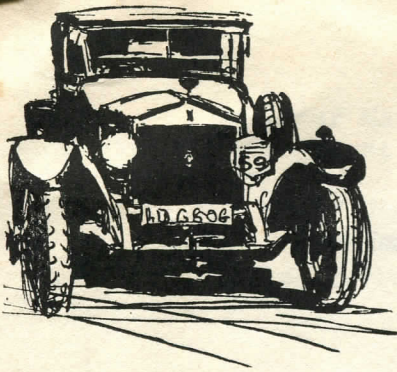




THE 20-GHOST CLUB Newsletter



EDITOR: John Anderson - 37 Cecile Park, Crouch End, N.8.

No. 1. JANUARY 1959

Editorially speaking

in the event of the sight of this publication causing a state of apoplexy among some of our members, and a mood of stern albeit kindly reservation among others, a few words of explanation seem desirable if not essential.

The primary object of this newsletter as its description implies is to disseminate club news. It will report in the main club events which are of general interest to all. This is its most important function - since a report of a club event, such as a rally where prizes are won, is of interest not only to those who competed, but perhaps even more so to those whose other engagements perforce kept them away. As this first issue is experimental, a short survey is attempted of the events which took place during 1958.

The Annual Dinner of 1959 begins another year of, we hope, even more successful and enjoyable events. The NEWSLETTER will appear at intervals following as closely as possible upon the main events. The purely social gathering such as a cocktail party will merit no more than a mention. A rally, however, will be covered with as much detail as will enable a reader who was not present to gain a reasonably coherent picture of the highlights of the event.

It would not perhaps be out of place to mention here that the main responsibility for the NEWSLETTER will fall appropriately enough upon the members of the Events Committee. Whilst this extra burden will be shouldered with, we hope, dignified equanimity, this seems the place to make a final point of great fundamental importance. This is your NEWSLETTER from your Club. Every member can help in some way or another to make this publication a really lively and interesting link between us all. After all our beloved cars are not kept in mothballs or museums up and down the country. WE USE THEM! WE FUSS OVER THEM !! WE LOVE THEM !!! Fine - let's talk about them in this our NEWSLETTER. How they perform - where we take them, touring abroad, rallying in the mountains - or what have you. The NEWSLETTER could become great fun, instructive and interesting.

Enough has now been said to explain the appearance of this first issue. It is only a start. It makes no attempt to do more than scant justice to 1958. We do look forward with great inspiration and hope to 1959.

Do please resolve to do whatever you can to see that any item great or small, that you deem might be of interest to the club, is sent without delay to your scribe, at the address given at the head of this page.

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EVENTS OF 1958

by JOHN ANDERSON

Chairman, Events Committee

ANNUAL DINNER - 8th FEBRUARY

The first event of the New Year was the Annual Dinner, held at the Hyde Park Hotel, London, on Saturday 8th February. This happy annual affair was greatly enjoyed and was reported in a club circular of 24th February. No more need here be said about it except to emphasize once again how much everyone enjoys the opportunity to meet a number of Rolls-Royce executives at this function. We think, too, that the lively enthusiasm displayed by our members is infectious. As the evening goes merrily on its way we notice with great appreciation how readily our Honorary Members from Crewe and Hythe Road escape the shadow of the Silver Cloud to revel with us in the telling of stories of Ghosts galore!

LECTURE - 27th MARCH

With our thoughts turning towards the Rally and Concours d'Elegance at Longleat in June, we were very glad to welcome at the Eccleston Hotel, London, on 27th March, a timely and informative talk on "Body Renovation" and "Do-it-yourself repairs" by Mr. O.F. Rivers, Director and Chief Designer of Hooper & Co. A most appreciative audience asked many practical questions to which the lecturer gave most straight forward and helpful answers.

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In April the Events Committee was all but decimated, losing two of its three members. First Mike Vivian resigned. There can be very few members of the club who do not know at first hand the dynamic personality of Mike - fountain head of information on almost everything R-R. Whilst giving invaluable service on the main Committee he found that increasing pressure of work in his business affairs made it quite impracticable to continue the work he was already doing so well on the Events Committee. Next George Foot, known to all for his inimitable sketches which have enlivened our Rally programmes and Christmas cards. He too found that he could not continue his enthusiastic committee work for the Club owing to ever-increasing pressure in his business. This state of affairs left your humble scribe the sole survivor - and the Longleat Rally now only a couple of months away! Hearing of our predicament two stalwarts in the shapes of John Hampton and Bill Matthews rallied to our aid. The Events Committee was reconstituted under my chairmanship and we plunged headlong into the extensive and arduous preparations for Longleat.

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LONGLEAT RALLY AND CONCOURS D'ELEGANCE - 29th JUNE

Longleat was without doubt the major event of the year. Quite apart from the success of the event as a whole - if we had had a theme song it might well have been - with, apologies to Madame Butterfly - "One Fine Day"! Indeed in the weeks of so called high summer preceding the Rally, the organizers became more and more despondent - quite expecting Monte Carlo weather to set in at Longleat. To everyone's joy Sunday 29th June will long live in the memories of those who attended Longleat as one of those all too rare occasions when a really lovely English setting was encompassed by all the delights of a glorious English summer day. This undoubtedly accounted in part at least for the early arrival of a great many competitors. On entering the main gates of Longleat it was evident that the broadest smiles were worn by the lucky owners of the convertibles! This was indeed their day - at least so far!

In all some 150 cars were mustered - a grand turnout indeed. The officials of the meeting, the judges, and the system of marking are here reprinted from the official programme.

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In all some 150 cars were mustered - a grand turnout indeed. The officials of the meeting, the judges, and the system of marking are here reprinted from the official programme.

Officials of the Meeting

Chief Marshal : Capt. J.E. CASTLE, T.D.
Events Committee 20-Ghost Club : Lt.-Col. J.P. ANDERSON, T.D. (Chairman).
J. G. HAMPTON, W. R. MATTHEWS
Chief Steward : C. R. ALGAR - Agent, Longleat Estate
Asst. Chief Steward : OWEN BRIDCUTT
Honorary Press Secretary : Lt.-Col. J.P. ANDERSON, T.D.

Judges of Concours d'Elegance

A.F. KELLEY	Director and Gen.Mgr. Aero Engine Div., Rolls-Royce Ltd.
R. CRA'STER	Export Sales Manager, Motor Car Div., Rolls-Royce Ltd.
R.F. MESSERVY	Ex-Director Bentley Motors (1931) Ltd.
J.C.R. WATERHOUSE	Publicity Manager, Motor Car Division, Rolls-Royce Ltd.
Lt.-Col. J.R. BUCKLEY	Motoring Correspondent "Manchester Guardian".

Conduct of Concours

The judges will begin their inspection of competitors' cars in the parking area at 11.30 a.m. promptly. Their object will be to assess general points affecting the condition in which each individual car is presented. Marks will be awarded for overall cleanliness inside and out, taking into consideration its age and mileage covered. Note will be taken of the general elegance of the vehicle. It is hoped to complete this part of the judging by about 2 p.m. Certain cars in each class will have been selected to undergo a further examination in a 'judging ring' starting at about 2.30 p.m.

For this, selected competitors will be asked to drive their cars into the ring, in front of the panel of judges, so that final markings can be given for elegance of line as seen from varying angles.

Marking

Elegance of Line	60 marks
Exterior condition	15 "
Interior condition	15 "
Under-bonnet cleanliness	10 "
	100

So high was the standard both of members and non-members cars that judging was extremely difficult. In fact it was decided very early that the panel of five judges was inadequate, and Bill Matthews from the Events Committee bravely stepped forward and offered his services. How glad we were to accept and how zealously he carried out his onerous duties.

The Marquess of Bath, through whose courtesy and hospitality we owed our visit to Longleat, showed a most lively interest in the proceedings, making an extended tour of inspection of the cars during the morning and presenting the prizes at the end of the afternoon judging. The final results by classes were:-

LONGLEAT - CONCOURS D'ELEGANCE

PRIZES: Class Winners were awarded silver ashtrays mounted with the club badge.

Runners-up were presented with plaques.

A Silver cup was awarded to the non-member whose car was adjudged the best car entered.

R E S U L T S

CLASS 1 SILVER GHOST (Closed) 4 Entries

(i) W. F. Watson 1911 Limousine
(ii) No award

R. CRA'STER	Export Sales Manager, Motor Car Div., Rolls-Royce Ltd.
R.F. MESSERVY	Ex-Director Bentley Motors (1931) Ltd.
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L O N G L E A T - C O N C O U R S D ' E L E G A N C E

PRIZES: Class Winners were awarded silver ashtrays mounted with the club badge.

Runners-up were presented with plaques.

A Silver cup was awarded to the non-member whose car was adjudged the best car entered.

R E S U L T S

CLASS 1 SILVER GHOST (Closed) 4 Entries

- (i) W. F. Watson 1911 Limousine
- (ii) No award

CLASS 2/3 SILVER GHOST (Open) PHANTOM I (Open or Closed) 10 Entries

- (i) J. Barclay 1910 Tourer S.G.
- (ii) Lt.-Col. J.C. Dymock-Maunsell 1926 Limousine P.I.

<u>CLASS 4 PHANTOM II (Open or Closed)</u>		15 Entries
(i)	C.G. Duce	1933 Tourer
(ii)	D.J. Attenborough	1933 Coupe (Continental)
<u>CLASS 5 PHANTOM III (Open or Closed)</u>		8 Entries
(i)	W.A.L. Cook	1936 Sports Saloon
(ii)	D. Fitzpatrick	1938 Saloon
<u>CLASS 6 TWENTY (Closed)</u>		11 Entries
(i)	Hugh Keller	1929 Weymann Saloon
(ii)	P.N. Broad	1925 Pullman Limousine
<u>CLASS 7 TWENTY, 20/25, 25/30, WRAITH (Open or Convertible)</u>		
(i)	K.B. Ivens	1932 Coupe (20/25)
(ii)	Capt. S.J.S. Boord	1933 Sports Saloon (20/25)
<u>CLASS 8 20/25, 25/30, WRAITH (Closed)</u>		32 Entries
(i)	K.B. Ivens	1932 Coupe (20/25)
(ii)	Capt. S.J.S. Boord	1933 Sports Saloon (20/25)
<u>SILVER CUP (Best Non-Members Car)</u>		
	J. Barclay	1910 Silver Ghost Tourer

In retrospect it is fair to say that there was throughout the day "never a dull moment". It is also worthwhile to record that the very size of this rally so far exceeded our expectations that our administrative machinery was stretched to its limit. As a result many excellent lessons were learned which must serve us well in any future event of this kind.

We are after all a comparatively small and primarily social club, with a limited call upon the private time and resources of individual members in the service of the club. The sheer volume of clerical work alone in the mustering of 150 cars from all over the country, more than half owned by non-members was quite staggering. It must be borne in mind that the club has neither offices nor permanent staff available for such an undertaking. The considerable costs of postage, mailing, telephone calls, printing of programmes and many other incidental expenses must be met. Neither the present club subscription nor the fees levied for entry in the Concours could be expected to offset more than a part of the total cost of such an event.

For the organisation of the Concours on the ground we could easily have made good use of at least twice the number of marshals. We were very fortunate in having at Longleat a group of marshals from the Wylve Valley Motor Club who gave much needed help for nothing more than a tankard of ale as recompense.

At a rally of this type it will be essential in future to instal some form of public address system, and to set up a control point to serve as a nerve centre for communications. This would be manned throughout the event and would enable the Chief Marshal and other officials of the meeting to keep contact with and exercise control over the movement of cars, judges and spectators.

In conclusion two fundamental points emerged from this Rally which must not be overlooked. First, from the competitors and spectators' points of view, it was an unqualified success, undoubtedly helped considerably by the happy accident of excellent weather. Secondly, the large muster, the superb turnout of cars and the large number of non-members who showed their interest in and enthusiasm for the club, and who have since become members, proved that such an event has outstanding prestige value.

GARDEN PARTY - LINDEN HILL - 12th July.

Mr. and Mrs. Meachen entertained a large number of members and friends to a delightful and most excellently organised garden party at their home near Twyford on 12th July. In spite of the threat of rain at tea time, which resulted in taking tea indoors instead of on the spacious sun terrace as had been arranged, everyone enjoyed to the full the opportunity to view this fine old Georgian Mansion and to wander at will in the large beautifully kept gardens. The weather was not too unkind - and, as

CLASS 7 TWENTY, 20/25, 25/30, WRAITH (Open or Convertible)

- (i) K.B. Ivens 1932 Coupe (20/25)
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CLASS 8 20/25, 25/30, WRAITH (Closed) 32 Entries

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- (ii) Capt. S.J.S. Boord 1933 Sports Saloon (20/25)

SILVER CUP (Best Non-Members Car)

J. Barclay 1910 Silver Ghost Tourer

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ESSO HOUSE - RALLY AND DRIVING TESTS - 16th August - by W. R. Matthews

On Saturday, 16th August, we enjoyed through the kindness of the Esso Petroleum Company, a very pleasant little rally, with driving tests, in the grounds of Esso House, Abingdon - a most beautiful spot, and ideally suited for rallying. Even the weather co-operated - the Club must have bribed the weather men to produce fine weather for each of our three main events of 1958 - perhaps there will be an item relating to this in the year's accounts!

Proceedings started with a timed arrival, marks being deducted for each minute late or early; the general standard of time-keeping was astonishingly good, most competitors being within five minutes of time, even those who had to come long distances. Immediately on arrival a timed parking test was carried out; this was quite difficult, and many marks were lost. It naturally favoured the smaller cars, but faultless runs were possible with Phantoms, as Mr. Cook showed - the test was in fact laid out with a P.11.

After this, all adjourned for a most excellent lunch provided by Esso, and tests were resumed with balloon-bursting, in which large numbers of balloons inflated by valiant wives of members were destroyed. In fact, so effective were the competitors and so weak the balloons, that we ran out before the end, but it didn't seem to matter much - oil drums did just as well!

There followed slow-fast and width judging contests, and finally all adjourned for tea while marks were added up and results arrived at. The winner was found to be Mr. W.A.L. Cook in a P.111. the runner-up a non-member in a 2-wheel brake 20, so the handicapping seemed to be effective! Mrs. Meachen very kindly undertook the presentation of the prizes, and everybody went home having had a pleasant and entertaining day, (I hope!)

In conclusion I should like to thank all those who so kindly came to marshal, for on their efforts depended the success of the day.

DINNERS AT HURLEY - 30th MAY and 12th SEPTEMBER

The remaining events of the year not so far chronicled were two social evenings at the East Arms Hotel, Hurley, Berkshire. The first of these on 30th May did not draw a large number of members, but the second on 12th September proved extremely popular. This hostelry maintains a high standard of general comfort and cuisine, and the parking facilities for cars are more than adequate. This type of informal evening seems to be appreciated for the opportunity it provides of introducing potential new members and their cars.