



News and Record



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20-GHOST CLUB LIMITED

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Front Cover Picture:

Memories of the Rousham Concours

*Colin Hughes' 20/25
Park Ward Saloon
GOS8 and Grevase
Forster's SG Lopes
Tourer 60NE*



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

Correspondence

I had a nice letter from Bill Davis, whose Phantom II was on the back cover of *News* and *Record* Issue 10. To the surprise of both of us, Bill's car also appeared on the back cover of the R-REC Bulletin. The latter picture shows the car before it was owned by Bill and the pair give a 'before' and 'after' comparison. Bill says that his PII has been a joy to own and, aside from the Bentley Turbo R, is the car he uses most.

Centenary of the Silver Ghost

I have a note from Ian Irwin O.A.M., P.O. Box 333, Hall A.C.T. 2618 Australia. To celebrate the Centenary of the Silver Ghost, he proposes to produce a photographic album of the highest quality extensively illustrating in colour as many as possible of the surviving original and restored examples of the Rolls-Royce Silver Ghost. It is envisaged that the work will be launched in conjunction with the 2006 London Motor Show. Ownership details will not be published unless written approval is given. He seeks a crisp colour photographic representation of your car (preferably in a distinctive or well-chosen setting). Hard copy is preferred. Please ensure chassis no. is noted, and that written permission to publish is provided. He also asks that you provide him with other pictures of Silver Ghosts, if you have 'quality photos' of other cars which you do not own.

From the 1950s

The Club Trophies awarded in 2004 are recorded on page 158 of this issue. Noting the existence of the Woodmansee Trophy, I stumbled across the picture of Webster Woodmansee's car 62UG, which is reproduced on the back cover of this edition. He sent me this picture after I had driven him and his wife to Bolney to visit the Stanley Sears collection in the late 1950s when the 20-Ghost Club and the emerging R-REC welcomed a visit by the R-ROC of America.

Those SORNs - for our UK members

This is just a reminder, for those who do not notice the advertisements on TV, that the law is changing in regard to vehicle licensing. For some time, your Tax Disc renewal form has reminded you that, if you are keeping your car off the road, it is necessary for you to complete a Statutory Off Road Notice (SORN). In the near future, if you have not completed a SORN and have not taxed your vehicle, you will be liable for an automatic fine. The first you will hear is a nasty letter through the post. If you own unrestored chassis which have not been declared to the authorities for many years, and for which you do not receive tax

reminder forms these may not be subject to automatic penalty, but it might be wise to contact the Driver and Vehicle Licensing Agency to be on the safe side.

AGM AND DINNER

The Club held its Annual General Meeting and Annual Dinner at The Travellers' Club, Pall Mall, London on Friday 25 February 2005. In fact, this was the last AGM of The 20-Ghost Club and the first of The 20-Ghost Club Limited. The following Board of Directors was elected:

President	The Earl of Elgin
Chairman	Tim Forrest
Company Secretary and Treasurer	Tony Dyas
Directors:	Piers Ashley-Carter, Nigel Hughes, Strone Macpherson, John Marsh, David Robson, John Stuttard, Jimmy Valentine .

After an excellent dinner where we filled the library to capacity, Tim Forrest presented those Club Trophies which had not already presented at The Concours.

In addition, special thanks were given to John Stuttard for the heroic efforts he had put in on the organisation of the Centenary Tour. Tim presented him with a photograph album containing the best pictures from the event. (*below*)



John, in turn, thanked Tony Dyas for handling the complex financial arrangements for the Tour, which had involved substantial sums in different currencies.

AUTUMN LUNCH AND CHAMPAGNE TASTING

Saturday 9 October 2004



The Autumn Lunch was held at Langrish House, near Petersfield on 9 October. About 40 members and friends turned up in an excellent selection of cars from a 1912 Silver Ghost to a Silver Wraith (which strictly was not there at all of course).

This year, entertainment was provided in the form of a Champagne tasting, presented by Gregory Bowden. Gregory admitted that his automotive passions lay with Morgans (subdued boos when he announced this) however, he redeemed himself by recounting his families association with Rolls-Royce cars.

In the Champagne tasting, he certainly demonstrated his expertise. We were treated to Champagnes ranging from about £16.00 to £100 per bottle and from the least complex Blanc de Blancs to the most complex of blends. The differences were very striking, with some of the less expensive wines being able to compete strongly with the most expensive.



Our hosts for lunch were Nigel and Robina Talbot-Ponsonby who have recently brought Langrish House back into the ownership of their family.
NHH

Photos:

*Top:- Andrew and Pippa Ayres 1937 PIII 3BT139 by Arthur Mulliner; Brian and Joan Palmer's 1921SG 149AG by Barker and Silver Dawn SRH 84
Below: Gregory Bowden in full flow*

*David and Bridget Pearson's
PII 90MY Sedan de Ville by
Barker*



*Robert and Jill Kennedy's 1923
20HP 80K7, with Tourer body by
Stevenson of Glasgow*



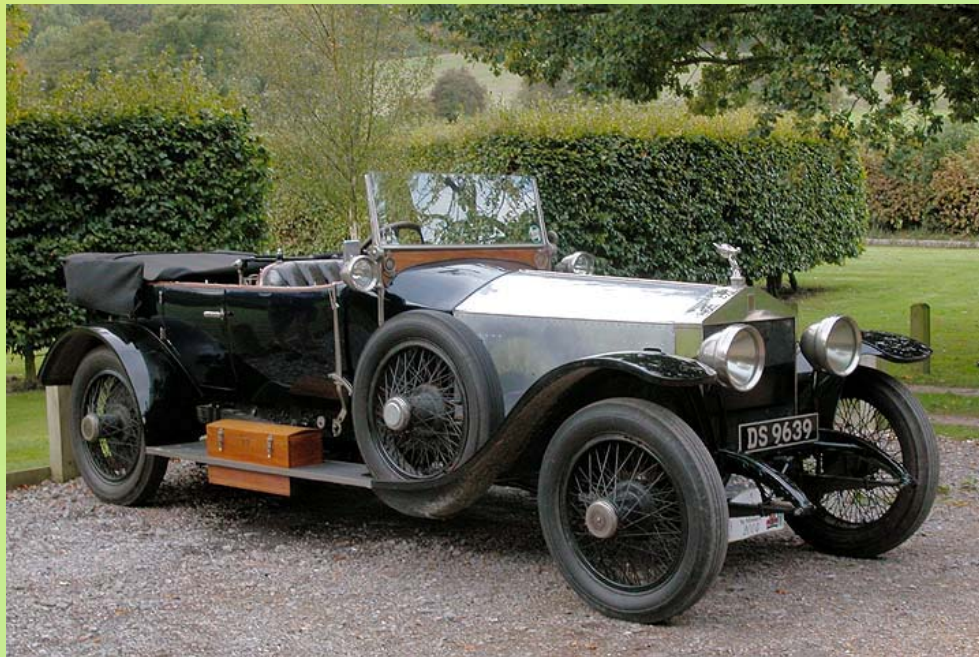
*Graham and Gill Adams' 1919
SG 51TW tourer by Flewitt*



John and Kay Marsh's 1923 SG 107EM Shooting Brake by Barker, now sporting new varnish after suffering from a very Wet tour of New Zealand



*Right:
William and Clare Corbett's 1920 SG 60AE Tourer by Woodall Nicholson*



*Below: L to R
Michael and Susanna Joy's 1935 20/25 Freestone and Webb Sportsman's coupe;
Peter and Rosemary Phillips' 1912 SG 1979 Tourer;
Strone and Alex Macpherson's 1930 PII 62GY Hooper dual cowl tourer*



William Corbett (left) talks to Graham Ashley-Carter. The cars are (left) Colin Hughes' 20/25 GOS8 and Graham's 26EF



A good crowd for the Autumn Lunch



David and Bridget Pearson, seated, In anticipation of another tasting challenge



ROLLS-ROYCE AND AUDI

IN THE ALPINE TRIALS

John Kennedy separates the facts from the myth - Ed

The 1912 Alpenfahrt.

Although Rolls-Royce by 1912 had a policy of not being involved in competitive events, it seems likely that they were very pleased that one of their latest cars (1930E) was being entered in the Austrian Alpine Trials by James Radley, a private motorist with a lot of experience at Continental driving. Special unspecified work, costing £26.1 was carried out, as suggested (presumably by Radley) in connection with the Austrian Alpine Contest.

Rolls-Royce were planning to open a new depot in Vienna and the resulting publicity in such a high profile competition could hardly come at a better time. There is little doubt that this was the most important motoring event, both because of its demanding alpine route over 19 mountain passes and the fact that many members of the Austrian royal family were taking part from an incredible total of 85 starters representing 28 different marques.

Radley's splendid car was, according to press reports of the day, the talk of Vienna. It created a sensation with its layout and silence and the elegant brass work under the bonnet. In extolling its virtues and the impression it had made upon everyone, the Viennese motoring correspondent of the time wrote about the wag who likened the engine layout to a buffet then asked for a ham roll!

But alas, the car was brand new and Radley, although a highly experienced motorist had not familiarised himself with the route as many other entrants had and was unprepared for the rigours of a pass like the Katschberg. On the first day out from Vienna, Radley, in car number 2, stopped on the Katschberg, a six kilometre mountain climb of around 25% gradient, but with a maximum gradient, for the last 20 metres only, of 27.9% about 1 in 3.58), the last hill before the overnight stop at Spittal.

The car did not stall, but it was necessary to allow two passengers to dismount before continuing up the stiff gradient under its own power. This normally would not have been too great a problem. The car had not broken down, but because this was an unscheduled stop on a special stage the car would be disqualified. The reason, simply, was that the car had been given a high speed (18:52) rear axle ideally suited to the flat uncrowded roads around Huntingdon, but in combination with the 3-speed gearbox, just too high for these exceptionally steep mountain roads at high altitudes. Although he could have continued as a non combatant, Radley decided to withdraw from the contest as he would now be unable to win a prize and he set off with his passengers to tour in eastern Austria. This withdrawal did not bother Radley, but caused consternation to Rolls-Royce who were about to open the Vienna depot.

The results sheets now showed the Rolls-Royce being disqualified and withdrawn on the very first day while

72 of the other entrants finished the course, 25 without loss of marks.

Audi however, entered three cars which all finished, two without loss of points. Fiat and Opel each had a team of three finish without loss of points and shared the team prize.

The 1913 Alpenfahrt

Rolls-Royce were almost the first to enter the 1913 contest when it was announced in March of that year. A team of three cars was supplemented by an individual entry by Radley, keen to prove that his failure of the previous year was an aberration.

The new depot in Vienna was now open and Rolls-Royce advertisements still referred to The Best Car in the World success this year was an imperative.

This time there was much more careful preparation, including exhaustive trials on the Broccone Pass in September 1912. The three new cars in the Rolls-Royce team including Handcock, Hives, Parsons, Sinclair and Warwick set off from Conduit Street in early May, travelling via Boulogne, Amiens, Paris, Nancy, Ulm and Munich before heading south to test the cars on the actual route, particularly the Katschberg Pass, scene of Radley's debacle the previous year, and the Loibl Pass, the other pass most respected by the competitors for its steepness and its demanding hairpins. James Radley was also competing, with a car to identical specifications to the team cars, save that he had fitted a new Lucas lighting system instead of the archaic acetylene lights. He built the car body himself at his Portholme works.

The 1913 contest was longer and more arduous than the previous year - the most severe that had ever been held, with a total distance of 2650 km and no less than 19 major Alpine Passes plus many minor passes. There were fewer entries as many of the works teams threatened to boycott the event as they wished it to be held every two years, not annually. Dr Porsche's Austro-Daimler team was one of the notable omissions. After some last minute team entries from Hansa, Fiat and Fischer there was a total of 47 cars participating; still well down on the previous year.

Four Rolls-Royce cars were entered, and led throughout the contest and finished first at the end of each day. The man who finished first on every one of the days was, in fact, James Radley, back again after his misadventure the previous year, to prove that both he and the Rolls-Royce were a formidable combination. The Rolls-Royce works team cars performed well enough that this was the last time ever that Rolls-Royce took part in such a contest (although Radley, with substantial support from Rolls-Royce, competed as a private entrant in 1914). Finishing first was not really surprising, nor was it important, as this was not a race and the Rolls-Royce teams started first, anyway. More important was not to lose any points, but two of the team cars lost points on the second day: Hives lost three points in the intermediate category, either for stalling or for taking more than five minutes to start the car. Sinclair lost two points in the major category, for reasons unspecified. The final results confirm that Sinclair was not penalised in any way for the collision with the

Minerva, so although there is evidence to show that this may have been a deliberate attempt by Minerva to penalise the Rolls-Royce team, it had no bearing on the final result.

A total of nine cars finished point free. Amongst these was just one Rolls-Royce, that of Friese. Even Radley (not part of the Rolls-Royce three car team) lost four minor category points. Audi had entered four cars which all finished, three without loss of points and one with only minor category points, enabling them to win the team prize.

The 1914 Alpenfahrt

The 1914 contest was even more severe than the previous year. James Radley was back again in a further improved Rolls-Royce Silver Ghost, supported in the background by Rolls-Royce, even though they were not entering a works team. The total distance this year had been increased to 2932 km and more additional mountain passes had also been included. Radley was once again the leader on all days except one, when he had travelled so fast that the marshals were not on hand to direct him to make a turning and he travelled about 60 km before discovering that he was on the wrong road.

Radley's performance was flawless and for the first time in the three years in which he took part, he lost no points. In all, there were 16 cars which finished point

free, including all five of the Audi cars. The team prize was shared between Audi and Hansa.

Performance Summary

When looking over the three years 1912 to 1914, a comparison of the Rolls-Royce & Audi results is as follows:

	Entered	Finished	Point Free
Rolls-Royce	6	5	2
Audi	12	12	10

The Audi record was remarkable and although 70 cars in all finished point free in the three years of 1912 to 1914, none were as good as Audi.

It is also worth noting that in each of the four years 1911 to 1914, Dr Horch, the founder of Audi, competed and finished in all of those years, two without loss of any points and one with only minor category points lost, an achievement which only the well known Dr Porsche who competed Austro Daimler cars on three of those years could come close to!

Perhaps, in the light of what happened 85 years later, when Audi (VW/Audi) bought the Rolls-Royce company, the subsequent history of Rolls-Royce was inevitable!

John Kennedy



'The Scream'

*John O'Dowd gives an Irish Georgian a driving lesson.
Photo: John Redmill, IGS London Chapter*

AWARDS 2004

Presented at the Annual Dinner

The Alpine Trophy

This trophy is awarded for the highest mileage in the past year, taking the age of the car into account.

The trophy was awarded to Mermie Karger, who drove her 1912 Silver Ghost single-handed on a major trip round the United States

The Woodmansee Trophy

Presented to the Club in 1989 on its fortieth anniversary for the highest Silver Ghost Mileage

This trophy was awarded to Jim Bannon, who drove his car what seems like half way round the World during 2004

The Small Horsepower Trophy

A trophy presented to the Club in 1997 by Clive Carter for the 20, 20/25, 25/30 or Wraith covering the highest mileage.

Awarded to Rev Ian Murray of Blair Atholl, who uses his 20/25 'The Holy Roller' for everyday travel around his Parish

The Harding Rolls Trophy

Originally won by Hon C.S.Rolls and presented to the Club in 1962 for the most notable performance with a Rolls-Royce Car.

Won by Michael Smith for travelling faultlessly all the way from Kelso to Monte Carlo and back in his 1929 20/25

The Fergusson Wood Trophy

Awarded to a young or new member of the Club for a notable achievement

Won by Piers Ashley Carter for undertaking much of the driving of his father's Phantom I on the Centenary Rally, including a 70+ m.p.h. dash across France.

Fergusson Wood Photographic Trophy

For the best photography

Won by Peter Golding for his coverage of the Centenary Tour

The Phoenix Trophy

For the best restoration to be completed in the current year

Awarded to Graham Adams for the restoration of the coachwork of Silver Ghost 51TW to its original appearance. Graham also won the Concours at Monte Carlo during the Centenary Tour.

The Brian Wootton Trophy

Presented in memory of Brian Wootton for the person offering most assistance to members on tour.

Awarded to Roy O'Sullivan for his heroic support on the Centenary Tour

The Dymock-Maunsell Trophy

Presented to the winner of Driving Tests

In the absence of driving tests in 2004, this was awarded jointly to Clare Corbett and Joan Palmer for their spirited turn at driving their husband's Ghosts on Lasham Airfield

The Stanley Sears Trophy

Presented by Stanley Sears when he was president in 1962 for meritorious service to the Club

Awarded to John O'Dowd for his major contribution to the transformation of the Club into a Limited Liability Company

Awards for Concours winners Tim Forrest, Gervase Forster and Colin Hughes were presented 'on the field' at Rousham House and were reported earlier.



Mermie Karger receives the Alpine Trophy



Joan Palmer receives the Dymock- Maunsell Trophy

COMING EVENTS 2005

Saturday 16 April - Spring Lunch

The Spring Lunch will be at Armsworth Park House, by courtesy of Strone and Alex Macpherson.

Nigel Hughes will be giving a talk on Concorde.

Contact: Strone Macpherson 01962 735562

Saturday 14 May - Lunch at The House in The Woods

Visit the Corbetts at The House in the Woods' near Beaulieu. Contact William Corbett 02085603837

Wednesday 8 June - Grange Opera

Bookings for this event are now closed

3 to 6 June - Irish Georgian Tour

The Irish Georgian Tour will be in Shropshire and will be based at The Feathers, Ludlow.

Contact: Jimmy Valentine 02073528503 or 01295811215 weekends

Saturday 23 July - Annual Concours

The Annual Concours will be held at Grey's Court, Henley on Thames

Contact: Andy Butcher 01386 701757

Note: 15-20 June - R-REC 80th Anniversary of the New Phantom

Note: R-REC Annual Rally 18-19 June

15 - 25 September - Tour of Southern Ireland

This will be the main event for the year. Dates and details to be arranged.

Sunday 9 October - Autumn Lunch

Venue to be decided

For Sale from The Club Shop

Ties £15.00

Nickel or Chrome Car Badges £ 25.00

Contact: Andy Butcher. **Please defer orders until after March 2005 as Andy is out of the country.**

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

Wanted

I am seeking a set of brass front windscreen supports (pillars?) complete for 1910 Chassis 1404 should anyone may know of the whereabouts of such an item. The originals were Auster brand, but I would be interested in any alternatives that may be available. Ian Irwin , P.O. Box 333, Hall A.C.T. 2618 Australia.

