



News and Record

Issue 10
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CLUB OFFICERS

President

Earl of Elgin K.T.

Chairman

Tim Forrest
Botley House
The Green
Chiddingfold
Surrey GU8 4TT
Tel: 01428 684208
e-mail: forresttim@aol.com

Honorary Secretary

John L. Kennedy
The Moat House
Warfield, Bracknell
Berkshire RG42 6BN
Tel: 01344 883033
Fax: 01344 893515
e-mail: kennedy@netmatters.co.uk

Honorary Treasurer

A.R.J. (Tony) Dyas
18 The Avenue, Ickenham
Middlesex UB10 8NP
Tel: 01895 632343
Fax: 01895 675933
e-mail: adyas@nildram.co.uk

Committee

Andy Butcher
John Marsh
Strone Macpherson
John Stuttard
Jimmy Valentine

News and Record Editor

Nigel Hughes
The Orchard House
Compton Abdale
Cheltenham
Gloucestershire GL54 4DP
Tel: 01242 890118
e-mail: hughesn@aol.com

Australian Chairman

Malcolm N Johns
GPO Box 4139, Sydney
New South Wales 2001 Australia
Tel: 02 9327 2600 Fax 02 9362 3256
e-mail: silverghost@malcolmjohns.com.au

Australian Secretary and Treasurer

George Forbes
345-353 Clarendon Street, South Melbourne
Victoria 3205 Australia
Tel: 03 9593 1455 Fax: 03 9553 8728
e-mail: george@hughesforbes.com.au



The 20-Ghost Club

www.20-Ghost.org (Password: frosty)

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Front Cover Picture:

*Ann Hughes with 120EU
high on the edge of
Exmoor during the
Exmoor - Dartmoor
Tour*



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 upon such information.

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EDITORIAL

Thanks for the memories

Once again, may I personally thank all of you who have contributed pictures in particular to this edition of *News and Record*. The digital camera is clearly here in a big way. The plus for photographers is the almost unlimited number of attempts that can be made to get the right shot. The minus for your Editor can be the large number of pictures to choose from. But keep them coming please. Pictures sent by e-mail should be about 1800 X 1200 in JPEG format with moderate compression. It seems that Compton Abdale is to be denied Broadband for the foreseeable future, so files of greater than 1 or 2 MB will remain very slow to download here.

I am very happy when contributors send me copies of their pictures on CD-ROM. That way they can be sent straight from the camera and any necessary processing can be left to me.

Touring Tools and Spares

Later in this edition there is a report on the excellent Exmoor and Dartmoor Tour organised by John and Kay Marsh. Even the organisers were able to enjoy the tour, there being no grumbles from any of the participants.

In the report, there is reference to Strone Macpherson's battery ignition failure. Although it turned out not to be a problem with the coil, it was interesting to find that some six of the fourteen participating cars were carrying a spare coil of some sort. Perhaps there is a message here? Few carry a genuine R-R coil for emergencies, most preferring to have a modern, usually Lucas 12 volt coil in the toolbox. Such coils were usually held by a ring clamp with two ears, the ears having slotted holes to enable the coil to be fixed with quarter inch bolts. Genuine R-R pattern coils are held by two 2BA screws fitted vertically into bushes in the coil base or by four 2 BA bolts. Therefore, when using a modern coil for an emergency repair, it has to be jury rigged to any available bolt on the engine and extra wires run to the coil. This works but is pig ugly. Top marks went to Anthony Armitage who was carrying a modern coil fitted with a specially made bracket to allow use of the proper R-R mounting bolts.

BATTERY IGNITION FAULT FINDING

Given that fewer and fewer garages understand cars without digital engine management systems, it is perhaps just worth reminding ourselves what to do if the engine suddenly stops running on the battery ignition, having previously been running well. This does not apply to cars with trembler coils.

With the engine stopped, all other electrics OFF and battery ignition ON, the ammeter should show a discharge of 3 to 5 Amps when the ignition hand control is fully advanced. The engine usually stops in a position where the points are closed in this condition. If no current is seen, try retarding the ignition or turning the engine a little by hand (Ignition off while this is done.) If there is current, this proves that the contacts are closing, that the ignition fuse is OK and that the coil primary winding and ballast resistor and low tension wiring are OK. If there is no current, check the fuse, pull some fine abrasive paper through the closed points to clean them temporarily and check that they really do close, when not being held open by the distributor cam. To check the ballast resistor, temporarily short the terminals with a screwdriver. If this produces a discharge current of 10 to 12 amps, with the contact points closed, the ballast resistor has failed, but the coil primary is OK. Finally, if wiring is OK and all other components are OK, try a replacement coil, although it is pretty unlikely that the coil primary will be found to have gone open circuit.

Once we have primary current and it can be interrupted by opening the points (by advancing or retarding the ignition hand control), we have to check the coil and condenser. Remove the HT cable from the centre of the distributor and put it somewhere where the end is about 1/4" from any metal part of the engine. With ignition ON and the Ignition hand control in a position which gives a discharge reading, separate the points and let them close again several times, using a finger, screwdriver etc. Each time the points are opened, a spark should be seen to jump the 1/4" gap. If this does not happen, either the condenser or the coil is below par. The cheapest component to replace is the condenser, so we try that first. If the distributor is still carrying the original flat R-R style of condenser in the pocket inside the distributor base, (unlikely unless the original condenser has been rebuilt) the terminal screw should be removed, the condenser pulled upwards out of its pocket and a spare condenser fitted between the Low Tension connection on the outside of the distributor and earth. If the car has the usual external modern tubular type condenser, replace it. R-R publication TSD 2066 Leaflet RRQ1a describes how to fit modern replacement condensers. Repeat the spark test. If there is now a strong spark, the problem was the condenser. If not, the coil is suspect and a replacement should be tried.

NHH

THIS AND THAT

Retirement

One of the participants on the Exmoor & Dartmoor tour was John Squire, with his wife Barbara



and their faithful 20/25 GTR38, with Mann Egerton Sunshine Saloon Body. On our final night at High Bullen, John announced that he would be retiring from the Club. We do hope he will keep in touch and we wish him and Barbara all the best. John sent me the attached picture of himself with the car.

Those dreaded gas pliers
On late Ghosts, PI, PII, PIII and small HP cars, HT cables are retained in the

distributor by screw terminals, made waterproof by soft rubber washers. These can perish, effectively gluing the screws in place. Experts have long wondered why Sir Henry allowed those dreadful gas pliers to be part of the toolkit, because they will damage almost any pipe or nut they are used on. However, I found that application of gas pliers to the knurled portion of a stuck terminal enables it to be gripped and turned without damage!

NHH

SPRING LUNCH

24 April 2004

Saturday 24 April provided wonderful spring-like weather for the run to Armsworth Park House where Strone and Alex Macpherson had kindly offered to provide Champagne and Shepherd's Pie followed by Bread and Butter Pudding and Coffee for an informal Spring Lunch.

We gathered around what Strone calls 'The Barn'. In fact, it is a very well equipped building with a kitchen, a minstrel's gallery and a delightful area which had been laid out with tables for the 35 or so guests.

The event gave us all an opportunity to renew old friendships and make new ones in the pleasantest of environments. Our thanks to Strone and Alex for organising such a delightful occasion. *Nigel Hughes*



2260E(left) greets Ian and Barbara Eccleston's 'new' 20/25 sedan coupe



Tony Dyas (right) talks to Ian and Barbara



Graham and Gill Adams' 51TW with its lovely new front wings

20-GHOST CARS IN NEW ZEALAND AND AUSTRALIA

January-February 2004

A number of 20-Ghost Club cars visited New Zealand and Australia to take part in the Centennial World Tour in celebration of the 100th birthday of the Rolls-Royce Company. The following is a selection of the photographs taken during the events.



Some of the 20-Ghost Team at Sydney. Left to right: David and Barbara Morgan with 30PP, Michael and Linda Hilditch with 50RE, Howard and Jackie Phillips with 2142, John and Kay Marsh with 107EM, Nick and Claire Stow with 33CE and Brian and Joan Palmer with 149AG



The start at Stamford Plaza Hotel, Auckland, New Zealand

Photos: Howard Phillips



One of many coffee stops on the way



John Sdtuttard with 33LG at Rotorua



David Morgan's mascot picks up tarnish from the sulphur fumes at Rotorua



Mt Cook provides a backdrop



33LG poses nearby



The team visits the Dannevirke Agricultural and pastoral show



John Stuttard's 33LG in the Art Deco town of Napier

Photos: Howard Phillips and (of 33LG) John Stuttard



David Morgan's car gets the official photo for the Australian leg of the tour



Michael Hilditch puts in some preparation for what is to come



2142 visits Paradise Garage where she was restored



Someone thought five Ghosts and a Tanker was appropriate



Barron Gorge near Kuranda, Queensland



1179and 1330 at O'Reilly's Rainforest Guest house, Lamington National Park, Queensland

Photos: Top four by Howard Phillips, Bottom two by Tony Dyas



One of the Locals at Gunnedah



Viv Dyas with 1179 at Kosciuszko National Park



1179 and 1330 at Quirindi



Barrie Gillings' 1910 SG 1492 Landulet by Grice of Sydney
(The first Ghost I ever drove Ed.)



John and Kay Marsh at Dinner in Parliament House, Canberra.



Howard and Jackie Phillips with the Australian Concours Trophy, flanked
by Michael and Linda Hilditch and David and Barbara Morgan.

Photos: Top four by Tony Dyas, Bottom two by Howard Phillips



Keith Wherry's 1912 Chassis 2133 with replica Tourer by Williams of Sydney

Photo: Tony Dyas



Lyel and Robyn Murrell's 1920 Silver Ghost 127BW with replica Tourer by Bradbury/Hughes of Sydney

Photo: Tony Dyas



Graham and Dorothy Singer's 1920 Silver Ghost 62FW with replica Tourer by Plant of Tasmania

Photo: Tony Dyas



David and Marilyn Forward's 1924 Springfield Silver Ghost 353LF R-R Custom Coachworks Mayfair Town Car

Photo: Dyas

FUN ON THE CENTENNIAL WORLD TOUR

By Brian Palmer



Brian Palmer sent me the following letter - Ed:

I hope the following vignette may be of interest accompanied with a photograph of 149 AG taken on the road to Wagga Wagga. (Also shown, above left, is Brian's car by Sydney Harbour Bridge, with Howard Phillips' 2142)

"With an old car you've not had a good day out unless you have a breakdown" a friend once said. Nevertheless every day was a wonderful adventure, even day three, Taree to Newcastle, when after travelling through the "Mother of all Thunderstorms" for the first hour, a slight scraping noise which seemed to be from the rear nearside developed into a horrible grinding noise. Things were for the time being terminal, but help was very

quickly at hand from several Australian members of the RROC and with a mobile phone, help from the Australian RAC equivalent was soon summoned.

This got us off the road at least to a local garage but as Rolls-Royce tools were not available, there was not much they could do.

It was then a matter of negotiating the cost of transport to the nearest Rolls-Royce specialist who happened to be Jonathan Houston of The Vintage Garage at Upper Mangrove. NSW

Four hundred kilometers later and in the evening we arrived at the said garage, Joan and I following the transporter in an ex- Australian government Silver Wraith used by

H.M. the Queen on her 1950's visit. This lift was generously given by the owner David Bick who insisted that we ride with him and not in the cab of the transporter.

The following morning the 'phone rang at our hotel, "The car's ready" The problem - A broken spring in the near side brake drum. which was thrashing around inside.

Cost of repair- £86.27 sterling.
Cost of transport- £385.42 sterling (It's difficult to get used to distances in Australia)

149 AG behaved impeccably for the remainder of the tour and returned to the UK for the end of April. We have many memories of Australian generosity with friendships made and hope to return before very long.

Below: The weather was not always kind, but always spectacular. Left: the Grand Chateau Whakapata NZ and Right: Franz Josef Glacier NZ.



The Exmoor and Dartmoor Weekend

21-25 May 2004

Our tour started at the Porlock Vale House Hotel in West Porlock. The idea was that we should simply arrive and settle in to the hotel in time for pre-dinner drinks and dinner. However, participants knew that the route for the following day involved climbing the famous Porlock Hill and some decided to take a run at it before arriving at the hotel. Before Dinner, John and Kay Marsh, who had organised the tour, gave us a briefing on the plans for the next three days.

The following morning, after a hearty 'Full West Country Breakfast', we set off as and when we were ready. Parking at the Hotel was on a slope and at least two Ghosts demonstrated that they are liable to shed quantities of gear oil if not parked on the level. Since we were due to climb up and down many hills during the tour, both owners of the cars so affected decided not to bother topping up their gearboxes.

Porlock hill is a tough climb because there is a tight bend just before the hill steepens to 25% gradient, so it is difficult to get a run at it. However, all cars successfully climbed the hill and we enjoyed the spectacular views from the top. The weather was absolutely perfect with tremendous visibility and it was pleasantly warm. One could not have had better weather for open car motoring.

There is a toll road which provides an alternative, gentler climb to the top. However, we were routed to go down the toll road, rather than up. This caused some amusement to the man at the toll gate, who could not understand why we had all done it the hard way.

Then it was off towards Exmoor. Our route was designed to use all the little white roads with 'steep hill' arrows on them, some approaching 30% gradient and mostly single track. Tim Forrest

had requested that the tour should provide some challenging motoring and it certainly did. On the way, Strone Macpherspn's Phantom II lost its coil ignition and tests narrowed the fault down to condenser or coil, but we decided that he should proceed on magneto only until he got back to the hotel, rather than risk having bits of PII ignition strewn over the countryside.

A group of us met for lunch at the Royal Oak in Winsford, little knowing that we were getting our strength up for an even more demanding afternoon.

The route plan simply told us to go to Tarr Steps and go straight on over the Ford. When we arrived, we were met by a sign saying that the road was unsuitable for motor vehicles. However, a bemused parking attendant at the top of the hill advised us that 'the Rolls-Royces had all gone down there'. So, down a steep hill to a wide, fast flowing river with the most massive set of stepping stones, from which a suspiciously large number of people were pointing cameras at us. The Ford is not just your average water splash. It is about a foot deep and with large invisible rocks below the surface. The crossing was BUMPY. I am told that my wheels were exploring every possible angle allowed by the suspension and steering.

On the climb up the hill on the other side, we encountered Anthony Beach-Thomas' Phantom II which had run out of clutch on a 25% gradient. I stopped to offer help, only to find that my handbrake was so wet that it would not hold. So, I drove to the top where I could safely park. A great debate was already running on which car had the lowest geared rear axle and where you should tie a tow rope to the back of a Ghost. I did not fancy the idea of any of the cars being able to tow a PII up a 1 in four hill. Anthony mentioned

that the clutch had only just been re-lined and I thought it might have bedded down to the point where the clutch pedal was hard up against the floorboards, so I suggested removing them. Hey Presto !, a working clutch and mobile PII again.

The afternoon continued with severe navigational challenges. The route took us to Lynton and Lynmouth, up Countisbury Hill and finally down Porlock hill and home.

On day two, we were encouraged to find our own way via Arlington Court to Chittlehamholt, near South Molton, where we checked in to the High Bullen Hotel.

Day three took us via the expected skinny white roads with steep hills towards Dartmoor. Several of the group paused to visit Castle Drogo, an amazing Lutyens-designed reproduction Mediaeval Castle, which still contains its original fittings. Others made their way through the very narrow streets of Chagford and up towards Princetown via Widdecombe on the moor. A number of us met at Princetown for lunch and then looked round the Dartmoor Visitors Centre and the Dartmoor Prison Museum. (The last flogging with the 'Cat o' Nine Tails' was in 1947!)

We then escaped from Dartmoor and made our way back towards the Hotel enjoying beautiful weather and excellent visibility from the moor. We paused with John and Rae Kennedy to visit the Royal Horticultural Society's gardens at Rosemoor, which left us envious of the local climate and the range of plants which are now thriving there.

At dinner, thanks were given to John and Kay, not only for planning such an interesting tour but also for arranging the most perfect weather.

Nigel and Ann Hughes



Porlock Vale House

Photo: Ann Hughes



Ann and Nigel Hughes cross Tarr Steps in 120EU Photo: Susy Forrest



Strone and Alex Macpherson at the Porlock Toll
s

Photo: Ann Hughes



Anthony Armitage also crossing the river at Tarr Steps. Photo: Gill Armitage



Brian and Joan Palmer on the Toll Road



The experts gather to assist Anthony Beach-Thomas Photo: Nigel Hughes



Tim Forrest does his Pre-Breakfast checks at Porlock Vale

Photo: Nigel Hughes



The Hugh Bullen Hotel. 51TW and 120EU in the shrubbery. Photo: Nigel Hughes



Dyas 2087E, Palmer 149AG and Forstter 60NE at Arlington Court. Photo: Tony Dyas



A pause by St Petroc's Church, Parracombe

Photo: Tony Dyas



Gill Armitage and Teddy Beach-Thomas celebrate a working clutch. Photo: Tony Dyas



John and Kay Marsh's Phantom I 55CL at St Petroc's

Photo: Tony Dyas

COMING EVENTS 2004

Sunday 18 July - Driving and Gliding

A visit to Lasham airfield in Hampshire to give friends and family an opportunity to drive a pre-1940 Rolls-Royce off public roads and to try their hand in a glider.

Contact: Strone MacPherson 01962 735562

Wednesday 25 August- Thursday 9 September - 100th Anniversary Celebratory Tour to Monaco

This is now full with 28 couples and cars entered.

Contact: John Stuttard. E-Mail johnstuttard@uk.pwc.com

Sunday 10 October- Autumn Lunch

Contact: Andy Butcher : Silverghost@ukonline.co.uk

Saturday 6 November

It now seems unlikely that there will be another chance for cars to take part in the Lord Mayor's Show in London this year.

Contact: John Stuttard. E-Mail johnstuttard@uk.pwc.com

Coming Events Australia

Saturday 31 July 2004

Winter Lunch at the Tarra Warra Museum of Art,
Healesville Victoria.

Contact: Kerry Ely, Halletta, 35 Station Street Yea, Vic.
3717

Welcome to New Members

Bonitz, Dieter & Eva Gosslerstrasse 23 D-22587 Hamburg
Germany

1939 Wraith WMB56 2224-PF Gurney Nutting Drophead
Coupé

Marshall, John & Lois 10 Ridge Road Stirling SA 5152
Australia

1937 25/30 GUN9 15841 Hooper Seven seat Saloon

McBeth, Peter & Barbara 4 Enfield Court Wheelers Hill
Victoria 3150 Australia

1926 20 GOK69 Replica Doctors Coupé (2003)

Prangley, Dean & Christine 28 Blackstone Street
Indooroopilly Queensland 4068 Australia

1921 SG 38MG 4681 Replica Tourer (2003) Prangley &
Wilson

Rickman, Andrew & Nikki Haredown Farmhouse Great
Bedwyn Marlborough Wiltshire SN8 3ND
1930 PII 10GY GH-3448 Replica Tourer Vintage Motor
Co Mere

Young, Don 1 Mayfield Avenue Woolwich NSW 2110
Australia

1938 Wraith WRB38 Replica Saloon

1928 PI 42AL 26117-H Barker
Landaulet

For Sale from The Club Shop

Ties £15.00

Nickel or Chrome Car Badges £ 25.00

Contact: Andy Butcher

Alpine '93 Videos £20.00 Back numbers of Record and
News and Record £2.50 ea. Contact: John Kennedy

Tailpiece



What do you mean 'No ground clearance'? Graham Adams 51TW clips the grass at High Bullen.



Back Cover Picture

*William Davis' 1933
Phantom II, chassis
4PY Barker
Continental Tourer*

