

The 20-Ghost Club Record



VOLUME 30

1989

Issue 58



Autumn at Fallingwater, Pennsylvania

20-Ghost Club Record

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Issue Number 58



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CLUB OFFICERS:

President:

Earl of Elgin K.T.

Vice President:

Phil J. Taylor

Chairman:

Lynn Brua

Secretary & Record Editor:

John L. Kennedy

The Moat House,
Warfield, Bracknell,
Berkshire RG12 6BN
Tel/Fax: 0344 883033

Treasurer:

Bryan K. Goodman,
The Chalet, Pilgrims Way,
Reigate, Surrey RH2 9LG
Tel: 0737 248997
Fax: 0737 223638

Committee:

Clive B. Carter
Ken Smedley (Trophy Master)
John M. Townrow
F.A.B. (Jimmy) Valentine

Historian & Librarian:

Miss Susan Taylor
Aubrey House,
89 Aubrey Road, Harbourne,
Birmingham B32 2AY
Tel: 021 420 3676

Library:

Members are reminded that the Club Library contains a considerable amount of Rolls-Royce literature, which may be viewed by appointment with the Librarian.

Note:

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Cover Photo: Autumn at Fallingwater, Pennsylvania

Photograph by Jens Pilo



ON THE RECORD

As owners and admirers of early and historic motorcars we are entitled to look back nostalgically from time to time, as well as looking forward to putting these fine machines to further use by attending meetings, participating in tours, or merely embarking on a quite drive down rural lanes on a summers day.

This is a particularly apposite time to take a brief look back whilst we celebrate the first forty years of our Club, the oldest Rolls-Royce club in the world.

The first date relevant to the Club is the 26th May 1949, when two of the founder members Adrian Belsey and Peter Fawcett, met and the idea was born. A group of founder members met in November 1949 and the name 'The 20-Ghost Club' was created. The first formal minuted meeting of the Club was held at a dinner at the Café Royal in London on 18th February 1950.

Twenty years on, and twenty years ago, the Club staged one of its many memorable events - a tour to America on the maiden voyage of the QE2. Twenty years later, we have finally repeated the event, joining an RROC vintage tour in Pennsylvania and making numerous friends amongst the Rolls-Royce fraternity we met on our travels which are described elsewhere in this magazine. Some were already Club members, many have since joined, thus helping further to cement international relationships.

One of the American members of long standing is Webster Woodmansee, who was on the tour. Web's association with the Club goes back to 1957 and another anniversary, the golden jubilee of the Silver Ghost. Amongst an elegant selection of Ghosts, which, like their owners, were nearly drenched in the torrential rain at Buxton during the rally, was Web's 1922 Ghost (62UG), one of two brought over from the USA especially for the event.

Fortunately the ornate Buxton Pavilion was able to be used as a venue for the concours which was won by Web. His prize, generously donated by Rolls-Royce, was a pair of book ends in solid bronze, being the last of the original 'Silver Lady' mascots cast from the actual sculptors moulds. Now in the autumn of his driving years, although, at 77, still a very active driver of the same Ghost which won at Buxton, Web has very graciously decided to present these historical trophies back to the Club on their fortieth anniversary.

I was honoured to be presented with them by Web in a ceremony at the conclusion of the RROC Tour. They will make a fine addition to our existing awards. Thank you, Web.

A fellow guest at Buxton was James Radley, who as a member of the Rolls-Royce team and as an individual, won such conspicuous successes in the Alpine Trials in 1913 and 1914. Although no longer with us, his exploits live on. We are continuing the account of the famous 1913 contest from The Autocar, which we started in the previous issue. This covers the second half of the event, from Trieste back to Vienna, including the famous Loibl Pass, which, to quote Freeston 'was feared more than the Katschberg'.

Continuing on the Alpine theme, after four years of research, planning and investigation to date, Alpine '93, an

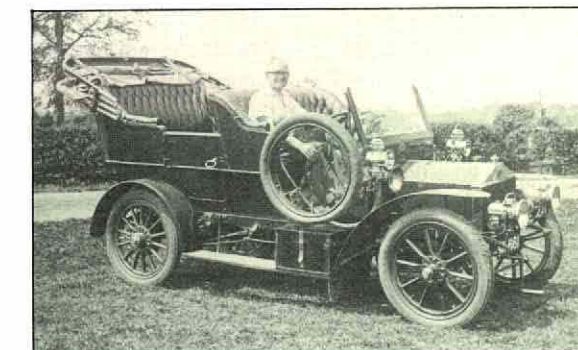
authentic re-enactment of the 1913 Alpenfahrt, covering the identical route with Silver Ghosts, is now announced. So, start your preparations now, and blank off your calendar for three weeks from mid-June 1993 for this 80th anniversary tour in which the original Radley Alpine Ghost (2260E) will be taking part. The event will be open to Ghost owners from all clubs.

Having just mentioned the very last Spirit of Ecstasy mascots made by Charles Sykes it also seems very appropriate to mention the very first. In this issue we are fortunate to include an article by Ian Irwin of Canberra who is well advanced on the restoration of 1404, the Montagu Ghost, the first Rolls-Royce to carry the Spirit of Ecstasy mascot. His fascinating account of the genesis of the mascot, followed by the history of 1404, especially its discovery in two separate states in Australia where it had languished for 50 years and 1000 miles apart, reads like a fairy (or ghost?) story. Let us hope that restoration continues apace and that one of the most famous of all Ghosts is back on the road before many more years go by. Who knows, we may even see this important car, restored to its original condition, paying a nostalgic visit to these shores.

Still on the subject of history, it is with much sadness that we announce the death of C.W. Morton, aged 82. Bill spent his lifetime with Rolls-Royce, having joined as an apprentice in 1924. He worked in many departments including car assembly and testing, assembling aero engines after the outbreak of war and for a long time was an instructor - at the Rolls-Royce Chauffeur's School then subsequently at the Apprentice Training School. During this time he came to meet all the greats of the time, including Royce himself, and his great interest in all things Rolls-Royce led to his establishing himself as the unofficial historian.

His long association with early cars dates back to at least the early fifties when he was the liaison between the Company and the late Stanley Sears, a friendship which continued for their lifetimes. His involvement with the apprentices saw their involvement in the restoration of all the early Sears cars, followed by the restoration, completed in 1963, of the 15 hp car from Scotland, which Bill then drove over the Alps to Italy.

Bill's book 'A History of Rolls-Royce Motor Cars - Volume I 1903-7', published in 1964, was hailed as the definitive work



Bill Morton in 26330, the 1905 15 hp, after restoration in 1963

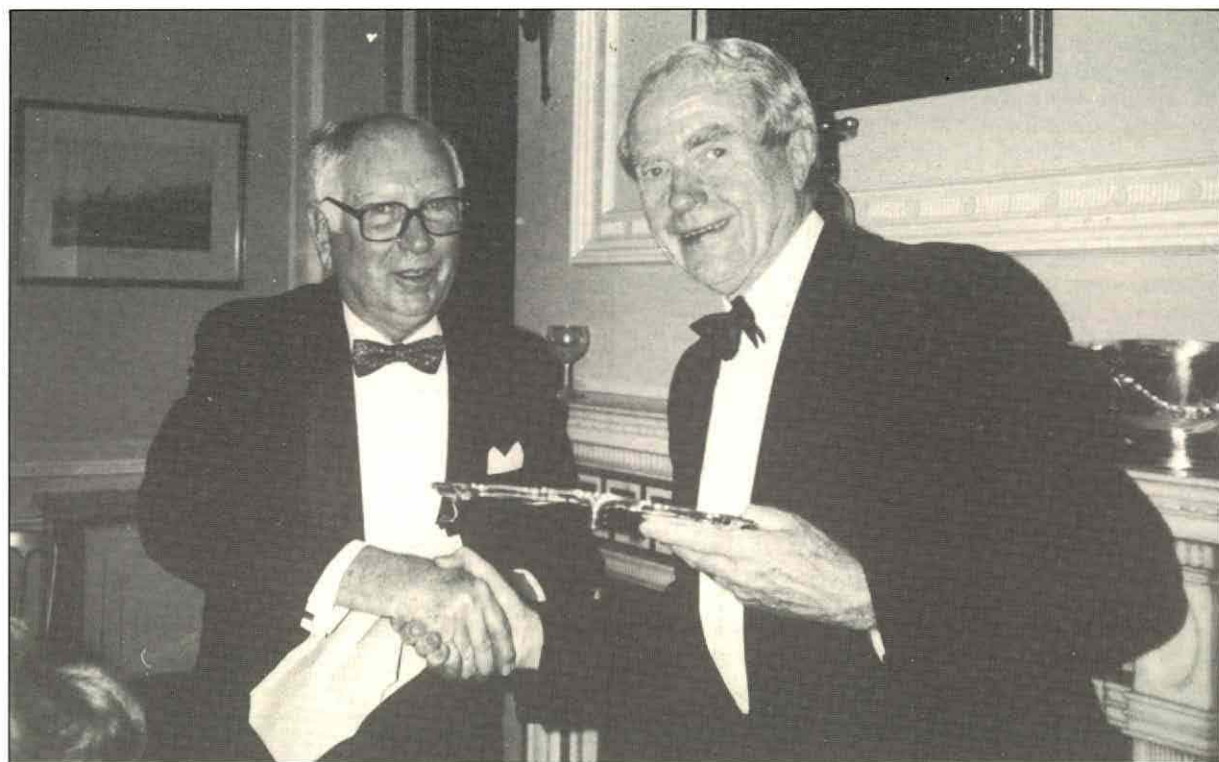
on the early years of the Company, and brought him fame in Rolls-Royce circles worldwide. Although various circumstances, including the 1971 receivership, conspired to prevent Volume II, covering the Ghost years, from being published, the vast quantity of material for the work is now with the Royce Foundation so may one day serve as a further memorial to Bill's efforts and assistance to all of us who appreciate the early cars and the history.

I was fortunate to have spent a day with Bill in 1988, to discuss the re-restoration of the Light 20 which I had recently acquired. In the space of but a few hours, Bill discussed the restoration of the early cars, including the Light 20, gave us the names of those involved, enabling us to track down blueprints made at that time, produced some

castings for the '20' which were made in the fifties, and proceeded to discuss all matters Rolls-Royce that came to mind. As he warmed to his subject, Bill seemed to become years younger, almost as though he was back, as a young man, beginning his career with Rolls-Royce. His almost continuous anecdotes of his personal time with Rolls-Royce was virtually the history of Rolls-Royce. It kept us spellbound, and I am sure Bill looked at least ten years younger when we left. I think that I got more of a feeling for the Company during that one day than from all other Rolls-Royce related experiences and researches. Thank you, Bill, and *au revoir*.

John L. Kennedy

AGM & WINTER DINNER 1989



Digby Wills receiving the Messervy Trophy from Lynn Brua
Photograph by Betty Price

The splendid surroundings of the Cavalry & Guards Club in Piccadilly provided the venue for the seventy members and guests at the 38th Annual General Meeting and Dinner on 5 February 1988.

In a lively meeting chaired by Lynn Brua, the committee members for the following year were elected, then comments from members regarding the review of Club trophies was asked for by the Chairman. Some confusion

ensued until a member of long standing suggested an adjournment to the bar! This met with unanimous approval, and after the ensuing dinner the forthcoming events were briefly discussed.

Our President, Lord Elgin, then delighted all those present with a brief and witty speech before the gathering dispersed into the unseasonal mildness of the night.

CHAIRMAN'S LETTER

Our Club, founded in 1949, has reached its fortieth anniversary, a memorable achievement for the oldest Rolls-Royce Club in the world. During 1989 we had six events in the United Kingdom, a tour in Europe and an overseas tour in America. We gained about 25 new members, over half of whom live overseas, so we gained quite a few more than we lost through resignations and deaths.

At our February 1989 Annual General Meeting & Dinner we had a somewhat controversial discussion concerning the Committee's proposed revision of trophy awards, about which I would like to comment. One of the objectives of the recommendations, for example, was to create major prizes to be presented to the winner of the concours and the winner of the driving tests, two of the principal events of our year. At present, the scores at these meets are linked with such things as distance travelled to them and number of events attended, making calculation of the winner rather complex and meaningless. For many years, the winners of the concours and driving tests have been presented on the day with rather modest pewter tankards only. Other trophies are awarded on the basis of such esoteric factors as square roots of car age times annual mileage. There was a feeling at the AGM that traditions were being eroded and that the changes might encourage people to trailer their cars to a concours, contrary to the spirit of the Club. As a result of the discussions it was agreed to withdraw the proposals and review them.

At the first Committee meeting following the AGM there was a thorough review of all the objections which had been raised and the Committee decided, by a vote of six to one, to resubmit the proposals exactly as they had been presented before, believing that the negative reactions to some members was due to the failure of the Committee adequately to explain the reasons for proposing the changes. By the time

this Record reaches the members, the fortieth AGM will have taken place, better explanations will have been given, and, hopefully, harmony will have been restored.

While still on the subject of trophies, during the past year we have received two new ones to be presented annually. The first, a crystal decanter, donated by Bess and Susan Taylor, is to be given to the owner of the car at the concours judged by the ladies present to be their favourite. The initial winner was John Donner, for his lovely Phantom I Barker coup. The second trophy is a pair of bronze book ends made from the last ever batch of spirit of ecstasy mascots made by Charles and Jo Sykes in 1939. In 1957 they were presented by Rolls-Royce at the 20-Ghost concours celebrating the 50th anniversary of the Silver Ghost, and won by Web Woodmansee of Milwaukee, who has offered these as an annual award in his name for something involving Silver Ghosts, and, in recognition, he has been made an honorary member. On behalf of the Club I wish to thank the donors of both these trophies.

All of the events which took place in 1989 are reported elsewhere in this issue, so I will refer to only one of them, the voyage on the Queen Elizabeth 2 to New York to participate with the RROC in a vintage tour through Pennsylvania, followed by a separate tour to Niagara Falls and upper New York State. This was to commemorate the 20th anniversary of the maiden voyage of the QE2, when the Club had a large contingent on board. This one was ably organised by Jo and Brian Wootton, their first for the Club.

Finally, there have been more changes than usual on the Committee itself. Bryan Goodman is retiring as Honorary Treasurer after eleven years on the Committee, seven of them as Treasurer, due primarily to the pressure of his being an Executive Vice-President of the Veteran Car Club in 1990, a much larger and more demanding job. Ken Smedley who has served as Committee member and Honorary Secretary for nearly as long as Bryan, also wishes to lighten his workload. Finally, Phil Taylor, formerly Chairman and for the last twelve years the Club's Vice President, as well as being the longest serving member of the Committee, has decided not to stand for re-election. Co-opted onto the Committee during 1989 have been John Townrow and Clive Carter, whose good influences are already being felt. To the outgoing members I wish to express the thanks of the entire membership, and to the incoming ones I say welcome and also thanks for offering to devote your time and effort to helping to improve and preserve our Club.

Lynn A. Brua

The Woodmansee Trophy.

A pair of book ends in solid brass, the last of the original 'Silver Lady' mascots cast from the actual sculptor's moulds by Charles and Jo Sykes in 1939. Surplus to the final order, they were subsequently offered by Jo to Rolls-Royce in the early 1950s and accepted and paid for by them. In 1957, at the Concours d'Elegance organised by the 20-Ghost Club as part of the Silver Ghost Jubilee Rally at Buxton, these mascots were donated by Rolls-Royce as first prize, which was won for Webster Woodmansee of Milwaukee, USA, by his 1922 Silver Ghost Brewster Tourer (62UG), and in 1989 donated back to the Club on its fortieth anniversary. Awarded annually to the owner of the Silver Ghost which travels the greatest distance in a calendar year.

DEVON COUNTRY HOUSE WEEKEND

21-23 April 1989

"Head west, young man!" We did - to Combe House Hotel at Gittisham, near Honiton in Devon, where Pooh and John Donner had organised a 20-Ghost Club West Country Weekend.

We arrived on Friday afternoon in time for a splendid traditional tea and soon realised that this was a foretaste (literally) of things to come. Pooh and John had thought of everything that turns a weekend away into a very special event. Menus and wines had been chosen for us and as we sat around one large dining table we felt as if we were not merely hotel guests but living with friends in a country house.

Saturday morning saw us setting off on a 180 mile circuit of North Devon, heading down narrow country lanes, via South Molton and Ilfracombe to Wildae Restorations, where the cars were being restored to a very high standard.

An extremely steep descent to Lynmouth, followed by the long climb up Countisbury Hill brought us our first moorland scenery with spectacular views of the Bristol Channel as well. At the Ship Inn, our rendezvous at Porlock Weir where we had the pleasure of lunching with Barbara and John Squire who had driven out to meet us. Afterwards we tackled the 1 in 4 gradient of Porlock Hill, long famous as the testing ground for many early motorcars. It was a baptism of fire for Beryl and Terence Stone with their recently acquired Ghost, a 1923 Piccadilly Roadster. The hill nearly converted Rosemary and Jack Henley to the virtues of long-legged Rolls-Royces (3 litre Bentleys do not take the hills nearly as well). Its a case of .."watch this space". The Bruas PII and the Donners PI seemed to manage without difficulty, as did our Ghost.

The afternoon run was across scenic Exmoor with its many horse riders, including the local hunt members and their hounds setting off from Exford for an afternoon's sport.

We returned to Combe House exhilarated with the scenery, the motoring and the weather, in time to relax before a cocktail party which preceded another delicious dinner.

Dartmoor was our objective for Sunday, but first we took coffee with Fred Watson, whilst admiring the panoramic views across the bay to Torquay from his Brixham home. It was a delight to see him looking so well and we do thank him for his hospitality.

The ferrymen's eyes were as large as those of the tinderbox dog, as we crossed the river to Dartmouth and proceeded to the interesting memorial at Slapton Sands, commemorating the many men lost in a disastrous wartime incident whilst preparing for the Normandy landings in 1944.

After touring the wilds of Dartmoor it was time to return via Widecombe in the Moor, to the comfort and cosiness of Combe House, where another elegant dinner soon awaited us.

Our sincere thanks go to Pooh and John for conceiving, researching and organising this stylish weekend.

Rae Kennedy



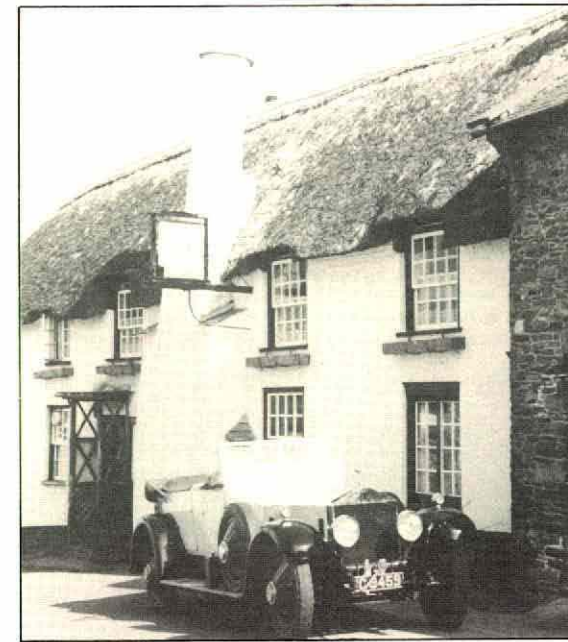
Combe House Hotel, Gittisham



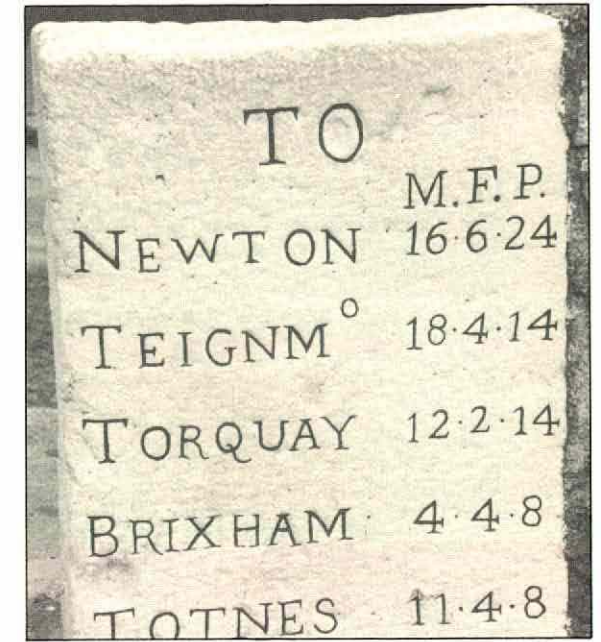
Two Ghosts on Countisbury Hill, North Devon



Ferry from Kingswear to Dartmouth



Outside the Ship Inn at the foot of Porlock Hill



Forty Poles - One Furlong, Eight Furlongs - One Mile! Antique milepost at Kingswear

SPRING LUNCH & DRIVING TESTS ASCOT VINEYARD, BERKSHIRE

Sunday April 16 1989

The difficulty in finding a venue which provided both good conditions for participating in and watching the driving tests, as well as a suitable restaurant were once again in evidence at this event.

The driving test location was ideal, however, and Bryan Goodman and his family soon set up a number of interesting tests which proved easy for those who kept their concentration and tied others in knots. A large turnout, including many young people who proved to be willing helpers, made the driving tests the most watchable and enjoyable for many years. The contingent included six Silver Ghosts, and the informal nature of the gathering had proved to be an attraction for families and young friends - the next generation of drivers of our cars.

Whilst some did not fare well in the tests, others produced a close contest, with Andrew Taylor just emerging as the winner.

The chance to sample a number of different local wines and briefly visit the vineyard (yes, there is a commercial vineyard within sight of the famous Ascot racecourse!) was eagerly accepted, as was the informal pub style lunch which followed, although for many of the stalwarts, this type of eating was not a substitute for the formal spring lunch.

Our thanks were due to Bryan Goodman for organising the event.



Dugby Wills negotiating the driving tests



Fine lineup of six Ghosts and two Phantoms after the tests

The Great Alpine Contest.

**Non-stop Runs made by Fourteen Cars. Nine Survivors of the Condition Test.
The Team Prize gained by Audi Cars. By C. L. Freeston, F.R.G.S.**

BRIMFUL of excitement were the closing stages of the Austrian Alpine Contest, the only thing that had become monotonous being the regularity with which the Rolls-Royce cars kept in the van. A pretty comedy, as a matter of fact, was provided throughout the whole trial by the way in which the official pacemakers were fairly hustled off their feet by the ever-impetuous Radley on No. 4, for there was nothing on the road which could equal the Rolls-Royces either in pace or hill-climbing power. Hence the time at which he finished every day represented the best that the official cars, not he himself, could do; it was only on the second day that he got a chance of moving to good effect, for he swept by the pilot on the Katschberg and, not knowing that he ought to have waited at the summit, went on to Innsbruck and arrived an hour ahead of the official car. On all other days he came in at the back axle of the pilot, and has certainly had an ample revenge for his misfortune of last year, a revenge which the other three Rolls-Royces have individually and collectively emphasised so far as concerns pace on the road and power on the hills, though penalty points for minor details are, of course, another matter.

FRIDAY, JUNE 27TH.

What with prematurely early starts and terribly long distances to travel over mountain routes, the day of rest at Trieste was hailed with gladness by drivers, observers, passengers, and everyone else concerned. The Trieste Automobile Club did everything to make the visitors' stay as pleasant as possible, and in the afternoon we all embarked on the *Prinz Hohenlohe* and enjoyed a sail down the beautiful shores of the Adriatic. Dinner was served on board, and music and dancing followed, so that we did not land until ten o'clock. Though a thunderstorm broke as we started, the rest of the voyage was made in fine weather.

In conjunction with several of the officials, I dis-

cussed with a director of the steamship company the prospects of arranging next year's contest so as to include Dalmatia, Bosnia, and Herzegovina. He stated that it would be quite feasible for a liner to accompany the tour, so that the competitors could sleep aboard each night, and the return journey could



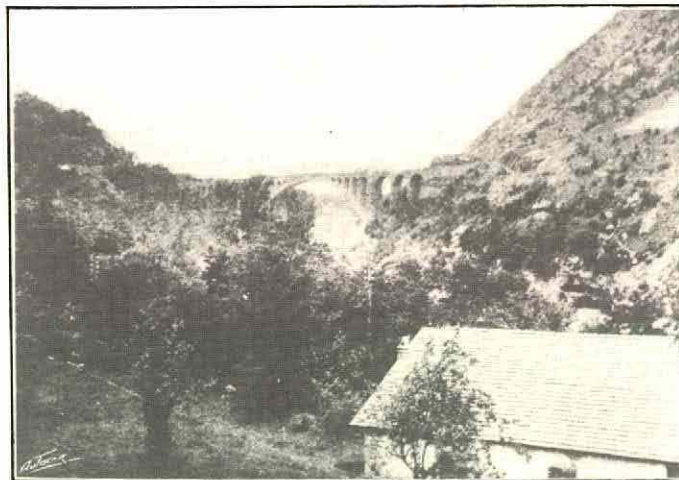
A ravine near the fork of the road to St. Lucia.

be made by sea to Trieste, from which the Alpine itinerary could be followed as heretofore. In that case it would either be less circuitous or the contest would extend over a longer period. The only difficulty in the way is that of the number of entries, as only fifty cars could be accommodated on the ship; but if this year's figures were materially exceeded some additional means would have to be found of bringing the vehicles to Trieste. Nothing, however, could enhance the interest of the event more than an excursion into the beautiful region which adjoins the Adriatic coast.

SATURDAY, JUNE 28TH.

As on most of the other days, our journey from Trieste to Klagenfurt was very far removed from being a direct line between the terminal points; in fact, we wandered by devious ways as usual in order to find steep hills or bad roads, or the two in conjunction.

For some distance we followed the Capodistria Road, but just when in sight of that town, nestling in a beautiful bay of the Adriatic, we turned inland over a by-road of very bad quality, being full of *carreours* and very narrow to boot. The soldiers on point duty were not quite so well up to their work during this southern excursion into Istria, and did not quite understand how to hold their flags, while at more than one place they might have warned an approaching car of an adjacent *carrean* which



The railway viaduct near Görz.

The Great Alpine Contest.

was concealed from view. For the first time, too, in this day's journey, we found one or two places where no arrow was affixed to a wall or tree at a doubtful fork; I mention these matters not by way of complaint but in order to emphasise the fact that almost entirely throughout the contest the organisation was truly admirable, and worthy of all praise. How the Austrian Automobile Club contrived to obtain so much assistance from the military I cannot imagine, but soldiers were stationed at intervals on every line of route throughout the 390 kilometres itinerary, while in the towns they were present in appreciable numbers and waved us past every corner.

At Covedo we rejoined a good main road, rising to 1,049 feet on the way to Pingente, with several hairpin corners. The only trouble here, as in many other places on the *Alpenfahrt* route, was the presence of heaps of stones at the roadside, ready to be laid down, and they encroached upon the fairway to a degree that was somewhat dangerous when one car wished to pass another. After Pingente the road was very narrow again and fairly steep.

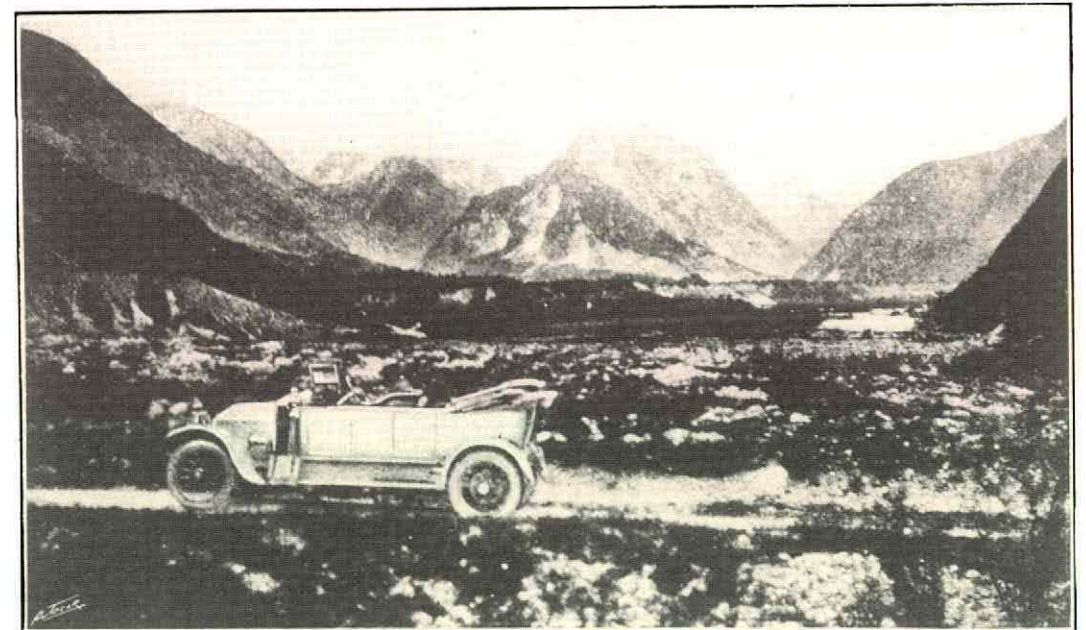
At length we reached the foot of the Monte Maggiore Pass, and I may say that, though it is only 4,275 feet high, it rises from sea level and descends to the Adriatic on the other side, so that every yard of the altitude had its full value. The road is fairly broad and of good quality. It rises steeply and quickly, and overlooks an expansive valley. Then it varies in gradient, with few hairpins, and for our 18 h.p. Deasy it was mostly second speed work up to the 29th kilometre stone, where the gradient is accentuated, and for the next kilometre we had to be content with the first speed. There are several corners on this stage, of wide radius, and the road is visible a long way back as one ascends. Then the gradient falls appreciably, and after a bit of third speed work we travelled to the summit on the second, rounding several more

bends of good width. The road is broad and of good surface throughout.

A fine run down, in sight of the sea almost the whole time, brought us to Mattuglie, out of which there is a steep rise. A little further on we had a thrilling moment. At a level-crossing which was open a four year old youngster suddenly pushed the pole half-way across the road, and we only avoided a smash by inches! As we left the spot I saw the boy being suitably and soundly spanked by the crossing keeper.

On the way to St. Peter we rose to 1,700 feet again before St. Peter was reached, and then good running followed to Görz, beyond which the road goes through the beautiful Isonzothal to St. Lucia, with a wonderful ravine of white rocks, between which a lovely river of bright glacier water runs at a great depth below. Then at St. Lucia the portion of the Predil route, which we had doubled from Görz, after covering it in the reverse direction on Friday, was left aside and the route lay across country to Bischofack, with some bad bits of road, in order to reach Krainburg and the Loibl Pass.

By the majority of the competitors the Loibl was feared more than the Katschberg itself, because, though the latter is slightly steeper, it has no corners, whereas the Loibl has not only a great many, but they are all very much steeper in the inside edge than the middle of the road. As the bends are narrow it followed that the inside wheels had to be driven through the rough steep angle of the corner. However, it was a fine sight to see the tackling of this ascent by the various competitors. The best time ever known to have been accomplished up the hill was 6½ minutes; but Radley went up in five, and, to the great amusement of the big crowd of spectators at the summit, he refreshed himself from a bottle as he mounted the last hairpin. This was not done out of bravado; he is a creature of impulse, and feeling the need of a drink at the moment, he slaked his thirst accordingly, even though



A view between Karfreit and Flitsch, with the 15-24 h.p. Siddeley-Deasy in the foreground.

it meant rounding a 1 in 4 gradient (at least) hair-pin with one hand on the wheel.

As at Trieste, the good people of Klagenfurt gave a hearty welcome to the competitors, and had an acceptable spread of food and drink arrayed on the arrival ground.

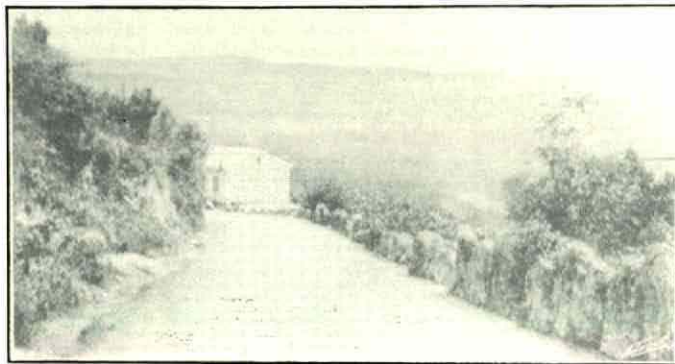
SUNDAY, JUNE 29TH.

For the last day's run of 260 miles the organisers had fairly out-Heroded Herod in the way of providing effectual "knock-outs" for weak cars. If any tourist wants to know how bad roads can be, and how much a good car can stand, let him follow the trial route from Klagenfurt to Volkermarkt and Mahrenburg—good up to here—and then to Eibiswald, Schwanberg, Voitsberg, and Köflach, and over the Stubalpe to Weisskirchen ere joining the main road to Vienna. It will be an eye-opener which he will never forget as long as lives.

In the first place, the road over the Radl from Mahrenburg to Eibiswald rises very steeply, and is intersected by numerous appalling *caniveaux*. It is a test in itself, if all other trying sections were eliminated from the trial. One of the Rolls-Royces—No. 3—nearly found its Sedan on this stage, and narrowly escaped a wrecking of the trio's chances for the team prize. The driver, Sinclair, was taking a vile *caniveau* in the approved manner, cornerwise, when the earth gave way bodily at the side, and the car subsided into the gutter, with the axle resting on soft earth. It was impossible to get back on to the road again at once, and the car had to be backed down the gutter for some distance. Fortunately, however, the engine had not stopped, and the *contretemps* involved merely a three minutes' delay, with no attendant penalty, as the hill was not one of those specially marked out in advance with the proviso that stopping of the car, or rolling backwards, involved bad marks. Curiously enough,

as we shall see later, this was the one car of the three to be singled out for untoward incidents, as the approach to Vienna had something peculiarly disquieting in store.

After Eibiswald is reached there follow about fifty miles of the roughest type of road, covered with



A view of the Pass of Monte Maggiore, looking towards Fiume.

loose stones, along which the cars were intentionally sent in order to try their mettle.

But the Stubalpe itself caps all! It rises to 5,416 feet, and very steeply to boot; but the gradient is as nothing compared to the extraordinary nature of the road surface itself. Though the reality surpasses the wildest efforts of the imagination, it may assist the reader if I give the actual figures as to the number of *caniveaux* to be encountered *en route*. On the ascent there are 125! This might naturally be thought bad enough; but what of the descent? In the eleven miles between the summit and Weisskirchen there are no fewer than 212 separate and well-defined gulleys, everyone of them deep enough to bump the passengers out of their seats unless the brakes are put hard on and the car brought down to a crawl. Even the impetuous Radley, who ascended in twelve and a half minutes, gulleys notwithstanding, took thirty-six minutes to descend. As a rule, the descent of a pass, where gradient is concerned, is about equal in speed to the ascent, and the wide difference above quoted serves to show the nature of the awful Stubalpe; and even then the pace was trying the car very hard.

It says much, I think, for the 18 h.p. Deasy that it survived the crossing of the Stubalpe without the slightest mishap, for it was an ordinary standard chassis, without any special preparation for Alpine work. No words can give effect to the nature of the ordeal which a journey of this kind involves; and I speak from a double experience, as I crossed the Stubalpe last year also. Even the official pacemaker shirked the task. At the foot of the pass the official car retired, and left the competitor's to pick their way unattended over the dreadful road, and at Weiss-



A competing car ascending the Monte Maggiore Pass.

The Great Alpine Contest.

When they found another official car waiting to take them into Vienna.

Of the run home to the capital, it need only be said that it was a "scorch" for the bigger cars at the best pace the official pacemaker could set. On the beautiful Neunkirchen Avenue leading up to Wiener Neustadt, Radley three times got up to 70 miles an hour with his throttle lever well over on the "weak" side of the quadrant, but had to fall back each time on overhauling the pacemaker car. I may



A photograph of the radiator cap of the Rolls-Royce No. 3 showing that the seals were unbroken. This is a tribute to the water circulating system of the Rolls-Royce car when one considers that it ran throughout the contest at high speeds over 1,651 miles in a mountainous country with its original supply of water.

say that throughout the trial he was burning with anxiety to go round the route immediately afterwards, with unbroken seals, with two drivers and two observers, in order to make a non-stop run in fifty-two hours for the whole course; but it need hardly be said that there was no chance of the attempt being allowed.

What might have been a frightful accident occurred a few kilometres outside Vienna, and why no life was lost must ever remain a mystery. Sinclair, on No. 3 Rolls-Royce, slowed down at a right-angled corner, and though no one on the car had any suspicion that anyone was behind, the driver and a passenger both held up their hands as a matter of precaution. As they were rounding the corner a big Minerva, driven by a non-competitor, drove straight into them at fifty miles an hour and rammed them amidships. The impact drove the Rolls-Royce sideways into a telegraph pole, which was pushed a foot out of its position! The car thus not only received the blow from the Minerva on one side, but the awful thud from the telegraph pole on the other.

The engine never stopped! As for the chassis, the footboard on the off-side was scrunched, the wing crumpled, and the change-speed quadrant damaged. On the near side the driving wheel was broken by the telegraph post, the tyre burst, and the wing was bent. After a new wheel had been fitted, however, and the debris removed from the off-side, it was found possible to drive into Vienna on the third speed, the only one of the four that could be put into action. This incident spoiled the

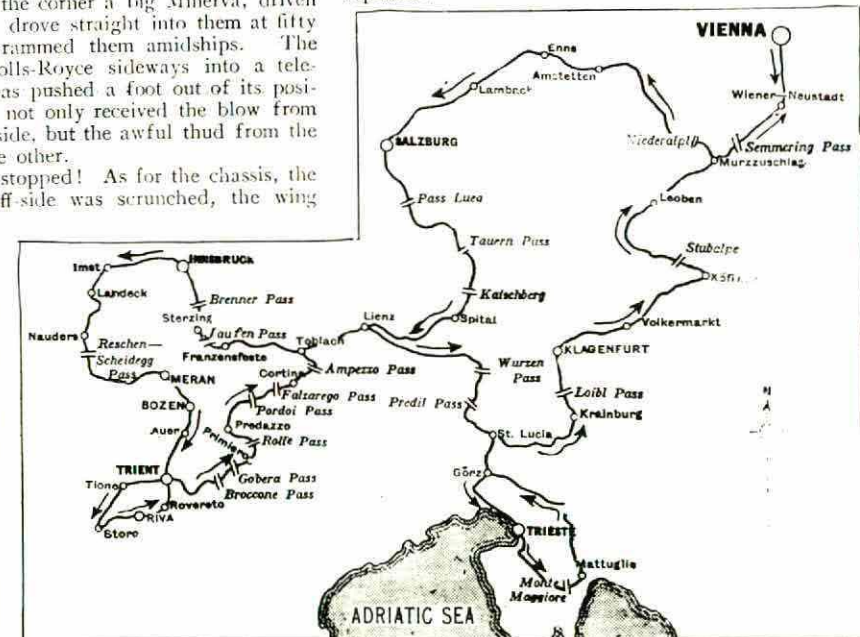
Rolls-Royce quartette's record of arriving first at every terminal point throughout the contest. As for the car which did the damage, it was simply smashed up. The front axle was bent back, as also the dumb-iron; the radiator was broken up, and, of course, the lamp; while the bonnet was absolutely telescoped. No one, however, on either car was hurt.

A big crowd awaited the arrival of the cars outside the Imperial and Royal Automobile Club's premises in Vienna. Those which had sustained penalties such as rendered their chances hopeless were allowed to depart, but any car which had only minor points against it was escorted to the military aerodrome and housed in a balloon hangar until the morning, there to undergo an examination for condition after trial.

The following are the names of the thirty-one cars which arrived in Vienna:

- | | |
|------------------------------|--------------------------------------|
| 1. Rolls-Royce (Fries) | 21. Benz (Delmar) |
| 2. Rolls-Royce (Hives) | 22. Raba |
| 3. Rolls-Royce (Sinclair) | 23. Hansa (Köhler) |
| 4. Rolls-Royce (J. Radley) | 24. Hansa (Sporkhorst) |
| 5. Minerva (G. de Jong) | 25. Audi (Horch) |
| 6. Minerva (Quidenus) | 26. Audi (Lange) |
| 7. Minerva (Dr. Bleichröder) | 27. Audi (Grammüller) |
| 8. Audi (Horch) | 28. Audi (Obruba) |
| 9. Audi (Horch) | 29. R.A.F. (Luksch) |
| 10. Audi (Horch) | 30. Puch (Archduke Joseph Ferdinand) |
| 11. Audi (Horch) | 31. Puch (Franz Helene Morano) |
| 12. Audi (Horch) | 32. Fischer (Dr. Leiwes) |
| 13. Audi (Horch) | 33. Fischer |
| 14. Audi (Horch) | 34. F.I.A.T. (Schneeweiss) |
| 15. Audi (Horch) | 35. Hansa (von Schmeling) |
| 16. Audi (Horch) | 36. Hansa (Parys) |

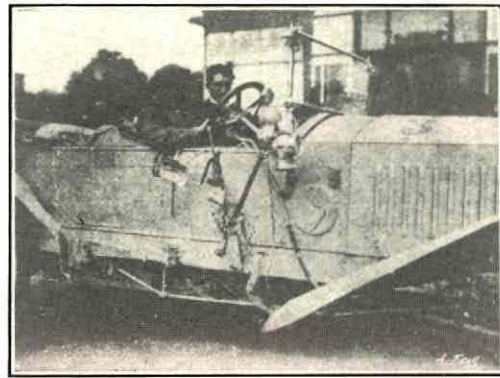
The Archduke Henry Ferdinand brought in his Puch, after it had been withdrawn and repaired; Prince Elias of Parma finished on another car than the one he entered; and Herr Klinkosch, who had such a miraculous escape near Toblach, drove his car into Vienna after the broken panels of the body had been replaced.



The route of the Austrian Alpine tour.

MONDAY, JUNE 30TH.

The task of inspecting the cars for defects was entrusted to Mr. James Radley and Herr Paulmann (of the Horch team), on the principle that competitors would be keener to discover faults than amateur judges. The inspection lasted until evening. During the day the No. 3 Rolls-Royce was brought round to



The Rolls-Royce car No. 3 after being rammed by another car whilst turning a corner.

my hotel. The chassis appeared entirely unstrained, and ran with the utmost sweetness. The seal on the radiator cap was unbroken; it had never been opened throughout the contest, and the same applied to the other three cars.

TUESDAY, JULY 1ST.

The committee were engaged all day in examining the reports of the observers and the inspectors, and in the evening issued their decisions so far as concerns success or non-success, but left the apportionment of the prizes, except the team prize, until a later date, pending the possible receipt of protests.

Fourteen cars completed the whole journey without incurring any penalty in running as follows:

- | | |
|---|--|
| 1. Rolls-Royce (C. C. Friese) | 18. Laurin and Klement (O. Hieronimus) |
| 5. Minerva-Knight (G. de Jong) | 21. Benz (W. Delmar) |
| 7. Minerva-Knight (F. Quidenus) | 22. Raba (Sirutschek) |
| 10. Horch (Dr. Stöss) | 27. Audi (H. Lange) |
| 12. Horch (G. Paulmann) | 28. Audi (A. Granmüller) |
| 17. Laurin and Klement (Count Kolowrat) | 29. Audi (L. Obruba) |
| | 35. Puch (Mme. Hélène Morariu) |
| | 41. F.I.A.T. (M. Schneeweiss) |

These cars accordingly were submitted to the "condition after trial" test incorporated for the first time this year with the contest, and the following emerged scathless from the inspection:

- | | |
|--|--------------------------|
| 1. Rolls-Royce (C. C. Friese) | 21. Benz (W. Delmar) |
| 5. Minerva-Knight (G. de Jong) | 22. Raba (Sirutschek) |
| 12. Horch (G. Paulmann) | 27. Audi (H. Lange) |
| 18. Laurin and Klement (O. Hieronimus) | 28. Audi (A. Granmüller) |
| | 29. Audi (L. Obruba) |

The silver badge was awarded to the following: Nos. 1, 2, 4, 5, 7, 10, 12, 15, 18, 21, 22, 26, 27, 28, and 29, and the bronze badge was awarded to: 3, 8, 11, 13, 17, 19, 23, 24, 32, 33, 35, 38, 40, 44, and 45.

As for the team prize, it naturally fell to the Audi trio, which, as will have been seen above, came through with a clean sheet. At the same time, it may be pointed out that the Rolls-Royce No. 2 only lost one mark, through an accidental stoppage of the engine

The Great Alpine Contest.

for one minute when leaving the park at Salzburg. Precisely why No. 3 Rolls-Royce, moreover, did not receive a similar award I am unable to explain, as at the time I left Vienna the drivers were under the impression that that car also had only incurred one mark, for the same reason as No. 2. There can be no question, however, among those who witnessed the trial throughout that the honours of the road fell to the Rolls-Royce team.

THURSDAY, JULY 3RD.

It will be seen that, in spite of the new factor of an examination for condition after trial, it proved impossible to eliminate an absolute winner, and the nine competitors who were on an equality, after every method of elimination had been adopted, had to draw lots for the more valuable prizes. The results were:

- | Competitor | Prize presented by |
|-------------------------------------|------------------------------|
| C. C. Friese (Rolls-Royce) | Archduke Leopold Salvator |
| G. de Jong (Minerva) | Automobile Club of Trieste |
| G. Paulmann (Horch) | Margraves Pallavicini |
| Count Kolowrat (Laurin and Klement) | War Office |
| W. Delmar (Benz) | City of Vienna |
| Sirutschek (Raba) | Vienna Automobile Club |
| H. Lange (Audi) | Vice-president Austrian A.C. |
| A. Granmüller (Audi) | City of Klagenfurt |
| L. Obruba (Audi) | Ministry of Works |

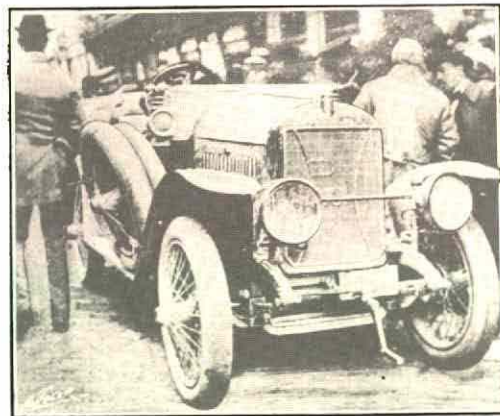
Eight other prizes were also drawn for as under: F. Quidenus (Minerva) Upper Austrian A.C.; J. Radley (Rolls-Royce) City of Trieste; M. Schneeweiss (F.I.A.T.) Herr Fross; J. Hives (Rolls-Royce) Motor Volunteer Corps; H. Luksch (R.A.F.-Knight) Tyrolean Automobile Club; Dr. Stöss (Horch) Vice-president Austrian A.C.; A. Horch (Audi) Silver medal, Austrian A.C.

While a remarkable feature of the contest was the high proportion of sleeve valve motors among the entries, it cannot be said that the results added anything of practical value towards the sleeve v. poppet controversy. There were failures in each field, while it will be seen below that the human element had something to do with the withdrawals:

Minerva (Klinkosch), capsized through sideslip; Coventry Daimler, sliding sleeve seized; Mercedes-Knight, driver seriously ill; Fischer (No. 29), collided with hay-cart.

The poppet valve cars withdrawn were as under: S.C.A.T., overturned; Renault, Puch (Archduke Henry Ferdinand), Puch (Quoika), Puch (Count Lamberg), W.A.F., F.I.A.T. (Malberg), and Puch (Prince E. von Parma), mechanical trouble in all cases.

Twenty-three poppet and eight sleeve valve cars arrived at Vienna.



The Puch car No. 34 at Vienna. The way in which the name Puch is formed on the radiator is ingenious.

Omitted from our previous issue was an interesting account by John Eastwood relating to his acquisition of a 20/25 in Cape Town and its subsequent return to the U.K. The full saga, now brought up to date, is printed here.

A ROYCE RETURNS FROM CAPE TOWN

Or how to import a car from South Africa

Sometimes it is said that to be in the right place at the right time and knowing the right person can lead to all sorts of events in one's life. This certainly happened to me in March 1988 whilst I was on business/holiday in South Africa. I had arranged with a friend in Johannesburg to place an advertisement in the paper, to come out whilst I was there, to try to locate a pre-war Royce. All that the advertisement did was to bring all the local dealers on the phone, trying to sell worn-out Mark VI Bentleys and suchlike at very high prices.

I then went on to Durban and finally Cape Town. Here I was to stay with my old friend Bob Dallas, with whom I used to be in digs in Sutton Coldfield back in the fifties and who was my best man in 1960. He works for the main Rolls-Royce agents in Cape Town and it did not take me long to tell him of my search for a pre-war Royce to buy. Preferably I would like a Sedan; a Barker body would be a bonus. He was not slow in telling me that a 1932 20/25 Barker Sedan was in their workshop for a major engine repair, having had the misfortune to throw number 5 rod and that the owner had decided to sell it. I could not get to his works fast enough.

There was GMU33, a Barker bodied Sedan. A quick look showed that the car was all there and pretty original, but showing signs of a great deal of misuse. When I met the owner, I found out that he had literally just cut the top off his other car, a 4½ Bentley, because he could not make the sunshine roof work! He had used the 20/25 for towing and other inappropriate functions and she showed all the signs of heavy-handed misuse, but being a Barker, had stood up to it well and I could not see anything that could not be repaired with loving care and attention.

The negotiations on the price were finally completed by numerous telephone calls after I returned home. It then dawned on me what I had actually done. I had bought a car six thousand miles away with a hole in the sump!

It had already been arranged that the engine would be rebuilt in Cape Town under the close supervision of Bob Dallas. This took three months. I had agreed to pay for the car when Bob gave me the OK after road trials. This was confirmed on 10 July 1988, so after all the waiting I could now look forward to getting shipping confirmed and finally to the day when she would actually reach me.

My excitement at this stage inspired me to begin to write this narrative for others who may one day experience a similar situation. In the meantime, I tried to find information about the car from its past, having established that she was bought new by Sir Hugh Smiley Bt. who lived in Alton, Hampshire and the registration number was GY7886. The weeks that followed proved to be frustrating to say the least. The sequence of events went rather as follows:-

July 27th. Car left Cape Town on board the 'Rafaela'. As the days passed I tried to think where she might actually be -

on the equator; off the bulge of Africa; in the Bay of Biscay. My predictions were probably all wrong.

July 28th. Visited HM Customs & Excise at Birmingham Freight Depot to ensure that all necessary forms were filled in and to make certain that no VAT or duty was payable. They said VAT may be payable, but would confer with higher authority. Two days of suspense whilst awaiting the response - several thousand pounds added onto the cost and shipping would make the car very expensive.

July 29th. Phoned Customs and they confirmed that no duty was payable - big sigh of relief. Phoned Mike Berry of London to ask his advice regarding Customs. He suggested that I should fill in form C1314 as he always does for imported cars. (I would at this point like to thank Mike for all his help and advice through this stage.) Back to Customs and asked for C1314 which they then thought might be a good idea to fill in. With their help and guidance I do this. Once again they confirm no duty to pay.

August 11th. Car arrives at Felixstowe Docks. Visit shipping company in Birmingham to confirm that all is in order. They confirm that the container with the car inside will arrive in Birmingham Freight Depot on August 16th and I fix an appointment with Customs to collect the car on the 17th at 11 a.m.

August 16th. Phone call from shippers.....Customs have been on and now want to assess value of car for VAT to be based on their valuation!! PANIC STATIONS.....Back to Customs office trying to look and feel all calm and collected. Went through whole saga again with them and reminded them of all previous meetings, discussions and form filling. ONCE AGAIN CONFIRM NO DUTY TO PAY. My heart leaves my throat and returns to its normal position.

D Day August 17th. Arrive at freight depot to remove the car from container and take it home. Met by two customs officers and shipping people. I drive the car onto the loading deck and a customs officer leaps in beside me and says 'Drive over there to the far side of the yard and leave it.' He reminds me that I am in a Customs controlled area and not to touch the car, and that they do not expect to clear the car today as the paperwork is not yet through onto their computer from the shippers. I force myself not to explode thinking of all the meetings and preparation already gone through. We then sat and waited and waited until finally we drove across Birmingham to collect a shippers representative and documents which we finally place with Customs at 3 p.m. BUT customs officers finish at 4 p.m. and obviously the last hour is taken up with other matters so once again I am informed that clearance will not be possible until the next day. Whilst waiting had seen a sniffer dog leaping all over the inside of the car.

August 18th. I make no contact until lunch time, then phone Customs who tell me that the car will be looked at

after lunch. Leave my phone number so that they can phone me back. By this time the weather had turned to steady rain.

3 p.m. ... Still no call. Knowing that they finish at 4 p.m. I grab the phone in desperation and call Customs, suggesting that if I leave now (about 30 minutes journey) could the car be ready for collection on my arrival. A very reluctant voice says 'YES - but you have filled in form C1314 incorrectly and you must call into our office first and put it right.' Near panic stations again, but it turns out to be a formality and at long last I get the clearance certificate. I am not sure who was most pleased - me to see the back of them and drive the car away, or them to get rid of me.

I finally drove the car slowly home in the rain with South African number plates - the dirtiest RR I have ever driven.... I would certainly recommend that anyone contemplating importing a car for the first time, seeks advice from someone who has done it before and if you are prone to heart attacks, to leave the car where it is!

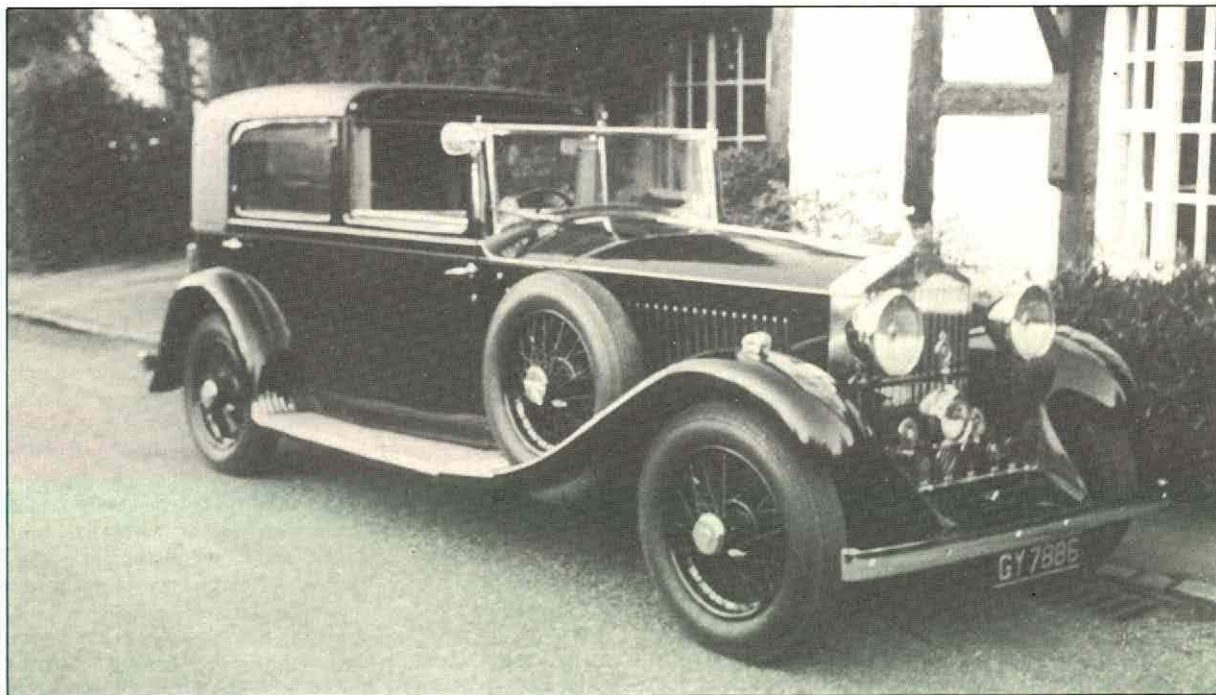
The following six months proved to be one of the busiest and most interesting in my ownership of Rolls-Royce motorcars, which goes back to 1959. I had neither desire nor cash available to place the car in the hands of a restorer and the satisfaction and huge learning curve I attained at this time can only be acquired through experience.

My judgement on the car being sound at the time of purchase in South Africa was quickly confirmed, but the jobs that needed doing were endless. My first thought was for the last job, to re-cover the roof, which I knew would have to be done by a real craftsman, so I phoned Ron Passom of Barton-under-Needwood and booked it with him for the following January, knowing that he always has between three and six months of work in hand. My timing was pretty accurate.

I could not possibly go into every detail of all the jobs that were done, but all during the weeks and months I kept reminding myself to "take your time, get it right, one has only to do it once". This did not prove to be quite the case as the servo had to be done twice and the carburettor about ten times.

To give reader an idea of what I was about to start, a quick summary of the overall condition will be useful:-

1. BODYWORK. Filthy. Paintwork stained and chipped and not one undamaged wing. Broken hinge on nearside rear door, broken check straps, torn roof covering. Inside complete, not torn, but filthy dirty. Woodwork - parts broken and badly scratched.
2. ENGINE. Just rebuilt in South Africa after end thrown but not running correctly. Clutch relined when engine was out.
3. STEERING. Vague.
4. TYRES. Wrong sizes and painted white.
5. WHEELS. Painted by hand with aluminium paint.
6. ONE SHOT SYSTEM. Leaking, mostly into the front brakes.
7. BRAKES. An anchor thrown from the window would probably have had more effect.
8. GEARBOX & TRANSMISSION. All satisfactory.
9. RADIATOR. New core fitted in South Africa, so in good order except for deep scratches.
10. EXHAUST. All satisfactory except rotted tail and no fish tail.
11. WIRING. Dangerous in places.
12. CHROME. Bumpers peeling, hub nuts rusty, rear bumper twisted and broken because car used for towing in South Africa.



GMU33 restored to its former glory
Photograph by John Eastwood

I thought that the best way to start was to do jobs that would make most of the car look good, so giving me the encouragement that I needed at that stage, so I took the dreadful whitewall tyres off and took all six wheels along to Dumilows of Burton-on-Trent to have them shot blasted and stoved black. Six new tyres were bought and these, with the wheels, were taken to Messrs Tyre Sales, also in Burton who fitted them without a scratch and with no charge (needless to say they get all my business now). Whilst this was being done I started on the body to clean, polish and restore the paint. Here I would like to thank my elder son Guy for his skills in restoring paintwork and supplying me with the correct materials. The damaged wings, etc would obviously have to wait, but a clean shining car did make a good starting position with as new wheels, tyres etc. I called in Mr G. Mansell, who runs a 'Complete Car Care' business, to clean the inside for me. He was unknown to me before this but he really turned up trumps, spending more hours than I paid him for but the result was a true transformation. He came back about five times to see that everything had dried out and that the stains were gone. He was after perfection and he got it.

Fortunately for me a chap called Alan Hickman ran an advert in the motoring press for restoration of interior woodwork. He lives in Fradley, (near Lichfield, and not far from me) and his services were quickly called upon. He proved to be a truly dedicated craftsman and nothing was too much trouble. He did a superb job. It is now quite impossible to see where all the damage was on the woodwork.

I was also removing parts needing chroming and many trips were made across to Derby Plating. I would like to thank Frank Cholerton for doing everything so well and for all his help on plating matters.

Once the bulk of the car started to look better it gave me the encouragement to progress with the multitude of other jobs which, although very time consuming, did not show, such as wiring, brakes, one shot system, etc.

Part of the fun in restoring an old car is the finding of pieces that one needs and two vital items were missing from this chassis.

One was the tailpipe of the exhaust system and the other was one clamping bracket for one of the spare wheels. Ray at Scott-Moncrieffs was being very helpful on one of my visits

there when I suddenly spotted an exhaust fishtail protruding from under a bench. Further investigation showed it to be complete but needing repair. That was one problem solved. The other, the spare wheel clamp, I thought would be quite impossible to find, but a visit to my friend Anthony Holme Barnett, who lives in Sutton Coldfield and who, I think, has never thrown away anything in his entire life, proved to be very fruitful because he just happened to have the complete item sitting on the back of his bench. In his words "Oh its been there 20 years because I could not sell it at an auction I went to in 1964!" Another problem solved.

During the summer of 1989 I drove over 400 miles, spending time perfecting my first adjustments on steering, brakes etc. I changed the engine oil every 500 miles and did all the necessary engine adjustments. The cooling system has proved to be in perfect working order and she runs up hill and down dale with no overheating at all, even in the hottest weather 1989 could produce. The longest single journey so far was to take the car back to the original owner, Sir Hugh Smiley, who is now 84 and still lives in Hampshire. Needless to say he and his wife made us very welcome and they were delighted to see and ride in the car again, having not seen it for 50 years. He very kindly gave me the original invoices for the car from Rolls-Royce and Barker.

Just to finalise, I am sure that many readers may be interested to know that the items that took the most time and most satisfaction in getting right were the one shot system, the steering and the servo. I can also say that I now know a lot more about wiring, Rolls-Royce carburettors, braking systems and paintwork.

Acknowledgements. There are many people, without whose help this car would not be as nice as it is today, and having owned and run Royces since 1959, this is certainly the best pre-war car I have owned. My deep thanks therefore go to the following for their kindness, guidance, practical help and encouragement:-

Brian Morgan, Phil Taylor, Guy Eastwood, Steve Lovatt, Alan Wadd, John Reynolds, and David at Stan Bruns who taught me more about brake servos in ten minutes than any manual could ever do. Thanks also to Eric Barrass for helping to get the original registration number back. A very special mention to my wife Jenny and the family for putting up with me during this epic.

John Eastwood

AUTUMN RAMBLE 1989

The Friday evening in mid October was dark, wet and blowing a gale as Mary and I battled towards Hampshire in the Silver Cloud III. Mary felt snug but I felt guilty that I was not in the Ghost.

The Essebourne Manor Hotel at Hurstbourne Tarrant proved to be very friendly and comfortable - just what we wanted. We were the last to arrive behind Lynn and Midge Brua with their PII, Geoffrey and Betty Price (20/25), Digby and Margery Wills (20/25) and Graham and Jill Adams in

their Silver Ghost tourer (51TW). They are new members but Graham has owned his car for thirty years.

Our Saturday route in Hampshire and Wiltshire was through and over the most beautiful countryside with young pheasants everywhere. We visited the Crofton Beam Engine, where water is still occasionally pumped into the Kennet and Avon Canal.

On Sunday morning most of us visited the Hawk Conservancy west of Andover, where hawks, vultures and owls were free flown for us.

Lynn and Midge Brua had set up all the weekend activities. We were most grateful.

Bryan Goodman

The QE2/USA TOUR

1989

Back in 1969, on the maiden voyage of the QE2, the 20-Ghost Club took a group of vintage cars to the United States on a tour. Now, 20 years later, we were again using this elegant trans-Atlantic 'ferry' to repeat the exercise and join with our American colleagues in a tour in Pennsylvania.

Five cars set off from Southampton. The oldest car was Nora and Bill Handcock's 1912 Silver Ghost (2018), accompanied by Anne and Jens Pilo's 1921 Ghost (58UE), Rae and John Kennedy's 1922 Ghost (100HG) and Jo and Brian Wootton's 1925 Phantom I (10UMC). In addition, Dr Lee Haacker from Washington was making a one way journey with his 25/30 (GRO55) which he had kept for some years in England.

In all, some eighteen days were being spent in the States, the highlight being the chance to participate in the Rolls-Royce Owners Club week-long Conestoga Tour which began two days after our arrival.

Suffice to say that everyone had a highly enjoyable time, made many new friends in and out of the motoring fraternity, and experienced many of the delights of rural America not found in rush trips to busy cities.

We all wish to thank everyone whose friendliness and help made our stay so enjoyable, particularly Helen and Derek du Toit, Bill Davis, Web Woodmansee, Betty and Karl Zoller, Pete and Carrie Zoller, Dick Frawley and many many more.

Some of the personal recollections of the tour are told in the following pages.

GHOSTS & A PHANTOM TO THE USA

QE2 & New York

We had never been away for four weeks in one single holiday before so there was a lot of packing and preparation of the Silver Ghost. All the usual maintenance was done and she had a new exhaust fitted for the trip.

On Sunday 17 September 1989 the five cars met at the overseas terminal at Southampton where, as a special privilege, we were permitted to drive our own cars on board the QE2. We were taken by lift to the lowest deck. The special attraction of the lift was that it acted not only as a lift but doubled as a merry-go-round and the parking instructions could have been a highlight in an episode of Monty Python's Flying Circus. All the cars were lashed which was a wise decision in view of the stormy weather we were to encounter.

We were not allowed to see the cars for the next five days at sea and we all went up to have our first of the many delightful lunches and dinners in a ship where there were 1900 passengers and 1000 crew to look after us.

The first part of the journey was rough with a severe gale force 9 and this of course was nice for those of us who were

not seasick but eventually everybody joined up and we had a delightful passage with fashion shows (that were expensive) and an Andrew Lloyd Webber show. It was very professional considering that we were in the middle of the Atlantic with 30ft high waves.

On Friday 22 September we entered New York and Lee used his local knowledge to help us through customs. We had around ten people from the union watching us when we manoeuvred the cars ashore - we were the last car out of customs because we were 'naughty' and did not do exactly what the customs wanted us to do and we had to pay quite a few dollars 'to the boys' to get out of the dock. Anne and I left the party for a few days as we had other business to attend to and whilst the four other cars drove directly to New Jersey through the Lincoln Tunnel with Lee as a skilled guide, we drove up Madison Avenue to our hotel near Central Park.

6 p.m. on a Friday evening in New York made me wish I were back in London where by comparison there seems to be no traffic at all. It took us one hour to drive approximately one mile and I think we answered several hundred times how old the car was, "is it a Duesenberg?", "you do not want to keep it in Manhattan overnight" etc. At the same time it was around 85 degrees Fahrenheit and very humid so we were happy when we eventually got to our hotel and had the car securely parked, an arrangement from the QE2 via satellite.

The next day we drove to the university town of Princeton in New Jersey. It was still hot enough to drive in the open car in shirtsleeves. We had lunch in New Jersey and when we came outside it was winter.

The temperature over two hours had dropped from 85 degrees to under 50 and it was a beautiful crisp afternoon. There were three weddings at the hotel and the car was the romantic background for lots of photographs (I hope they did not get too much oil on the wedding dress).

The RROC Conestoga Tour

The next morning we drove up along the south bank of the Delaware River and met at Bethlehem the thirty-four other cars including the three from the QE2. We do not regard ourselves as alcoholics but we do like more than a glass of water for our dinner and coffee is not a good substitute for red wine for the main course.

On Monday it was frosty and we drove approximately 160 miles from Bethlehem to Gettysburg. On the way we saw a car museum at Allentown. There were a lot of cars and it was almost impossible to walk around them as they were so close together. On the road a 3.5 litre Bentley had a slipping clutch and it was stranded in the middle of a wood on a narrow winding road and our Silver Ghost towed it 26 miles to the next stop where we lunched and visited the Fountain Coach Works. In the afternoon we drove through Amish country on beautiful, deserted roads. The Amish people do not believe in tractors, cars, telephones or high voltage electricity and hence they travel via horse and buggy.

The following morning we did a scenic tour through Gettysburg and the surrounding country on our own. We lunched at an historic inn at Fairfield and read about the Battle of Gettysburg which took place in 1862 and where 195,000 soldiers took part in the civil war. In the evening after dinner 'Abe Lincoln' came and spoke to us and

repeated his famous Gettysburg address.

On Wednesday 27 September we drove to Johnstown which has been seriously flooded in 1889, 1936 and 1977. Anne and I bought some food for the Allegheny Mountains so we were ready to picnic on the following days because we were already a little tired of the fast food shops. The days trip was approximately 130 miles and en route we saw an old village at Bedford where we were photographed and interviewed for the local paper.

On Thursday morning we drove out of Johnstown and were hoisted up the inclined plane on a large car lift. The local television station filmed us and we saw ourselves on the news that evening. I also met a chap who had lost seven old MGs in the 1977 flooding which was apparently more important to him than the 9 people from his apartment block who were killed at the time. On Friday we visited the Frank Lloyd Wright-designed house 'Fallingwater' which to us was some disappointment. We also picnicked in the woods. Alcohol was not allowed in the picnic so we smuggled a bottle of red wine in for our lunch (we still do not think we are alcoholics!).

That night we said farewell several times to all our American friends and finally ended up in the bar and some of us had a quite late evening. I think almost all the former presidents of the RROC were there and everybody was extremely hospitable. It is a good rule in America that you change table almost every evening so we met new people all the time.

New York, Vermont, Massachusetts & Connecticut

On the last day of September, Anne and I parted from the rest of the tour and drove to the Finger Lakes, Lake Ontario, then eastwards through the Adirondak National Park to Lake George, then via Vermont and Massachusetts before

heading back to New York. In four days we travelled over 800 miles before relaxing for a few days at the Mystic Seaport in Connecticut. On Monday 9 October we all met again at Pier 90 in New York where the QE2 was ready to sail us back after the now customary sniffer dog drug check and the money for the union 'boys'. Five days later we were back in Southampton after the smoothest crossing imaginable, in contrast to our outward journey.

Footnote

The cars, all open tourers in very good, driveable condition, behaved extremely well on the total of over 8000 miles they covered altogether.

We all had problems with our tyres and Bill and I were without spare tyres at certain points but we managed to get home.

I do not know how many times we answered the question how old the car was "was it a Duesenberg or a Packard?" etc., but that, of course, is part of it and although you may feel tired after touring 200 miles, it is raining, and you cannot find the hotel, then you ought still to be polite and answer these questions.

Let us all remember that we only have these cars for a while and that they will live longer than we do.

Also let us remember that the cars are not meant to be hidden away in storage or in a museum; they are meant to be run on the road, to be maintained and looked after. They will then last forever.

Anne's and my conclusion on this trip is that it was extremely successful, we have seen America in a new way, we have made many new friends and have yet again proven that the pre-war Rolls-Royce was 'the best car in the world' (and still is).

Jens Pilo



New York. Fifth Avenue from the driver's seat of a Ghost
Photograph by Jens Pilo



QE2/USA Tour – 1989 Picture Record



Clinton, New Jersey
Photograph by John L. Kennedy



Autumn in Connecticut
Photograph by Jens Pilo



Amish people at Intercourse, Pennsylvania
Photograph by Rae Kennedy



Fairfield Inn, New England
Photograph by Jens Pilo



Amish interest in a Phantom, Lancaster County, Pennsylvania
Photograph by Jo Wootton



Gathering on RROC Conestoga Tour, Farmington, Pennsylvania
Photograph by John L. Kennedy



At Niagara Falls, Ontario, Canada
Photograph by Brian Wootton



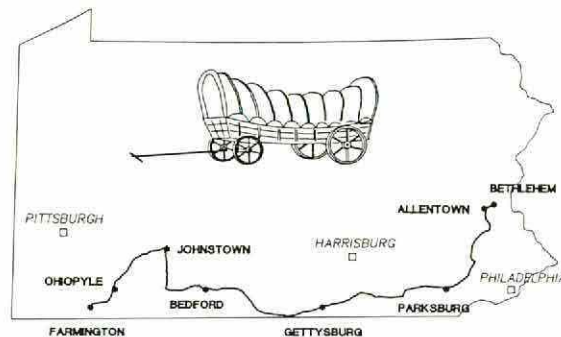
Amish farm near Strasburg, Pennsylvania
Photograph by John L. Kennedy

USA & THE CONESTOGA TOUR

Off to America

We met at Southampton on a dull Sunday morning for our five day trans-Atlantic crossing to New York. With the imminent threat of hurricane Hugo, we followed our escort in the rush hour traffic and headed for the welcome contrast of rural New Jersey.

Our first night was spent at Clinton with Peggy and Bob Haake at their lovely 1862 guest house. They gave us a memorable welcome plus our first sample of blueberry muffins fresh from the oven. In return, Peggy enjoyed her car ride around Clinton in our Silver Ghost next morning. Later while the men went touring and visiting a car lamp maker, the ladies were taken to a shopping village. Both were new experiences. The craft shop was so inviting that the purchases will keep us occupied for a long time.



RROC Vintage Tour

After a good send off from Clinton we headed for Bethlehem in Pennsylvania. Founded by Moravians in 1741, it is a fascinating old town, with early settlers houses of timber, painted in pretty pastel colours, wide, tree-lined streets and a very old church. It subsequently developed as an important steel manufacturing town. Our tour with the RROC started here, and our host Karl Zoller gave a welcome speech at dinner. We all received a present of a survival box of food in case we were stranded anywhere! ... (He who laughed first!?)... Also a detailed instruction brochure plus maps for the navigators to study.

Off to Gettysburg the next day with a mid-morning stop at Bernie Bermans to see his collection of cars, and then on to see Dick Frawley restoring old cars.

I now started to find the language variations we kept

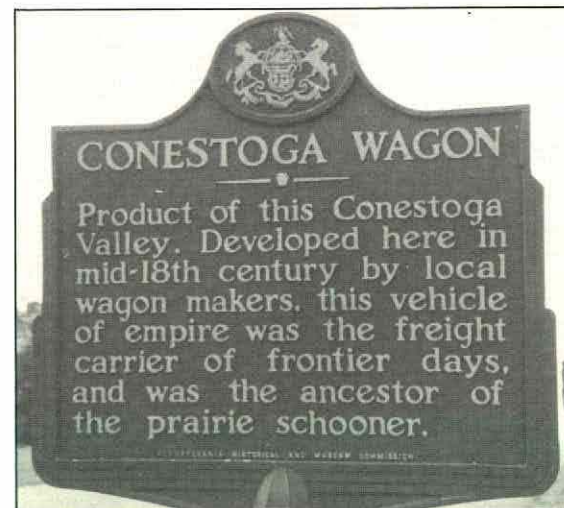
coming up against. The navigators instruction book said 'reset your odometers'. (What on earth are they I ask?) The English translation is trip meter or mileometer. I kept seeing the word 'Hoagies' on placards until inquisitiveness got the better of me, and finally I asked for one. This was the largest French roll with an even larger filling - so that was the end of any thoughts on diets. It was the same everywhere we went. Nobody knows the meaning of a 'small portion'. Even ice creams were ENORMOUS, but delicious!

The afternoon drive through the southern Pennsylvania farmlands in sunshine was very enjoyable, crossing over the Susquehanna River - most rivers have Indian names. The evening entertainment, provided by a look-alike Abraham Lincoln, who gave a brilliant performance, describing the life and events of the American Civil War. This made the following days tour of the battle grounds very interesting; also a visit to the former home and farm of President Eisenhower which really felt like a home and was well looked after.

Our next drive of 120 miles included a visit to Bedford Village, a remade late 18th century village created to give a feeling of the life and times, and the skills of working craftsmen and women demonstrating old trades. We could have spent more time there, but had to drive on to Johnstown.

Johnstown was a city of tragedy exactly 100 years earlier when a dam burst, flooded the valley and destroyed the city. We saw a rebuilt city and had a spectacular view of it from a ride, with our cars, on the inclined plane to the top of the cliff towering above the city. The local T.V. cameras were waiting at the top to film our car's arrival.

Our destination this day was Nemacolin Woodlands at Farmington, but 78 miles, the last hotel of the rally, set in beautiful scenery complete with landing strip. This was near



Historical sign at Lancaster

the house Fallingwater, designed in 1936 by Frank Lloyd Wright who also designed a number of America's skyscrapers as well as smaller functional items such as lamps, kettles and telephones. When built in 1939 it was very much ahead of its time and is now of historic importance. We were intrigued, but with its very high maintenance costs (the cement reinforcing is corroding causing major problems) I am not sure that we would like to live in it, although the waterfall was lovely.

Our evening meal was a thank you and farewell occasion with special prizes and lots of laughs and car stories. It was a pity to say goodbye, but perhaps we will meet again in Europe. I can see that there will be some strange parcels of car parts going to and fro across the Atlantic in the near future!

Niagara Tour

The next part of the trip for three of the British crews was to Niagara. For the first day we were escorted to Oil City by Nic and Joan Petroff. Nic's penchant for jokes was quite something, and the evening out proved rather different for me because Nic told me too late that an American martini was an entirely different drink from a British one and contained about three times as much alcohol. I blame this on the resultant wobbly legs, especially as we had not eaten since lunch. (Now we know why Jo was so entertaining at the cocktail party!) We will not forget that oil was first discovered in this city and all the consequences which that has made for the world. We left Nic and Joan here and continued for Niagara, tasting with approval our first American pumpkin pie en route.

There were long Sunday evening queues to enter Canada so we had to wait patiently to cross the border. The falls were floodlit at night and we had a magnificent view from the hotel balcony. The next days tour under and alongside the falls was fascinating, but a damp and cold did not inspire us to linger and we returned south of the border again, to Watkins Glen on one of the Finger Lakes.

By now the autumn colours were giving these northern woods a blaze of attractive yellow and red tints and we had lunch in a wooded picnic area, finishing the last remains of the emergency rations from our very useful 'Conestoga' boxes. On to Corning, which none of us will forget. The glass works museum had surely the largest collection of ancient and modern glass of every kind. A pity time was short and we had to look for accommodation. This was found at Delevan House, the elegant colonial style home of Mary DePumpo who really made us welcome. A larger than life American of Italian parentage with a terrific sense of humour and a fund of funny stories about life as a bed and breakfast hostess. Mary was certainly a hostess with the most generous personality and gave us a super breakfast of orange juice, melon and star fruit salad, bacon and egg souffle with toasted muffin, Danish pastry, banana, date, nut and raisin cake and copious cups of coffee. Her cooking was good and



On the QE2 car deck

her home like a luxury museum of antiques and glass. After leaving her, the rest of the day seemed very quiet by comparison.

Hershey & Home

We were back in eating form by the evening, having supper with Beverley and Ralph Lindquist and the numerous other friends they accommodated prior to visiting the annual Hershey autojumble. Not everyone's choice, however, so some of the ladies went on a treasure hunt of a different kind round yet more craft shops, buying Christmas gifts and looking at the local markets.

One thing we had all admired were the Amish quilts and Rae had very wisely bought hers early in the holiday, so when I wanted a specific colour and pattern it proved more difficult. Success did not come until our last stop in Strasburg. The quilts really are beautiful...not so our night at two farmhouses. We arrived on a holiday weekend and there were no vacancies anywhere, but the inadequate accommodation we discovered around midnight was still better than a cold night in an open car, even with an Amish quilt.

We called in to see Liz and Don Meyer and dined with them on our last evening. An early morning start from our hotel on the Sunday morning for the 50 mile trip in much lighter traffic than the outward journey. We did not linger in New York but drove directly to the docks, to sail away on a fine summer afternoon, leaving behind a host of new friends and a memorable tour.

Nora Handcock

A PHANTOM REVISITS AMERICA

Off to America

For our car on this tour, a 1925 Phantom I (10UMC), this was its second tour in the USA, as it had taken part in the previous 20-Ghost tour in 1969. For us, it was our first vintage tour in North America.

We very much enjoyed the five days spent on the QE2, apart from the force 9 gales which accompanied us for the first three days. Our main concern was for the safety of the cars down in the hold, but all was well upon arrival in New York with no damage at all.



Unusual road sign in Amish region, Pennsylvania

Arrival in New York was several hours later than scheduled due to the bad weather, and this meant that by the time we had cleared customs and other formalities, we left the docks in the 5 o'clock rush hour, which is not to be recommended! Thanks to Lee Haacker, we were guided out of the city through the Lincoln Tunnel into industrial New Jersey, and after negotiating some busy freeways were directed onto the right road for Clinton. The scenery soon changed to a very pretty, wooded countryside, and we reached our destination as night fell.

We really enjoyed our two night stay here in a lovely Victorian? (well, 125 year-old) guest house, and on our full day here the men met with Derek du Toit and toured the wooded lanes, including a visit to Stuart Baumann, a specialist in brass lamp restoration. The girls, meantime, busied themselves on a shopping spree with Helen du Toit,

finding the first of many excellent craft shops visited during our stay in the States.

The Conestoga Tour with RROC

Sunday morning we again met Helen and Derek and journeyed to Bethlehem (Pennsylvania, this one!), the starting point of the RROC Vintage Conestoga Tour, which was to follow the route of the pioneer settlers westwards across Pennsylvania, and finish at Farmington.

After a warm welcome from the RROC, we explored the town. Bethlehem is a pretty and historic town, full of museums and many attractive old houses. The town began as a Moravian settlement, and with the advent of the Industrial Revolution became a centre of industry and trade, and even today is the headquarters of one of America's

largest steel companies.

Next morning the tour commenced with a visit to Bernie Berman's exotic car collection, then to Parkesburg to visit the Fountain Inn Coach Works and Frawley Company restoration workshops. After lunch, we deviated slightly from the suggested route in order to travel through part of the Amish country. To see how these simple people lived was a highlight of the tour, and we would certainly have loved to have spent more time in this part of the country.

We eventually arrived at our destination, Gettysburg, in the late afternoon, to enjoy a banquet-style dinner where we all enjoyed listening to the after dinner speaker, none other than Abe Lincoln, who talked 19th century history for some time, ending with his famous Gettysburg address.

The next morning we set off for the RROC headquarters some 40 miles away. I was lucky enough to be offered a ride in

Bill Handcock's Silver Ghost which I very much enjoyed. There was much to see and do in Gettysburg, including touring the battlefields and exploring this historic town, and everybody appreciated their stay here.

The following morning we again headed west to Bedford, a village of original pioneer buildings re-erected here as an 18th century pioneer settlement. With many people in period costume working on the original crafts, we were given a very good idea of what life must have been like in those early days.

After Bedford Village our destination was Johnstown, famous for the terrible flood of 1889, when a dam burst 14 miles upstream and sent a wall of water up to 70 feet high smashing into the city, reducing the town to a mass of rubble and killing over 2200 people. The following morning we took a ride, together with our cars, on the inclined plane which was built after the disaster. The views from this, the steepest vehicular inclined plane, were spectacular, overlooking the city and the surrounding countryside. Our days drive continued through Ligonier and Somerset before reaching Farmington, where we spent the last two nights of the tour.

Highlight of the next morning was the visit to Fallingwater, the house designed in 1936 by Frank Lloyd Wright as a weekend retreat for the family of the Pittsburgh department store owner, Edgar J. Kaufmann. Built over a spectacular waterfall, Fallingwater was completed in 1939 and in 1963 was presented to the Western Pennsylvania Conservancy. Described locally as the world's most famous modern residence, it is the only remaining great Wright house with its setting, original furnishings and art work intact.

During the afternoon, Brian and I took the opportunity to visit Laurel Caverns, some spectacular underground caves near Uniontown. The Mount Summit Inn, located at the top of Uniontown Hill, 2700 feet high, was opened long before the advent of air conditioning, and because of its location, the heads of many of the automobile companies would stay here while their company drivers tested their cars on the hill.

The RROC tour ended that evening with a grand finale banquet, at which Nora and Bill Handcock were presented with a trophy for having the oldest car in the rally. It was here that we said our farewells to all the new friends we had made during the rally.

To Niagara in the Fall

The following morning, accompanied by our old friends Joan and Nic Petroff, we headed on our northward journey to Niagara. Making our way cross-country through some lovely wooded scenery, we spent the night at Oil City near the Allegheny National Forest. The town seemed full of hot-rods so we had a rather noisy Saturday night here. We said

goodbye to Joan and Nic the next morning and carried on to reach the Niagara Falls that afternoon, booking into an hotel on the Canadian side which overlooked the falls and gave us spectacular views. Unfortunately the next day was one of the very few days with rain, but this did not stop us spending time having a close look at the falls. At one point it seemed that our cars were an even bigger attraction than the falls themselves, as we parked alongside to take our photographs.

On leaving Niagara Falls we made our way south through the very pretty Finger Lakes region, which is a great wine producing area, and managed to fit in some wine tasting en route. The night was spent at Watkins Glen, home of the famous motor racing circuit, before travelling on to Corning, home of the world renowned glass works and glass museum which we visited. We managed to obtain accommodation at the lovely and interesting home of a great character by the name of Mary DePumpo, who kept us fully entertained for the whole of our stay.

Hershey & Amish Country

We left Corning and followed the Susquehanna River south, heading towards Camp Hill, near Harrisburg, where Beverley and Ralph Lindquist had kindly offered to put us up for the night before visiting Hershey autojumble, as accommodation within a 100 mile radius of Hershey at this time is virtually impossible to obtain. We found Hershey very interesting, but because of its vast size, we found that much more time is needed in order to see everything. We were very grateful to Beverley and Ralph for their kind hospitality. We left the Hershey area and headed back towards Amish country, where accommodation was again at a premium, this time owing to a holiday weekend in New York state. At a very late hour we managed to find rooms in two old ex-Amish farmhouses near Strasburg.

By this time, unfortunately, it seemed clear that something was amiss with our steering. It transpired that Brian had not allowed quite enough clearance when machining the king pins, and by now it was virtually impossible to turn the steering wheel. As luck would have it we were only a few miles from Parkesburg and Dick Frawley's workshop, so Brian and I spent our last day, with the great kindness of Dick, once again dismantling the axle in order to give the king pins more tolerance. After that, it really did seem as though we had power steering!

We rejoined the rest of our party in the dead of night at Bernardsville, some 50 miles west of New York, and the following morning we set off early to make our way to the dock to the docks to embark on the QE2 for the homeward journey, a calm and uneventful crossing which rounded off a very enjoyable tour covering almost 2000 miles of motoring in the United States.

Jo Wootton

THE MASCOT & THE MONTAGU GHOST

The Recovery & Restoration of 1910 Silver Ghost 1404

Introduction

The production of the 6-cylinder 7046 cc Rolls-Royce 40/50 hp commenced at the Manchester factory of the company in 1906. The polished chassis of car 60551, the twelfth such car built, was exhibited at the November 1906 Olympia Motor Show. The success of the 40/50 hp Rolls-Royce, subsequently known as the Silver Ghost, was assured. So successful was the model that many hundreds were produced and sold to the upper classes of Britain and the world in the first few years of production.

Chassis number 1404 was around the 500th Silver Ghost chassis laid at the company. The plant had moved to the new Derby factory which had been opened in July 1908 by Lord Montagu of Beaulieu, motoring pioneer and publisher of the journal *'The Car Illustrated'*. This magazine had set itself the task of introducing the motor vehicle to the wealthy society of Britain, and in no small way contributed to the success of the 40/50 hp Rolls-Royce.

Lord Montagu acquired his first Silver Ghost, chassis no. 60751, in 1908, one of only five 70 hp experimental models. This car he named 'Dragonfly' and it was widely used in the New Forest countryside and throughout England. It must have impressed Lord Montagu greatly, for he ordered another Rolls-Royce, Chassis 1404, in mid 1910.

Construction of Chassis 1404

The introduction of the 1400 series Silver Ghost in 1910 saw the movement of the controls from the bulkhead to the top of the steering column, the introduction of a new larger diameter inlet manifold, and an improved braking system. Chassis 1404 was prepared for the London Motor Show and delivered on 20 October 1910. (This car was later recalled to the factory in January 1921, and its fate beyond that date is unknown).

Chassis 1404, the oldest surviving 1400 series chassis, was laid as a long wheelbase frame on 18 August 1910 and the Woodhead springs were fitted to the frame on 26 August. Presumably the gearbox presented some initial problems, having been road tested and rebuilt on 12 occasions from 19 September to 20 October before being designated on the chassis card as 'v. good all round'. The dynamometer test was completed on 14 November 1910.

In many respects 1404 was unique. It was one of the very few Silver Ghosts to be factory-fitted with 7-inch Palmer Cord tyres. Perhaps little wonder few were so equipped, since the chassis cost £550 ready for the coachbuilders, and the five 7-inch Palmers cost an extra £73.14.0. over the cost of the normal 895 x 135 tyres as usually fitted to these cars!

The car was commissioned with C.A.V. lighting equipment and

dynamo, fitted at the factory on 18 November 1910, thus being certainly one of the earliest (perhaps the first) Rolls-Royce to be factory-fitted with electric lighting. The engine is fitted with the external harmonic balancer on the front of the crankshaft designed to prevent the whip in the long shaft. It is the earliest known surviving example, and could perhaps have been experimental in this regard also.

The body was constructed by Barker & Company (Coachbuilders) Ltd at their factory at Shepherds Bush, London, under instructions to be "...similar to Lord H. Scott's..." equipped with low wooden side doors, Auster windscreen and rear seat screen, cape cart hood with curtains and extensions to be fitted by Barkers. Aluminium was to be fitted to the platform steps (or running boards as we now know them) "instead of India rubber", and cocoa mats strapped to these at a cost of eighteen guineas.

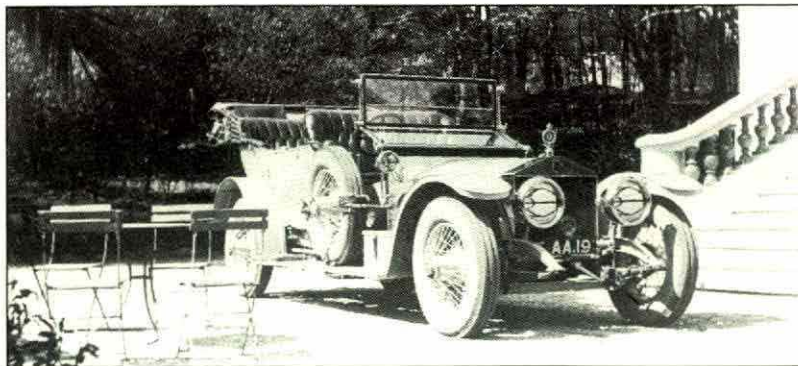
The completed car with 5½ cwt body fitted weighed a total of 36 cwt 2 qrs 9 lbs. The beautifully proportioned touring body was designed to carry "2 passengers in the front seat and 3 in the rear".

1404 was delivered to Lord Montagu on 14 December 1910 at a total cost of £1155.

1404 and the Spirit of Ecstasy

It is extensively documented that by late 1910 the Managing Director of Rolls-Royce Limited, Mr Claude Johnson had become appalled by the proliferation of cheap and unsightly mascots being fitted to the Rolls-Royce by some of the Company's customers. Johnson called upon Lord Montagu, whom he had consistently used as an advisor to the firm. As Lord Montagu was the patron of a young artist and sculptor whom he employed on the staff of his journal *'The Car Illustrated'*, it was logical for him to seek the advice of this talented young man. Johnson accepted Lord Montagu's recommendation and Charles Sykes was commissioned to create a statuette mascot suitable for the Rolls-Royce radiator cap.

Sykes had already been commissioned by Rolls-Royce in 1909 and had completed his famous set of oil paintings for



1404 at Beaulieu when new. Note the Barker body and the Palmer Cord tyres

the 1910 Rolls-Royce Catalogue. His work had been exceptional.

British author Paul Tritton in his work *'John Montagu of Beaulieu'* (1985) has personally inscribed in my copy: "If any car inspired Charles Sykes to create the Spirit of Ecstasy, it must have been 1404."

Certainly 1404, with its imposing Barker coachwork and Palmer Cord tyres at 50 psi would have provided as comfortable and quiet a ride in a motor vehicle as had ever been possible. Legend has it that the concept of the Spirit of Ecstasy came to Charles Sykes whilst he was riding in the Beaulieu countryside in 1404 with Lord Montagu of Beaulieu, and that Montagu's personal secretary Eleanor Thornton was the model for the sculpture. 1404 was certainly the first Rolls-Royce to carry the Spirit of Ecstasy mascot, soon to be made available as an accessory from 1911 onwards, but not until 1921 was it fitted as factory equipment to every Rolls-Royce, a tradition which has carried through to the present day. Together with the Grecian style radiator and the entwined initials of Rolls and Royce on the radiator badge, the Spirit of Ecstasy formed the third of the now legendary symbols of Rolls-Royce.

1404 The Grand Tourer

Carrying the now famous registration plate AA-19, 1404 embarked upon a series of tours and adventures from 1911 to 1925. Early in her life 1404 travelled to France on a number of occasions. One of these involved a party of three Silver Ghosts. The photograph taken at Auxerre in 1911-12 shows the accompanying vehicles to be carrying their Spirit of Ecstasy mascots proudly atop their radiators, while 1404 has reverted to carrying the Life Membership badge of the Royal Automobile Club of which Lord Montagu was President. (Note in the accompanying photograph the difference between the 7" Palmer Cord tyres (915 x 135) and the conventional beaded edge tyres (895 x 135) fitted to the other two Ghosts. Note also the Boa Constrictor horn, the huge C.A.V. headlamps and the unusually high profile of the rear of the front seat.)

In the summer of 1911, Lord Montagu hosted Prince Henry of Prussia when the British component of the Prince Henry Trials came to the U.K. These trials were held in stages, the first in Europe and the closing stages in Britain. Several very clear photographs survive depicting Prince Henry seated in 1404, and serve well to illustrate much of the unique coachwork of this car.

Around 1915, it is believed that 1404 was taken on a much longer journey, this time to faraway India to serve as one of two cars held by Lord Montagu whilst there. Montagu had been seconded to India from 1913 to undertake an assignment to assist the Indian Government to plan and construct highways to serve the nation. During the Great War period, Lord Montagu supervised the construction of over 7000 miles of roads in difficult terrain. At the end of this period, 1404 returned to England and underwent a series of minor modifications, including the replacement of the wheels and tyres with conventional artillery wheels and 895 x 135 tyres. It is interesting to note that with his new Ghost, Lord Montagu undertook a road survey of Great Britain and this car was equipped with Palmer Cord tyres. It is quite

probable that they were transferred from 1404 due to their success.

Subsequent Owners

Page 29 of the Rolls-Royce Guarantee Book reveals that 1404 subsequently went into the possession of T. Gibson-Bowles of Fawley, Hampshire (very close to Beaulieu) in 1919, and later in the same year passed on to the renowned automotive enthusiast and dealer Mr Graham White of The Aerodrome, Hendon (North London).

By June 1920, Mr Carr of Coventry was the proud owner, but again not for long. It had been purchased by Mr Lionel Wright of Clapham, London by September 1921. A further sale took place by August 1925 but the Guarantee Book omits to identify the buyer.

From this point onwards, movements are obscure indeed, their being suggestions that the car was still in England in 1928 and even as late as 1931.

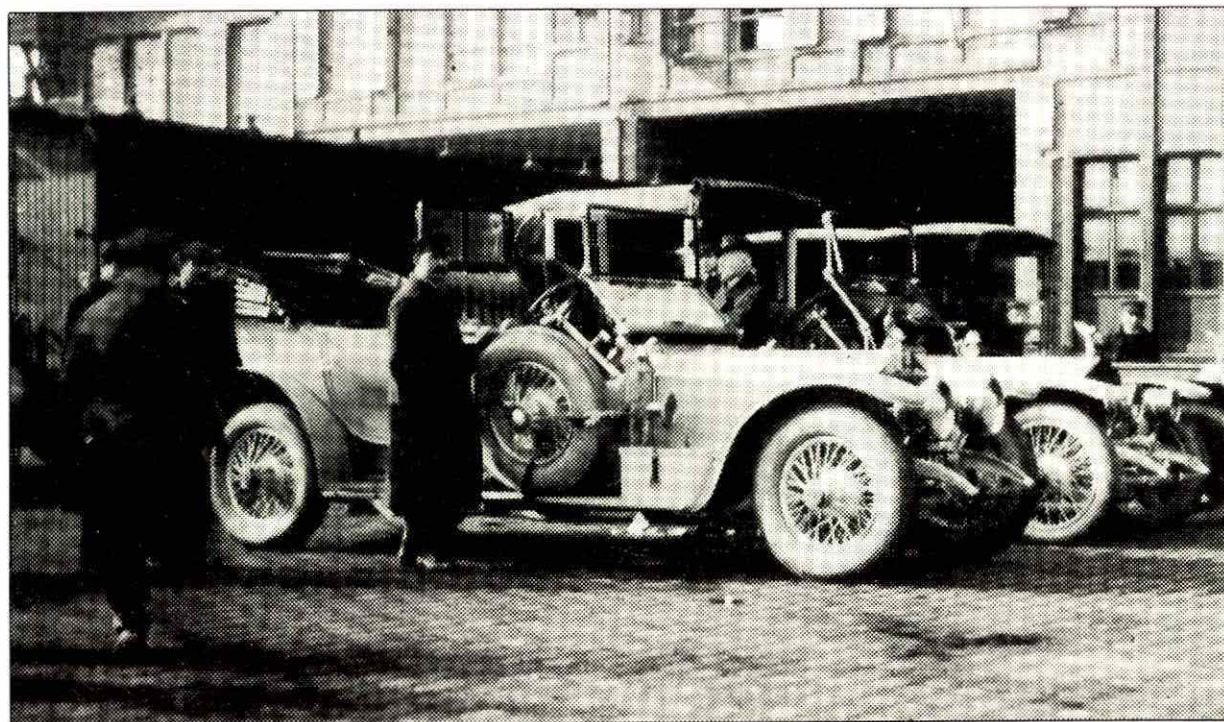
Australian Escapades of 1404

How, when, where and why this famous car came to Australia is indeed very much a mystery. Its whereabouts between 1925 and its demise in Australia in the 1930s have been the subject of much research, so far to no avail. Suffice to say that we believe that 1404 came to Australia in the late 1920s. The only thing that can be said with any certainty is that during this period it was rebodied with a conventional late twenties touring body with nothing to recommend it.

We know that 1404 was in the Riverina district of south-western New South Wales, a rich irrigation and orcharding



Eleanor Thornton on the running board of 1404. The photographer has carefully framed both her and the Spirit of Ecstasy as if to say, in Paul Tritton's words "This is the mascot and here is the lady who inspired it."



At Auxerre in Central France in 1911. Note that while the two accompanying Ghosts each proudly carry a Spirit of Ecstasy mascot, 1404 has the RAC badge again. Teddy Stephens, chauffeur to Lord Montagu, stands beside the car. It is also interesting to observe the difference between the 935 x 135 Palmer Cord tyres on 1404 and the normal 895 x 135 tyres on the other Ghosts

district, and was most probably owned by a doctor. At one stage we believed that 1404 was purchased by inventor and agriculturalist Hugh Victor McKay. Although research in this area has shown that he owned a similar car, Chassis 1500, originally owned by Dame Nellie Melba and delivered to her at The Ritz, London early in 1911, H.V. McKay Jnr has confirmed that his father only ever owned one Rolls-Royce before the Second World War. (Of course I have also pursued 1500 and it appears that only one small component of that vehicle has survived.)

The facts which surround the demise and break-up of 1404 are much clearer. In 1937 a minor accident in which it suffered a cart axle through the radiator core brought about the premature demise of 1404. Low values on big powerful cars, remoteness from service agencies and the age of the vehicle were most probably the factors which led to its failing to attract interest in a used car yard in Griffin for quite a while. The eventual buyer saw in this vehicle the possibility of combining the proven Rolls-Royce 6-cylinder engine and transmission with the four-wheel brake frame and more modern body of a late vintage Packard. The blend could have been, in the eyes of the buyer, the ultimate car.

Once purchased, the car was removed to the rear of the town cinema, where its body was removed and thrown away. The motor was carefully removed with its engine mounts all intact, then welded up to support and transport it to Queensland, about 1000 miles away. The gearbox, drive train, steering column, box and wheel, plus radiator, bulkhead with instruments and the bonnet were all removed and transported along with other lesser components such as

gear and brake levers and foot pedals.

The chassis frame of 1404 remained for several years a neglected object at the rear of the theatre until, with the scarcity of steel it became of considerable interest to a Griffith farmer. Around mid-1941 remains of chassis of 1404 were removed to a farm not far from the town where they remained (more or less) until 1981. The frame was converted for agricultural purposes. What better than a Rolls-Royce framed water cart and a fertilizer spreader with Silver Ghost axles!

In the process of the conversion, the farm blacksmith meticulously stored many of the original Rolls-Royce components under the workbench. Others were recycled to form various service and agricultural roles around the farm. The half-elliptic springs all survived, but the quarter elliptic rear springs were unfortunately thrown out in a clean up in recent years, not being recognised for what they were. Over the years various bits had been assessed for other uses and a search of several adjacent properties resulted in the retrieval of the brake cross-shaft complete with the equaliser gearbox and the set of original square-headed Rolls-Royce mounting bolts at both ends intact.

The frame was cut down in length and other structural additions made to hold a tank with several hundreds of gallons capacity to service field machinery. The former tractor axle used on the cart was welded directly to the frame. It was unrecognisable to most but the ardent Ghost enthusiast. The axles were reasonably intact. While all four artillery wheel caps fitted in 1919 were there and in fine shape, the stub axles had been welded up and the crown

wheel and pinion had been removed from the rear axle housing and the axle half shafts removed. Pieces of only one survived.

The wheels had all had rims and spokes removed and steel disc wheels from a Ford V8 welded onto the hubs. Shame, you might say, but had the wheels not been serviceable in this manner, the chances are that both axles might have been rejected years ago.

These two farm carts provided yeoman service on the farm for forty years - no doubt the envy of those who saw them.

The story continues...

Around 1958, a Queensland member of the Australian Rolls-Royce Owners' Club, whilst searching in northern New South Wales for the remains of a Brush car of circa 1908 manufacture, was given directions to an owner of a Rolls-Royce who perhaps might have been able to help. This person, enthusiastic about the breed, had noted an old Rolls-Royce engine on another property some forty miles distant. The subsequent drive over revealed the engine of 1404, still in the cradle mounting, under a power pole in the open, with the bonnet now being used as a dog kennel!

To cut this quite long story short, contact was made with the owner of this find, the brother-in-law of the property owner, who lived at Buderim in Queensland. A deal was soon made and the engine traded off for a matter of a few pounds. Upon returning to Brisbane a message was received that more of the car was available in Buderim; it was duly collected. The car had been spread over more than a thousand miles for more than twenty years and in around 1960 it came together in two places, Brisbane and Griffith.

In 1975 a close friend advised me of the whereabouts of the chassis in the Riverina - or what had been the chassis! So it all began. Due largely to the health of the owner six more years were to pass before we were able to secure the remains. Neither the Queensland owner of the motor and parts nor the Riverina farmer knew of the other's existence. Forming the link between these two made the bringing back together of 1404 a possibility. Over 95% of the original Rolls-Royce mechanicals survive today, with only minor components missing. Most of these have been recovered during the last ten years, by a network spread around the globe. The acquisition of the trailer-based Ghost parts was conditional on two new trailer set-ups to be manufactured to achieve the same roles on the farm. This was achieved inside two weeks in 1981.

The engine of 1404, now in Queensland, had been acquired to assist in the restoration of a 1909 Ghost, Chassis 1122. It had been intended to use the inlet manifold and carburettor, even though these were not the correct components as originally fitted to 1909 models. A lucky break in Sydney yielded a 1909 carburettor, incomplete but basically there. The missing pieces were made up and the final complete product exchanged to keep 1404's carburettor with its original engine. Neither 1404 nor 1122 had their magnetos with them, but we have achieved the impossible and found two of these which have been rebuilt. In addition, correct 1909 instruments have been acquired to exchange for those on 1404, enabling the engine and all original attachments to be returned in 1987 to the chassis from which it was separated 50 years before.

The Accessories

With the break-up of 1404, all the original accessory fittings had been lost. A scavenge began immediately on acquiring the frame parts in 1981, and almost everything has been replaced. As the car is being rebuilt exactly as it was originally, it was important to locate precise examples of the correct equipment. We have acquired the full C.A.V. lighting equipment including side lamps, large head lamps, diver's helmet tail lamps and switchbox. We have also obtained an Elliott speedometer, a clock, a full set of Rudge 100 wire wheels and, of course, an original 1911 Spirit of Ecstasy mascot.

The Restoration

Chassis 1404 has come back together under the one roof for the first time in more than 50 years. The task of the restoration of this most significant car has been made possible by valuable club contacts both within Australia and overseas, a substantial bank overdraft, a good measure of luck and an enormous amount of dedication and understanding on the part of the whole family. Many wives would have walked out under lesser circumstances!

The restoration of 1404 is now under way as a serious business, with the car being rebuilt as faithfully as possible to the original. Regrettably, we will always miss the genuine charm and unique character of the 7-inch Palmer Cord tyres.

The engine is under restoration in Canberra. It was very tempting to crank up the engine after more than fifty years of idleness, just to see what happened, expecting it, of course, to burst into life on a quarter of a turn, but the possibility that this could have done harm caused us to err on the side of caution. Upon disassembly we established that there was very little which needed doing, other than maintenance. The pistons are .040 oversize, and cast iron. The bores are quite sound, and parallel. The blocks were stripped in a cleaning bath, and on first emerging revealed a large painted '1404' inscription on each, indicative of having been

PRINCE HENRY TOUR.

PRINCESS HENRY OF PRUSSIA

WONDERFUL COMFORT

AUSTER EXTENDING BACK SHIELD

THE GERMAN EMPRESS' CUP

QUEEN MARY'S CUP

PRINCE HENRY OF PRUSSIA

LORD MONTAGU OF BEAULIEU

AUSTER Ltd. Barford St., Birmingham.

Original advertisement for the Auster rear screen as fitted to 1404 which appeared in Lord Montagu's own publication, 'The Car Illustrated', after the Prince Henry Trials, held in England in 1911. Photographs in this article courtesy National Motor Museum, Beaulieu

carefully marked at some previous overhaul, perhaps at the factory. Further cleaning revealed the stamping of the chassis number 1404 on the top surface, under the water jacket covers which was not previously known to us as a likely location of the chassis number. We have looked at two other early cars, to no avail, but found an engine number on the face of the base of a 1909 engine block.

We also detected what we believe to be a coded casting date on the underside of the block valve chambers. This we found on the 1909 blocks of chassis 1122 and the 1910 blocks of 1404. This coding lists day, month and year. Did we discover something new?

The engine is to receive new rings, valves, etc, and a thorough x-ray will be undertaken to confirm the condition of the crankshaft and all bearings. Superficially, things look remarkably good, but then they often delude us.

The rear axle assembly presents another story indeed. The axle had been used as a fixed axle under the farm fertilizer spreader, remember, and the spring saddles had been welded rigid. The innards had all been removed and the hubs modified. All this desecration is being carefully unstitched and the job has been entrusted to Gary Dubois of Melbourne, owner of 1332.

The rear hubs and brake drums have to be replaced so that wire wheels can be fitted as original, and the braking system

has undergone a complete rebuild also. Some new-old-stock parts have amazingly turned up here to assist this task. A crown wheel and pinion has been bought from the U.K. and much machining is being done, with eight new gears being made for the carrier of the differential.

The gearbox has had one new gear made and its restoration is almost completed.

The frame has been substantially completed but still some minor work needs to be done. Countless small items have been rebuilt such as the petrol tank, all lamps and instruments. The body is being constructed in Brisbane and at last we feel a real sense of achievement in the rebuilding of the car.

So many people have assisted us now that it would be easy to overlook someone inadvertently. Suffice to say that the car would not have been so far advanced nor so authentic but for the help of people in every state in Australia and many more enthusiasts in Britain. We and 1404 are eternally grateful.

It is difficult to predict just when 1404 will return to the road again as there are so many unpredictable situations and delays. We feel confident that this very historic car will be an important addition to the ever growing global inventory of restored Silver Ghosts.

Ian L. Irwin

BIBURY COURT - SUMMER PICNIC & CONCOURS D'ETAT

Bibury Court, Gloucestershire, proved to be a most suitable venue for this event on Sunday 9 July 1989. This seventeenth century Cotswold house, now an hotel, presented a suitable backdrop to our cars which were displayed on the greensward before it. Attendance was good this year with about two dozen cars present, most of which were judged.

We were pleased to welcome David Lowe as guest judge, to assist Phil Taylor with assessing the cars. The general standard of our cars was high and selecting the winners must have been difficult. The marks awarded to each participant are analysed in the accompanying table.

The winner was Michael Sapsford with his 1914 Brewster-bodied Silver Ghost (53PB). Second, and the best small car, was Brian and Jo Wootton's 1932 20/25 Mulliner Saloon (GMU28), with Ron and Muriel Skerman in third place with the only 25/30 at the gathering.

A new trophy was awarded for the first time. Bess and Susan Taylor had generously presented a fine cut glass decanter to the club, with the wish that it should be awarded to the owner of the car judged to be the most attractive, by the lady members and wives of members. The trophy was awarded to John and Pooh Donner for their most elegant 1926 Phantom I Barker coup (21SC).

Our thanks go to Ken Smedley as organiser. Altogether a most successful day.

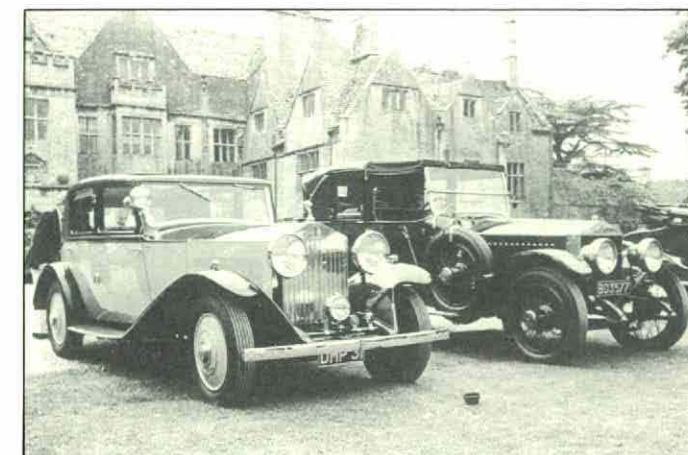
John Townrow



John Donner receiving his award from Susan Taylor
Photograph by John Townrow



Jimmy Valentine & Michael Sapsford give John Donner's PI a close scrutiny
Photograph by Robert Kennedy

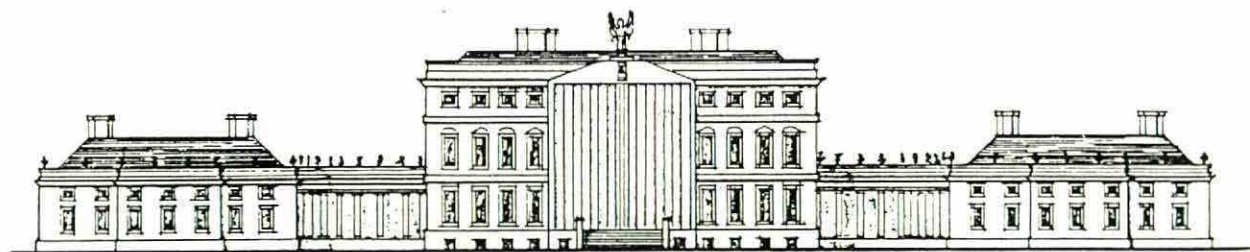


The concours winners
Photograph by John Townrow

Concours D'Etat Participants Table

Name	Model	Year	Chassis	Regn No	Interior Cleanliness Max 100	Exterior Cleanliness Max 100	Under bonnet Cleanliness Max 100	Chassis Cleanliness Max 100	Originality Max 150	Mechanical State Max 250	Total Max 800	
John & Rae Kennedy	L20	1905	26350	AX147	67	76	69	76	149	136	573	
Bob Keeler	SG	1912	1721	R1252	50	63	72	64	148	122	519	
Michael Sapsford	SG	1914	53PB	BD3577	82	69	78	72	149	160	610	1st
David & Stephanie Martin	SG	1920	9PE	YO2344	68	56	61	56	129	148	583	
Alister & Molly Reid	SG	1921	94NE	XO4485	60	57	72	68	142	132	521	
Des & Valerie Norwood	SG	1923	4PK	BU3046	89	77	61	73	148	150	598	
Norman Gardner	SG	1925	7AU	XX4530	61	67	58	65	149	119	519	
John & Pooh Donner	PI	1926	21SC	YN9160	84	69	80	62	149	160	604	
Andrew Taylor	PI	1926	20TC	YO8869	61	61	80	62	147	141	534	
Graham & Jane Ashley-Carter	PI	1927	26EF	AYE2	66	64	58	66	142	124	511	
Robin & Nicky Salmon	PI	1927	25EH	RR8388							*	
Jimmy & Janet Valentine	PI	1929	10R	UV1923	62	56	65	50	145	127	505	
Henry & Joyce Wilkins	PII	1932	28MS	RF9191	67	64	57	65	140	124	518	
Lynn & Midge Brua	PII	1932	36MS	GY7719	68	60	71	48	147	130	524	
Ken & Joan Smedley	20	1927	GXL63	MP2953	75	63	82	70	148	157	585	
Digby & Margery Wills	20/25	1932	GBT81	GX66	75	65	72	58	147	147	544	
Brian & Jo Wootton	20/25	1932	GMU28	DMP31	76	73	74	81	143	160	607	2nd
David & Sue Collier	20/25	1934	GNC70	AYV921	47	45	71	42	118	138	461	
Andrew Taylor	20/25	1934	GAF2	9876AT							*	
Geoffrey & Betty Price	20/25	1936	GTK25	WS8586	65	57	67	49	148	132	518	
Ron & Muriel Skerman	25/30	1936	GWN38	DUF280	86	70	76	68	148	158	606	3rd
Susan Taylor	Wr	1939	WHC77	HLL34	78	54	85	56	148	162	583	
John Townrow	SC	1956	SBC144	FOC3							*	

* Not judged or ineligible



SHROPSHIRE WITH THE IRISH GEORGIANS JOINT TOUR OF COUNTRY HOUSES

27 - 29 May 1989

Although the Irish Georgian/20-Ghost Tour of 1989 was in Shropshire rather than Dorsetshire, everyone acted as if they were in 'The Archers' and the Buckatree Hotel near Wellington was immediately rechristened 'Grey Gables' by many of the irreverent party. This was the streak of silliness to run through the weekend; there always seems to be one during these joint club outings. Despite this, all boded well; the hotel was warm, comfortable and welcoming, and the weather was perfect for touring.

Rolls-Royce transport for the weekend was provided by some fine cars, the oldest being Tom Leakes 1914 Silver Ghost Tourer (11AB) with Norman Gardner providing the other Ghost, his 1925 Windovers Cabriolet. Andrew Taylor and Jimmy Valentine with their PIs and the Bruas and the O'Dowds with their PIs provided the other heavy horsepower. Other cars were the 20/25s of the Carters and the Colliers, Susan Taylor's Wraith plus Janet Valentine's Silver Dawn and John Townrow's Silver Cloud.

Saturday morning brought the annual reunions over breakfast and then we headed off in our orderly way to **Hawkstone Park**, once the seat of the Hill family, later Viscounts Hill, but since 1926 owned by the Redemptorist Fathers. It was a glorious morning and we were to see the park before visiting the house. The park is one of the great but unsung glories of English landscaping. Started in 1727 by Sir Rowland Hill, it took nearly 150 years to be completed, and possesses a mock-medieval castle, a two-mile long lake, a grotto, a precipice and ruin, and a citadel built in 1824. We marvelled in the indescribably wonderful views from Grotto Hill in the intense heat, while a cuckoo cuckooed; we walked through the tunnels of the desecrated grotto, "just like the tunnel of love" was someone's comment, and we ambled across the edge of the golf course, then, exhausted but elated by all this wonderful natural and man-made beauty, we headed for the house itself and our lunch - a 'travelling buffer' provided by the Buckatree Hall Hotel. During the wonderful drive through the park, Sue O'Dowd was overheard saying to her husband 'can we go slowly up the drive so I do not have to dress'.

The house was rebuilt between 1700 and 1720 by Richard Hill, descended from the first Sir Rowland Hill, one-time Lord Mayor of London, who had bought the estate in 1556. It is a splendid baroque pile with porticos and towers, elaborate door and window surrounds, wings and arched

chimney-stacks. Extended in the 1780's and extensively altered in the 1830's by Lewis Wyatt, the house reached its present form in the early part of this century after it had been purchased by Lord Marchamley in 1895.

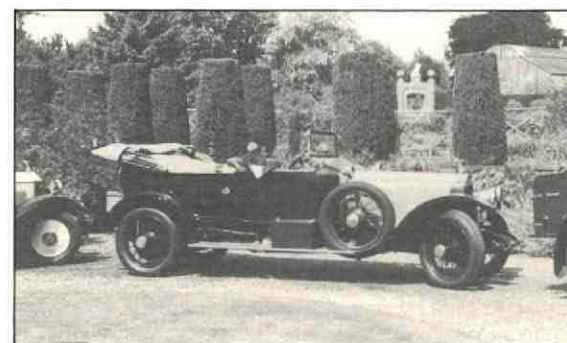
Many had to be roused from the sprawled positions they had taken on the lawns, to proceed to the next location, **Longford Hall**, just out of Newport. Now owned by the Worshipful Company of Haberdashers as a junior boarding house for Adams Grammar School, it was built by Ralph Leeke between 1789 and 1794, to the design of Joseph Bonomi, on the profits of his sixteen years in the East India Company. A small, elegantly designed and detailed house, with a porte-cochere of giant Tuscan columns, it was an instant hit with most of the group, as it is (comparatively) small and manageable. The two main rooms are refined and simple, with excellent chimney-pieces, and are separated by an exquisite entrance hall, with the light and restrained staircase rising behind.

We then continued on to **Chillington Hall**, in many ways the epitome of the English country house, having been occupied by the same family, the Giffards, for over 800 years, who have always employed major architects and designers in their personal pursuit of perfection. Originally a medieval building, it was rebuilt in 1537 as a Tudor courtyard house by Sir John Giffard and by 1724 the superb south range had been built by Francis Smith of Warwick. The second half of the 18th century brought great glories however, for Thomas Giffard employed Capability Brown to redesign the park in the 1760's and his son, Thomas junior, employed John Soane to remodel some of the interiors and build a new main facade. Soane's saloon, occupying the site of the Tudor Chapel, is one of the finest rooms we saw; it is totally internal, but perfectly well lit from above by a great dome. In the dining room was an unusual trio; portraits of Thomas senior (1766) and Thomas junior (1784), both painted in Rome by Batoni, and a bust of Thomas junior, also created in 1784 in Rome, by the Irish sculptor Christopher Hewetson. The upkeep of Chillington is a considerable burden, as there are several park buildings to be looked after as well; indeed Mrs Giffard said "we have so many listed buildings that I cannot remember the exact numbers".

Weston Park, our dinner stop, has been described as 'one of the most important surviving buildings of the early Restoration period and was built about 1671 for Lady



Irish Georgians & 20-Ghosters at Stanley Hall



Tom & Betty Leake's Silver Ghost at Acton Round
Photograph by Lynn Brua

Wilbraham, probably to her own designs. Sadly none of the 17th century interiors have survived, but neither have the Wilbrahams; in 1762 the estate passed to the Bridgeman family, who in 1815 became Earls of Bradford of the second creation. The present Earl and Countess were not able to be with us for dinner, but provided guides to show us the wonderful contents after the unlimited kir served by unlimited butlers. A quick visit was made by some to the delightful Temple of Diana, designed in the late 1760's by James Paine as one of several structures in Capability Brown's Park - a remarkably ambitious baroque room, with a dairy, china room and music room behind. The interiors of Weston are mainly mid-19th century, but our splendid dinner was in a room created in 1968 by the sixth Countess in a pseudo-mid-18th century style.

Next morning, by following a trail of bits fallen off Tom Leake's Silver Ghost, we arrived at **Attingham Hall**, built by Noel Hill, later Lord Berwick, in 1783-5 to designs of George Steuart, but now owned by the National Trust, who opened the house especially for us. One of the grandest neoclassical houses in the British Isles, Attingham is a superb example of refined Anglo-French taste - beautiful interiors full of beautiful things too numerous to mention and all lovingly restored by the Trust.

Then on to **Chirk Castle**, also now cared for by the



At Halston Hall
Photograph by Janet Valentine

National Trust; this was one of the most important of Edward I's border castles and the only one to have been continuously occupied since it was built around 1300. A splendid courtyard castle with great corner towers, it was severely damaged in 1659 after which major reconstruction works radically altered its appearance. By then it had been in the hands of the Myddleton family for over 60 years and they continue to live in the castle although it was given over to the National Trust in 1981. Sadly we had no time to see the park, by one of Capability Brown's pupils, nor the wonderful baroque wrought-iron gates of 1712-19 by the Davies brothers, as our lunch in the Distil Room Tower proved an even greater draw to the Irish Gorging Society (who apparently will eat anything that stays still for long enough - no adverse reflection on National Trust catering!).

Our first afternoon stop was **Halston Hall and Chapel**, where Major John Harvey immediately marshalled us with great precision into two platoons, one to be taken around the house by the architectural historian and writer Andor Gomme, whilst the other party was loaded onto a straw-bale covered trailer and bounced across the fields to the chapel - unaltered 15th and 16th century bliss, with delightful 17th and early 18th century fittings. The house, built in 1690, owes its present appearance to Robert Mylne, who altered it in 1776 and 1777 for its then owner John Mytton.

The rot had set in, though; the journey between Halston and Woodhouse, our next venue, was the shortest distance between any two houses, yet David Collier, more than ably assisted by his wife Susan, managed to mislead six cars who found themselves twice going in opposite directions to the rest of the entourage. Helpful suggestions and joyful banter issued without let or hindrance from the passenger seat of 'Harriet' as did the conferring of the IGS Golden Award for navigation. David, still without any shred of embarrassment, finally drove up the drive of Woodhouse between countless Friesian cows to be greeted by William Mostyn-Owens' opening remark of 'your car matches my cows - but I bet it does not produce as much ****'. Should Harriet be renamed 'Freesyar'? Robert Mylne designed the main part of Woodhouse in 1771 for the present owners' namesake, and it abuts and overpowers the 16th century timber-framed house of Robert Owen, and although Mylne's interiors were altered in the 1830's and 1850's, the two simple but strikingly original main elevations of brick and stone show his fastidious restraint. If only Sue Taylor had shared this quality; she was heard asking if Robert Mylne had been a relative of A A Milne - mercifully the learned Georgian retort is not recorded.

Our progress, after Mr Mostyn-Owen's generous tea, to Cronkhill House was a sadly disorganised affair - the O'Dowds drove through Shrewsbury unlike the others, one of the tyres of the Leake's car exploded and David's map reading did not improve quite as much as his passengers had promised themselves that it would. However, we all eventually arrived at this prototype of the Italianate villa, built in 1802 for Lord Berwick's agent by the architect John Nash. Of only three main rooms on the ground floor, it was inspired by the houses of northern Italy and the romantic landscapes of Claude, and is a most handsome grouping of conically roofed round tower, rectangle and arcading loggia. Bidding our farewells to Mrs Motley and her son, the National Trust's tenants who had kindly allowed us to visit the simply designed and furnished interiors, we returned to Buckatree where an excellent dinner awaited us all.

Monday was dull, and after breakfast we all set off for Acton Round, but not all on the same route. Nothing had prepared us for the surprise that awaited us at this minor masterpiece of English baroque, now the home of Mr and Mrs Hew Kennedy. Built in 1713 for Sir Whitmore Acton, this most handsome two-storeyed red brick Queen Anne house appears comfortable, gentle and typically 'English countryside'. Perhaps we should have realised all was not to be what it seemed when one of the party, apologising for nearly running over the dog, received from Mr Kennedy the reply "that does not matter, aim for the brute".

The interiors of Acton Round, pleasant, but nothing special in themselves, are full of the most amazing things, some of the highest museum-quality and some utterly bizarre in the extreme. A gibbon hung from the entrance hall chandelier and kept company with a fibreglass horse in armour. The set of 12 chairs were from Wroxton Abbey and were designed by William Kent, as were (probably) the two hall tables - from Chiswick House - and the mirrors were from Hamilton Palace; all of the finest quality imaginable. A stuffed giraffe on the staircase nodded to a rhino's head, fixed to the wall, which turned out to be a cocktail cabinet. A

body-less monkey and an ostrich skeleton lived in the dining room and occupying the magnificent State Bed was the most realistic-looking corpse - this was the three Kennedy children's special joke. Nor had the garden escaped the owners' sense of humour - gothic fragments decorated the farm buildings, pinnacles and an Indian Chattri acted as eye-catchers. Apart from the jokes, the garden is superbly laid out and has wonderful views over the Shropshire countryside. Enthralled by it all, we had to tear ourselves away to head for our next country house, and when one is sitting in the back of Tom Leake's open car in the rain, one realises how similar your cars are to 'our' old houses - the leaks and draughts always go together. There is no chance of a quiet warm snooze in the back of their little Madam, I can tell you!

Anyway, losing Norman Gardner on the way, we soon arrived at Aldenham Park. This was also an Acton house, until fairly recently. It is a curious building, the early Stuart house being remodelled in the 1660s and again in 1718. The central courtyard was filled in to form a superb top-lit library/saloon in 1825 when a lot more work was done to the house, leaving the excellent panelled dining room and state bedroom as the main surviving early 18th century interiors. The pretty Ionic temple, previously a private chapel, was a delightful garden feature and pavilion.

A short drive in now improved weather brought us to Bridgnorth and Stanley Hall, home of the Thompson family (no relation to Nick Thompson from the IGS). Originally a stone house of 1642, Stanley is now a Tudor-Elizabethan mansion of timbered gables and twisted chimneys, dating from c.1820 and 1924, when it was rescued from already-started demolition, by the present owner's uncle. Mr Thompson is Christie's agent for the area and thus the house contains many fine paintings and pieces of furniture, all with a story to be told. The twelve cars made a superb picture themselves in front of the house, photographed as Norman repaired (yet another?) puncture and Janet's 'Niece' just sat being beautiful against a wisteria-hung soft red brick wall. The Pimms was flowing like water and a magnificent cold buffet was soon dived upon by the ever-grateful Irish Gourmand Society, very ably assisted by the Ghosters. In the sun outside we all lined up for the 'school' photo and Lynn Brua gave a charming thank-you speech to Nick Thompson for all his hard work in arranging the weekend, presenting him with a pair of Irish 1830's (nearly Georgian) port glasses as a token of all our thanks.

Our final house was Benthall Hall, an Elizabethan house, small and charming, now owned by the National Trust, but still occupied by the Benthall family. There were some fine 18th century chimney-pieces in the house, but the church of 1667 attracted great attention and Janet's fish bag headed straight for the goldfish pond.

We slowly returned to the Buckatree Hall Hotel for tea and saying goodbye, all agreeing it had been a most enjoyable and jolly weekend, due to Nick's great organisational skills but especially to the magnificent vehicles and their gallant, long-suffering owners. Suffolk was mentioned for a 1990 foray - and hints were dropped that the two societies should celebrate '1992' by a joint visit to France. Any takers? Watch this space.

John Redmill IGS

THE LOST PASS OF PARPAILLON

"I never admired a Rolls-Royce more than on this adventurous trip. The way in which it breasted the exceptionally stiff gradients on the ascent, withstood the buffeting of the boulder-strewn surface, rounded the appallingly acute corners, and descended under perfect brake-power, was worthy of unstinted praise. No car, in the course of an ordinary tour, has ever been subjected to so drastic a strain."

The above description perfectly describes the journey to the top of the Parpaillon Pass made as a highlight of our French Revolution Bicentenary Alpine Tour in the summer of 1989. But it was, in fact, written in 1921 by that inveterate alpine traveller, Charles Freeston, when driving his new Silver Ghost on the same route.

His delightful period-piece, 'Pass-Climbing Extraordinary', written at that time, describes, with illustrations, some of his exploits on more than forty passes he traversed on that tour.

Without doubt, the Parpaillon was unique. "The crowning achievement, however, to be credited to the 1921 Rolls-Royce was the crossing of the Col du Parpaillon. This is a purely strategical road, if road it can be called, in the Hautes Alpes, and is seldom used by any species of vehicle whatever. It is barely eight feet wide, and rises to no less than 8671 feet. Probably before the war its surface was just endurable, but it was obviously suffering from neglect on the day of our crossing."

It was only after returning from our extensive alpine tour that I first read his illustrated booklet and realised how closely our tour matched his (although we were covering only the French section of the Alps).

The Parpaillon is a wild, deserted region, requiring careful navigation to find the only road which leads to it past tiny alpine farm villages of wooden houses. Once the road to the pass proper commences it soon rises into the tree line and the narrow sealed road becomes a narrower rough rocky road not recommended for vehicles. So rough was the road that to protect the tyres it was necessary to pick ones very carefully at an extremely slow pace. This is where the superb controls of the Silver Ghost are invaluable. By driving in first gear and setting the governor appropriately, a constant speed of around ten miles per hour provided enough speed both on the straights and on the hairpins so that one could concentrate on keeping the car on the least rough parts of this, the roughest track I have ever driven on. Rough, rocky,

narrow and isolated; first gear climbing through and above the tree line into open pasture with some hairpins, the odd ford, wild marmots and isolation, to the summit tunnel at 2645 metres. Those eight rough miles had, with photo stops, taken an over an hour, but had provided one of the most superb driving experiences possible in a Ghost.

Unlike Freeston, I was not able to drive through the tunnel but had to return on the north side. The large ruts in the centre of the tunnel (Freeston called them "sundry hummocks"), made it too risky to drive through, so I do not know what was on the other side as I did not attempt to go right through the 535 yard tunnel even though the daylight from the other end was clearly visible. One day I will return and investigate it further.

Descent, as the sun sank slowly in the west (cliché but true), bathing this wild alpine landscape in a golden light, was once again achieved in first gear, enabling use of the brakes to be avoided for all but the rockiest portions or the sharpest hairpins. It was dark by the time I returned to civilisation.

The Parpaillon is still unique - the only pass I know that is completely unchanged since built; on this trip it was but one of eleven high passes of over 2000 metres which we crossed, whilst there were many more of lesser height. Our travels included two not available to Freeston; the Col de l'Iseran, 2770 metres high, which, when opened in 1937, was the highest in Europe, and Col de la Bonette, a cloud-piercing 2802 metres high, which seized the title when it opened in 1962.

All in all I think Charles Freeston would have approved of our tour and of the 1922 Ghost in which we travelled. He may even have been pleasantly surprised that many of the dramatic mountain areas he new and loved are still quiet and peaceful enough to provide enjoyable and untrammelled motoring, even if not everyone is fortunate to traverse them in a Silver Ghost.

John L. Kennedy



The Freeston Ghost in 1921
Photograph by Charles S. Freeston



1922 Ghost at Parpaillon tunnel in 1989
Photograph by John L. Kennedy

RECENT NEW MEMBERS

We welcome the following members since the last list was published

Michael Wilcock, Jersey, Channel Islands
1936 Phantom III Freestone & Webb Touring Limousine 3AZ186
Chris Frost, Godalming, Surrey
1926 Phantom I Tourer 46LC
Kip Waistell, Ardingly, West Sussex
1935 20/25 Park Ward Sports Saloon GLG28
Mark Tidy, Horsham, West Sussex
1913 Silver Ghost Stewarts (Calcutta) Open Drive Limousine 2366
1921 20 hp Gill Cabriolet 4GII
1929 20 hp Southern Motors Saloon GEN44
1933 20/25 James Young Cabriolet GWX62
1935 Phantom II James Young Continental Sports Saloon 131TA
Peter Beck, Norwich, Norfolk
1914 Silver Ghost Hooper Tourer 48YB
Michael McRobert, Goudhurst, Kent
1927 20 hp Howe's Fixed Head Coupe GAJ31
John Ould, Brighton, Victoria, Australia
1930 Phantom II Hooper Sedan de Ville GY136
1932 Phantom II Kellner Tourer M270
Graham Adams, Southampton, Hampshire
1919 Silver Ghost Flewitt Tourer 51TW
Alan Walker, Burford, Oxon
1925 Phantom I H J Mulliner Allweather Cabriolet 40HC
Julian Jeffs, Newbury, Berkshire
1935 20/25 Hooper Sports Saloon GRF26
Nicholas Haran, St Albans, Hertfordshire
1936 25/30 Thrupp & Maberly Limousine GAN12
Graham Thompson, King's Lynn, Norfolk
1937 P111 Barker Sedan de Ville 3CP186
Jacques Bambling, Easton, Maryland, USA
1923 Silver Ghost Boat Tail Tourer 48PK
1925 Springfield Silver Ghost Brewster Oxford Tourer S142ML
Lynn Boynton, Toledo, Ohio, USA
1915 Silver Ghost Barker Tourer 29PD
1926 Springfield Silver Ghost Brewster Stratford Coupe

Elaine Rosales, Brecksville, Ohio, USA
1922 Silver Ghost H J Mulliner Tourer 40PG
1924 Silver Ghost Brewster Newmarket Convertible Sedan 46LM
1925 Springfield Silver Ghost Chassis S236ML
1926 Springfield Silver Ghost RRCCW Oxford Tourer S210ML
Donald Davies, Media, Pennsylvania, USA
1935 20/25 Park Ward Limousine GXX76
John Dennison, West Chester, Pennsylvania, USA
1936 20/25 Barker Limousine GTK36
Bill Ford, Norristown, Pennsylvania, USA
1922 Springfield Silver Ghost Tourer 33UG
1929 Springfield Phantom I Brewster Newmarket Sedan
Ken Karger, Exton, Pennsylvania, USA
1913 Silver Ghost Saoutchik Tourer 2442
1939 Phantom III Gurney Nutting Saloon 3DL122
Ann Klein, Lancaster, Pennsylvania, USA
1923 Silver Ghost Albany Tourer 18EM
Ralph Lindquist, Camp Hill, Pennsylvania, USA
1951 Silver Wraith Hooper Saloon WSG6
Herb Greenblatt, Allentown, Pennsylvania, USA
1934 20/25 Freestone & Webb Coupe GED81
Tom Troxell, Coopersburg, Pennsylvania, USA
1920 Silver Ghost Tourer 64BW
Karl Zoller, Gwynedd Valley, Pennsylvania, USA
1923 Springfield Silver Ghost Pall Mall Tourer 368KG
1931 Phantom II Brewster Dover Saloon 246AJS
Del Woodard, St Petersburg, Florida, USA
1919 Silver Ghost Brewster Service Vehicle 37LW
1939 Silver Wraith Gurney Nutting Coup WHC33
Adrian West, Morrisville, Vermont, USA
1921 Springfield Silver Ghost RRCCW Limousine 122JG
1924 Silver Ghost Cunard Boat Tail Roadster

CORRESPONDENCE

Conestoga Tour

We were so happy that all of you came to our RROC Vintage Tour. We trust you all enjoyed your touring in the USA. All of you coming with your cars helped make our tour more unique. Hope you all arrived home safely. We look forward to seeing you again soon.

Betty & Karl Zoller

Pete & Carrie Zoller, Pennsylvania, USA

Record

Just returned from holiday to find the Record waiting. Must write to say "Well done". It looks great with the additional colour.

Hope you manage to keep up the high standard.
Digby Wills, ex-Editor, The Record, London.

I today have received my copy of the Record. You certainly have revamped it 100%. Its great and you are to be congratulated on a very fine effort. I like the Alpine article. See you again soon.

Christopher Leefe, Muenchen, West Germany



EASTERN EUROPE TOUR 1990

Following the dramatic changes in Eastern Europe, we are embarking on a tour embracing East Germany, Czechoslovakia, Poland and Hungary, with planned visits to East Berlin, Dresden, Prague, Ostrava, Krakow and Budapest. Tour proper will commence in East Berlin on Thursday 19 July 1990 and depart from Hungary on Friday 12 August. Participants can return direct across Europe in about three days or linger in other places including Oberammergau. Make your visa applications now.

Events Calendar 1990

AGM & Dinner, Cavalry & Guards Club, Piccadilly	16 February
Docklands Tour & Spring Luncheon	7 April
Driving Tests - Charterhouse	6 May
Irish Georgian Tour, Suffolk	25-28 May
80th Anniversary of Rolls' Channel Crossing - Dover & Calais regions	1-4 June
Annual Picnic & Concours, Hartwell House, Aylesbury, Buckinghamshire	7-8 July
Eastern Europe Tour - East Germany, Poland, Czechoslovakia & Hungary	19 July - 12 August
Midlands Tour - including Crewe, Derby & Worcester	17-23 September

Beyond 1990

Across USA to Monterey, California - RROC National Meet	August 1991
New Zealand Tour	February/March 1992
Alpine 93 - Re-enactment of the 1913 Austrian Alpine Trials	June/July 1993

Club Shop

Club Ties

Silk ties in grey-blue with woven Club logo in red. £10 each.

Cuff Links

In sterling silver with Club logo and RR logo. Unrepeatable at current price. £20 per pair.

Car Badges

The Club has superb car badges, red enamel on brass to match brass radiators, or chrome for nickel or chrome radiators. £25 each.

New 33x5 Tyres

Original 1920s tread pattern. Suitable for Silver Ghosts and New Phantoms. Immediate availability. Available from the Club at competitive prices. (Other sizes may also be available).

Back Copies of the Record

Limited stocks held. Some date back to the early 1960s; these make fascinating reading. Buy now while still obtainable. £2.50 each. Reductions for bulk purchases.

All items available from the Honorary Secretary.



Trophy Winners 1989

Fred & Joan Watson:	Michael Sapsford
Alpine:	John Kennedy
Messervy:	Andrew Taylor
Dymock-Maunsell:	Lynn Brua
Stanley Sears:	Brian Wootton
Harding-Rolls:	Bryan Goodman
Phoenix:	Not Awarded
Fergusson-Wood:	David Collier
F-W Photographic:	Jens Pilo
Ladies:	John Donner
Woodmansee:	John Kennedy

Rear Cover:

Freeston climbing the Parpaillon in 1921

1922 Ghost on the Parpaillon in 1989

Dramatic and isolated view from Parpaillon summit

Descending the Parpaillon

Ascending the Col de l'Iseran

Wooden houses in Molines-en-Queyras, high in the French Alps

