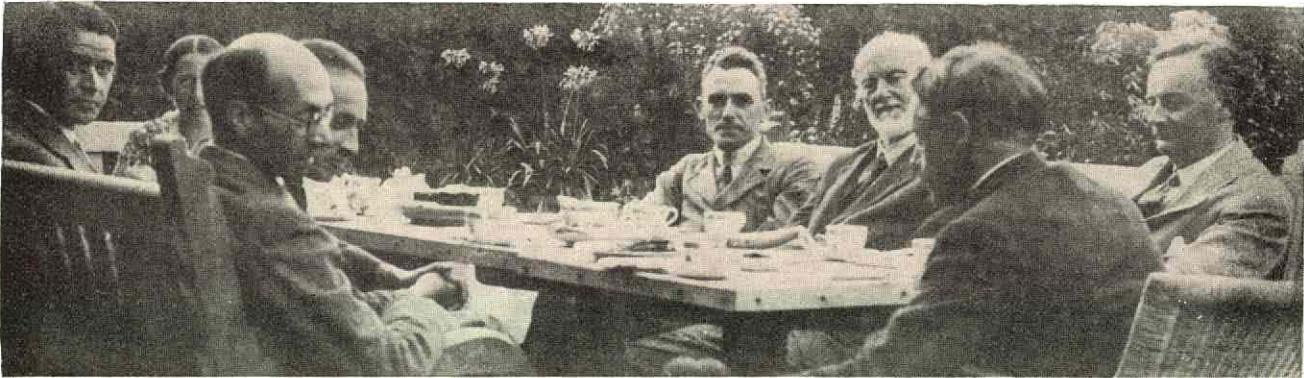
Owner	Car		Slow-fast	Garaging	Zig-zag	Pedestrian	Width and length	Total penalties
G L Frost	PII	1931	71	22	17	21	7*	138
J A G Burchell	20	1929	52	32	20	15	21	140
A M Keeling	20/25	1932	75	22	16	13	18	144
S Fortune	25/30	1936	48*	32	14	19	32	145
S E Sears	PIII	1938	69	40	16	9*	20	154
W D N Berry	PII	1931	84	30	16	18	11	159
J Nevell	25/30	1937	72	40	14	29	13	168
T D Hadrill	20/25	1934	74	12*	21	24	40	171
C Meachen	20	1926	60	28	15	20	50	173
R M Harrison	20/25	1935	85	34	20	17	20	176
W A L Cook	PIII	1937	68	42	17	11	45	183
W F Watson	S G	1911	74	48	13*	24	32	191
C J Curtis	25/30	1936	48*	28	29	19	73	197
S J Lovegrove	25/30	1937	73	44	25	26	41	209
G B Lochee-Bayne	20/25	1933	80	32	15	20	68	215
J G Hampton	S G	1925	69	34	15	11	89	218
J C Dymock-Maunsell	PII	1934	56	94	24	26	18	218
J Hamilton-Fish	20	1928	67	72	16	25	55	235
R B Honnywill	PIII	1936	81	106	17	24	14	242
M E Watt	20/25	1934	71	74	23	63	23	254
T W Benson	25/30	1938	73	48	15	21	107	264
H Savage	PI	1926	90	44	16	21	124	295

* 1st in test

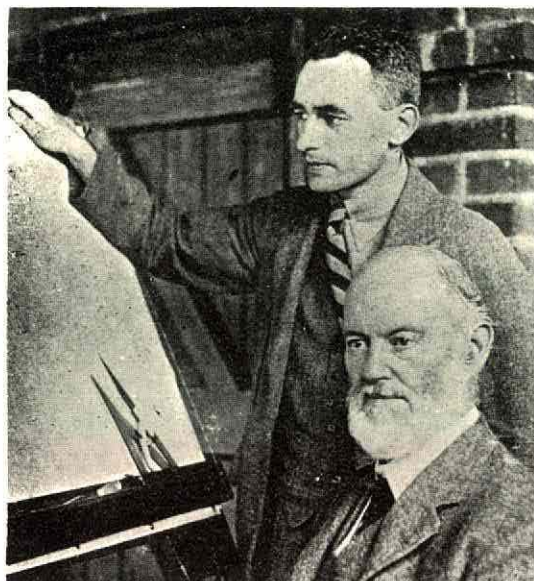
RETIREMENT OF MR H I F EVERNDEN

Mr H I F Evernden, who retired from the post of chief project engineer of the company's motor car division in August, will probably be known first and foremost to Club members as being responsible for the design of the Continental PII, the prototype of which, 26EX, is owned by Major C W Lambton and was described on pp 54 and 55 of the Winter 1960 issue of the Record. Mr Evernden joined the company in 1916 as a designer in the Madsen Automatic rifle department and later moved to the airship design office under Mr B I Day. After work on aero engines, he was transferred to car design and in 1921 became a member of Henry Royce's personal staff at West Wittering, together with Mr Day and Mr W Hardy, for an expected period of three weeks but which in fact lasted until Royce's death in 1933.

The cars that Ev helped to design included the PI, PII, 20, 20/25 and 25/30. The design team at West Wittering, headed by R included E (A G Elliott, former chief engineer and now retired); W (Bill Hardy, until recently a senior member of Crewe design team and also retired); the late B I Day (a very gifted chassis designer, formerly with Sheffield Simplex); the late Chas Jenner (also a gifted designer); and Don Eyre (still holding a senior position with the company doing advanced project work for the aero division). As some Club members will know, Ev is a splendid



At a tea party to celebrate the Schneider Trophy win in 1929: left to right, Chas E (Jenner), Miss Aubin, Marmont (Secretary), W (Hardy), Ev, R, E (Elliott) and Day.



Ev and R at West Wittering

to car work and, as chief designer of the motor car division, was responsible for the design of the Mk VI Bentley, the Silver Wraith and the Continental Bentley. More recently, he had been specialising in automatic transmission for the company's cars, commercial engines and rail traction equipment.

CLUB NEWS

Oct 20 (Fri). - Informal dinner, Moore Place Hotel, Esher, Surrey.

* * *

It is regretted that some copies of the 1961 Members' List may have had defective or missing pages. If any member has received such a copy, he is asked to return it to the editor who will supply a complete copy. This does not refer to the printing of the list of PIII's on p 19, as all spare copies are in the same condition.

* * *

Members may like to be informed in advance that club Christmas cards will shortly be available. As was the case last year, a specially produced drawing will be incorporated.

THE SPIRIT OF ECSTASY

ORIGIN OF THE MASCOT

Sometimes she is known as the Flying Lady. But by whatever name you know her, she is certainly the most attractive, and probably the best known motor car mascot in the world. She came into being on February 6, 1911, and it is claimed that she was the first metal motor car mascot ever made in Great Britain.

For some time before 1911, Rolls-Royce company officials had been somewhat perturbed by peculiar and often frivolous radiator ornaments favoured by a few Rolls-Royce owners. The company felt that a Rolls-Royce deserved something dignified and graceful on the radiator cap, and made the following statement in 'The Car' and 'The Automotor' in March 1911.

'The directors of Rolls-Royce Ltd have always taken pride in endeavouring to ensure that the outward appearance of the Rolls-Royce chassis shall be as beautiful as possible. Purity in outline and a general appearance of elegance have in this respect been their ideals. Naturally, therefore, the directors of Rolls-Royce Ltd were somewhat appalled in noticing that a few owners of Rolls-Royce cars attached to the water caps of the radiators very grotesque forms of mascots, such as gollywogs, policemen, and black cats. It seemed to them that if a mascot were desired by an owner it might be possible to provide one of some beauty, and they therefore commissioned Mr Charles Sykes to prepare a model of one which should convey the spirit of the Rolls-Royce, namely, speed with silence, absence of vibration, the mysterious harnessing of great energy, a beautiful living organism of superb grace, like a sailing yacht. Such is the spirit of the Rolls-Royce, and such is the combination of virtues which Mr Charles Sykes has expressed so admirably in the graceful little lady, who is designed as the figurehead of the Rolls-Royce.

The artist explains that, in designing this graceful little goddess, he had in mind the spirit of ecstasy, who has selected road travel as her supreme delight, and has alighted on the prow of a Rolls-Royce car to revel in the freshness of the

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of the air and the musical sound of her fluttering draperies. She is expressing her keen enjoyment, with arms outstretched and her sight fixed upon the distance.

Arrangements are being made by which an owner of a Rolls-Royce car may acquire one of these figureheads at a cost of a few pounds.'

According to Sykes's daughter, the mascot was obligatory, but charged for as an extra. She says: 'Considering the number of these figures that we made yearly up until 1940, I think very few motors left the showrooms without them.'

MR CHARLES SYKES

The happy sequence of events leading to the eventual production of the mascot and the publication of this statement makes a most interesting story. Lord Montagu of Beaulieu, a well-known motoring figure of the day, owned a Rolls-Royce, naturally. One of his friends, a sculptor-artist by the name of Charles Sykes, was most impressed by the smoothness and silence of the car, and when Lord Montagu introduced Mr Sykes to Claude Johnson, then the managing director of Rolls-Royce Ltd, the suggestion was made that Mr Sykes should design a mascot for the car. But the mascot was to be something special, a work of art, which would belong to the car in the same way that a figurehead belongs to a sailing vessel. This challenge to his artistic inventiveness was answered by Mr Sykes with the carved figure of a fairy, balanced delicately on her toes, hair and draperies fluttering in the breeze. He named his creation the 'Spirit of Ecstasy.' His model for part of this work is said to have been Lord Montagu's secretary, a Miss Thornton, but this is doubted by Sykes's daughter, who says that there were many models.

THE MASCOT TAKES A PRIZE

So pleased were the Rolls-Royce officials with the public acceptance and acclaim for the mascot that in 1920 they entered it in a world competition for the best motor-car mascot, held in Paris, without telling Sykes, however. Subsequently, he was invited to come to the 15 Conduit Street showrooms, where he was presented with a gold medal first prize, which his own mascot had won. The medal reads 'L'Auto, 1920' on the front, and 'a Mr Sykes, Concours des Bouchons de Radiateurs, 1er Prix' on the back.

METALS USED

Inevitably, the owner of a Rolls-Royce will eventually hear all kinds of untrue stories and legends about the car. Three of the more common misconceptions about them are, the cars are guaranteed for life, the engines are sealed at the factory, and the mascots are made of sterling silver. This last misconception is a particularly unfortunate one, since it is probably the main reason for the many instances where mascots are souvenired by a larcenous public.

The truth of the matter is that several different metal formulas have been used in the manufacture of mascots, but never silver. In the early days, white metal was used and this was superseded by bronze. The mixture most commonly used by Sykes was 85% copper, 7½% zinc, and 7½% tin (not German silver which is 60% copper, 25% zinc, and 15% nickel). Sykes's daughter comments that some mascots made before 1920 were nickel and may not have needed plating.

When chromium plating came in, it was found that the tin had a tendency to cause blistering of the plating, and the formula was then changed to 90% copper and 10% zinc. Casting was a little more difficult, since this mixture did not flow so well. In the early days, mascots were silver plated, though some were given a brass or copper finish on the car. When chromium plating was introduced, the mascots were given a layer of nickel plate first, followed by a layer of chromium plate. Very occasionally, these later mascots were silver or gold plated at special request.

MANUFACTURING ARRANGEMENTS

The arrangement for supply of the mascots was unusual, in that an agreement was drawn up between Rolls-Royce Ltd and Charles Sykes to the effect that he has to be the sole maker and supplier of all the mascots required by the firm as long as he was able, as the company wanted the original designer to be responsible for their perfect production as hand-made works of art. A second agreement was drawn up and signed on 26 January 1934 when the kneeling version of the mascot was designed and put into production.

The method of production was the same from the very beginning - the well-known Cire Perdu, or 'lost wax' process. In this method, a wax model of the object to be cast is made, and surrounded by a refractory material, usually some sort of heat-resistant plaster. When

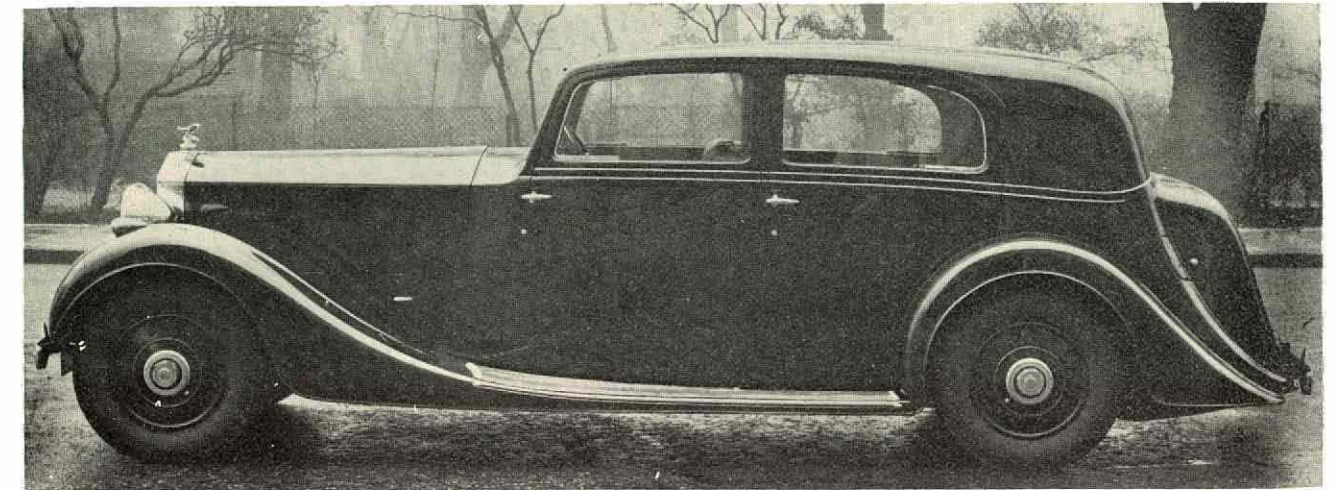
set, the mass is heated, the wax melts out and leaves a hole, which is next filled with the molten casting metal. When the mass cools, the plaster is chipped away, leaving a reproduction of the wax pattern in metal. The technique is laborious and not well suited for mass production but is capable of reproducing great detail. When the demand for mascots exceeded the production facilities, as it did after 1935, some mascots were made using sand casting techniques, and these required more careful finishing, since the details in the figure were not so well reproduced.

The crucial step in the process is the manufacture of a very good wax model. There were several master models, which were used to make jelly moulds. These jelly moulds were used to make the wax models for investing in the plaster. A big advantage in this method of manufacture is that a great deal of hand work can be done on the wax models, to make sure that each is perfect. If details were lost, or bubbles and imperfections were present, they could be corrected with hand carving instruments. And this is why nearly every Rolls-Royce mascot is unique, and differs from the next in one subtle way or another. A cursory glance at a number of mascots will point up many differences in stance, detail, facial expression and finish. The bulk of this work was done by Sykes's foundryman, an Italian artist by the name of Angeloni. On his death the work was taken over by a Jersey man called Lemonnier. Assisting in the work was a Miss Bond, who worked on the wax models. All operated under the direct supervision of Sykes, and from 1911 to 1928, every mascot produced was personally checked by him, and any that did not meet his specifications as to detail and finish in the face, hands, feet and draperies were rejected. Extreme care had to be taken in the polishing prior to plating and after, lest this details be lost.

From 1928 onwards, the supervision of mascot production was the job of Miss Jo Sykes, Charles Sykes's daughter, now Mrs Phillips. This left Mr Sykes free for his other professional commitments, which were becoming increasingly heavy, while Miss Sykes continued with mascot production until the outbreak of war in 1939. Sykes died in 1950, but two years before this date mascot production was resumed by Rolls-Royce themselves, using recently developed precision casting techniques and stainless steel. It is claimed that more detail is now reproduced in this new technique than ever before. B G

(To be continued)

MEMBERS' CARS DESCRIBED, - 14



Mr G H Walford's Phantom III 3CP122

Model:	Phantom III	Coachwork:	H J Mulliner
Chassis no:	3CP122		touring limousine
First owner:	Mr G H Latham	First registration:	1 Aug 1937
Number of owners:	two	Present owner:	G H Walford

Owner's Remarks: The car was supplied by the Car Mart to Mr Gustavus Henry Latham of Newport, Monmouthshire, who owned it until April 1958. I purchased it in that month through Knightsbridge Motors and the mileage was then 29,800. The total to date is about 44,500 miles.

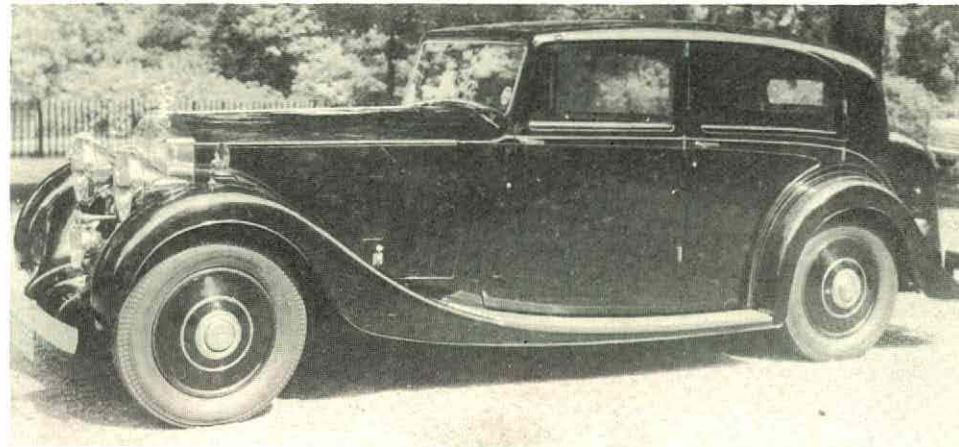
I have the full history, from both Rolls-Royce and Mulliners, of all the work done on the car. There do not appear to have been any coachwork changes and even the paintwork is, I believe, the original. The only alterations I have made is the addition of a pair of mirrors on the front wings.

The touring limousine body is a seven-seater with a sliding sunshine roof over the front seats. Mulliners have informed me that it was built to their 'Silent Travel' specification and there is a small metal label to this effect inside the front nearside door.

I do not know if the car has participated previously in any important event, but in the Club's concours d'elegance at Sherborne Castle this year it won its class award.

G H W

MEMBERS' CARS DESCRIBED. - 15



Malcolm Timms' 25/30 GRO55

Model:	25/30	Coachwork:	Freestone and Webb sports saloon
Chassis no:	GRO55		
First owner:	Mr V Sheridan	First registration:	1 May 1937
Number of owners:	two	Present owner:	M S Timms

Owner's Remarks: Although initially registered in the name of Victor Sheridan of 75 Shaftesbury Avenue, London W 1, until I bought it, this car spent the whole of its life around Bourne and Spalding in Lincolnshire.

It had been very little used and when I acquired it the mileage was 33,000. This is apparently a quite genuine total and the car has had an uneventful life.

The body is a sports saloon by Freestone and Webb and is fitted with a disappearing division. It is in the original condition except for the bumpers. These were rubber faced and very ugly. I replaced them with stainless steel blades of the appropriate design.

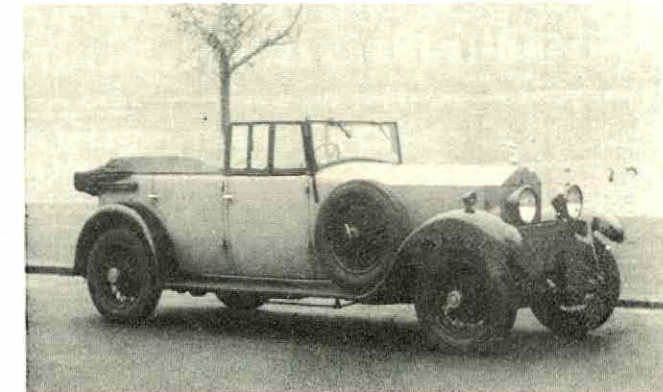
I was fortunate enough to get the one-car owner award at last year's club concours d'elegance at Blenheim and also its class award this year at Sherborne.

M S T

MEMBERS' CARS DESCRIBED. - 16

Model:	20/25
Chassis no:	GDP81
Coachwork:	Carbodies tourer
First reg:	15 April 1930
Number of owners:	five
Present owner:	M H Vivian

Michael Vivian's 20/25
GDP81: the tree is not original.



Owner's Remarks: The car was supplied to Mr P G Hall of Liverpool on 15 April 1930, and since then it has been owned by people living as far apart as Lanarkshire and Hampshire. Mr Hall kept the car until August 1946, when it was bought by Major J W B Hext of Coniston, Lancashire, who owned it for four years. It was then acquired by Mrs Anna M Rhodes of East Kilbride, Lanarkshire, in whose hands it remained from April 1950 until it was bought by Mr F N H Johnson of Portsmouth. I acquired it in February 1953, when it had done only some 56,000 miles. The present mileage is over 120,000, which, taking account of a period it was off the road, gives an average of about 8,000 miles a year while in my possession. The car has Barker hand-dipped headlights (P 80's), and all the accessories, including a Tapley meter, are original. Despite the low mileage when bought, the engine was in need of overhauling, and this was done in 1953.

The coachwork is somewhat unusual in that it has a very shallow valance below the doors, presenting a rather slab-sided effect from certain aspects. An Auster rear screen is available, and there is a trunk, with three fitted suitcases, for the luggage grid.

I use the car frequently for long journeys and 50 m p h is a comfortable cruising speed which has enabled me to cover up to 381 miles in a day in Britain. The petrol consumption over 65,000 miles works out at 17.1 miles a gallon, and this car is remarkably light on tyres, with a set of Michelins lasting a full 45,000 miles.

The car has won, or been placed, in a number of concours d'elegance and, as a reward for the wonderful service it has given, a new coat of paint was put on earlier this year.

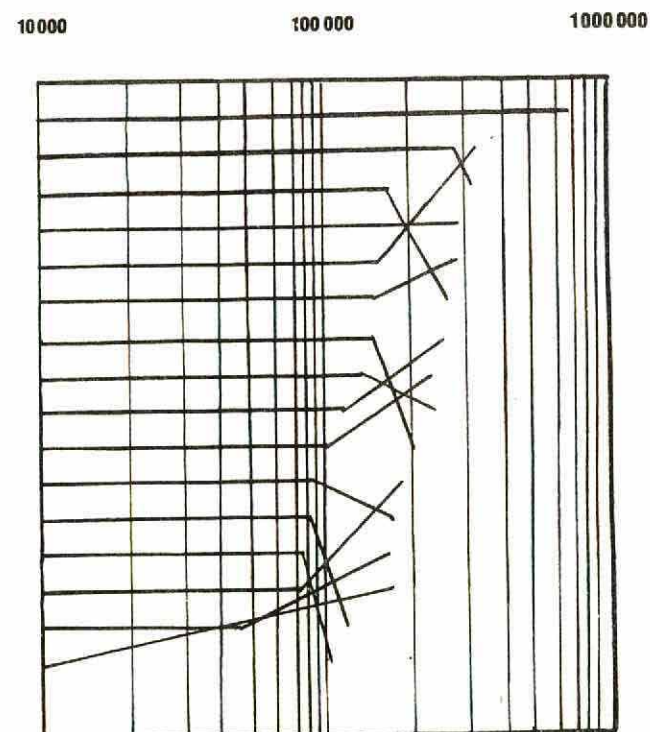
At the Longleat meeting in 1958, the car was recognised by the godson of Major J W B Hext, the second owner. He was delighted to see the car again as he had enjoyed many long runs in it, but was unable to recollect any matters of particular interest about it except the great enjoyment it gave his godfather. Indeed that is really what one would expect because the most striking characteristic of this car is the uncomplaining way in which it does all that is asked of it. And that is why there are no startling stories to tell, no sagas to relate, no episodes to narrate, nor any breakdowns to report.

M H V

1961 ALPINE TROPHY PROGRESS TO AUGUST 15

Present
position

1	G D A Price
3	J E Castle
6	J C Dymock-Maunsell
4	A M Keeling
2	W D N Berry
5	H C W Somers-Smith
10	A N E McHaffie
9	H M V N Smith
7	I S Hallows
8	W F Watson
12	W F Watson
15	S J S Boord
16	F T Glide
11	J C Dymock-Maunsell
13	J C Dymock-Maunsell
14	L Taylor
17	L A J Koenen



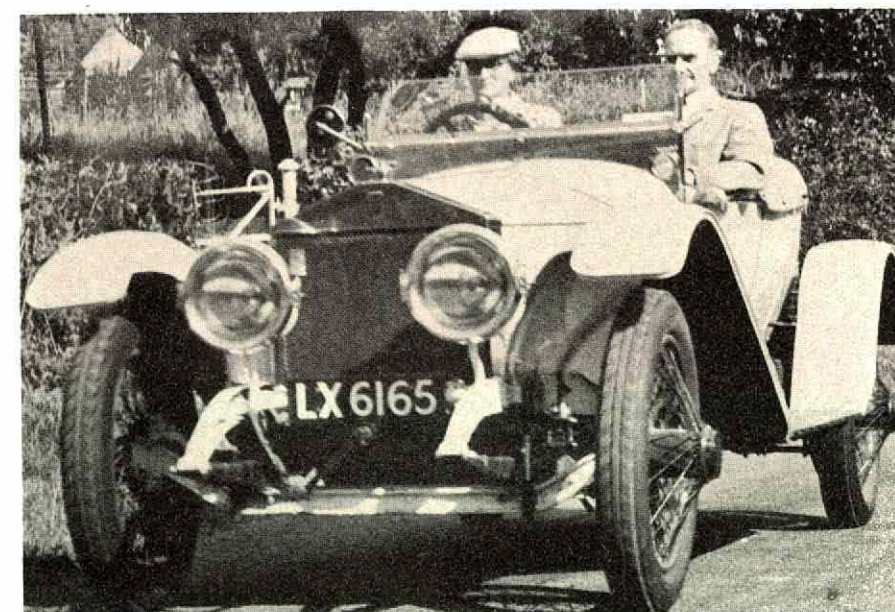
Note. - Horizontal lines indicate figures to May 17.

DETAILED RESULTS TO AUGUST 15*

	Car	Year	Mileage	Size	Age	Total
G D A Price	PIII	1939	11,206	x3	x21	705,978
W D N Berry	PII	1931	3,724	x3	x29	323,988
J E Castle	20/25	1932	5,650	x2	x28	316,400
A M Keeling	20/25	1932	5,237	x2	x28	293,272
H C W Somers-Smith	20/25	1936	5,956	x2	x24	285,888
J C Dymock-Maunsell	20/25	1936	5,533	x2	x24	265,584
I S Hallows	PIII	1936	3,313	x3	x24	238,536
W F Watson	S G	1913	1,206	x4	x47	226,728
H M V N Smith	20/25	1935	4,009	x2	x25	200,450
A N E McHaffie	PIII	1937	2,870	x3	x23	198,030
J C Dymock-Maunsell	PI	1926	1,759	x3	x34	179,418
W F Watson	S G	1911	903	x4	x49	176,988
J C Dymock-Maunsell	PII	1934	2,179	x3	x26	169,962
L Taylor	PI	1929	1,806	x3	x31	167,958
S J S Boord	20/25	1933	2,112	x2	x27	114,048
F T Glide	20/25	1936	1,944	x2	x24	93,312
L A J Koenen	S G	1911	-	x4	x49	-

*Where up to date figures have not been received, figures that were previously reported are included.

D W and M R
Neale's 1912
SG 2087E
London-
Edinburgh
tourer at
Shelsley
Walsh in
August:
photo by
Motor Sport.



Easibinder loose leaf binders for the Record are now available to members at a cost of 12s 6d each post free. With this type of binder, copies can be inserted as they are received, and may be opened flat at any page: the copies are held in place by stainless steel bars, and the binder will take up to 12 issues. Maroon leathercloth is used for the covers of the binder, and '20 Ghost Club Record' is gold-blocked on the spine. Members who wish to preserve their copies of the Record in this way are asked to send the appropriate amount to the Hon Secretary, Alwick Hundred, Aldwick, Bognor Regis, Sussex.

FOOTNOTE

I am always very impressed by accounts of people who buy an old car (not necessarily a Rolls-Royce, of course) which has not been used for ten or twenty or thirty years but which starts on the first pull of the handle or the first touch on the starter button. After a couple of screws have been tightened and the tyres inflated, the car goes like a bird for another ten or twenty or thirty years at a cost of about a farthing a mile.

While not doubting the truth of this type of story, I cannot pretend ever to have had this degree of good fortune. I have now owned five Rolls-Royces in all, however, so can rank myself as quite a good judge of some models: it does not take me long to find out most of the things that are wrong with a particular car - not much more than two or three months after buying it, in fact.

There are two words of advice I would give to a potential purchaser. The first is that almost the only thing about a car that cannot be improved by expenditure of time or money is its line: an ugly car in perfect condition is still an ugly car. The second is that bills showing that enormous amounts have been spent on repairs, replacements and reconditioning in the past (even in the recent past) indicate only - to me, at any rate - that further enormous amounts still have to be spent: otherwise, the previous owner would have kept the car on which he had lavished so much money.

It would be interesting to know how other members assess a car that is for sale. Apart from taking it to bits, are there any relatively simple checks that someone who is not an automobile engineer could rely on?

I S H

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