



News & Record



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[photo © John Stuttard, design by Gerard Barry]

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CHAIRMAN:

Sir John Stuttard 020 8959 1692 john.stuttard@uk.pwc.com

HON. VICE PRESIDENTS:

Tim Forrest 01428 684208 <forresttim@aol.com>

John L Kennedy 01344 883033 <jlk@talktalk.net>

COMPANY SECRETARY:

A.R.J. (Tony) Dyas 01895 632343 <adyas@gotadsl.co.uk>

TREASURER:

Brian H Fidler 01865 726959 <brianhfidler@aol.com>

AUSTRALIAN CHAPTER:

CHAIRMAN: Rory Poland

HON. SECRETARY: David Davis

TREASURER: Bruce Humphries

OTHER DIRECTORS AND COMMITTEE MEMBERS:

Nigel Hughes Technical Editor, and technical contact
Hollybank, 43a Wellhouse Road, Beech, Alton, Hampshire
GU34 4AQ 01420 89982 <hughesn@aol.com>

John R Redmill News & Record Editor

24 Royal Canal Bank, Broadstone, Dublin 7, Ireland
00353 1 8301271 <barred@indigo.ie>

Graham Tyson Membership Secretary & Website Editor

The Old Vicarage, St Minver, nr Wadebridge, Cornwall
PL27 6QH 01208 862951 <gtyson2@tiscali.co.uk>

For full contact details of all the above, please consult the current 2011 Members List

Roland Duce 01636 830202
<roland@thurgartonpriory.co.uk>

Strone Macpherson 01962 735562
<strone@stronemacpherson.com>

Nick Naismith 01732 860148
<nick@nicknaismith.com>

Brian Palmer 0116 2862417
<brian@bandjpalmer.com>

Jimmy Valentine 020 7352 8503
[weekends 01295 811215]
<f.valentine215@btinternet.com>

EDITORIAL

John R Redmill

Another successful vintage motoring season, with some wonderful events in it, has now drawn to a close and our cars can go back into hibernation, to emerge like butterflies in the warm days of next Spring. But don't you go to sleep – our 2012 diaries should all now be open so you can enter the dates of our forthcoming events, starting with the Annual AGM and Dinner at Harris Manchester College in Oxford on the evening of Saturday 18th February, for which the formal Notice, together with the Annual Report and Accounts, will be sent out in January. but members who want should book their accommodation as soon as possible in nearby hotels . There will be an optional visit locally for everyone on the Sunday. This issue has with it the booklet 'The Spirit of Ecstasy' produced by Barry Gillings of the Australian Chapter, and many thanks to the Australians for providing this for us all – a most valuable publication. And finally, there are still a few places on the fantastic tour of the Nordic and Baltic countries that our Chairman has organised for next July; we would be particularly delighted if some of our Australian friends would join us then, so I ask them to look this up on the website and book as soon as they can!!

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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01865 747547

<print@parchmentuk.com>

LORD MONTAGU of BEAULIEU

BECOMES HONORARY MEMBER OF 20-GHOST CLUB

John Stuttard

Lord Montagu's name is synonymous with veteran and vintage motor cars. Founder of the National Motor Museum at Beaulieu in 1956, he has participated in many tours and rallies over the years and has enjoyed championing the cause of old motor vehicles. Edward's interest in motoring was gained from his father who was himself a champion of the motor car and one of those behind the historically important 1000 Mile Trial in 1900, which helped remove restrictive legislation in the UK. He was editor of *The Car Illustrated* magazine from 1902. In 1911 the 2nd Baron Montagu of Beaulieu commissioned the original Spirit of Ecstasy mascot for his Rolls-Royce, based on the face of his secretary, Eleanor Thornton. It was designed by Charles Sykes and a current exhibition of the Spirit of Ecstasy at Palace House, Beaulieu, is well worth a visit.

Lord Montagu was present, in one of his two Silver Ghosts, at Bucklers Hard when he waved off 20-Ghost Club members' cars at the beginning of the 2004 Centenary Tour through France. He was also present, together with his son Ralph, at the start of the Prince Henry Re-enactment Tour this summer and joined us for dinner before waving us off the following morning at Bucklers Hard. For his contribution to veteran and vintage cars and for his support of the marque, we have been pleased to award Edward Douglas-Scott-Montagu, 3rd Baron Montagu of Beaulieu, Honorary Membership of the 20-Ghost Club.



The Prince Henry line-up in front of Beaulieu Abbey in June included five SGs - Tim Forrest's 2154, Nick Naismith's 1606, Clayton Banks' 34MG, John Milwerton's 6TB and Sir John Stuttard's 33LG - and Anthony Armitage's Pl 65CL

20-GHOST CLUB DATA MANAGEMENT:

PLEASE READ THIS!!!

The 20-Ghost Club maintains a database containing the personal data and car data supplied by members on their membership application forms, updated by information on their subscription renewal forms. This database is an essential tool for the creation of address lists, subscription renewal forms and the membership list, and is solely for the administration of the 20-Ghost Club; it is not, nor will be, passed on to any other organisation for any reason or purpose whatsoever. It is currently held on a single computer and therefore all requests for information and for recording new member and car data pass through one committee member.

The administration of the Club would and can be substantially streamlined if the UK Treasurer and Membership Secretary and the Australian Treasurer have direct access to the database. This requires that the database be hosted on a remote computer with internet access. It is therefore proposed to conduct a trial in which the database is held on a secure, fire-walled, remote computer with fire protection and regular backup, which will certainly improve the physical security of our data. In future, it is planned to include a statement on the annual subscription renewal form stating that the data is held in this way, signature of the form indicating that the member is content with the arrangement.

However, in order to conduct this trial with real data, ahead of subscription renewal time, it is necessary to know if any member objects to his or her data being held on a secure remote computer. If you have no objection, you need do nothing. If however, you do object, please e-mail Nigel Hughes at Hughesn@aol.com or, if you do not have internet access, write to him at Hollybank, 43a Wellhouse Road, Beech, Alton, Hants GU34 4AQ, immediately on receipt of this issue of N&R34, in order for your details to be removed before the trial is started.

A TOUR OF NORTH WALES

WITH THE IRISH GEORGIANS

6th – 9th APRIL

Desmond Barry



Portmeirion in the sun

This year our joint Spring weekend with the Irish Georgian Society took us to the far north west corner of Wales, to the newly created region of Gwynedd, comprising the historic counties of Anglesey, Caernavonshire and Merioneth. Completely different to Lincolnshire last year, which had spectacular mansions set in a rather flat landscape, it is a region of large agricultural estates, modest vernacular buildings and spectacular mountain and maritime scenery. For a change, John Redmill and I had the shortest journey to our base as it simply required a twenty minute journey to the ferry port in Dublin and a short hop across Anglesey at the other end. We were all based at the Hotel Plas Dinorwic, locally known as The Pink Palace, in the ‘diabolically’ named village of Y Felinheli. The hotel was certainly pink! On the Friday evening all were welcomed by its enthusiastic and very helpful owners and staff, and we found its situation facing southwest along the Menai Straits gave spectacular views of the wonderful local scenery.

The tour was organised, and then led as it turned out, by Tim and Marylyn Bacon, as Saturday began without our usual leader Robert Jennings or his wife Pippa arriving as expected – curious! However, Tim’s mother had been born

and brought up in a house overlooking the Menai Straits, so he had been a frequent visitor to the area during his childhood. Provided with comprehensive maps and directions, all safely made it across the Menai Suspension Bridge, designed by Thomas Telford and completed in 1826, to Plas Cadnant. There were superb views of the nearby Britannia Bridge carrying the principal road and railway line from London to Holyhead.

Plas Cadnant is beautifully situated in a cleft in the landscape facing Mount Snowdon. Apart from the natural beauty of the landscape, the site for the modest, quite plain house of 1804 was probably chosen because of its proximity to the ferry which connected Anglesey to the mainland before the first bridge opened in 1826. Anthony Tavernor, the owner since 1995, has almost completed the restoration of the ten acre gardens, which had been abandoned for over 50 years. They comprise a walled garden, outbuildings, waterfalls, a folly and many footpaths and pools, all of which have been beautifully and sympathetically restored. We were bowled over by Mr Tavernor’s dedicated work on the garden which tumbles exuberantly down a steep hillside.

Our next stop was a complete contrast. It took us back across the Menai Straits to Penrhyn Castle, one of the largest houses in the UK. It is a huge neo-Norman castle, forbidding, even grim, in appearance. Designed by Thomas Hopper for George Dawkins-Pennant it was not completed until the 1830s when George was nearly 70. The superbly built and finished castle was said to have cost £123,000, the equivalent of tens of millions of pounds today. While part of this money came from the profits of the family's sugar plantations in Jamaica, the vast bulk of it came from the nearby slate quarries which they had developed in the last decades of the 18th century and which continued to generate enormous profits throughout the 19th century. Hopper also worked at Slane Castle in Co. Meath and Gosford in Co. Armagh, and it is likely that the Welsh and Irish commissions were somehow connected as the road from London to Holyhead and on to Ireland passed Penrhyn. Hopper also designed the interiors and fittings and some of the furniture, which draw heavily on John Carter's *The Ancient Architecture of England* and of course incorporate much slate. The vast Entrance Hall leads into a fine suite of reception rooms, an ingenious staircase, a chapel, and extensive array of staff quarters. While the castle was being built, George lived with his family in a modest house in the neighbourhood, however it was finished in time for him to move in just before his death in 1840. He was succeeded by his daughter and her husband who took the name Douglas-Pennant. The Douglas-Pennant family remained in Penrhyn until 1951 when it passed to The National Trust.



Penrhyn Castle

Having lunched at Penrhyn we next visited Gorrddinog Hall, the home of Mark Zaini de Ferranti and his Irish wife, Sandra. Gorrddinog was built by John Platt MP (1817-1872), a textile magnate from Oldham in Lancashire, for his eldest son and was completed in 1869. Substantial additions were made for their daughter's wedding in 1880, including a spectacular ballroom, still used for special events – such as our afternoon tea. The garden, designed by Edward Milner (1819-1884), includes a very romantic fernery recently restored by Mrs de Ferranti.

The real draw at Gorrddinog was Mr de Ferranti's collection of classic cars. They include Rolls Royces, Bugattis, Mercedes and Alfa Romeos, housed in the restored outbuildings behind the house; all have been beautifully restored and are immaculately maintained by a full-time

mechanic. Mr de Ferranti was kind enough to allow the car-lovers full rein to examine the cars in great detail, and since then he has joined the 20-Ghost Club.



Gorrddinog Hall

Dinner that evening was held at Plas Newydd, also owned by the National Trust, but still the home of Marquess of Anglesey. It sits in a commanding position on the west bank of the Menai Straits and is in the Gothick style. The original house was built in the 16th century and was added to and remodelled at various times, most recently in 1793-1799 when both James Wyatt (1795-1807)? and Joseph Potter (1756-1842) between them formed a new entrance front on the west side, created all the classical interiors and built the stables. We were joined by the present marquess for dinner in the Music Room. By far the largest and most splendid room in the house, it most closely resembles Wyatt's designs for Magdalen College Chapel, Oxford, and this suggests that the original concept may have come from the more famous architect.

Plas Newydd has become synonymous with Rex Whistler, whose work has left such an indelible impression on the house. The most dramatic is the huge mural, 58 feet long, on the main wall of the Dining Room. Before dinner, Peter Simpson, the head NT guide, treated us to an excellent talk about Rex Whistler and his influence on the house, and afterwards the Marquess gave us a most entertaining tour of the Dining Room and the adjoining museum, with its family memorabilia.

On Sunday (still no sign of Robert and Pippa – where on earth were they???) we took a beautiful drive along the North Wales coast and then up the Vale of Conwy to Maenan Hall, the home of The Hon Christopher McLaren. The house is beautifully situated overlooking the valley and was the home of the Kyffin family for centuries. Extended at various times including a wing at the upper end soon after 1700., it became a seven-bay house around 1820. On the north terrace there is a tiny tent-like glass summerhouse of 1961 by the most famous of Welsh architects, Clough Williams-Ellis (1883-1978), and a larger successor of 1991 a larger successor. The highlight of the interior is the Great Hall with a soaring Gothic arched roof and very interesting early plasterwork dating from 1582.

The house was purchased in 1946 by the second Lord Aberconwy, owner of Bodnant as a dower house for his wife Christabel, who created a wonderful water garden. After her death in 1974 her son Christopher and his wife Janey took over the house and they have continued to improve and maintain the house and gardens.

Following coffee, we moved on to Garthwin the home of Michael Grime where Tim and Marylyn had organised a delicious picnic. This was consumed in the fine barn building at the rear of the house; this had been converted into a theatre in 1938 and in its day was a notable house of Welsh drama. The 9-bay house, once the centre of a 10,000 acre estate, was rebuilt in the 18th century incorporating substantial portions of an earlier house. Then a single-storey Georgian wing was added on the left to provide a grand drawing room. In 1930 Clough Williams-Ellis did substantial works to the house including de-Victorianisation and adding a loggia on the right of the main front to balance the drawing room wing.

The afternoon brought us to Hendre House [no, NOT the family home of the Hon. Charles Rolls], which also has splendid views over the Conwy valley. It belongs to Michael Tree, member of both the 20 Ghost Club and the IGS, and whose previous house, Trevor Hall, we visited on our last Welsh tour in 1992. Michael carried out a splendid restoration there and he is in the process of doing the same at Hendre, which had been derelict for some forty years. A true labour of love over many years, Michael lived in a caravan, parked in the yard, for much of it. The house, built about 1810 by William Edwards, is two-storied and was formerly would stuccoed. The simple Tuscan porch leads into small elegant interiors, all rather Jane Austen in feel.



Hendre House

We then motored on to Glan Conwy, the home of Edmond Douglas-Pennant. It was originally known as Plas Newydd and was of two stories and L-shaped. In the mid 1630s it was rebuilt and extended with a new wing which filled in the L shape. The handsome Georgian wing which dominates the house today dates from 1827, when the house was re-named to Glan Conwy (Banks of the Conwy), and the elegant verandah was added. When the Douglas-Pennants bought the house in 1859 they added extra wings for domestic staff

and other uses. However these were demolished in 1956 by Lady Janet Douglas-Pennant, whose son inherited the estate in 1997.

Our last house of the day was Voelas, the home of Mr and Mrs David Wynne-Finch. Voelas is the third house on this site and was built by Clough Williams-Ellis in 1957-61, after he had recommended outright demolition of the previous Venetian Gothic pile, a wreck following wartime occupation. Clough's house is a long two-storey, neo-Georgian block. Its main feature is a 50 feet long Gallery built to house the magnificent collection of family portraits. Unfortunately the house was undergoing alterations when we visited and, while we were able to briefly view the interior, it was not possible to appreciate its glories or these magnificent pictures.

Our gala dinner was held that evening at Yr Hen Lechan, a restaurant just minutes walk from 'The Pink Palace' and situated overlooking the fine stone-built inner harbour of Dinorwic Marina. Following a very good dinner we were 'entertained' by Tim Bacon and yours truly reading an extract from "Wild Wales" by George Borrow, published in 186, complete with relevant accents of haughty Englishman and Oirish peasant – *hilarious!!!*



The party enjoys Portmeirion's fantasy

Following the rather showery previous days, Monday dawned bright and sunny and we headed off for the fantasy model resort village of Portmeirion, this time sans Ken Fairbairn and Ann Haynes. By now we had discovered that Robert Jennings had been stricken with food poisoning and Pippa was busy playing the part of Floerence Nighingale; it seemed that, perhaps by telepathy, Ken had succumbed to a similar ailment. Happily both swiftly recovered though not before Ken's Phantom II sat down in sympathy on the way home to Birmingham.

Portmeirion is the personal vision and great *oeuvre* of Clough Williams-Ellis and was started in 1925. Construction lasted until 1975 with later additions between 1980 and 2006 by Clough's daughter Susan. It was mostly conceived in two periods, after the 1914 and 1939 wars, and is one of the most personal architectural statements in 20th century Britain. Williams-Ellis did not accept all that was proposed

by the architectural world at the time, and determined to communicate truths through architectural jesting; Portmeirion is disquietingly sophisticated as well as naïve. Clough bought the abandoned estate in 1925 and was owner, designer and developer. He had the vision to realise that the tourist business could provide opportunities, and the resort proved commercially viable as an early motel based on accommodating motor cars, like ours, as well as humans. The village is an eclectic mixture – salvaged elements and whole buildings rescued from elsewhere are mixed with new, the Arts and Crafts Movement is combined with the classical and Mediterranean worlds, all in a way utterly particular to himself. It all seems bafflingly ambitious for a hobby and worryingly insubstantial as architecture! The traditional ceremony of the Handing Over of the Carrier Bag took place after lunch under a stunning plaster ceiling of a splendid late 16th century Great Chamber.



Jimmy performs his now famous 'Carrier Bag' Dance, watched by a delighted audience

The final visit of the weekend was to the gardens of Plas Brondanw, which had become the home of Clough Williams-Ellis and his wife Amabel after the First World War. The house dates from around 1550 and was in a sadly neglected state when given to Clough in 1908, who soon became devoted to the rehabilitation of the house and the development of the gardens. Sadly, it was burnt out in 1951 and what remains today is his reconstruction completed two years later. The gardens grew and matured throughout Clough's long life, its avenues extending outward into the fields with vistas up to the mountain peaks. He built entirely new garden buildings including a gatehouse and an orangery in 1914. Opposite the gate to Brondanw is a path through the woodland up to a wild outlook tower known as Pentwr, mimicking a ruined castle, and built with funds given to Clough as a wedding present by his fellow Welsh Guardsmen.

Most of the group walked up the steep incline to the tower for a final look at the magnificent Welsh landscape before dispersing to all corners of the British Isles. What a splendid tour yet again, and all thanks to Tim and Marylyn, and the elusive 'virtual' Robert. 2012 may well find us all together seeing the wonderful houses of Northern Ireland

Participating members and cars:

David & Sue Collier	1934 20/25 Hooper Sedan
William & Clare Corbett	1920 SG Nicholson Tourer
Michael & Angelika Elliott	1933 Pll Barker Continental Coupe
Ken Fairburn & Anne Haynes	1932 Pll Freestone Saloon
Gervase & Margaret Forster	1921 SG Lopes Tourer
Jeremy Greene	1924 SG Windover Tourer
Lenox & Audrey Jamieson	1924 SG Jarvis/Windover Tourer
John & Sue O'Dowd	1930 P Daul Cowl Dudley Tourer
Brian & Joan Palmer	1921 SG Barker Tourer
John Redmill & Desmond Barry	1929 20/25 Park Ward Saloon
Sue Taylor	1939 Wr Park Ward Limousine
Jimmy & Janet Valentine	1929 Pl Weymann Saloon
Nick Whitaker	1936 Plll G N Sedan de Ville

The cars are washed by the rain at Port Meirion while we all shelter inside



Photographs © John Redmill & Jimmy Valentine

THE PRINCE HENRY RE-ENACTMENT

Jimmy Valentine

5th – 18th JUNE



The cars line-up in front of Broomhall, seat of Lord and Lady Elgin

Arising from the researches made by our former Chairman Tim Forrest into pre-WW1 Ghostly matters came the suggestion for a Centennial Tour based on the lines of a 1911 Tour sponsored by Prince Henry of Prussia (1862-1929), the younger brother of Kaiser Wilhelm II of Germany. Nick and Jo Naismith accepted the challenge and organised a magnificent recreation of the 1911 tour as far as possible under conditions obtaining 100 years later.



The Naismith family and their 1911 SG 1606 CH722

Prince Henry conceived the idea of a “goodwill tour” of Germany and Great Britain for cars entered by the German National car club and the RAC. Sixty-five German cars and thirty British cars took part. The tour started in Germany and then embarked on a liner and sailed to Southampton for the British section of the Tour. It was competitive, the emphasis being on reliability and comfort rather than speed. In addition to the Prince Henry Cup competed for by the two National Clubs, awards were presented by George V, Queen Mary, the Kaiser [the King’s cousin] and his wife, the Empress Augusta. Each car could lose a mark for any involuntary stop of more than five minutes (except for punctures), a further mark for every five minutes over the time limit and no less than twelve marks for fitting a replacement

part. The Naismiths applied this marking system to our Tour and we were also required to keep records of our petrol purchases.

The 1911 Tour was considered by the authorities to be so important that the national speed limit (20 mph) was waived and soldiers and policemen were posted at every turning point. The cars attracted much interest as they conveyed members of high society as the Tour visited some of the grandest country houses and castles. A special train followed the Tour carrying the entourages of the participants.

1910 1406 Barker torpedo in green for Norman C. Neill of London, S.W. The special bonnet was probably transferred from his 70 h.p. (66707) and the scuttle top is longer than Barker's usual. Below: 1486 in the 1911 Prince Henry tour. It won the German Empress's prize for the best appointed car in the R.A.C. team. The lady judges, who are on board, are the Princess Henry, the Duchess von Aramburg and the Countess von Pausch.



Four Silver Ghost Rolls-Royces (Chassis Nos. 1212, 1307, 1486 and 1534) participated. Three of them performed faultlessly but 1534 in the hands of a replacement driver more used to a central accelerator stalled on the one-in-four Sutton Bank in North Yorkshire. 1486 (Norman C. Neill) was finally adjudged to have made the most meritorious performance of the whole tour and was also awarded the German Empress’s prize for the best appointed car in the RAC Team.

On the afternoon of Sunday 5th June the participants for the 2011 Centenary Tour assembled at The Master Builders Hotel near the site on which Nelson’s Victory was built and not too far from Southampton where the

British section of the 1911 Tour started. Participants were given a route book which included a coloured photograph of each building to be visited including all the hotels where we were to stay. Also provided for each car was a copy of the AA road atlas on which various members of the Naismith family had marked each day's destination and the proposed route for each day, in some cases with even more challenging alternatives.



Nick drove how many miles in these unauthentic shoes???

A convivial dinner was attended by Lord Montague as guest of honour. On the Monday morning Lord Montague waved the cars off for the start of the Tour. Your reporter missed the proceedings mentioned so far as he attended near Bedford, with the P1, the Golden Wedding celebrations of a work colleague he had driven, in the P1, to the colleague's wedding 50 years earlier.



The Forrests and the Valentines in front of Ditchley Park

The party leaving Bucklers Hard found themselves on a challenging cross-country route[?] to the lunch stop at the Plough Inn at Clanfield where they arrive between 1.00 and 1.30 pm for a 12 noon appointment. After lunch, we all proceeded to Ditchley Park which had been one of the points-of-call of the 1911 Tour, being then the home of Viscount Dillon. Now the house is the base of the Ditchley Foundation that hosts a variety of international conferences. We were welcomed by the Bursar and then given a guided tour of the house built in the 1720s, directly facing Blenheim Palace 4 miles away, and tea before we moved on to the Arden Hotel at Stratford-on-Avon for dinner and overnight accommodation.

On Tuesday morning, a short drive took us to Compton Verney, a Robert Adam house rescued from dereliction and converted into an important art gallery in 2004. The house is set in 120 acres of parkland laid out by Capability Brown. We were given a guided tour of the diverse permanent collections including 19th century 'primitive' art paintings, important early Chinese artifacts and 18th century paintings including dramatic representations of eruptions of Vesuvius.

We then resumed our travel along the Fosse Way (originally laid out by the Romans) turning off it just before Leicester towards Calke Abbey where we lunched and then toured the 'Abbey' which dates mainly from 1708 and was built on the site of a priory. It was the home of the Harpur Crewe family who collected a wide range of objects over the centuries including, in addition to the expected pictures and furniture, substantial quantities of stuffed birds in glass cases. The last, eccentric, member of the family to own the house transferred the property, in a seriously run-down state, to The National Trust who decided to maintain but not restore the house as a representation of the decline of the landed gentry's country house, with its fragile atmosphere of quiet decay. Upstairs we found long-disused rooms (including the last owner's boyhood bedroom with his toys), many containing piles of abandoned 'brown' furniture, but also the state bed with magnificent Chinese hangings which were found packed away in boxes, never having been set up in the house.



Tim & Susie Forrest in SG 2154 leave Kedleston Hall

We then motored on into the Derbyshire Peak District via another National Trust property, Kedlesston Hall designed by the great Robert Adam, through Ashbourne and on, on minor, scenic roads to the West of Matlock, and our overnight destination, the delightful Peacock Inn at Rowsley. We dined superbly around a square table in a private room.

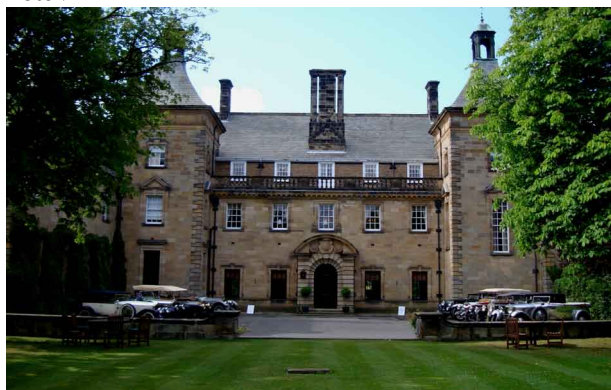


A typical Yorkshire hold-up

The next day we headed north through the Peak District National Park on our way to Fountains Abbey in Yorkshire. Some of us found our progress delayed for half an hour by a large articulated lorry which had been delivering locally and found itself unable climb out of a sharp uphill bend on the narrow and wet road forming part of our route due to lack of traction. Luckily a local farmer with a large and powerful tractor was able to help it up the hill. So we continued into Yorkshire, through the industrial world of Huddersfield and Brighouse to reach the scenic delights of minor roads of the Yorkshire

Dales leading to Fountains Abbey where we lunched and then inspected the abbey ruins before proceeding eastwards towards the notorious Sutton Bank past warning signs informing us that 121 vehicles had failed to make the climb in the last six months. Needless to say, none of our cars had any difficulty in making the 1 in 4 climb, with generously wide hairpin bends.

So on we went, past the ruins of Rievaulx Abbey to our overnight stop at Crathorne Hall Hotel, built by the Dugdale family around 1906 as a country house capable of accommodating large house parties and their extensive retinues of servants and thus easily convertible into a hotel.



The cars at Crathorne Hall Hotel

On Thursday we headed north across Hadrian's Wall and through the Scottish Borders to Edinburgh, fortifying ourselves *en route* at the 'last cafe in England'.



Gourmands savour various delicacies in 'the last café in England'

Our destination for a two-night stay was the Dakota Hotel on the northwest corner of Edinburgh. The overriding theme of the hotel is black. Externally it is polished black rectangular stone and glass. Internally, the black theme is taken up by subdued lighting and airport-style lack of ceilings on the ground floor. Initially, it was difficult to find the reception desk in the Stygian gloom; however, the staff were welcoming and helpful, especially the concierge Alastair, who ensured that our reserved parking places were kept for us throughout our stay.

The following morning, we headed in convoy across the Forth Road Bridge in an attempt to make the simple journey to Broomhall, the home of our retiring President Andrew, Lord Elgin. The convoy was soon broken up by traffic lights and those of us relying on satellite navigation were led astray into the village of Limekilns which shares his Lordship's postcode. We all finally arrived and after being greeted by Andrew and Victoria

Elgin, their son Alex gave us a talk, happily with samples, about his business which involves selecting and bottling individual casks of single malt whisky. Our Chairman then presented Andrew with a copy of David Forward's book on The Silver Ghost in recognition of Andrew's services to the Club as both President and organiser of Scottish Tours. We were then served a magnificent cold lunch, including superb Scottish strawberries and raspberries, before dispersing. We are most grateful to the Elgins for their kind hospitality.



Lord Elgin with Nick and Jo Naismith

In the evening we were joined by the Elgins for dinner at the hotel, and then were entertained by 'The Dunedin Dancers' who gave demonstrations of Scottish and Highland dances (accompanied by fiddle and pipe) interspersed with solos on the small and large Scottish bagpipes and the Northumbrian pipes.

Saturday 11th June saw us heading south from Edinburgh towards the Lake District for the longest day's drive of the Tour. The route took us through Moffat (where coffee was taken at The Rumblin' Tum), Gretna and Bowness to The Storrs Hall Hotel overlooking Lake Windermere where we would stay for two nights. At the end of dinner after a long day, our energetic Chairman gave a demonstration of his athleticism by leaving for his evening lakeside walk through the dining room window (on the ground floor).

Sunday was a free day allowing many, particularly those with shorter wheelbases, to explore the Lake District further and to attack the 1 in 3 Hardknott Pass (recommended before 9 am). We opted for a more leisurely day visiting Levens Hall, strongly recommended for both the house and the gardens. During the afternoon the weather deteriorated but at 6 pm we boarded a boat with a glassed-in seating saloon. We then cruised down Lake Windermere and back viewing the magnificent scenery dimly through drizzle and mist while maintaining our spirits with copious supplies of canapés and champagne before returning to the hotel for dinner.

On Monday we headed south by various routes to our overnight stop at the ABode (sic) Hotel in Chester. To avoid long stints on the M6, we took the suggested alternative route on minor roads through the Forest of Bowland (few trees) lunching at The Whitewell Inn and only getting lost once. We then joined the M6 for a short distance before heading for Liverpool, the Mersey Tunnel, and our hotel overlooking Chester Racecourse.



*CHEERS EVERYONE, and *** the weather outside!*

Tuesday took us into Wales through Ruthin, the Snowdonia National Park, Dolgellau, Rhayader, and Builth Wells to The Lakes Hotel at Llangammarch Wells. The weather and scenery were fantastic and various additional excursions were available such as the Lake Vyrnwy to Dinas Mawddwy hill climb and a longer circuit via Tregaron. Somewhere along this route a test of the P1's showed that the magneto was not behaving. Anthony Armstrong assisted greatly in the extraction of the device and discovered that the insulating bush of the contact breaker was badly worn (on further examination back at home it fell out in several pieces). Perhaps this is one thing to lubricate occasionally?

Wednesday's run took us through Brecon and Abergavenny and then on minor roads to The Hendre, the home of Charles Rolls's family which is now a golf club and in a better state of repair than when last seen. After a tour of the house (and the enviable glass-roofed motor house) we continued through Monmouth to cross the Severn by the original suspension bridge. We then turned South to climb through the Cheddar Gorge on our way to Ston Easton Park for the night. on the way we stopped at Axbridge and visited the church and King John's Hunting Lodge (built in the 16th century).



Ston Easton Park

The next morning, the party was received at Badminton House by the Duke and Duchess of Beaufort and had a guided tour of the house and chapel, including the massive hall where the eponymous game was developed for entertainment on wet days. His Grace had a ride in a Ghost, then tried driving it himself; Badminton had been one of the stops on the 1911 Tour.



Some of the cars in front of Badminton

We then headed east to Cliveden where we dined in the French Dining Room. Both Ston Easton and Cliveden belonged to the same Van Essen hotel group.



Wonderful views from some of the bedrooms

On Saturday morning we left Cliveden for Brooklands for the 20-Ghost Club's Annual Concours, which attracted some twenty cars including our contingent. Judging took place in the Paddock in pouring rain and so we were all happy to go inside for a buffet lunch in the Brooklands clubhouse. Here we found a substantial iced cake in the form of a Silver Ghost radiator with inscriptions celebrating 104 years of Brooklands, 100 years since the Prince Henry Tour, and the exact centenary of Nick Naismith's Silver Ghost Chassis coming off test.

"Gee-us a push, Jummie!"



The right way to arrive at Cliveden

After lunch and a slice of the cake and the presentation of trophies - the overall winner of the Concours was Michael Sapsford's 1930 PII 42GX, and the winner of the Small Horsepower Messervy Salver was Guy and Guede Baird's 1925 20hp GCK43 - we drove up the Test Hill and parked in three columns on the banking before proceeding to our final overnight stay at the RAC's Country Club where we parked the cars facing the Crystal Room. Rain forced the pre-dinner reception to be held indoors instead of on the terrace where the cars were parked. Anthony Armstrong and his New Phantom were adjudged to have made the most meritorious performance and he was awarded the Stanley Sears Trophy. It was a hugely enjoyable tour from start to finish, with magnificent scenery and food, and we are all most grateful to Nick and Jo for all the hard work they put into arranging it.



LET THE RIDE OF THE VALKYRIES COMMENCE, MR WAGNER –da dum dum, dee dum, dee [Δ] dummmmmm!!!

And they're off



... and the Valentines in PI 10R. the Forrests in SG 2154, and the Naismiths in SG 1606 sweep triumphantly up the hill to Valhalla

Photographs © Tim Forrest, John Stuttard & Jimmy Valentine

THE CLUB AT BROOKLANDS

Clive Barham Carter recalls Club tests there in 1990

In 1990, the 20-Ghost Club driving tests were held at Charterhouse, and pretty testing they were, too. Designed with fiendish ingenuity by Simon Fielder, they included the champagne test and the infamous blindfold reversing, which so subversively strained relations between driver and guide. The following year, through the good offices of John Kennedy and Peter Phillips, the Club was invited to be the first to use the recently reopened Brooklands. This was especially appropriate as it was to Brooklands that the 'Autocar' road testers took all new RR models to put them through their paces.

Clearly some sort of reconnaissance was needed, so I set off in the car with a posse from the Charterhouse Motor Club to assess the site and devise suitable tests. We were delighted to be offered the use of the Test Hill, with the result that possibly the first car to climb the hill since the pre-war glory days was an elderly, underperforming 20/25 limousine full of excited teenagers. And not just the once: "let's go round again!"



Unknown participant



Digby & Margery Wills in their 20/25 Sedan GX66

The Hill became the first test; some drivers, as I had, began in second gear and stayed there throughout; others were tempted to change up – with more or less success. The very early cars were interestingly unable to get more than half way up before the gradient defeated their gravity petrol feed. The results have not survived, but I remember Digby Wills' 20/25 Sedan arriving at the top at an impressive rate. Fortunately some photos have surfaced, one in attempt to reproduce an illustration from an original test. The remaining two tests were more familiar – though the garaging test, across the slope of the banking, was tricky, and the blindfold driving had its usual problems: it is very surprisingly difficult to tell if one is moving or not. Simon Fielder, the designer and chief tester, put on his mettle in Bryan Goodman's Cloud III, had just as much trouble as anyone else, which gave great satisfaction to the competitors.

Much has happened at Brooklands since those rather sparse early days, and it was splendid to go there again.



Oh dear - what's gone wrong now?
Photographs © Clive Barham Carter

AN AUSTRALIAN TWENTY - 42GI

David Davis



42GI was never a barn find; in fact it has been in constant use around Sydney. It was a trials chassis bought by Dalgetys, the Sydney RR Agent and there seems to have been haste in dispatching it. Chasses were not dutiable in Australia and it was fitted with a box seat, on arrival and used as a demonstrator, not very comfortable one would have thought. It was the first Twenty to arrive in Australia and received a favourable press. Dalgetys sold 42GI in 1924 to join 2 Silver Ghosts owned by Col. John Arnott, whose father-in-law was the Chairman of Dalgetys. Smith & Waddington, the premier Sydney body works, fitted the car with a two-door four-seat saloon and became "Mother's car" but was, in reality, the family hack; the boys learned to drive on it! Like all the Arnotts' cars, the steering wheel has a nick in it to indicate 'straight ahead' at night.

In 1925, a stone wall necessitated the fitting of a new chassis, and Smith & Waddington converted the body to a four-door saloon. In 1928 a head-on collision with a steam wagon resulted in another chassis fitment. In 1932, the motor was overhauled and the Arnotts finally sold it in 1937 to Liberty Motors. Shortly afterwards, the upper part of the body was rebuilt by Properts and resembled a 1950s London Cab. The car was laid up during the war due to petrol rationing but pressed back into service shortly thereafter. Changing hands frequently it was even raffled. The car was a familiar sight around Cremorne when owned by two elderly ladies, as it has been during my ownership.



42GI in 1959, with its old Smith & Waddington / Properts body

I bought it in 1959 with £200 given to me by my father as a 21st birthday present. Within three weeks of purchase, a piston broke and I ended up at the RR Agency in Sydney. The Manager, Bert Ward, recognised the car instantly, having worked on it for many years. He asked me where the square headlights with orange glasses were, to which I replied that I had no idea. Bert had had experience with youngsters with worn out RRs, so was rather chilly. Living in a flat with the wheel spanner as my only implement, I eventually persuaded him to attend to the car on the following terms -

I was not to buy another car;

I was to pay my bills on receipt;

I was not to touch the car mechanically;

I was to take the car to him as and when requested, and to forget that I owned it until contacted to pick it up.

I was later forbidden to lend the car after a borrower had adjusted the carburettor. The borrower received separate admonition by telephone, which concluded with the comment that he, Bert, was the arbiter of all adjustments. He was critical of my driving ability and, following a command to attend the Service Station at a nominated time, he taught me to steer, change gears, use the engine controls and brake properly. It was a bit like a mini school of instruction. Thus started a wonderful relationship until Bert died in 1987. The car was put into working order over a two-year period during which it was in constant use, in fact I had driven 75000 miles by 1962. Bert told me in 1959 that the car had covered 700,000 miles so it has been over a million now.

In 1962, Bert condemned the body. I searched for an alternative and found an old Smith and Waddington tourer and fitted it myself. The reduction in weight was 9 cwt. During dismemberment of the saloon, I found that most of the decay had occurred around the scuttle and A pillars, probably due to chassis flex leading to the entry of moisture. I fabricated a steel framework around the original instrument board mounted on additional chassis brackets fitted below the A pillars in an attempt to avoid the problem in the future. By 1965 the tourer was falling apart and Bert directed me to Bob Molyneux who worked at Smith and Waddington in the 1920s, and who rebuilt the body completely. Bob was impressed by my framework and incorporated it into the rebuild; 45 years later there is still no movement anywhere. When the body was finished, Bert inspected it and declared it up to standard. The original colour scheme of burgundy and black was used.

Since those times 42G1 has been our wedding and honeymoon car, brought the children from hospital, been their wedding car and taken us on countless picnics, rallies and holidays. There are tinkers and drivers and I am firmly of the driver type. There is nothing better to my mind than sitting at the wheel of the little Twenty at 45 mph out in the country, and we are lucky in Sydney as there are lots of hood down pleasant drives within easy reach of home.

42G1 is unique in that it has been serviced for most of its life by the successive Sydney RR agents and more particularly Bert Ward, and three generations of the Appleby Family. Repairs that they have carried out during my ownership have included two engine overhauls and as well as everything else several times. The receipts fill two springback folders. The differential needed work in 1997 and the chance was taken on expert advice to change the ratio to 4:1, made possible by the change of body in the 1960s. The new ratio is almost the same (taking into account the 21 inch wheels fitted in 1929) as originally designed by Royce, resulting in better hill starts and a more useful second gear. The bodywork was refurbished in 1996 and last year the front mudguards needed attention - there is always something to do. Bert commented that Rolls-Royces are only motorcars and are as good as the maintenance they receive, which is expensive irrespective of age, due to the way they are built.

42G1 raises discussion on two fronts. It looks very 1922 as I have sought to return it to its original appearance, but over its 89 years, it has seen a lot of the workshop. RR rarely repaired anything, but replaced worn or damaged parts, which has been the case with my car, all installed by the Sydney RR agents. The car now carries Diskon & Molyneux plates under the rear doors, which was Bob's firm when he rebuilt the body, but I have a Smith & Waddington plate under the driver's door and a Properts plate under the passenger's, with the relevant years inscribed to indicate the history of the bodywork. The second issue is where does it fit in age? In 1959, it was thought to be the oldest Twenty extant. Over the years it has been established that 42G1 is one of three survivors from the first production cars and it would be difficult to call the oldest as the three were finished together. The other cars are 41G8 now owned by Steve Lovett, and 42G0 now owned by John Fasal. Convention dictates chassis numbers, which were allocated shortly before delivery, as the order of precedence so 42G1 would be third. Looking beyond the chassis numbers to the Chassis Cards, the works number of 41G8 is 40, the engine number G120 and it was on test on 20/9/1922 and left Derby for delivery to Hoopers on 15/1/1923. The works number of 42G0 is 41 and its engine number was G121. It was on test on 11/11/1922. It left Derby for delivery to Lillie Hall on 14/12/1922. In London, Engine number G154 was fitted and the car finally tested at Barkers on 30/1/1923. The works number of 42G1 is 37 and its engine number is G117 and it was on test on 14/9/1922 and left Derby on 19/12/1922 for delivery to Lillie Hall, but there is no record of it arriving there. It was shipped to Sydney on 3/1/1923. It is interesting that the three survivors came from the Dominions.

In RREC Bulletin 103, quoted by John Fasal on page 429 of his book on the Twenty, I said "Needless to say, I am completely satisfied with my Twenty. In our changing world it is one of the things I regard as permanent"; well, I was Managing Director of the Permanent Trustee Company Limited, in Sydney, for 17 years!

WHEN I WAS VERY YOUNG -

Nigel Hughes remembers his very first love GKM36

When I went to Oxford University in the late 1950s, it was not unusual for students to own and drive vintage cars. I had a little cash saved up from National Service and decided that I might as well have the best. Thus I started looking for a four wheel brake Rolls-Royce 20HP - a very practical vintage car - and joined the Rolls-Royce



Enthusiasts Club, which had recently been formed and whose Chairman Ralph Symmons conveniently lived at 78 Banbury Road in Oxford. Eventually, I found GKM36, an H J Mulliner Owner Driver Saloon, in a barn halfway between Newbury and Reading. The seller admitted that 'she uses a drop of oil' but assured me, correctly as it turned out, that the bottom end was good. She was in a very sad state, having been pretty well run into the ground. This was often the case at the time, when people wanting a workhorse would buy an 'old Rolls-Royce' and just use it until it stopped working, thanks to nil maintenance. Of course, being a Rolls-Royce, it did not stop working but the wear was severe and costly to rectify.

As found, GKM36 had also suffered severe frost damage including holes in the water jacket of the cylinder head and a leaking radiator. I paid £125 for the car, which my father's garage said was far too much, and the owner undertook to have the head repaired before collection. When we filled the radiator, water poured out of the bottom of the honeycomb and the elbow on the water pump outlet. The leaks were partially sealed by a treatment with Holt's Wondarweld and, undaunted, I set off for home in Ealing, followed by my brother Colin as escort. Colin carried a gallon or so of water 'just in case'. Within a few miles, the temperature gauge rose, despite wide-open radiator shutters, and inspection showed that the Wondarweld had let go and we were losing water rapidly. I forget how many times we filled up on the journey along the A4, but we eventually made it home.

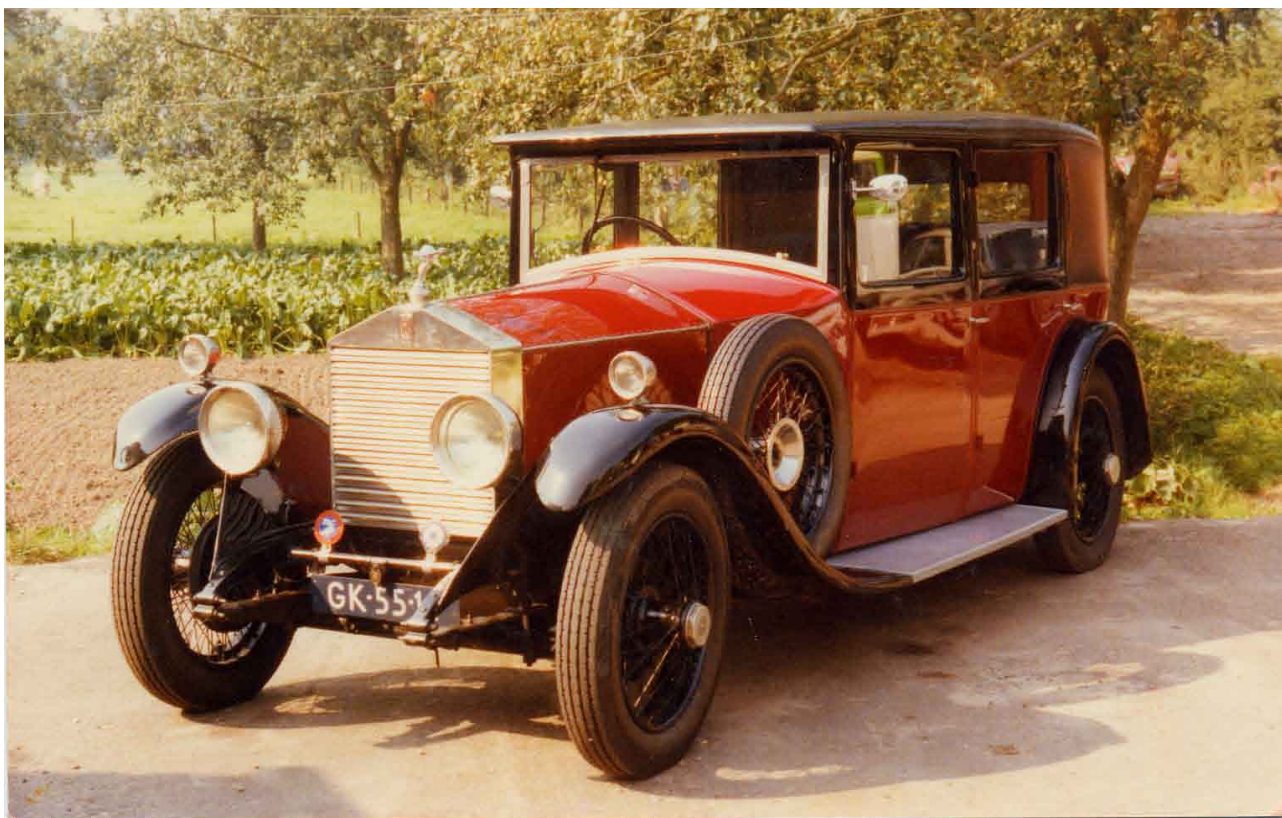
As a student, the long vacations from University gave me

plenty of time to work on the car, but money was scarce. With a little help from a family friend, I got a summer vacation job at the EMI laboratories in Hayes, where I played with electronics for an apprentice wage of £6.00 per week. GKM 36 needed water pump joint washers, an oil gun and an exhaust manifold ring nut as a matter of urgency, so I went to the London Repair Depot of Rolls-Royce at Hythe Road to buy the items. I just managed to avoid fainting when I was asked to part with my whole week's wages for the parts.

GKM36 was devoid of tools, so Colin bought me a set of 'Bedford' BSF socket spanners as a birthday present. I still have them over 50 years later. With those, a set of open-end spanners, my precious new Enots Oil Gun, and a 20HP Owners Handbook kindly supplied by Ralph Symmons, I set about working through every maintenance item on the car. The first job was to get the radiator off (fixing bolts rusted up of course). I carried the radiator up four flights of stairs to a little box room where I worked on my hobbies. With the help of a massive soldering iron, heated on mother's New World gas cooker, I was able to fix the leaks. Hythe Road's joint washers sorted out the water pump and I was able to say goodbye to water leaks. However, the water temperature gauge behaved like a mad thing, waving up and down refusing to be tamed by adjustment of the radiator shutters. The radiator was severely choked with scale, but again Mr Holt came to my rescue with Radflush, and from then on I had no cooling problems, even when climbing Wycombe Hill at full throttle in top gear on the old A40.

Now I had a car that would take me to Club rallies and was a reliable workhorse, though she consumed a quart of Castrol XL oil every 100 miles, leaving a trail of blue smoke behind her. With a coat of cardinal red Valspar, she looked passable, though clearly not a car that would have been good enough for the 20-Ghost Club Committee at the time. She had the lightest and most precise steering of any Rolls-Royce I have owned and although I had my share of tyre failures and once blew nearly all the light bulbs when the battery went open circuit, she never failed to complete a journey. With the help of spares found by Ralph Symmons from breaker's yards and advice from Ron Haynes at Hythe Road, I did about 10,000 miles in her over a couple of years and learnt a tremendous amount about Rolls-Royces as a result. Nevertheless she needed serious coachwork restoration, and a complete proper engine overhaul, which were beyond my means at the time, so she was sold and I purchased a 20/25 GOS8, which was a much sounder proposition. GKM36 however survives and the last time I saw a picture of her (see opposite), she was in Holland, had been properly restored and looked superb.

I like to think that without my efforts, she might not have survived at all.



STEERING THROUGH LIFE -

Andrew M Sington

After some serious driving in my Twenty, UK-2, over the past few years, I decided to check the 2 bolts that secure the steering box to the chassis. Neither is easy to tighten and there's a very good chance this is what they will need. If your steering wheel has some slack in it, this should be your first port-of-call.

Don't forget that there is also a ball-race above where the steering column is secured at the dashboard. There's a collar that slides up the column and you can squirt a good dose of oil into it. Leave a cloth on the floor in case of overflow, and if you haven't done this for some time, it is recommended that you jack-up the front axle and, after you have oiled the race, give the steering wheel a good few turns lock to lock to spread the oil over the ball bearings.

Early 20s had an oil reservoir on the steering box into which you should regularly squirt a thicker oil than engine oil - I use 80/90 Gear Oil on all the oilers (Enots) as well as the steering box. As the early box is a 'full loss' system, you should oil it every week the car is in use. It has 1 1/4 turns from lock-to-lock. Later models had a sealed unit that has 2 1/2 turns lock-to-lock - the road wheels are smaller (20" or 19") but fatter - thus lower gearing was required.

On the move, the steering on all 20s should be light and lively. If it's not, you may need to check you are running at the recommended pressure. Front pressure for well-based wheels are quoted as 35psi for 21" then later Owners Instruction Manuals advised 40psi for 20" and 19". (I understand the straight-sided wheel should be run at 50psi.). There is a certain amount of personal preference here and is dependent upon body styles. I run at 35psi (a tourer body) for comfort and increase to 40psi dependent on the type of driving. For long continental running, 40psi is essential to avoid overheating and possible blow-outs. Rear tyre pressure is generally always at 40psi - anything less and the back swings around like a pendulum! - and 45psi if carrying 4 passengers and their luggage.

ADVICE FOR 20HP OWNERS

Andrew M Sington

SPRING CLEANING:

Whilst recently replacing the old leather gaiters on UK-2 with new Wefco gaiters (expensive but worth every penny!) I had a close inspection of the leaves. There was rust-coloured grease around and little else - looked too dry for comfort - so I removed the 4 brackets that hold the springs together (2 either side) and then lifted the chassis until the axle was hanging free. It's best to suspend the axle on another jack, remove the road wheel and then drop it down. One can then use a large screwdriver (or something similar) to wedge open the leaves.

Now the mucky job commences - if you have an air compressor, use that to give the springs and the areas between the leaves a good blasting, otherwise a darn good spraying with WD40 will clear out all the old grease and leave the area clean. Now, spray freely with WD40 and instead of adding grease, use the oil you would normally use to lubricate the chassis, and it is my suggestion that this should be 80/90 Gear Oil and not engine oil. The reason for this is that at best engine oil has a viscosity of 50 which is thin and runs away easily, whereas 80/90 gear oil is thicker, can still be used in your Enots and hangs around longer. I use it on all my Enots.

Whilst this job isn't one of the easiest, the improvement to the ride is incredible. Also, if you have Enot nipples on your gaiters, don't forget to give them a good oiling at the commencement of each season. If no oilers on the gaiters, use an oil can with a pointed end and get this under the end of the gaiter and give it plenty of oil - it will flow down eventually. Whilst you have the wheel off, check the adjusters for the 2 sets of brakes on the rear (foot and hand brake) and if you have 4-wheel brakes, the foot brake on the front - and if you need to screw them up a bit (which would be normal), make sure that the free movement you set is the same on the opposite wheel to retain straight-line braking.

Very early Rolls-Royces had no shock dampers at all and relied on friction between the spring leaves to control the ride. Next, the company introduced friction dampers which depended on the friction between spring-loaded steel cones separated by oil-impregnated leather washers. The end result depended on the state of the road spring leaves and the setting and condition of the friction dampers. Finally, hydraulic dampers were introduced. These were very consistent in their damping effect but assumed the spring leaves to be well-lubricated. With rusty and rough springs plus hydraulic dampers, the result can be a very hard ride. Andrew is right that a good spring clean can work wonders.

NHH Tech. Ed.

COILS:

Having had 6 years of irritation regarding faltering ignition, I think I have at last got to the bottom of this conundrum.

Taking the advice of a 'specialist' at the RREC, I had UK-2's coil rewound 6 years ago. This included the rewind coil being varnished with some form of epoxy as this was deemed better than the original method. The net result of this is that if it needs attention in the future, you're stuffed! It can't be touched again.

I have therefore sent the coil to Magneto Repairs to be advised that it was 'shot' due to the use of epoxy. Not only that - it had been inadequately rewound with too few windings which naturally resulted in failure. I have therefore invested my life pension in another original coil that is now being rewound by Magneto Repairs. Once rewound, it will be waxed as recommended by the expert Sir Henry Royce.

Andrew is right that a properly working coil can produce an enormous improvement on an engine. A new coil gave greatly improved idling and a smoother transition from idling to main jet on a late PII I once owned. The coil produced quite a good spark when tested by separating the contacts in the ignition tower, so I assumed it was OK. However, eventually I tried a bog standard 12 Volt Lucas coil, with the ballast resistor shorted out and the car was transformed. I then checked the old R-R coil and found that the secondary winding was open circuit, so it had been flashing over internally to generate sparks. Purchase of a new R-R pattern coil followed. I now carry a spare Lucas coil for test purposes.

NHH Tech. Ed.

COMING EVENTS in 2012

and members' information, etc

EVENTS:

Download details, bookings forms and other information for all events from the club website.

Saturday 18th February;

AGM and DINNER, Harris Manchester College Oxford [Susie Forrest], with option visit on Sunday 19th February to Churchill's grave at Bladon the nearby Bus Museum, plus Blenheim Palace.

Friday 27th April:

Spring Lunch at Armsworth Park, Hampshire [Strone Macpherson]

Friday 27th to Sunday 29th April:

Weekend in Dorset [Brian Palmer]

25th – 28th May:

Annual Tour with Irish Georgian Society in Northern Ireland [Jimmy Valentine]

30th June to 21st July : Tour of Nordic countries and the Baltic [Sir John Stuttard] – there are still a few places left, so please book immediately if you would like to partake in this wonderful tour.

AND A DATE FOR 2013

23rd June – 7th July [?] Centenary of the Austrian Alpine Rally [Nick Naismith]

DATES OF OTHER EVENTS WILL BE ANNOUNCED IN DUE COURSE

NEW MEMBERS WELCOMED TO THE CLUB:

Jonathan D Feiber & Heather Buhr

374 Selby Lane, ATHERTON, CA 94027, USA
1914 Alpine Eagle SG 17RB Portholme Torpedo

Alan & Penny Hancock

The Old Mill House, HORSTED KEYNES, Sussex RH17 7AZ
1910 SG 1192 Cadogan repro Roi-des Belges

Mark & Sandra de Ferranti

Gorddinog Hall, LLANFAIRFECHAN, Gwynedd, N. Wales LL33 0HS
1908 SG 750 Tourer
1927 Pl 55LF Tourer
1936 Plll 3AZ89 Coupe
1937 Plll 3AZ238 Rigid Body Saloon

Franz & Hilde Vonier

Plutzweg 24, 6833 KKL AU, Austria
1924 SG 104EM Wilkinson replica Tourer
1925 SG 118AU Pullman Limousine by Barker

Miss Georgina Wood

P & A Wood, Great Easton, DUNMOW, Essex CM6 2HD

Tim Shipton, esq

18 Litchfield Road, KEW, Richmond, Surrey TW9 3JR
1923 Springfield SG 401HH Piccadilly Roadster

David Gooding & Dawn Ahrens

1517 20th St. SANTA MONICA, CA 90404, USA
1914 SG 47GB Barker Tourer

Sean Galvin esq

4 Blackarch Wood, Headfort Demesne, KELLS, Co Meath, Ireland
1923 SG 62NK Park Ward Limousine Coupe

Marco & Dorotea Makaus

Via Archimede 8, MILANO 8, Italy
1911 SG 1733 1919 Alessio body

HONORARY MEMBER:

Lord Montagu of Beaulieu – see p511 of this issue of N&R

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. Club scarves, to warm the cockles of your heart and neck, will hopefully be available soon.

BACK COVER: Tim & Susie Forrest, and 1912 SG 2154, take the 1 in 5 incline in style on the 1920s RR Test Route from Ty-nant to Dinas-Mawddwy, in Snowdonia National Park, during the Prince Henry Re-enactment Rally

Photograph © Tim Forrest

