

News & Record



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FRONT COVER – Sir John rallies his troops at Bovington, to lead them on his tour of Scandinavia and the Baltic, as Jimmy & Janet Valentine, with Alan Watkins, calmly contemplate their fate [photo by Anthony Armitage, design by Gerard Barry]

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EDITORIAL

John R Redmill

The article on the facing page by our new Honorary President, HRH The Duke of Gloucester, is a very personal reflection on his long interest in Rolls-Royces. The club is extremely grateful to him for accepting this role, which is much to our advantage. Perhaps this new stage in the club's life is also a time for us in turn to reflect on what we want the club to be and how it might develop over the next few years. Of course we need new and young members, as all organisations do – they are increasingly difficult to attract, so how can we encourage them? What events would interest younger people, as well as those who are eligible to be members but have not joined? Should there be more simple one-day events, as in the past? Graham Tyson is researching this, and has found some fascinating information about activities in the early years. Would the occasional lecture and evening event work? Do you have any other ideas "answers please, on a post card", to the Editor or the Chairman!! You will also be receiving your copy of the latest 'The Roycean', thanks to Tom Clarke, and again we hope you will continue to find this of great interest and use. By the time this package arrives, our Chairman will be leading about 18 cars across Scandinavia and the Baltic states, on his epic three-week tour – the write-up of this will be a substantial amount of the next N&R, due out in the autumn, soon after the Autumn Weekend, Concours and Lunch in the Stratford-on-Avon area – the booking flyer is also enclosed for this, the last of our events for 2012. But fear not. the 2013 AGM and Dinner have already been organised at Boodle's Club, London, and we hope many of you can be there to start next year's programme.

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‘MY PASSION FOR ROLLS-ROYCES’

HRH THE DUKE OF GLOUCESTER, OUR NEW HONORARY PRESIDENT, REFLECTS ON HIS INTEREST IN THE MARQUE

“My father had been loyal to Sunbeam until they ceased production and became part of the Rootes Empire. He then acquired the first of six Rolls-Royces which he enjoyed between 1936 and 1960. His chauffeur was a great admirer of the marque and he engaged my interest when I was a schoolboy, and when I met Mr D. Miller Williams, Public Relations Officer of Rolls-Royce, at the time my father received his new Phantom V, I prevailed on him to send me a splendid set of A4 photographs of Rolls-Royces of the previous five decades. Living at the time in St James’s Palace, I was within walking distance of Berkeley Street and I found that H R Owen had a room full of photographs of the cars they had sold second hand in the 1950s. They let me look through and remove any duplicates that they no longer wanted – so I had a collection of perhaps 80 photographs of pre-war motorcars. I added slowly to this collection – mostly from the pages of Motorsport advertisements because I was fascinated by the variations of design on the limited number of chassis – so many designs from different designers and the differing requirements of their clients.

I was disappointed that there were very few model cars of Rolls-Royces as scale model cars always seemed to be sports or racing cars, but one day, I noticed that Rex Toys were bringing out a range of 1/43rd scale Phantom IVs and the catalogue even showed my father’s car in its repainted, two-tone form. I decided to return to collecting model cars as being a more realistic response to my budget than the real thing! Unfortunately Rex Toys ceased production before they got round to making my father’s car, although I eventually managed to buy a prototype at an auction some time later. I was able to buy some beautifully made models from Max Kernick but, as he only produced a couple a year, it was a slow process. There was also M. Pebernet in France, who made a few more at a slightly faster rate. I prevailed upon these two to send me some

bits like radiators and P100 headlights and some unmade kits of full parts. This enabled me to turn some kits of Bentley Mk VI into Silver Dawns of various kinds and since then I have managed to overcome the dearth of scale models by building my own ‘chopping’ models of similar cars and turning them into Ghosts, Phantoms I, II and III and the 20s, 20/25s, 25/30s and Wraiths. More recently, kits of Silver Wraiths have enabled me to continue my collection on into the 1950s and 1960s.

There are now plenty more recent models coming out of China – presumably ignoring Rolls Royce’s unfortunate ban on models bearing their name! My interest remains with pre-War models and I continue to make them when I have the time. I am not that expert at making these models so it has become ‘the art of the possible’ and I am dependent on finding models of the right proportion and adapting them. It is important to me that each model should be a genuine prototype and be a model of a real car and be the right colour (difficult if I only have a black and white photograph!). To find the prototypes, the Rolls-Royce Enthusiasts Club Annual Rally is a fertile hunting ground and I go whenever I can and photograph all the cars I have not seen before. The Rally of course has a wonderful atmosphere of Rolls-Royce reflected glory and I have enjoyed witnessing the pride that owners have in exhibiting their cars.

For all these reasons, I was very flattered when I was asked to become Honorary President of The 20-Ghost Club, even though technically I am not eligible to become a Full Member as my father’s car is too modern to qualify. I hope that one day I may acquire proper qualification! The fact is that my own 67 Silver Ghosts and 112 20HPs hardly count, as none of them are more than 5 inches long. I do however hope to participate in some club activities and look forward to learning of others and meeting the membership.”

HRH The Duke of Gloucester succeeded his father [the third son of King George V and Queen Mary] as Duke in 1974, his older brother having died in an aircraft accident two years previously. In 1963 he commenced his training as an architect and gained his Diploma in Architecture in 1969, after which he started work in a London architectural firm. Although intending to have a full-time career as an architect, he had to increase his family obligations and official duties first on his brother’s death, and then on becoming Duke. However, he remains particularly interested in architecture and conservation, and serves as a commissioner of the Historic Building and Monuments Commission for England [English Heritage].

A keen motorist, he passed the Institute of Advanced Motorists’ Advanced Test in 1965, on his appointment in 1971 as that Institute’s President it was recorded that he was ‘currently driving an Austin 1300’: he served for 33 years as President, until January 2005. Interested in all historic forms of transport, he is also Patron of the Severn Valley Railway and the de Havilland Aircraft Heritage Centre. The Duchess is Danish, and they have 3 children.

ON THE PASSING OF THE MOT TEST!

Nigel H Hughes

120EU has just passed her MOT test with flying colours. Assuming that the Government does not change its mind, that will be her last legally required test.

The proposal to exempt pre-1960 vehicles from annual testing was the subject of consultation among interested parties, including the Federation of British Historic Vehicle Clubs (FBHVC) and the 20-Ghost Club. Opinions varied as to whether the proposal is a good idea or not. There were several concerns. One was that removal of the test requirement might lead to restrictions on use. The FBHVC has always lobbied to safeguard historic vehicles from any restriction of use on public roads and seems satisfied that restrictions will not be introduced as a result of the new legislation. Another concern is that insurers might require historic vehicles to be the subject of an engineer's report as used to be the case in 1959 when I bought my first Rolls-Royce. So far, no mention has been made of this. A third concern is that the late 1950s saw widespread introduction of chassis-less or unitary construction for cars, including such favourites as the Morris Minor, VW Beetle, early Minis etc. These cars began to show signs of rust in about three years and could require serious replacement of panels and sills in as little as five years. Preserved cars from that period will generally have had the necessary surgery to ensure that they remain roadworthy, but the concern is that they could look pristine on top but have serious rust problems underneath. The MOT test was effective in spotting rust problems, though these hardly apply to pre-1940 Rolls-Royces. Another concern was

that if there was any increase in the accident rate for pre-1960 cars due to poor roadworthiness, the whole 'classic' car movement might be in jeopardy.

Members, particularly those like myself who do all maintenance work on their cars, other than for major overhauls, may still feel that it would be a good idea to have an independent check on their vehicles. As noted elsewhere, a voluntary MOT test will be available to anybody. However, the pricing of the test is based on the need to perform a wide range of tests on modern vehicles, using specialised equipment. While saving a quarter of the price of a tank full of petrol is no big deal, an owner who wants to inspect his car on a hoist and conduct a brake test ought to be able to buy that for about half the price of an MOT. I mention the brake test because poor braking can creep up on you and perhaps not be noticed until after the accident. This is particularly so for 4-wheel brake cars with the famous mechanical servo. In the generally oily environment or a pre-1940 Rolls-Royce chassis, whether lubricated by hand, via a one-shot system or contaminated by careless washing down of the gearbox, the servo linings can gradually become slightly oily, progressively reducing the braking on the front wheels in particular. Similarly, the brake linings themselves may become contaminated by excess oil getting into the drums. A periodic test using a Tapley meter will show up any deterioration. On four-wheel brake cars, foot-brake efficiency less than about 65% should be investigated.

BRAKING EFFICIENCY

Nigel H Hughes

The recorded braking efficiency for 120EU on her last MOT test was 90% for the footbrake and 55% for the handbrake. Both these figures seemed theoretically on the high side, notably because Royce designed the 4-wheel brake system to put less braking on the front wheels than the back, to prevent loss of steering caused by locking the front wheels and loss of steering in an emergency situation. This might be expected to reduce the theoretically possible overall footbrake efficiency to some 70-75%. The later cars used revised braking proportions and should achieve higher efficiencies. As the handbrake works only on the back wheels, even if the brake locks the wheels, the maximum efficiency will be limited by the weight on the rear wheels, allowing for weight transfer during braking. If the weight distribution front to rear was 50-50 during braking, the efficiency would be limited to about 50%. However, 120EU's Carriage Springs build card shows the front springs to have been set to 1108 left and 1158 pounds right for normal load whereas the rears were set to 2032 left and 2118 pounds right. The higher right hand side figures were chosen to compensate for the weight of the driver when travelling alone. Anyway, this all points out that despite the SG having a heavy engine at the front, the body weight, even for a tourer, was sufficient to put more load on the rear tyres. It is this higher load on the rear

wheels that makes for a possible handbrake efficiency greater than 50%. Two-wheel brake cars on footbrake or handbrake, assuming similar weight distribution, should achieve similar figures.

Returning to the figures for four-wheel brake cars, the higher loading on the rear wheels means that not only do they contribute more to the braking, but also allow the servo to generate more braking for the front wheels before the rears lock and limit the force from the servo. All that said, the Rolls-Royce mechanical servo is quite sensitive to heat, the servo becoming less efficient as it warms up. Thus braking at the end of a long run on a hot day can be less than anticipated and the driver needs to be aware of that. A brake test first thing in the morning will show off the servo at its best and the 90% recorded by 120EU was achieved in such conditions.

The servo drum has a series of holes round its circumference. A generous squirt of brake cleaner spray through the upper holes in the drum, to the point where surplus cleaner runs out of the bottom, can help remove slight oil contamination. However, allow a day for the servo to dry out before taking the car on the road.

SG & P1 STARTERS

Graham Ashley-Carter

It wasn't until after the war that RR developed a starting system to meet their own incomparable standards of quality and silence. Their system was not only ingenious, noiseless and totally reliable, but also beautifully elegant. It is however very complicated compared with other starting systems, both then and now.

A foot-operated switch operates a solenoid switch of RR design for turning the motor. Both of these switches incorporate a pair of carbon contacts whose job is to protect their main copper contacts from burning due to arcing. At the same time, a smaller solenoid engages mechanically, a unidirectional clutch for turning the engine. This type of clutch protects from any damage due to inadvertent operation of the starter while the engine is running.

The starter motor is a series wound instrument driving an epicyclic reduction gear of a ratio of some 8:1. This, in turn, drives via sprockets and chain, a second epicyclic reduction gear, which drives a shaft to the rear of the gearbox carrying the electrically operated unidirectional dog clutch. When operated, this turns the gearbox 2nd motion shaft, finally turning the engine via the constant mesh gears and the main clutch. Also included is a safety friction clutch designed to protect the system in the event of over advanced ignition.

A feature of the system is that by disengaging the clutch, the whole starting mechanism can be run and tested without turning the engine. This may sound daunting in

its complexity, but reliability is such that few people have seen these components dismantled, even after 90 years.

However, there is a reason - not to say a warning - for this account. This follows a case of extreme neglect necessitating repairs and replacement of the epicyclic gears and all the bearings due to ingress of water. The bearings are special and there are no new parts available. Everything has to be made 'one off'. The expense was considerable and some of the parts are shown dismantled in the attached photos.

To maintain the extraordinary reliability of the system requires only a few minutes approximately once per year; there are 2 Rotherham type lubricators, one for each epicyclic gearbox, the one on the starter motor unit, being hidden under the motor suspension tube, can be easily missed. It is not possible to overfill this unit, as there is an overflow hole to prevent the electric starter motor being flooded with oil. A further small lubricator on the clutch operating solenoid requires only a few drops of oil. The other maintenance item is the chain; this should be greased to prevent corrosion and adjusted to give adequate slack - say 3/4 inch (hardly ever necessary).

Later cars such as the 25/30 and Bentley, although more conventional, were able to eliminate the second epicyclic by using a compound epicyclic gear, in which the planet wheels have gears of two different sizes giving the necessary reduction in one unit at reduced cost.



THE 2012 AGM and DINNER

22nd February at Harris Manchester College, Oxford

Tim Forrest

This year, at Brian Fidler's kind invitation, we returned to Harris Manchester College In Oxford for a very well attended evening and our 62nd AGM. The college, founded in 1786 and housed in buildings designed in 1893, caters for mature students and is right in the heart of the city. Sir John Stuttard, our Chairman, started the proceedings with his report on what had been a very successful year with four exceptional tours.

The first - a delightful tour of Holland - was memorable for the excellent weather, beautiful tulip displays and the clever routes that led us to a final dinner in the heart of Amsterdam. After our annual Irish Georgian tour, which had been in North Wales and Anglesea, and had encompassed a number of beautiful country houses, a large private collection of Rolls Royces, and Portmeirion, it was off on a celebration of Rolls-Royce's success in the 1911 Prince Henry Tour. This followed a rural route from Beaulieu through the Midlands and the north-east, to Edinburgh and back via Wales and Gloucestershire to our final destination at Brooklands. Along the way we visited many of the country houses visited in 1911, the highlight being at Badminton where the Duke personally supervised our tour, and stayed in some excellent hotels. The final tour, in September, was the centenary celebration of the top gear run, also in 1911, from the RAC Club in London up the old Great North Road to Edinburgh by the first of the 'London-to- Edinburgh' Silver Ghosts. One hundred years on, the original car, 1701, accompanied by several other Silver Ghosts, repeated the feat of driving all the way in top gear to Edinburgh, before returning to Goodwood for a suitable celebration. Both these long tours were accompanied by

varied weather, but there was compensation in the stunning routes and countryside as we went from one end of the country to another. The pleasures of the other shorter events, including the Spring and Autumn lunches, were also recounted.

The formalities of the AGM were then carried out, including the adoption of the Treasurer's Financial Report, the election of the Directors and Committee members [all as listed in the inside cover of this N&R] and the continuation of Sir John Stuttard, Brian Fidler and Tony Dyas as Chairman, Hon. Treasurer and Company Secretary respectively.

Following the AGM, we retired to the College's Arlosh Hall for a truly excellent and enjoyable dinner of salad Nicoise, beef fillet, prune & Armagnac tarte, cheese and coffee, all with fine wines; the covers of the menus suitably illustrated in honour of the forthcoming great Tour to Scandinavia and the Baltic [see below]. The Chairman proposed Toasts to HM The Queen and our new President, following which the annual awards were made and trophies presented. Notable amongst these was the achievement of the winner of the Small Horsepower Trophy, who covered 910 km in one day in his 20 HP on his way back home to Switzerland. The next morning a small number of hardy members ventured out in the February chill to visit nearby Blenheim Palace [more like 9.10 km!], rounding off a very enjoyable weekend.



Susie and Tim Forrest demonstrate that old refrain of 'Wine, Women, & Cars!' with their choice of menu illustration and trophies



Georgina Wood receives the Dymmock Maunsell Trophy.....



..... watched by parents Marilyn and Andy



The Brian Wootton Trophy goes to John Ashford



Sue Taylor & Lenox Jamieson and Andy Wood & Nick Naismith examine the trophies – “just checking the hallmarks!”



THE TROPHIES AWARDED:

Alpine Large HP Mileage related trophy to **Tony Dyas**, for 6870 miles in his SG 2087E.

Alpine Small HP Mileage related trophy to **Regula & Peter Velvart**, for just over 7500km in their 20HP – but as the trophy cannot leave the country, David Else [the very close runner-up] accepted it on their behalf.

Woodmansee Milage related trophy to **Tim Forrest**, for 4250 miles in his 1912 SG R-1487, mainly with the hood up to protect Susies's hair-style.

Harding Rolls trophy for most notable performance to **Andy Wood**, for helping 1911 SG R-1075 to repeat its 1911 London-Edinburgh Top Gear [L-E TG] Trial success ably assisted by his brother Paul.

Dymmock Maunsell trophy for exceptional driving to **Georgina Wood**, for driving the Wood family's 1914 SG on the L-E TG Trial ... and with her mother and auntie talking in the back.

Stanley Sears trophy for meretorious service to **Nick Naismith**, for organising both the Prince Henry Tour and the L-E TG Trial, thus enchancing the club's standing.

Fergusson Wood photographic trophy to **Tim Forrest**, for producing the best photographs of 2011.

Phoenix trophy for notable restoration to **Graham Tyson**, for the restoration of his 1920 SG 97AE.

Brian Wootton trophy for assistance to members to **John Ashford**, for his support on the L-E TG Trial.

Harry Watson trophy for engineering/ technical assistance was not awarded.

THE SPRING LUNCH IN HAMPSHIRE

John R Redmill

27th April

Yet another thoroughly enjoyable Spring lunch took place in late April in the handsome 16th century timber-framed barn in the grounds of Armsworth Park House, the Hampshire home of Committee member Strone Macpherson and his wife Alex, on a day that started wet and then promised to be beautiful – but alas it wasn't to last. Nevertheless, this annual event has proved to be one of the most popular of the Club's events every year, and this year as many as 60 members and friends attended, to meet each other outside in the sun over glasses of champagne, and then squash inside the elegant interior of the barn and partake of shepherd's pie and treacle tart. This year the Committee managed to produce a reasonable number of eligible vehicles [a great improvement on 2011!]; these and the other members' cars were closely scrutinised before a selection of the bravest set off for the deluginous [*is there such a word? or*

do you mean 'delusional'? Ed] Dorset Spring Weekend, excellently written up by Anthony Armitage. The earliest car 'on show' was Tony and Viv Dyas's 1909 SG R-749, closely followed by Tim and Susie Forrest's 1912 SG2154 Barker Torpedo Tourer and John and Rae Kennedy's 1913 SG Alpine Tourer R-827 [who has asked that he be identified as the "unknown participant(s)" in AX-147 illustrated on page 521 of N&R34]. It was lovely to see Ken Fairburn and Anne Haynes there – Ken recently parted with his oh-so-elegant 1932 P11 Freestone & Webb Saloon KF634, and replaced it with the latest new model 2KSF. One or two other cars of what were believed to be a different temperament appeared somehow, but these were appropriately ignored. As is now traditional, the occasion was a most pleasant and happy one, all thanks to the generosity of Strone and Alex, whom we thank yet again; please will you do it again in 2013?



Max & Jenny Watson's 1928 20HP Doctor's Coupe



Outside the barn for pre-lunch champagne



Nick Whitaker's 1937 P11 Gurney Nutting Sedanca-de-Ville



The Hughes's 1925 SG Barker & the Ashley-Carter's 1927 P1 Torpedo



The First and the Last - Tony & Viv Dyas's 1909 SG Crailville Roi des Belges and 2KSF - Ken Fairburn's 2012 replacement of his much-loved 1932 P11 KF634 [see cover of N&R31]



Richard & Margaret Boggon's 1936 20/25 Park Ward Saloon



Graham & Gill Adams - "we're off to find the sun - byeeeee!"

Photographs by John R Redmill

PARTICIPANTS ON THE DORSET SPRING WEEKEND:

Tony & Viv Dyas	1909	SG	Roi des Belges	Crailville	1179	R-749
Nick & Jo Naismith	1911	SG	Torpedo	Lamb of NSW	1606	CH-722
Graham & Barbara Mead	1912	SG	Tourer	Crailville	2011	K-5805
Tim & Susie Forrest	1912	SG	Torpedo	Barker	2154	R-1487
John & Rae Kennedy	1913	SG	Alpine Tourer	Radley-Morrison	2260E	R-827
Graham & Gill Adams	1919	SG	Tourer	Flewitt	51TW	AC-4444
Ashley & Adrienne Carmichael	1920	SG	Limousine	Mulliner	47RE	PX-1780
Brian & Joan Palmer	1921	SG	Tourer	Barker	149AG	KE-6676
John & Lesley Stuttard	1921	SG	AW Tourer	Park Ward	33LG	XF-7646
Gervase & Margaret Forster	1921	SG	Tourer	Lopes	60NE	SV-6608
Colin & Joan Laybourn	1923	SG	Tourer	Replica	72NK	XR-7664
Nigel & Ann Hughes	1925	SG	Tourer	Barker	120EU	XY-7966
David & Elspeth Crossley-Cooke	1926	20HP	Doctor's Coupe	Cockshoot	GOK74	NE-7966
Michael Norman	1927	20HP	Brougham	Brewster Panel	GAJ15	DS-8665
Anthony & Gilly Armitage	1928	P1	Tourer	Trupp Mabblerly	65CL	TY-5221
Max & Jenny Watson	1928	20HP	Doctor's Coupe	Barker	GYL67	VX-2878
Philip & Flavell Ashby	1929	P1	D H Coupe	HJMulliner	62WR	RA-7878
Jimmy & Janet Valentine	1929	P1	Weymann Saloon	HJMulliner	1OR	UV-1923
Stanley & Angela West	1929	P11	Weymann Saloon	Mulliner	61XJ	GC-4690
Roland Duce & Kimberley Hughson	1933	P11	Continental Tourer	James Young	31MW	ALP-178
Alan & Diana Watkins	1937	25/30	Sports Saloon	Hooper	GLP26	ERA-530

With the above at the Spring Lunch were Nick & Julia Channing, Guy Baird, Graham & Jane Ashley-Carter, David & Patricia Mills, Andrew & Pippa Ayers, Richard & Margaret Boggon, and Nick Whitaker, with their eligible cars - and other members without.



Brain Palmer prepares to lead the group in his 1921 SG Barker Tourer KE6676

all photographs ©Anthony Armitage

THE SPRING WEEKEND IN DORSET

"It rained and it rained and it rained" - Winnie the Pooh, 1926

Anthony Armitage

27th - 29th April

We were never entirely surrounded by water but when spray came over the bonnet there were times when I felt we soon might be. But to generate a real feeling of camaraderie nothing works as well as an outside threat, and Brian Palmer's and John Stuttard's Spring Tour had plenty of camaraderie, and joie de vivre. It was a great success and was thoroughly enjoyed by all.

It wasn't just the rain; the wind had at least as much to contribute. Together they reached parts of our cars not normally ever reached. Raised hoods were spied on John Kennedy's 2260E, Graham Mead's 2011 and the Armitage Phantom 65 CL. Graham and Gill Adams pressed on regardless. On Friday afternoon, after a splendid Annual Spring lunch at Alex and Strone Macpherson's lovely home, enjoyed by about 60 club members and over 20 cars, the doughty team now properly victualled set off in spirited fashion to drive the 70 miles to Plumber Manor near Sturminster Newton. The final two miles of the journey gave our navigators a snatch introduction to Dorset's charming penchant for double-barrelled village names. Plumber Manor is equidistant between River's Corner, Knacker's Hole and Fifehead Neville not to forget Fifehead St Quentin and Sturminster Common if you missed the turning. Navigators and drivers got used to this during the next two days. Richard Prideaux Brune has a lovely maroon 20 hp and is a member of the club. Plumber Manor has been his family home for many generations. It is the essence of a Country House Hotel and has a reputation for superb food, easily proved over the next two days.

Saturday was forecast to be fine. It rained all day; not that that made any difference to our enjoyment of Athelhampton House - a beautiful 15th century manor house scarcely modernised in any way and full of a fascinating collection of family possessions as the family still live there. In this part of Dorset we drove through winding valleys and little villages or out over rolling hills. In the valleys the lanes had huge puddles on either side, sometimes on both, usually with gravel and well washed pebbles down the middle. In the hills, the roads were on the ridges and our route had many of these specially selected for their long views out over Chesil

Beach or towards Lyme Regis, both disappearing into the mist. On the ridges the wind was particularly sharp, in at one side and out the other without stopping, but they were great roads for our sort of motoring. Lunch at West Bay was another gastronomic Olympiad with fish *sans pareil*, after which the route took us to Lyme Regis and the suggestion to stand on the Cobb and wave to the departing French Lieutenant. From there inland we drove to Broadwindsor, down Charity Bottom, over Stagg's Folly to Cerne Abbas where Eleanor Thornton stared fixedly ahead as I photographed the Giant.

Sunday dawned with more rain and even more wind, but it produced for me the high point of the driving of the tour - Zig Zag hill is two miles southeast of Shaftsbury on the B3081. It has five hairpins, two rising bends and a climb of 170 feet in two thirds of a mile. Half an inch of water, white with chalk was cascading across each of the hair-pins while at each hair pin bend the driver wound on full lock as fast as he could to keep the Phantom climbing steadily in Third, not forgetting the white van coming down the other way. The navigator held on tight. More glorious ridge ways across the western edge of Cranbourne Chase and a wonderful mile long avenue of beech trees led us to Kingston Lacy. The Bankes family were lawyers to King Charles, lost Corfe Castle to the Roundheads but regained their fortune with the Restoration. They built Kingston Lacy and steadily filled it with wonderful pictures by Rubens, Titian, Velazquez, Romney and Lely. It was given to the National Trust in 1981. Lunch had been arranged at the Tank Museum, so we hurried on to Bovington. Toys of all sizes for boys of all ages were remarkably well laid out and explained. Far more time than we had was needed to do justice to this comprehensive collection but due homage was paid to the RR armoured car.

All in all it was a varied and most enjoyable tour, despite the weather, beautifully organised and masterminded by Brian Palmer and John Stuttard. They deserve all our thanks and have whetted [surely "wetted"? - Ed] our appetites for another visit to Dorset.



John Kennedy puts 2260E's hood up in the rain – Nigel Hughes shelters behind in 120EV



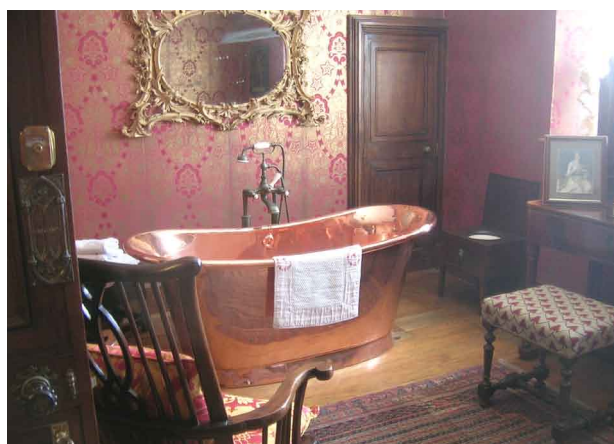
The line-up in front of Kingston Lacy



Lunch at 'The George', West Bay



All polished up for Eleanor Thornton and the Cerne Abbas Giant



All polished up for hot baths at Athelhampton House – bliss!



The armoured RR at Bovington, a really big 'boy's toy' – and suitable transport for our Chairman, judging by the cover of this N&R!

AN INDIAN GHOST – part 1.....

Graham Tyson starts to raise 97AE from the dead

At last, I have finally achieved my dream, nearly fifty years after having seen a sad Silver Ghost bereft of its body in a breakers yard in Kent near my boyhood home, which I coveted but realized, aged 14, I could not do much with it I have now bought one. MYSELF!!

In February 2009 I felt rather dazed, having just written out a very large cheque for 97AE, a Silver Ghost in poor condition - I did not quite realise at the time how poor - having spent about the last 25 years or so apparently untouched in storage. Its history was sketchy. Its first owner, a Mr T R Pratt of Calcutta had ordered the car and paid an initial deposit of £50 on 22nd January 1918, with further payments of £475 on 13th December 1919, £425.15.0d on 5th January 1920, £88.10.0d on 23rd October 1920, way after delivery, and a balancing payment of £408.14.4d on an undecipherable date on the build cards. It was due to be delivered on 3rd February 1920 but, according to these cards, this did not occur until 30th June of that year; although they also recorded the 'on-test date', or 'date of birth', as 17th July 1920. It then went off to The Regent Carriage Company for its Landaulet body on 30th August 1920, and was finally shipped out on the S.S. Mahratta to Calcutta on 14th January 1921, a full three years after Pratt paid his initial deposit.

The second owner was the Maharaja of Darbhanga, said to be the largest and richest landlord in India, who apparently acquired it from Pratt on 25th January 1925. The Darbhanga family had one of the finest collections of jewellery, including the extraordinary Great Moghul Emerald, the largest carved emerald in the world. In view of all this, I wonder why he bought a second-hand Silver Ghost. Pratt's company, TR Pratt (Bombay) Ltd., was incorporated in 1919 and part-owned by The Maharajah of Gwalior, its object being to deal in motor cars and other vehicles and appliances. It is clear however that Pratt purchased 97AE for his own personal use. Another company, TR Pratt & Co, a mining engineering company, also based in Bombay, owned an aeroplane, which must have caused quite a sensation in 1919!

The build cards referred to a limousine body and also to both touring and Landaulet bodies, but the Maharajah of Darbhanga was well known for changing the bodies of his cars, which perhaps accounts for the confusion. At a later date, the car acquired a very poor fitting saloon body, too long and too narrow for its chassis. The instrument panel was also plainly of later origin, being ill-fitting and with no provision for the fuel pressure pump. The suggestion of Tom Clarke and Andre Blaize that the body could have been moved from a similar size chassis, such as a Daimler or Napier, and altered to suit the angles needed but not quite right, was confirmed by John Fazal, who promptly bought it. He also surmised that originally it had probably been an open drive limousine by an unknown coachbuilder. I decided that the car should have a tourer body as fitted in 1925. I have no further information about the car from the time the Maharajah bought it until it came up for sale at a Sotheby's auction in London on 23rd October 1969, described as 'another example recently returned from India'. It was sold for £3000 to a John Wilkins, of Barham near Canterbury Kent, who owned it for four years, when it went to France and apparently stayed unused until my purchase.

My really big problem was that I had bought it in a rush of enthusiasm and had omitted to tell Sarah, my wife, whom I judged would not be very happy with my extravagance [or secrecy], given that I already owned a 1923 Charlesworth-bodied 20hp Rolls-Royce tourer, a 1923 Bullnose Morris and sundry other motors. So I had it shipped down to Fiennes Restoration in Oxfordshire for an evaluation on its condition, and as a safe place to hide it whilst I considered how best to break the news to her. But soon Fiennes were making gentle noises that they would like to see it moved, which was fair enough as I could not afford them to carry out the restoration. By this time I had let our son George into my little secret and he advised that I came clean - "it's better in the long run" he said, "you cannot hope to keep it from her much longer". I confessed to Sarah on the evening so when George and I trailed it down to Ben Smith Motor Engineer in Winkleigh North Devon, who looked after my 20hp; he would be able to do anything that was necessary. She was remarkably calm, merely saying that I must sell my beloved 20hp to help defray the costs of restoration.

Ben and I took a first really good look at the car, and decided to get it started which we did with some difficulty, having first rigged up a temporary coil; it had been fitted at some time with trembler ignition, which was haphazard and did not really produce a decent spark. The pressurised fuel system had long since been replaced by an Autovac, which seemed to work adequately enough. It ran badly for about thirty seconds until we wisely shut everything down.

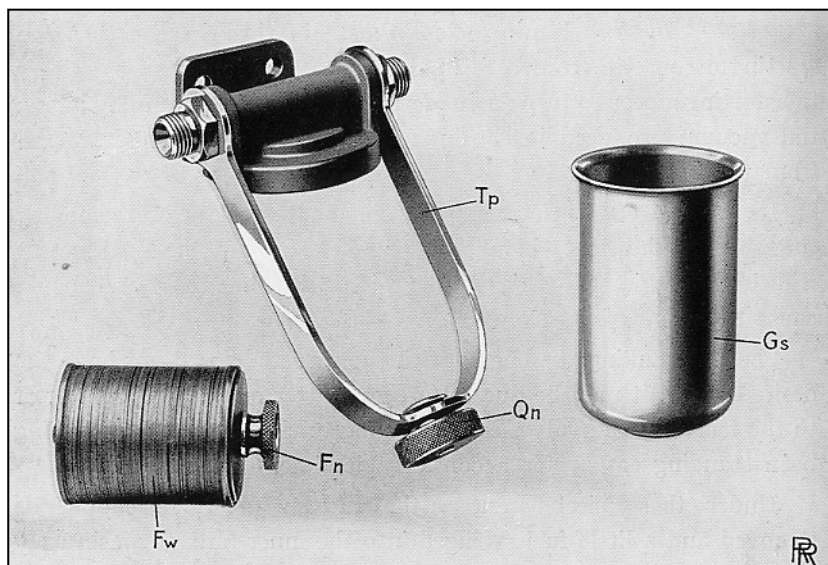
Ben asked how far I wanted to go with repairs and I rather vaguely said I thought we should start dismantling parts and to see 'how we get on'. The further we went, the further we realised we had to go. All oil passages and oiling cups were blocked solid with what I now know was old vegetable oil. The rear axle took over a week to drain, by filling it with thinners and leaving it to stand - the gearbox was the same, both filled with thick black goo, also originally vegetable oil.

I finally decided to carry out a full 'chassis up' full nut-and-bolt restoration, bringing the car back to near Concours condition, but not destroying all of its history or creating a car in better condition than original - it would be a difficult balancing act. I was then incredibly lucky in acquiring the remains of a Cunard tourer body - from 1921 Silver Ghost 58CE - that needed an entire new ash frame; it had been removed from that car in 1935 and stored, partly in the open under a tarpaulin for many years, behind a general grocers' store in Kent. I subsequently discovered that this shop had been where my late mother-in-law, and her mother before her, had regularly ordered their weekly supplies and indeed whose proprietor, the owner of the Ghost remains, had personally delivered these groceries to their home - what an amazing co-incidence! So having disposed of one body, I had located another one. How the tale developed, to the restored car winning the Phoenix Trophy at our 2012 AGM, coming 2nd in the Ghost Concours at the June RREC Rally, AND going on the Scandinavia and Baltic Tour this summer, will be revealed in a subsequent episode

BLOCKED FUEL FILTERS, etc

Nigel H Hughes

Apart from the SG, which has a wire mesh filter in the tank and a small conical gauze in the in the petrol inlet to the Autovac (if you have one), the fuel filter element on most of our cars consists of a stack of brass discs. Early 20HP models had the filter at the bottom of the carburettor float chamber, but most other cars had it somewhere on the engine side of the dashboard. Original instructions were that it should be cleaned every couple of weeks, but most are completely neglected until



something goes wrong. The filter element is inside a bowl held in place by a knurled nut Qn at the bottom of a stirrup Tp that can be swung to one side to allow withdrawal of the bowl.

Recently, on a 20HP car, the fuel tank had been cleaned out and this had disturbed enough sediment that the bowl became full of rubbish, causing fuel starvation going up hills. However, the filter stack can cause problems of its own.

ALCOHOL IN PETROL:

The main problems with ethanol in petrol are incompatibility with non-metallic seals such as gaskets and corrosion of metals caused by the tendency for alcohol to turn to acid during storage. While there is no additive which prevents damage to non-metallic materials, for which the only solution is a change in material, e.g. for the gaskets on Autovac tanks, corrosion inhibitors have been tested and are now available for prevention of corrosion to fuel tanks, fuel lines, carburettors etc. FBHVC-Approved products are VSPe Power Plus, VSPe and EPS from Millers Oils (www.milleroils.co.uk <<http://www.milleroils.co.uk>>), Ethomix from Frost A R T Ltd (www.frost.co.uk <<http://www.frost.co.uk>>) & Ethanolmate from Flexolite (www.flexolite.co.uk <<http://www.flexolite.co.uk>>). These additives should provide protection for vehicles, including those stored for up to about 12 months.

NHH

MOT TESTING:

It has been announced that the Department of Transport is in favour of exemption for pre-1960 vehicles from the requirement for an annual MOT test. This is proposed to take effect from 18 November 2012. Owners of exempted vehicles will be able to take them for a voluntary test under the new regulations. An MOT test will remain necessary on first registration of an import, obtaining an age related mark, transfer of marks, re-licensing from unlicensed etc. These requirements are for protection against fraud. There is no indication that the MOT test exemption will come with a restriction on usage.

NHH

The multi-disc element filters the fuel by passing it radially through very narrow spaces between the discs Fw. The discs are separated by tiny raised protuberances on the disc surface. Over time, sediment collects on the disc surfaces, blocking up the gaps. This sediment appears to swell when driving in unusually hot conditions causing blockage. Removing the filter stack (it is removed by unscrewing the knurled knob Fn at the bottom) allows the discs to separate slightly and it was originally assumed that

washing the whole element in petrol was sufficient to clean it. This is not true. Each disc should be cleaned individually, using a soft brass wire brush, when the spaces between the ridges will become clear. To separate the discs, it is necessary to remove the knurled nut Fn from the bottom of the filter stack. Originally, it was locked by peening over the shaft where it protruded through the nut.

The peened end should be removed carefully with a smooth file or a drill, the top of the shaft held in soft jaws in the vice and the nut undone, preferably using something soft to protect the knurling. When the job has been done before, the nut may be found to be

locked with soft solder, in which case it must be heated to enable removal. I suggest gentle application of a gas flame. A cork washer in the filter housing seals the filter bowl itself at its top edge. To avoid petrol leaks here (not uncommon), a little non-setting and petrol proof sealant may be applied to the top edge of the bowl. The cork washer itself may need replacing and a suitably chosen rubber 'O' ring may be a good choice. Also, check that the top of the bowl is not pitted from corrosion and, if necessary sand it smooth with fine wet or dry paper supported on a flat surface.

MEMBERS' INFORMATION:

NEW MEMBERS WELCOMED TO THE CLUB:

MICHAEL & JENNIFER OLIVER

Elderslie, Barrow Lane, HALE, Cheshire, WA15 0DN
1913 SG, 19MA, replica Alpine Eagle tourer, BF-4409
1920 SG, replica Armoured car, ARR-2

ALAN & JUNE BOTFIELD

2 Tittensor Road, Barlaston, STOKE ON TRENT,
Staffordshire, ST12 9DN
1929 20HP, GU038, Caffyns 6-light Saloon, JK-600

MICHAEL & SUZANNE ZEITLIN

20 Holne Chase, LONDON N20 0QN
1914 SG, 19YB, replica tourer body, R-2096

BLAIR BONAR-CAMPBELL

9 Artholl Crescent, EDINBURGH, Midlothian EH3 8HA,
Scotland
1922 SG, 27RG, Barker aluminium tourer, TS-3714

WE ALSO WELCOME THE FOLLOWING MEMBERS WHO HAVE JOINED THE AUSTRALIAN CHAPTER:

LOUIS & SUSAN MOSTERT

39 Abrolhos Quays, WANNANUP, W.A. 6210
1923 SG, 69EM, Barker Cabriolet, RR-GHOST

VICKI JONES & JULIE (JULES) MUNROE

8 Skene Place, NORTH FITZROY, Victoria 3068
1928 20HP, GKM060, Barker Limousine, 3345 or 3456

GREGORY JOHNSTON

19 Mannana Street, RYE, Victoria 3941
1935 20/25, GPG23, Hooper Sports Saloon, BXV-333

JOHN & MAXINE JAQUET

Pimpana, 6378 Millie Road, BELLATA, NSW 2397
1929 Phantom II, 120XJ, Jackson James Collins
Limousine, RR-0029

CHRISTOPHER CLAPHAM

Francine, 43 Nablane, SHIPLEY, West Riding of Yorkshire
BD18
1910 SG, 1390, Replica Barker balloon cabriolet, CA-161
1912 SG, 1899, Replica James Young Landaulette AP-30

CHARLES NEARBURG

P.O. Box 823085, DALLAS, Texas, 75382-3085, USA
1914 SG, 1EB, engine 84F, London-Edinburgh replica tourer

RONALDO & PATRICIA ROSSI

West Court, Holmer, HEREFORD HR1 1LJ
1928 20HP, GFN8, HJ Mulliner Weyman Sports Saloon,
XV-6855

TIM & PIA SIERRA

8306 Jana Drive, ODESSA, FL. 33556, USA
1911 SG, 1671, replica Roi des Belges by Graber,

BRUCE & LANA MORAN

P.O.Box 455, BALNARRING, Victoria 3926
(Mailing 94 Thompson's Lane, MERRICKS, Victoria)
1935 20/25, GPG 63, HJ Mulliner Touring Saloon,
EM-699

LES & CAROL HEARNE

10 Morvan Street, WEST RYDE, NSW 2114
1934 20/25, GRC 53, Sports Saloon, RR-092
1934 20/25, GRC 55, H J Mulliner Sports Saloon,

BENJAMIN STAFFORD

PO Box 172, DAYBORO', Queensland 4521
(272 Woodward Road, ARMSTRONG CREEK, Queensland
4520)
1925 P1, 21RC, Windovers Toureer, 485-SCY

ROY LEONARD SOUTHWARD 1933 - 2012

Michael Sapsford

It is with great regret that I inform members of the passing of Roy Southward of New Zealand. Born on 8th November 1933, he died on 28th March this year. His funeral was on 5th April, when a fine collection of vintage and veteran cars, including his 1931 Hispano, assembled on the lawn at St James's Anglican Church in Lower Hutt [*Awakairangi* in Maori], Wellington, North Island, the church itself being packed with family, neighbours, and friends from all the different interest groups that Roy touched. Many will remember this quiet, self effacing man on several tours in this country with his P11 Continental 175 RY Mulliner and his Silver Ghost 2032E: the Scottish Tour of 2002 particularly springs to mind. It rained ceaselessly, and we had to run from the Company Factory at Goodwood via the RAC Headquarters in Pall Mall to Buxton in a day with somewhat indifferent route instructions; never has a hot bath been so welcome at the end!

Roy was an engineering graduate of Canterbury University in Christchurch, but he had considerable practical skills as well. When he found that ribbed aluminium was no longer made he fashioned a special cutter for a big milling machine and made it for the running and floorboards. He and his father designed and made the machinery to make steel and stainless tube on a large scale. The factory and subsidiaries employed some 350 people at the peak. Sir Len Southward, his father, founded and built up the Southward Car Museum, which he gave to the New Zealand people. Roy himself had an eclectic collection. The 1891 Panhard & Levassor, a 1912 Ghost Charlesworth tourer, 1927 4½ Bentley [the second one made], a 1930 Bentley Speed Six, Wheatley and Morgan rebuild, the 1932 Supercharged 1750 Alfa Romeo, the 1960 DB4 Aston Martin, a 2000 456 Ferrari all these fortunately form part of a trust and are secure.

Unfortunately his wife Denise and daughter Libbi had already both died of cancer, leaving his son Lawrence, daughter-in-law Wendy and four granddaughters, to whom we extend our sympathies.

COMING EVENTS:

SUBSCRIPTIONS & ADDRESSES:

It is presumed that all members have now paid their correct 2012 subscriptions, in their chosen currency [ST£, EUR], or US\$]. If not, please send this immediately to our Hon Treasurer. Brian Fidler, The Eighth House, Vernon Avenue, Oxford OX2 9AU. Anyone not currently paying by standing order can get our full bank details [including the euro account] by emailing Brian Fidler at <brianhfidler@aol.com>. Although we would hate to lose anyone, failure to pay the correct annual amount could result in you not being considered a member of the club, with all the consequences that might entail, which includes NOT being covered by the club's insurance when taking part in club events and tours Please also send your e-mail address and any changes to your postal address, etc, **NOW** to Graham Tyson, the club's Membership Secretary, The Old Vicarage, St Minver, nr Wadebridge, Cornwall PL27 6QH, <gtyson2@tiscali.co.uk>. If Graham does not have these details, the 20-Ghost Club will not be able to communicate with you or, even more importantly, send your copies of News & Record with the flyers about future events, and other information, etc, including "The Roycean"! Don't forget to regularly look on the Club's website for current information and updates about events; we are being forced to rely more and more on emails and the website for communicating information to members. If you have any problems at all in doing so, please contact Graham Tyson who will help you.

EVENTS:

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

Friday 5th to Sunday 7th October 2012:
Autumn Weekend [based in Stratford-on-Avon] and
Concours & Lunch at The Three Ways Hotel, Mickleton
[between Stratford & Chipping Campden]
[Jimmy Valentine]

Friday 22nd February 2013:
2013 AGM and Dinner
at Boodles Club, St James's Street, London SW1
[Susie Forrest] - booking forms will be sent with N&R37
during the autumn.

DATES OF OTHER EVENTS IN 2013 WILL BE ANNOUNCED IN DUE COURSE

These will include the Annual Spring Lunch, Spring Tour, Irish Georgian Weekend, and Autumn Concours and Lunch.

There is already a waiting list of eligible Silver Ghosts for the 1913 - 2013 Centenary Alpine Trial to be run from 12th to 29th June in Austria, Italy and Croatia, but members can contact Tim Forrest or Nick Naismith for further information if they wish.

The Australian Chapter, due to circumstances beyond its control, sadly has been forced to cancel its National Tour, scheduled to place in Western Australia in September / October. Instead, a shorter Tour will take place in Victoria from 23rd to 28th September, and details are available from the Chapter.



The 2012 AGM Dinner in the Victorian Gothic splendour of the Great Hall of Harris Manchester College, Oxford

BACK COVER: HRH THE DUKE OF GLOUCESTER KG GCVO, NEW HONORARY PRESIDENT OF THE 20-GHOST CLUB



HRH THE DUKE OF GLOUCESTER KG GCVO, NEW HONORARY PRESIDENT OF THE 20-GHOST CLUB