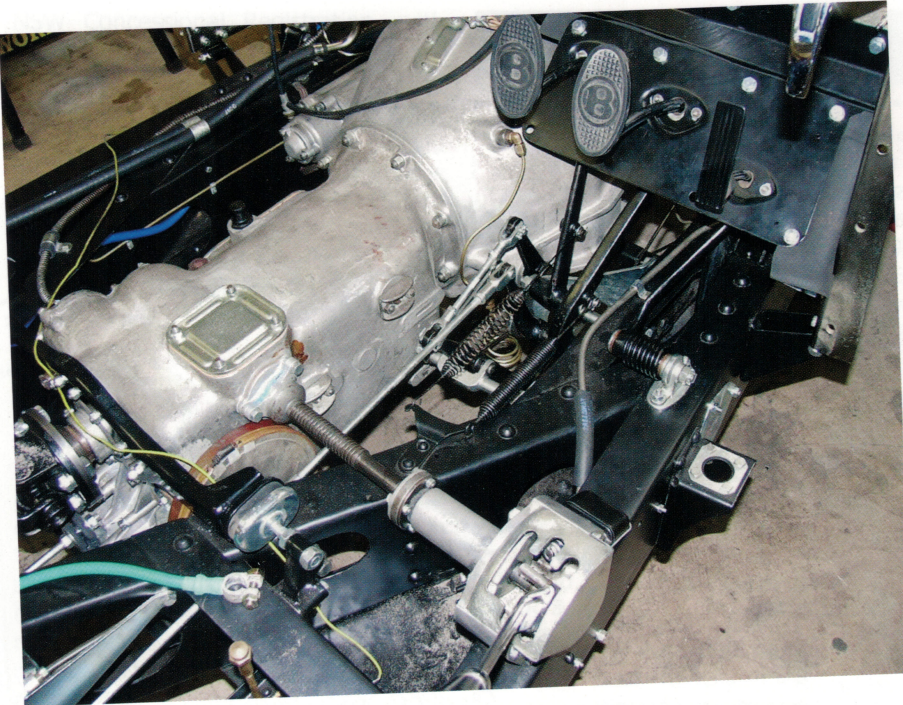


## From the Sir Henry R Interesting Items

Gilbert Ralph HLM,

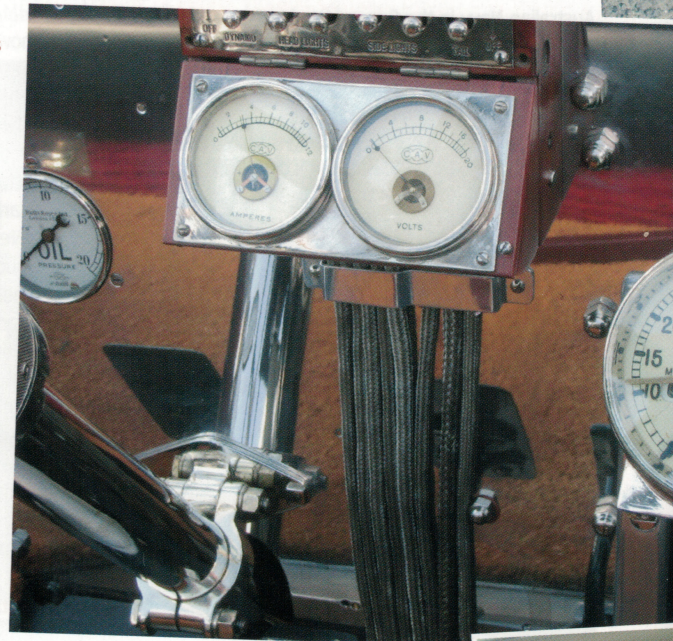
This edition continues the look through Archive n  
details of the fittings and equipment on older ca  
by more efficient devices



**above:** This 1951 Bentley MKVI, B149DZ, was subject to a body-off restoration by Ian Webber of North Adelaide. It was totally dismantled and the chassis and all components were repainted or re-polished while the engine was overhauled and all wiring was renewed. The body was stripped and repainted, reglazed, reupholstered, recarpeted and the timber refurbished. It won awards at the Bentley Drivers' Club.

**below:** This item was never offered to customers by Rolls-Royce. It is a personal choice alternative fitted to a 1913 Silver Ghost, Chassis No 2260, by its present owner, John Kennedy in UK. The photograph was taken near Banbury during a 20 Ghost Club event. The car is famous for having been driven masterfully by James Radley over a 1616 mile route to win the Alpine Trial in 1913. In John's hands it participated in a re-enactment of the Alpine Trial in 2013.

**right:** Some older members may recognise this item. It is a 'black-out' fitting for headlamps on cars during the Second World War. The small white glass opening allowed on coming vehicles to see you approaching while the hooded slot allowed a modicum of light to fall on the roadway. No high speed driving at night with this equipment even if you were lucky enough to have some petrol.



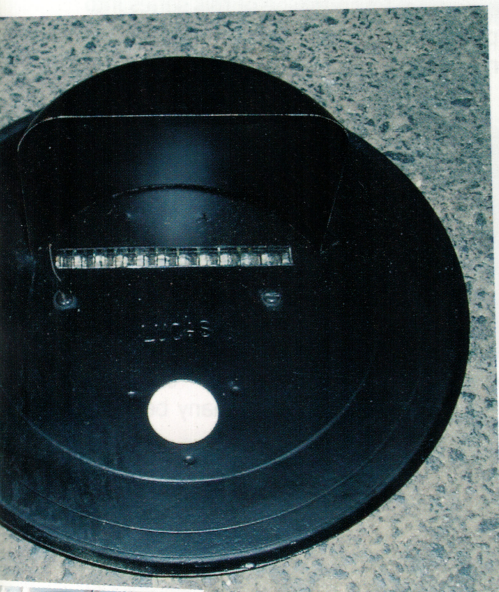
**right:** Compare this modern Phantom instrument panel with the Silver Ghost. The speedometer records to 240kph (150mph) and there is an assortment of other dials and indicators and of course automatic transmission, ride control, air conditioning, electric windows, motorized seat adjustment, high fidelity sound, plush carpets, air bags and a host of other desirable features. I noticed one thing that has not changed since the Silver Shadow in 1965 – the directional air vents.



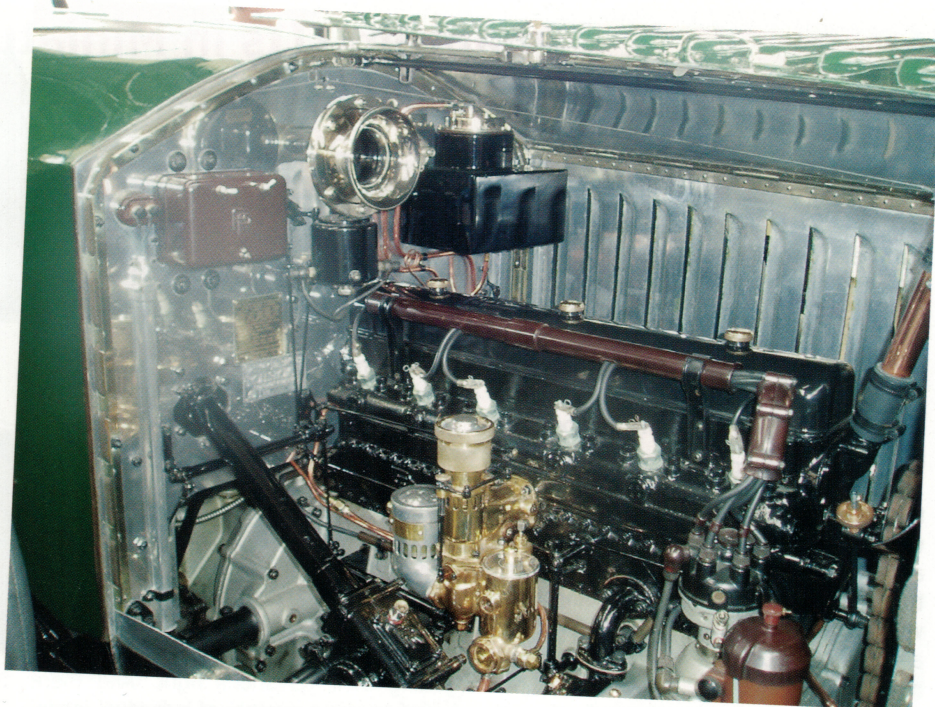
Foundation Archives  
**the SHRF Archives**

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ial a little more closely at some of the interesting  
 many of these items have been either superseded  
 transformed in some way.



**left:** The instrumentation on a Silver Ghost was basic but clearly functional. Here there is an oil pressure gauge on the left reading up to 20psi, an ammeter to 12 Amps and a voltage meter to 20 Volts. The patented Smith & Son speedometer is graduated in miles per hour and it has both a mileage meter and a trip meter, both of which would be difficult to read at speed. What do you suppose the needle showing 11mph is for?



**below:** Before electric lighting on cars the most common form of lighting was by kerosene lamps or acetylene gas. The latter gave a brighter white light but it was more expensive and a little more troublesome. Here is a quality acetylene gas generator fitted to a Silver Ghost. The lower container is filled with carbide and the upper tank with water. An adjustable needle valve on top controls the amount of water allowed to drip onto the carbide below which generates the acetylene gas. The gas is passed through a filter then on to the lamps via the red rubber tubing.

**above:** Readers will appreciate this shiny 1925 Rolls-Royce 20 hp, GSK34, which won numerous awards for its then owner the late David Turner who spared no expense to present an extraordinary example of this model. Note the original spring wire clips on the sparking plugs and the Whittle fan belt. Some purists might frown at the over-polished brass and aluminium and the replica ignition coil.

