



News & Record



The Magazine of the 20-Ghost Club
the Oldest Rolls-Royce Car Club in the World

Issue 32 January 2011

CONTENTS NEWS & RECORD ISSUE 32

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471 BELVOIR CASTLE CONCOURS
472 WORCESTERSHIRE DAY OUT
473 RIPPON BROS. APPEAL
474 COTSWOLD FINE ART DAY

476 THE SAGA OF 20/25 GXO69
478 DERBY G&S WEEKEND
481 AUTUMN LUNCH
483 COMING EVENTS

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EDITORIAL

John R Redmill

This issue of News & Record is an important one, as it comes with the Notice of the 2011 Annual General Meeting to be held on Friday 25th February at the King's Fund, 11-13 Cavendish Square, London W1G 0AN, to be immediately followed by the Annual Dinner, the booking form for which was recently circulated to members with News & Record 31. Also, Club Subscriptions for 2011 are now due for renewal in the usual way, through the good offices of Brian Fidler, our Hon. Treasurer, and the renewal form enclosed with this issue. The next issue of 'The Roycean' should be published in the early summer, perhaps June, and when available will be circulated free to all Club members; please note that this may well be after the RREC Annual Rally [where it will be on sale]. In the meantime, do continue to regularly look at the website, as this now has a number of items of information and continuing discussion that will be of considerable use and interest to all, as well as updates on Club events. Tony Dyas, the Company Secretary, has recently agreed terms for a Club Travel insurance policy with Aston Scott to cover Club events in the EU that include overnight accommodation, and for Marine Insurance Cover with Miller Insurance Services, for those requiring cover when shipping their vehicles abroad; there are of course conditions and exclusions; a separate flyer gives all the details, and this is also on the website. Also included with this issue is a short 4 page version of the Members' List prepared by Nigel Hughes - he is aware that some of the details are not correct, so we rely on members to check their own entries and send in corrections to either him or Graham Tyson, at the email /postal addresses shown above. In the meantime - Happy 20-GC Motoring in 2011 to you all!

FRONT COVER - Strone Macpherson tells Kay Marsh that John cannot park their 1923 40/50 Barker Shooting Brake in the middle of Fairford's High Street, but should use the car park like everyone else [photo © Colin W Hughes, design by Gerard Barry]

NOTE: Opinions expressed in any articles, letters or editorials may not be construed as being necessarily those of the 20-Ghost Club. Although the Club, its editors and contributors of all articles, always endeavour to produce accurate information, illustrations and advice, they cannot be held responsible for any loss or damage caused by acting on such information.

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CONCOURS D'ETAT

BELVOIR CASTLE AUGUST 4th

Brian Palmer



Susie Forrest and Elspeth Crossley-Coke photograph the line of radiators and award winners

Belvoir Castle, situated in the far northeast part of Leicestershire, is one of the most magnificent historic houses in the country. Home, and ancestral seat, of the Duke and Duchess of Rutland, and a substantial drive for many of our members, this Concours d'Etat was nevertheless well attended with several of us staying the previous evening at The Manners Arms, which is also part of the Belvoir estate. We followed in the footsteps – or should that be tyre tracks? – of those Club members who had joined the Irish Georgians in May for their Lincolnshire weekend [see N&R31] – but they had considerably not visited Belvoir. We were well received and all thanks were due to the Castle administrator, Sally Ann Jackson. The following morning we drove through a private entrance and up to the northeast parapet where in good weather conditions Lincoln Cathedral can be seen at distance of 30 miles. As the prevailing conditions were not

good our judging plan was reversed with a superb guided tour of the castle, with almost too much to take in all at once, was enjoyed before lunch, and afterwards Sir John Stuttard conducted a light-hearted awards ceremony. There was an initial entry of eighteen cars but a couple of cancellations were made due to illness. Brian Fidler was awarded the Small h.p. Trophy; John Fasal received the Fred and Joan Watson Trophy, and Colin Laybourne was, or rather, **received**, the Ladies' Choice. Colin was also presented belatedly with the Phoenix Trophy, as he was unable to accept it at the AGM in February. In what proves "It's a small world", Rhondda Vassallo, one of our Australian members, with two friends, was a visitor to the castle and was re-acquainted with Tim and Susie Forrest; they had met on the 1996 "Wholly Ghost" Tour.



Sir John judging, with Tim & Susie Forrest's 1912 SG to the left



John Fasal receives the Watson Trophy



Brian Fidler is awarded the Small hp Trophy, and Colin Laybourne receives his trophy as The Ladies' Choice at the Belvoir Concours

Photographs by Joan Palmer and Elspeth Crossley-Cooke

WORCESTERSHIRE DAY

SUNDAY 19th SEPTEMBER

John O'Dowd

For decades, the Club has organised some fabulous long distance tours, bringing back the excitement and most of all the glamour of motoring. The Club also organises most enjoyable shorter tours, including the justly loved annual joint tour with the Irish Georgians. With some very notable and hugely enjoyable exceptions each year, small events designed for members living within a small radius have been comparatively few and basically such events have been left to other motoring Clubs to organise.

It has been surprisingly enjoyable to organise a small event directed towards members living within a pleasant morning's drive of Worcester. This small event involved a fascinating workshop visit followed by a tour of a Club Member's delightful house and grounds including an excellent lunch. No one made it to the recommended tea stops in the area: everyone was enjoying themselves to want to leave early.

Eighteen of us arrived and were greeted by Ian Pinder for coffee and a workshop tour at the well respected RR & B Garages at Stoke Prior. Cars undergoing restoration are always fascinating, whether they be Ghosts, Pils or Phantom Vs. Few of us were previously aware that John Lennon had both his amazing psychedelic paintwork Phantom V and also a plain white one for use most of the time when he did not wish to be mobbed by fans – the latter car is at RR & B for extensive restoration. From comments, two if not three clients have been acquired by RR & B based on the immaculate quality of the work and knowledge displayed there.

A short drive followed through the Worcestershire countryside to Thorngrove, home of club member Mrs Jane Hickton. It is a most interesting house architecturally, clearly showing its development over the centuries. After welcoming drinks and excellent canapes, Mrs Sue O'Dowd gave an address on the history and architecture of the house. Its most famous occupier was Lucien Bonaparte, Napoleon's brother, who purchased the house after being captured whilst fleeing to America after defeat of the French forces. The famous explorer BJ Samuel Baker (equally famous for having purchased his wife in a Turkish slave market) also lived there.

After a delicious lunch, at least equal fascination was shown in Jonathan Hickton's explanation of the heating system for the house. The hydraulic scissors for cutting straight through oak trees 12" or more thick caused huge jealousy in at least three of the members, who would have dearly loved to have played with them and who may now have a picture of them as a screensaver. What is essentially a huge pencil sharpener to turn such trees into wood chips was also impressive even without a live demonstration. What appeared to be several acres of chickens were of great fascination. We sincerely thank Mrs Jane Hickton for volunteering her home and her organisational skills to the Club.

As much as anything, both existing and new members were so pleased to see each other and talk: there was the most delightful atmosphere and time simply flew by. As I said at the start, it was surprisingly enjoyable to organise. I commend such an activity to others.

RIPPON BROS OF HUDDERSFIELD

AN APPEAL TO MEMBERS FOR INFORMATION

"TO THE 20-GHOST CLUB
SECRETARY

Dear Sir

We are in the process of writing a book about Rippon Bros, and would appreciate if you would publish this request in your next journal so we can complete our information. I have attached a newspaper article published in our Huddersfield local newspaper in February 2010 to give you more information about the subject.

James Hinchliffe

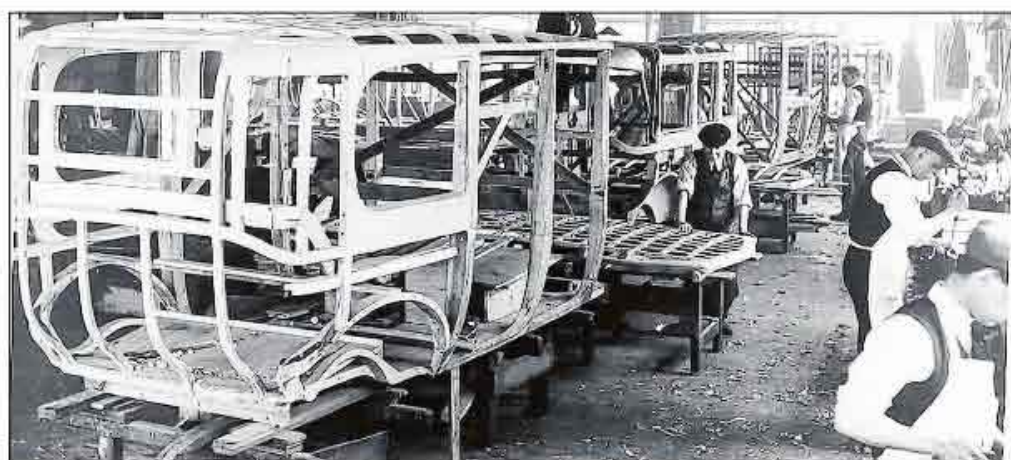
Annabel Sleight

tel: ++44 [0] 1484 608749"

Motoring historian Jonathan Wood has been commissioned by James Hinchliffe, grandson of Col Reginald Rippon, chairman of Rippon Brothers, coachbuilders, of Huddersfield, Yorkshire to write a history of the company. Renowned for its quality, Rippon's speciality included Rolls-Royce and Bentley coachwork amongst other prestigious marques; Renault, Delage, Lanchester, Daimler, Hispano-Suiza, De Dion, Hudson, Raiton, etc, many for which they were the sole Yorkshire agents. The book will feature a list of every chassis bodied by the company inclusive of standard steel. Rippon's association with Rolls-Royce dated from 1905 and the last body appeared at the 1952 London Motor Show. In the interim it had bodied examples of practically every Rolls-Royce model.

Jonathan would be most interested to hear of the existence of any Rippon-bodied Rolls-Royce and Bentley or, indeed, on any information concerning the history of the company. His address is The Merchant House, Lower Corve Street, Ludlow, Shropshire SY8 1DU, United Kingdom and can also be contacted at hinch@aindale.net.

The owners of any existing Rippon-bodied Rolls-Royces are invited to attend the launch of this book at the 2011 RREC North of England Rally, currently scheduled for 7th August at Harwood House, Harewood, Leeds LS17 9LG; further details from 0113 218 1010.



■ HAND-CRAFTED: Car bodies in the coachbuilding saloon of Rippon Brothers in Huddersfield

Coachmakers to The Queen

By KATIE GRANT
News Reporter
katie.grant@examines.co.uk

B RITAIN'S oldest coachbuilder was based in Huddersfield for more than 100 years and will be the subject of a new history book.

The famous Rippon Brothers built coaches for Queen Elizabeth I and Mary Queen of Scots.

Later the company landed an exclusive manufacturing deal with Rolls-Royce.

Leading motoring historian Jonathan Wood is currently researching the book and needs the help of Huddersfield locals who have memories of the town's coachbuilders from later years.

Rippon's associations with Huddersfield date back to 1870 when William Rippon established the business in St John's Road.

Before the First World War the company moved to purpose-built premises in Viaduct Street.

The building was occupied until 1971 and is now part of the site of the Tesco supermarket.

Jonathan, co-founder of Classic Car magazine, explained: "Before the business came to Huddersfield, Walter Rippon is credited with having introduced the coach to England in 1555 with his first customer being the Earl of Rutland."

"In 1584, Rippon built a special 'chariot throne' for Elizabeth I and also made a coach for Mary Queen of Scots."

Decendant William Rippon set up the Huddersfield business and it was later taken on by his three sons William, Joseph and George.

The firm started to operate a thriving business making the transition from horse-drawn vehicles to horseless carriages.

Jonathan, 65, from Shropshire, said: "In the 1920s it was awarded sole selling rights in the area for Bentley and the prestigious French Delage marque. Rippon built bodies on these

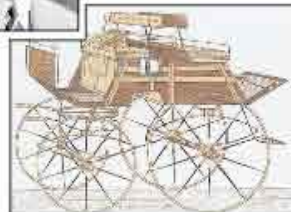
New book on Rippon Bros.



QUEEN ELIZABETH'S CHARIOT THRONES, 1584



■ PROUD HISTORY: Jonathan Wood (above right) researching his book which includes a coach for Elizabeth I, a Rippon-bodied Rolls Royce Silver Wraith, a Rippon Brothers shooting drag, Col Reginald Rippon (centre) and the Huddersfield premises which were in Viaduct Street (below right)



chassis and many others which included those of Daimler, Lanchester and Renault.

"But the company's reputation for excellence was rooted in its association with Rolls-Royce, having built its first body for what was a new make in 1906."

Rippon made the bodies of nearly all the Rolls-Royce models until 1958.

Jonathan said: "Rippon was ideally placed to sell and body Rolls-Royces because many of its customers were wealthy mill owners who lived in and around the town."

"In 1963 Rippon Brothers received an impressive endorsement of its work when Rolls-Royce presented it with an award to commemorate the delivery of the 1,000th Rolls-Royce and Bentley."

The company's chairman and

managing director from 1949 until his death in 1969 was Joseph's son, Colonel Reginald Rippon.

Following Col Rippon's death in 1970 the firm was acquired by Appleyard of Leeds.

Renamed Appleyard Rippon, the Huddersfield premises were sold in 1971, and moved to Leeds. The Rippon name was later dropped.

Jonathan is the author of some 35 titles of automobile history.

He said: "Rippon has a fascinating history and the quality of its work was second to none."

"I am seeking any information on the company's activities, be it coachbuilding or retail, personal remembrances, photographs and any printed material."

"They will, of course, be acknow-



ledged and returned after use."

Jonathan can be contacted by e-mail on jonathanwood35@tiscali.co.uk or call 01584 875438.

Or write to him at: The Merchant House, Lower Corve Street, Ludlow, Shropshire SY8 1DU.

COTSWOLDS FINE ART DAY

FAIRFORD SEPTEMBER 10th

John Stuttard

24 members of the 20-Ghost Club took advantage of the fine September weather to drive, in 12 pre-war Rolls-Royces, (and one interloping Bentley), to the Gloucestershire Cotswolds for an exceptional day of fine art. Mirroring the success of the Irish Georgian weekends, the day was organised as a joint outing with the Worshipful Company of Glaziers & Painters of Glass, an ancient livery company of the City of London, of which I, your chairman, am currently the Master.

So, just over 90 people arrived at the Bull Hotel in Fairford for coffee before a 90 minute tour of the 15th century St Mary's Church, Fairford, very special in that it has the most remarkable set of 28 late medieval windows in the country. For over 20 years Keith Barley, a liveryman of the Glaziers, has worked on the restoration of these windows and this work was completed during the summer when the windows were rededicated. Keith explained the unique nature and quality of these wonderful stained glass windows and how they had managed to survive over the years, not withstanding the Reformation and the destruction under Cromwell.

Lunch was provided at the nearby Lechlade farm of Stuart Lever, a Past Master of the Glaziers Company. Stuart and his wife Susan had arranged for a marquee to be erected near the lake in the grounds of their home and the assembled company was treated to a most agreeable summer fare.

Members of the 20-Ghost Club kindly introduced liverymen of the Glaziers to the joys of pre-war motoring by offering rides in their cars both from Fairford to Lechlade and then onto Kelmscott after lunch to see the stunning Kelmscott Manor, which is also 15th century in date. The summer home in the 1880s of William and Mary Morris and the third member of the ménage-a-trios, Dante Gabriel Rossetti, Kelmscott contains many examples of Pre-Raphaelite work – paintings by Rossetti, wallpapers and fabrics designed by Morris and an attractive garden in a delightful setting. The day finished with afternoon tea in the garden and then a leisurely drive home – or for some the Derbyshire weekend planned by Graham Mead and Tony Dyas.

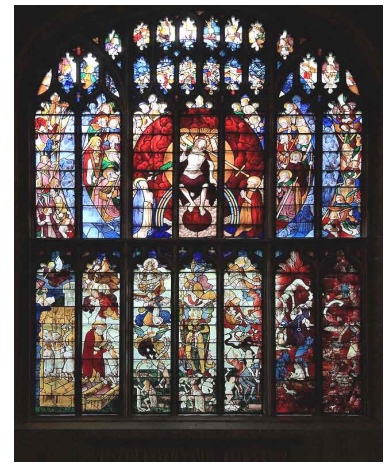


Lunch at Warrens Cross Farm, home of Stuart Lever, past Master of the Glaziers' Company – David & Elspeth Crossley-Cooke's 20hp Cockshott doctor's coupe GOK47, Jimmy & Janet Valentine's 1954 Silver Dawn Saloon SRH84, Susan Taylor's 1939 Wraith Park Ward touring limousine WHC77, John & Kay Marsh's 1923 40/50 Barker shooting brake 107EM, Sir John Stuttard's 1934 20/25 Barker sports saloon GSF29, Strone Macpherson's 1930 PII Hooper tourer 62SG and Guy & Guede Baird's 1925 20hp Park Ward limousine GCK43

Photographs © Colin W Hughes



Strone Macpherson's 1930 PII 62GY and Sir John Stuttard's 1934 20/25 GSF2, Fairford Church in the background



Fairford Church's glorious West window
The Last Judgment



The assembled congregation listen to the Gospel according to Keith Barley



Guy and Guede Baird and their 1925 20hp Park Ward limousine GCK43 look for the car park in Fairford



William and Clare Corbett fly their 1920 SG Woodhall Nicholson tourer 60AE into its parking spot alongside Strone Macpherson

20/25 GXO 69

E John Ball tells the saga of the restoration of his car to date



My involvement with GXO 69 started in 1997. Having lost my wife in June of that year, I met the recently widowed Margaret at a steam rally in August. I was invited back to fix an electrical fault on another car, which had failed its MOT, and in the same building, looking forlorn, was GXO 69. The basic skeleton of the ash frame was mounted loosely on the chassis. The original ash frame had rotted, a few pieces of original timber survived, but most of the frame had been replaced. The car was soon dispatched to Frenchay Garage for re-skinning, mainly using the original aluminium panels. Although two of the wings were aluminium, the other two were made of steel, but these were renewed in aluminium. To do the re-skinning, the body was removed from the chassis, which was returned to us. We now had to strip, clean and paint the chassis, repair the 'one - shot', fit the wiring, get the wheels rebuilt, etc. In due course the restored body was reunited with the now rolling chassis. At this point the rolling body went to Frank Pritchard (Wefco Gaiters) to have the fabric top and all the rest of the interior upholstered, while the engine and gearbox went to Richard Welch a close friend who had served with Rolls Royce for 50 years.

The restoration then went quiet for several years, due to other commitments, during which time Margaret and I married, and several grandchildren were born until.....In January 2009, my son Matthew said that Rachel, his fiancée, would be married on 19th December and she like a car that had not been used for a wedding before. Yes, GXO was chosen ... the pressure was on!

The first job was to complete the wiring and dash. I realised that the wires I had already used feeding the back lamps were correct to R.R. specification and diagram, but did not allow for indicators - so I removed them and then, assuming that I would use the brake lights for indicators as per 1960 car wiring, I inserted an additional wire. Eventually my brain kicked in. After checking the rating of all the wires, as usual Rolls Royce had over specified the wires, and all the wire sizes could be reduced and still manage the currents required. So out came the rear wiring and in went sufficient wires for proper indicators. Anyone who knows the early cars

knows the fun of getting wires through small conduits. All the internal wood had been re-veneered by a friend who had been a partner in a local organ works, and it looked fantastic. The dash was assembled, instruments fitted and, where the dipswitch had been mounted, modified to take an indicator switch. The 'overheat' lamp was modified to take main beam/indicator and overheat warning, using LED without spoiling the dash. The petrol tank and tele-gauge were installed; at one point there were two 5BA bolts to be fitted in an awkward place and this took 5 hours, just for two tiny bolts.

The engine / gearbox was now installed and connected. The magic moment, starting it up, it ran beautifully, but it would need tuning properly. The rear wings, luggage rack, running boards and toolboxes were all fitted. The windscreen was delaminating, and the rear window was missing, so a trip was made to Mobile Windscreens plant and coach division. "Oh we can't cut and flat laminated screens like that." "Why not?" "Because there is a bracket for the wiper motor, the original must have been toughened." "Oh no it wasn't, it was laminated, here is the original unusable one." "Okay, we will try." Three weeks later, I chased them and they admitted defeat. After much searching, I found a company in Gloucester who said they could cut almost anything into shape, using a water jet. So, armed with a brand new Land Rover windscreen to meet construction and use regulations, and with the old original windscreen, off I went. Three days later, I was able to fetch the glass, etc. to get it fitted into the frame. This done, I fitted it onto the body. The next thing was the curious visor over the windscreen. The original dark glass was broken whilst in Frenchay Garages' care. Eventually I sourced some Perspex that would do the job, being lighter and safer than the original smoked plate-glass. The car went for a second visit to Frank Pritchard to have the final fitting of the upholstery, carpets. etc.; he had been storing the seats in his spare bedroom for many years.

Meanwhile, I turned my attention to the front wings and bonnet. I knew that the new wing had not been painted and the original was painted and ready to fit, and I had assumed the bonnet was also ready because I had wrapped it up carefully. Disappointment - the painted wing had 3 corrosion holes painted over and one could see right through it. Fortunately I discovered a firm at Wrington that came to my rescue and did the best they could to preserve the wing for another year. But the bonnet was not painted and was also showing some deep corrosion pitting. I revisited a company that I had used before, Malmesbury Stripping and Blasting, and they were able to kill the oxide. The car wings and bonnet were all despatched to Bristol Classic Cars, in our own village of Kenn, who painted and fitted the missing parts.

I then drove the car for the first time stopping was a different matter, why were the brakes so poor? I had checked the shoes etc earlier. Eventually I discovered that the rear brake ropes were incorrect, but were correct for a 20HP. As this was such an early 20/25 had the wrong ropes been fitted from new? Will Fiennes came to the rescue, and his staff made new ropes using the original ends (while Margaret waited!); this made the brakes superb. Then - TIME TO BOOK THE M.O.T., remembering that the car had only moved under its own steam around the garden and we had put 4 gallons of petrol into it. I decided to drive the longer route to the M.O.T. Station just to test the car. On the way, as the car warmed up, the power decreased and eventually I decided to return home and defer the M.O.T. By the time I got home the car was chucking out BLACK SMOKE and I was only able to proceed in first gear. After notifying the M.O.T. station of my failure to proceed. I then started resetting / checking the carburettor as she was running so rich, but this did not help. So next was to check the ignition - the spark seemed a little weak, so I changed the condenser; that was a little better. End of day....

Next day..... She won't run at all, it still has a weak-ish spark. Perhaps the coil was failing, so I shorted out the resistor and things improved. It started for a short time and sounded superb, then it stopped. Okay, change the coil, it must have failed. Brand new coil fitted (modern).

Would she go? No! Later that day, Richard Welch visited and we went back to first principles. Spark - Good. Fuel - hmm - carburettor empty! Have we got a blockage? Blow the lines through; can you hear the bubbling in the tank? No, but I can hear the air coming through. You guessed it - we had used all the 4 gallons of petrol in that short time. Eventually.... The car was ready for M.O.T., which it passed first time on 7th December. So let's get a Tax Disc. The V5 Registration Class was 'unclassified' to get it changed we had to visit the local DVLA OFFICE. We had with us M.O.T., Insurance and V5.

Yes, they could reclassify as 'Historic' but they could not issue us with a Tax Disc. Why not? The name on the Log Book - Margaret, my wife - is not the same as on the Insurance Certificate - mine! The only solution was for Margaret to give me the car and the name on the Log Book changed. Thus the Tax Disc was issued and we left. The following two weeks were spent fettling the engine, doing minor jobs and getting her polished up ready for the wedding - she performed beautifully and (apart from the bride) was the star of the day. We were so proud of her that we featured her on our annual Christmas card.

Rachel and GXO 69, both looking wonderful!

A month later we received a letter from DVLA asking the following questions -

What is the registration number shown on your number plates? What is the registration number shown on the tax disc? What is the vehicle's VIN or chassis number? Give the name and address of the person who sold you the vehicle..... When did you buy the vehicle? Please give the make and model of your vehicle.....

I responded by telephone to Swansea, enquiring why the letter had been sent, and was told that they needed the date of purchase - I explained - and felt completely bemused by bureaucracy. Interestingly, names do not need to match when taxing 'on line'. The fact that the car has M.O.T. Insurance and renewal notice is enough. For some unknown reason the car had a very poor left-hand lock but a superb right-hand lock. Whilst the ground was frozen hard, I did a simple test - parked parallel to a fixed line, turned the wheel full LH lock and drove. The resulting diameter was in the order of 56 feet. Reverse the process using RH lock ...44 feet, as opposed to the specified 42 feet and 47 feet respectively. The problem had to be the drop arm on the wrong spline. Very carefully, I lifted the steering box into the engine bay and moved the drop arm one spline. For some unknown reason this would only reverse the problem well outside the recognised limits. After consulting several experts, I decided to remove the steering column and box and do some tests on the bench. After several dismantles and reassembles the *fault cleared itself*, except the steering was tighter at the RH extreme. Using 'engineers blue', I was able to identify some high spots on the screw part of the box and dress them down. Reassembling the box back into the car has given me turning circles within Rolls Royce specifications, albeit slightly heavier than before. Another problem I had was an oil leak from where the oil feed enters the block from the pump, or in my case the filter. Tightening the bolt made this worse, so I replaced the aluminium washers with fibre and this has resolved the problem.

So -2010, and still to do refit window visors, source a rear luggage box, cure oil leaks ... and then start to put some real miles on it!!!!



DERBY G&S WEEKEND

SATURDAY 11th to TUESDAY 14th SEPTEMBER

Tony and Viv Dyas



Graham & Barbara Mead's 1925 PI Tourer 46PK is waiting to go

It was 11am on Saturday 11th September and, as we wondered whether any Club members would find their way to South Derbyshire, we heard a light crunching sound of tyres on the gravel driveway. We then saw a line of Rolls-Royces and their passengers eagerly anticipating their visit to see an amazing collection of Rolls-Royce motorcars belonging to a Club member, who wishes to remain unidentified. Shortly afterwards other participants arrived, as well as Clayton Banks who, having attended an event nearby, and seeing Rolls-Royces travelling to South Derbyshire, decided to join in and, of course, see the car collection. It was a great delight to see Kay and John Marsh arrive in their 1923 Silver Ghost, majestic and serene as usual, and to welcome new members Alan and Diana Watkins. The weekend was a Derby Gilbert & Sullivan weekend - in one of the Gilbert & Sullivan operettas there is a reference to "having a little list so nothing can be missed" If Club members have a little list I think this visit would be on it, as this visit should not have been missed!

Twelve cars and twenty-three members then left South Derbyshire in a rush to get to 'The Peveril of the Peak' Hotel near Ashbourne, where a fine buffet lunch was waiting, before our coach arrived to take us to a Gala Performance of "HMS Pinafore" by the Derby Gilbert & Sullivan Company in the Chatsworth House Theatre. The performance met our high expectations, and in the interval we enjoyed a Champagne reception and had the opportunity to meet the cast, musicians and members of the company. At the end of the performance Andrew Nicklin, the Artistic Director and Orchestra Conductor, announced that a member of the audience had requested an encore, an unusual occurrence that had not happened to him before. The faces of the cast revealed their confusion when ordered by him to take up their places on the stage and to hurry themselves. Leaving the auditorium I spoke to one of the company who admitted he could not recall a request for an



Proper lodging for a noble car

encore since the company had been formed over 40 years ago; a Club member then volunteered the information that he had made the request! It looks as if the 20-Ghost Club is in the forefront with another first as well as being the oldest Rolls-Royce club in the world.

On Sunday morning Graham Mead gave each of the participants a map with 'The Cat and Fiddle' as a meeting point and what turned out to be variable route choices. This plan worked very well with no two cars taking the same route but often crossing paths with others.

At 'The Cat and Fiddle' we met up with most of the participants as well as Anthony and Teddy Beach-Thomas's son, daughter-in-law and grandchildren - let's hope they are the next generation of Rolls-Royce enthusiasts. In the evening it was interesting to learn how the "map" was used to outline most routes taken but with a lot of deviation, for example, we spotted Richard and Margaret Boggon driving the route in the opposite direction - it was their choice! In some cases deviation meant being lost, and all in all it was a very good day's driving with lots of fun.

Brian Palmer and John Marsh





Mike Evans of the RRHT explains an engine to Janet Valentine, Gil & Anthony Armitage, Jimmy Valentine & Barbara Mead

For Monday, we had arranged a visit to Derby for a tour of the Rolls-Royce Heritage Trust (RRHT) to see their huge collection of aero engines and motorcars produced by Rolls-Royce plc and its subsidiaries over the last 100 years. Our host Mike Evans, Club member and Chairman Emeritus of the RRHT, assisted by many volunteers, showed us the collection - he started with some very early machinery and electrical goods produced by Royce before he turned his engineering talents to motorcars and aero engines. The display of aero engines and related items is immense and with most items the background and usage was set out - in addition Mike and the volunteers were on hand to give further explanations when required. The car collection is a smaller part of the whole collection, and in some case the motorcars are on loan. At present there is a very ambitious project to build a replica of a Derby Bentley

Mark V Corniche - the workmanship is, as you would expect, to a very high Rolls-Royce standard. Included in the display is the Baden-Powell 20hp under restoration by the volunteers of RRHT, a Phantom 1 with very stylish coachwork and other pre 1940 Rolls-Royces. The visit was well organised by the RRHT, for which we thank Mike Evans, Ian Craighead, Chief Executive of the RRHT, and the volunteers. It was interesting to note that, despite the directions by Graham for the visit to the RRHT, a number of participants arrived having taken different routes - had the memory of having fun spilled over from the previous days excitement? Participants were offered routes incorporating the Derby Test Route for the return trip to the hotel - however there were a number of tempting manor houses near Derby, which many participants visited.



Reg White and Gil Armitage discuss this beautiful vehicle

We were very pleased that Mike and Frances Evans joined us for the evening at the hotel, Mike kindly giving an introduction to "In the Shadow of Ghosts", a DVD produced by Rolls-Royce plc relating the story of the Rolls-Royce Nightingale Road Works from 1907-2007. It had some very interesting interviews with



Men at work - where does this bit go?

former staff, including Mike Evans, and set out some of the history as well as the wonderful loyalty that the employees had for the Rolls-Royce company. Participants of the event were sent a personal copy of the DVD; if other members of the Club would like to buy a copy, these are available direct from the RRHT.



Brian Palmer, Tim Forrest & Strone Macpherson have a committee meeting in the sun while Viv Dyas waits for Tony in the clouds

THE PARTICIPANTS AND THEIR CARS WERE:

Gilly & Anthony Armitage	P1	1928	65CL	TY-5221	Tourer
Anthony & Teddy Beach-Thomas	P11	1929	81-XJ	GC-2819	Sports Sedan de Ville
Richard & Margaret Boggon	20/25hp	1936	GTK-25	WS-8586	Saloon
Tony & Vivien Dyas	SG	1912	2087E	LX-6165	Torpedo Tourer
Tim & Susie Forrest	SG	1912	2154	R-1487	Torpedo Tourer
Michael & Linda Hilditch	SG	1920	50-RE	MH-2245	Torpedo Tourer
Strone Macpherson	P11	1930	62-GY	GH-2966	Dual Cowl Tourer
John & Kay Marsh	SG	1923	107-EM	VA-2343	Shooting Brake
Graham & Barbara Mead	P1	1923	46-PK	CH-3918	Tourer
Brian & Joan Palmer	SG	1921	149-AG	KE-6676	Tourer
Jimmy & Janet Valentine	P1	1929	1-OR	UV-1923	Saloon
Alan & Diana Watkins	25/30hp	1937	GLP-26	ERA-530	Sports Saloon

Photographs by Tony Dyas

'THE FIRST ONE TO BLINK IS OUT OF THE GAME' –a study in profiles as Viv Dyas tries to stare out Charles Rolls and Sir Henry Royce



A BLUNDER BY THE EDITOR is revealed as Andrew Singeton writes – “I was tickled pink to read in the final part of the history of my GOK65 [N&R31] that you had captioned the photo of the car on p453 as braving “e’en winter’s cold”. You could of course be right as it can snow in the Arabian Desert where the photo was taken, but at the time it was a mind-blowing 109°F! The engine, being a perfect example of Sir Henry’s trade, performed perfectly even though the temperature gauge was on the stop above 100°. Thank goodness for the correct coolant mixture of 49% water, 49% the correct anti-freeze, and a bottle of ‘Water Wetter’. The resultant boiling point is around 112° at sea level; down at the Dead Sea, it is likely to be nearer 118°.”

Thanks Andrew for pointing this out and no doubt there’ll be plenty more to expose in the future!!! *JRR*

AUTUMN LUNCH

LORDS OF THE MANOR HOTEL, UPPER SLAUGHTER 10th OCTOBER

Nigel Hughes



The hotel forecourt as members and their cars arrive

Brian and Joan Palmer continued their recent tradition of arranging the Autumn Lunch with another visit to the Cotswolds. Whether this area is chosen as being the centre of gravity of the Club or a concentration of good food, I don't know. Since the latter might seem more important than the former, their choice attracts a fair attendance anyhow.

They chose a day that turned out to be brilliant autumn sunshine with the leaves just beginning to turn and lots of berries in the hedgerows. I made the mistake of driving into the first entrance I came to, which was the hotel forecourt of the building and a fairly tight turn. My confidence increased on seeing David & Elspeth Crossley-Cooke's 20hp GOK47 and Brian Fidler's

20/25hp GWE67 already there. Not long after there were five more members' cars, Guy & Guede Baird's 20hp GCK43, Kenneth & Jane Forbes' New Phantom 95LF, John & Kay Marsh's 107EM, Tim & Susie Forrest's 2154 and Ken Fairbairn's Phantom II 74MS creating a logistics problem for after-lunch departures. A later foray into what I found to be the real car park revealed Susan Taylor's Wraith WHC77, Michael & Linda Hilditch's 40/50hp 50RE and Graham & Gill Adams' 4¼ litre B55MX, which made Mermie Karger and me bringing B60MR less of an embarrassment. In the village, there was another Bentley, a 3½ litre Park Ward sports saloon B87FC, in which Brian & Joan Palmer had driven.

Brian & Joan Palmer's Park Ward B87FC sports saloon



Kenneth & Jane Forbes's 1927 New Phantom tourer 95LF





Brian Fidler helps Kenneth Forbes reverse his New Phantom 95LF



Ken Fairbairn's PII 74MS closes off everyone's escape

After pre-lunch drinks in a comfortable interior in 18th Century style, lunch was modern British, locally-sourced, apparently placed on the plate by an interior decorator, but not children's portions and several good flavour combinations as well.

Tim Forrest stood in for the Chairman and outlined the event plans for 2011, which look to take us to interesting places in UK and abroad. Among them, September's celebration of the London-Edinburgh run has the potential challenge of doing it all in top gear, as done originally. Kenneth Neve did a run in the original chassis 1701 in 1977, but from Edinburgh to Windsor Castle; Dennis Miller-Williams did it in 1969 in "Silver Ghost". There did not seem to be any issues about Ernest Hives' original top gear run in terms of only using top gear, except that the story goes that exceptional fuel economy was achieved by slipping into

neutral and switching off the engine on long downhill stretches when the RAC observer had fallen asleep. Re-engaging the gear with the engine stationary was noisy and covered by simultaneously sounding the Klaxon horn; this woke the observer, to whom the explanation "there was a sheep in the road" must have become unconvincing on repetition.

During lunch, a group of members was discussing plans for a foray into India to see Maharajahs' cars, partly prompted by Graham Ashley-Carter's visits there to maintain them and in consequence open doors. The sun having burnt off the cloud, a number found it pleasant to sit out after the meal, probably to chat until tea was served. Fortunately our run home was eastward, so the sun was behind us on the sort of road for which our cars were designed, a most enjoyable end to the finale of the year's activities, thanks to Brian and Joan.



Brian Fidler's exquisite 1934 20/25 H J Mulliner drop head coupe GWE67

COMING EVENTS 2011

and members' information, etc

REPEAT IMPORTANT NOTICE about 2011 SUBSCRIPTIONS:

Subscriptions for 2011 are due **NOW**. If you pay by Standing Order from a UK Bank Account, **PLEASE** ensure that your bank is instructed to pay £50.00 [NOT £35.00 – this amount is INSUFFICIENT as it changed 3 years ago!]. If you pay by Sterling cheque, please send this, made payable to “The 20-Ghost Club Ltd”, to our Hon. Treasurer, Brian Fidler. If you pay in other currencies, please send your cheque for the appropriate amount as stated.

PLEASE also send your e-mail address and any changes to your postal address, etc, **NOW** to Graham Tyson at [<gtyson2@tiscali.co.uk>](mailto:gtyson2@tiscali.co.uk). If he does not have these details, or if they are not correct, the 20-Ghost Club will not be able to communicate with you or, even more importantly, send your copy of News & Record with the flyers about future events, and other information, including “The Roycean”!

EVENTS:

Details, bookings forms and other information for all events can now all be downloaded from the Club website.

Friday 25th February:

7th AGM and Dinner of the 20-Ghost Club Ltd, at the King's Fund, 11-13 Cavendish Square, London W1G0AN
Contact: Susie Forrest, tel: 01428 684208
e-mail: forrestsusie@aol.com

Saturday 16th April:

Spring Lunch at Armsworth House, Alresford, Hampshire, by kind permission of Strone Macpherson, and visit to The Grange, Northington
Contact: Strone Macpherson, tel: 01962 735562
e-mail: macpherson@lcbroadband.co.uk

Thursday 21st to Sunday 24th April:

Tulip Tour of Holland – NOW FULLY BOOKED

Friday 6th May to Monday 9th May:

Tour of North Wales with Irish Georgian Society
Contact: Jimmy Valentine, tel: 0207 352 8503
e-mail: f.valentine215@btinternet.com

Sunday 5th to Saturday 18th June:

Prince Henry Centenary Tour, Beaulieu to Edinburgh to Brooklands
Contact: Nick Naismith, tel: 01732 860148
e-mail: nick@nicknaismith.com

Friday 17th June:

Annual Concours at Brooklands and Dinner at Woodcote Park, Surrey – open to all members, even if not on Prince Henry Tour [Nick Naismith]

Saturday 10th to Thursday 15th September:

Centenary Re-enactment of London to Edinburgh Tour [Nick Naismith]

Friday 16th September: Goodwood Revival [after dinner at the Rolls-Royce factory 15th September]

Also – Turweston Wings and Wheels is an annual showcase for vintage and classic cars, motor bikes, other vehicles and aircraft and will held on **Sunday 18th September** at the aerodrome between Banbury and Buckingham; further details from their website [<www.turwestonflight.com>](http://www.turwestonflight.com)

AND FOR THE FUTURE

1st to 19th July 2012:

Tour of Nordic countries and the Baltic [Sir John Stuttard]

September 2012:

Tour of North Wales [Brian Palmer]

2013:

Centenary of the Austrian Alpine Rally [Nick Naismith]

DATES OF OTHER EVENTS WILL BE ANNOUNCED IN DUE COURSE

NEW MEMBERS WELCOMED TO THE CLUB :

Terence & Elizabeth Bramall,

62 York Place, HARROGATE, N Yorkshire HG1 5RH
1913 SG 23NA Tourer [Ferguson of Belfast] IA-4

Jamie & Alicia Foster, Little Brooms,

South Acre, KING'S LYNN, Norfolk PE32 2AD
1931 20/25 GOS20 Tourer [Maddox] GO-41

BACK NUMBERS OF NEWS & RECORD are available at £2.50 each from Tim Forrest 01428 684208 [<forresttim@aol.com>](mailto:forresttim@aol.com)

THE CLUB SHOP - Susan Glew [01386 700987 susan.glew@onetel.com] has Ties £15.00, Brass, Nickel or Chrome Car Badges £ 25.00, Cuff-links £35 pair & Lapel badge/scarf pin £20.00 in solid Sterling Silver. – see website for details, ordering, etc.



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JOAN PALMER EYES UP TIM & SUSIE FORREST'S 1912 40/50 BARKER TORPEDO TOURER AT THE AUTUMN LUNCH