



News and Record

Issue 17
September 2006



20-GHOST CLUB LIMITED

President

The Earl of Elgin K.T.

Vice President

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

Chairman

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

Treasurer and Company Secretary

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

Directors and Committee Members

Piers Ashley-Carter 18 Arnold Gardens, Palmers Green, London
N13 5JE Tel: 0208 372 2572.
e-mail piers.ashley-carter@wates.co.uk:

Strone Macpherson Armsworth Park House, Old Alresford,
Hampshire SO24 9RH Tel: 01962 735562
e-mail: macpherson@lcbroadband.co.uk

John Marsh Lawnswood House, Wordsley, Stourbridge, West
Midlands DY7 5QJ Tel: 01384 273061
e-mail: johnmarsh@dsl.pipex.com

David Robson The Priory, Selham, Petworth, West Sussex. Tel:
01798 861454
e-mail dgrobson@selhampriory.com

John Stuttard West End House, 56 Totteridge Common, London
N20 8LZ Tel: 020 8959 1692
e-mail: john.stuttard@uk.pwc.com

Jimmy Valentine 1 Hobury Street, Chelsea, London
SW10 0JD Tel: 020 7352 8503, weekends 01295 811215
e-mail: jvalentine@dial.pipex.com

News and Record Editor

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

Technical Enquiries

For technical advice, please e-mail Nigel Hughes:
hughesn@aol.com in the first instance, who will put members in
touch with a suitable adviser.

Australian Chairman

Diana J Jones AM DSJ
P.O.Box 454
Toorak 3142
Victoria, Australia
e-mail: Diana.jones@bigpond.com

Hon Secretary

David Davis, 32 Reynolds St, Cremorne NSW 2090, Australia
Fax: 61 2 9904 4975, e-mail: davidgdavis@lycos.com

Treasurer

David Vann, PO Box 41 Lutwyche 4030 Queensland, Australia
e-mail david.vann@vanguardblinds.com.au



The 20-Ghost Club Limited
Registered Number 5224632
www.20-Ghost.org (Password: frosty)

News and Record Issue 17 September 2006 CONTENTS

Page

219	Editorial
220	London-Jerusalem Rally
222	Annual Concours
224	Visit to Fawley Hill
227	Coming Events
227	New Members
227	A Quick Fix

Front cover picture

*Nick Whitaker's Phantom III
3AZ168 Gurney Nutting
Sedanca de Ville*



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.

© Copyright 2006 The 20-Ghost Club Limited

EDITORIAL

Vehicle Registration Again

The only response I have had to my question as to how 'Silver Ghost Type' chassis should formally be registered is a very firm assertion that, apart from AX201, they should be given the factory designation of 40/50 HP.

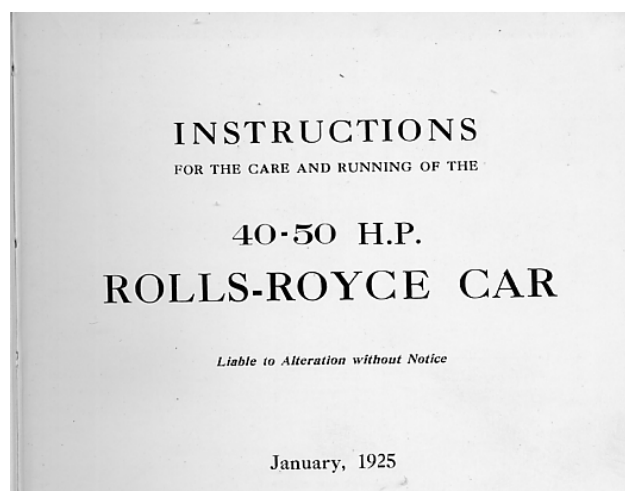
There is logic to this as the Owner's Handbook clearly describes the vehicle as 'The 40/50 H.P. ROLLS-ROYCE CAR'. The introduction of the 'New Phantom', becoming the Phantom I on the appearance of the Phantom II, raises the stupid thought that the 40/50 might have become known as the 'Old Phantom'. That would have been quite ghastly. I propose personally to compromise and will register my car with the Registration Authorities as a 40/50 HP car, but will continue to refer to all 40/50s post AX201 as 'Silver Ghost type', abbreviated in the Club database and magazine as 'SG'.

The Next Issue of 'News and Record'

Following the incorporation of The 20-Ghost Club as a Company Limited by Guarantee, we are now bound by certain requirements for notice to members of formal meetings, such as the AGM and publication of accounts. The effect of this is that you will receive this issue of

the magazine with a notice of an Extraordinary General Meeting (EGM) and a further edition later this year. Because of the holiday season, reports on some meetings are delayed, but there will be plenty to report in the next magazine.

My apologies to our Australian Members for lack of Aussie content this time.



Below: A sneak preview of the Austrian tour; cars parked at 2131 m altitude on the Grossglockner

NHH



20HP GOK65 ON THE LONDON – JERUSALEM RALLY

By Andrew Sington

*Andrew's 20, registered No. UK-2 drives 2900 miles from London to Istanbul and is then flown to Tel Aviv for a further 500+ miles in Israel. Once back in Southport, the total mileage was 3740 miles in only 17 days driving.
Is this a new record for a 20hp?*

As some of the days journeys were 350 miles you can imagine my shattered state at the end of the trip! The organisers of the London to Jerusalem Rally were concerned at the start that a motor car of such vintage could manage such a demanding itinerary - little did they know the genius of Sir Henry. Plenty of petrol (averaging 19mpg), 9 pints of oil and about the same in water - and thank goodness for WaterWetter! Once in Hungary the engine temperature was never below 90c - and frequently went off the scale, though there were no manifestations of seizing. Not a single puncture (though I recommend those who want to emulate a trip such as this to install a 'cigar-lighter' socket hidden under the dash so that you can use one of the latest 12v tyre inflators. I used a round 'Michelin' every morning and it was worth its weight in gold. (I have had 3 other brand inflators and they're very unreliable.)

Being a Thrupp & Maberly Tourer, I can confirm we didn't put the hood up at any time from London to Istanbul. Mind you - got pretty wet when we hit 2 rainstorms - one just before The St Bernadino Tunnel and the other approaching Budapest.

Is that another record?

We DID put it up when at The Dead Sea - but as the ambient temperature was 109F and there was no shade, I suspect even the hardiest of you would permit me a little shelter? For the record the engine temp stayed at 95C down at The Dead Sea -

1300ft BELOW sea level. I was concerned that there could be problems for the drive up from there to Jerusalem which is 2600ft ABOVE sea level and it's 80 miles in terribly hot desert (have you seen Lawrence of Arabia?). Oh ye of little faith - 4 adults, loads of unused spares and luggage and UK-2 simply flew up without a murmur.

The Photos:

The first (*below*) is of UK-2 on the top of The Simplon Pass - and I can confirm that there are thoughtless planners even in Switzerland - halfway up the Pass would you believe they had a set of traffic lights - and yes - they were RED!

The photo of UK-2 'on the beach' was taken in acknowledgement of reaching The Aegean - the farthest south we had to drive prior to a frightening drive past Istanbul and into Asia.





The next is of UK-2 parked on The Kotel facing The Western (Wailing) Wall in Jerusalem with me wearing a pith helmet to commemorate the entrance of General Allenby in December 1917 in a Silver Ghost Tourer when he liberated the city from the Turks.

The last is the very desert where Lawrence of Arabia fought with his beloved Rolls - more valuable than camels!



It was extremely hot down at the Dead Sea at 109f but UK-2 took it all in her stride. She was the oldest car in the group of 30 - the only R-R and the next oldest was a 1960 Jaguar XK150 which had to be rescued by a low-loader - what an indignity!



CONCOURS D'ETAT

BLenheim PALACE

19 JULY 2006

Brian Palmer did an excellent job of organising the Concours this year and chose the hottest day for a century or so. As we left for the meeting, the shade temperature was already about 25 degrees Centigrade and on the return home, the thermometer hit 36 Degrees, or over 90 degrees Fahrenheit in old money. This made an interesting test of cooling systems. My SG registered about 85 degrees on the outward journey and about 90 on the return. My handbook says that the thermostat (yes it's a late Ghost) should maintain a temperature between 85 and 90 and I lost no water on the trip, so I suppose that is good news.

Brian had done an excellent job of picking our site at Blenheim. There was plenty of level space for parking, with the palace as a backdrop. But the real bonus was an enormous tree which provided ample shade for the many picnics which members had brought.

Having won a prize last year, I was judging this year, with the help of brother Colin. Colin came in his 4¼ litre overdrive bull-nosed R-R as he had recently had a complete cooling system overhaul, among other things, and he was confident that the Bentley would run much cooler than if he had brought his 20/25 which does not like temperatures over 30 degrees centigrade.

Judging the Large Horsepower class for the Fred and Joan Watson Trophy was made pretty easy thanks to Nick Whitaker, who brought his Phantom III 3AZ168 Gurney Nutting Sedan, (see front cover) fresh from a complete restoration by Alpine Eagle. The car is now truly excellent in every department. As it moved into place in the line up, the loudest noise was the sound of dry grass being crushed under the wheels. Nick was rewarded by winning the class and winning the card vote by the ladies for the car the Ladies Trophy.

There was a larger Small Horsepower entry this year, giving the judges some work to do. In the end, after a very close finish, the award went to David and Jane Else for their 20HP GKM30 Binder saloon. This car regularly wins the Small Horsepower Trophy for the highest annual mileage and had just returned from a trip

to Lake Como in Italy. Despite all the hard work the car does, it remains very well presented overall.



Judge Nigel looking at his reflection in the rocker cover of 3AZ168



David and Jane Else's 1928 20HP GKM30 saloon by Binder, winner of the small HP class



Prizegiving:

Top: Jane Else receives the Messervy Trophy for the Best Small Horsepower Car

Below Left: Nick Whitaker receives the Fred and Joan Watson Trophy for the Best Large Horsepower Car

Below Right: Nick Whitaker receives the Ladies Trophy for the car judged most attractive by the ladies

VISIT TO FAWLEY HILL

13 August 2006

It was a dull and wet August morning that greeted the travel along the narrow lanes to Fawley Hill, home of The Hon Sir William McAlpine and his wonderful railway collection.

Started in 1965 the collection consists not just of a museum containing models of all sizes of engines and signs from railway companies of the past but it is surrounded by such incredible artefacts as the arches from Waterloo Station, the Ludgate Hill station façade and flagpoles from Wembley Stadium.

I had expected a miniature layout but probably not such a splendid version of the Plymouth Goods Yard operated by a steam generator under the able control of a very enthusiastic controller.

Of course it was not long before our party took to the rails in an open carriage or enclosed brake van pulled by the 1913 Hudswell Clarke 0-6-0 Saddle tank engine down the hill and into the valley past the resited arches façade, crossing box, lamp huts and waiting shelter. It was a very evocative moment to see the steam bellowing and hear the engine working hard as the carriages were pulled back up the steepest railway incline in England of 1:13 gradient and returning to the Somersham Station building which had been moved from Cambridgeshire. The station yard provided a backdrop to the rolling stock of locomotives, cranes, wagons, coaches including the stylish Royal Saloon and well equipped Directors Saloon and even a carousel.

The visit so ably organised by Andy and Val Butcher attracted our party of around 30 travelling in some 16 cars ranging from Ghosts, 20hp, 20-25, Phantom 1,11, and 111. An excellent combination of some long standing members and some who had more recently joined.

We were however not the only people present who had an interest in motoring. Members of the Triumph Club were also visiting and it may be of interest to any old RREC members to know that the larch green 2500 H registration model was used to take the late Ted Harris's sister to their club's events when she was President before she acquired a Rolls-Royce.

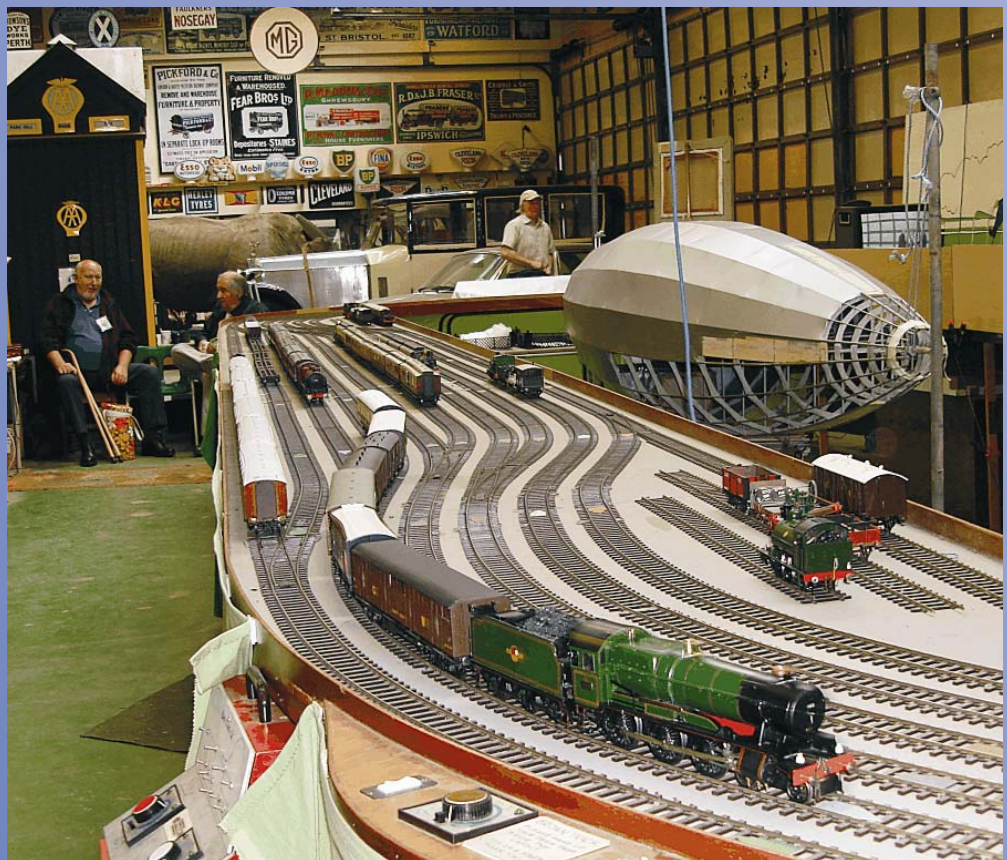
My most quirky piece of railway memorabilia? – a quantity control implement to check the length of a ball of string delivered to the railway companies. A what? Balls of string were purchased in 1000 ball lots by the railway company and were randomly selected and measured.

Andrew Taylor



Above: Somebody has a sense of humour!

Below: Bill's magnificent 'O' Gauge model railway





The line-up with tops on display. Foreground: 120EU looking very Vintage, if not entirely waterproof under her canvas top



Colin Laybourn's 1923 20HP 74A6 with fived head Coupe by Martin Walter



Photos:

Top: The footplate view from the Fawley Mountaineer and the magnificent set of Gallopers

Centre: Just a few of the cast iron signs and Tim and Susie show their horsemanship

Below: The Fawley Mountaineer climbing a sharp gradient and a few of the superb enamel signs

Photos by Colin Hughes, Peter Golding and Nigel Hughes

COMING EVENTS

2006

UK

Sunday 15 October – Autumn Lunch

The Autumn Lunch is to be held at Lower Slaughter Manor in the Cotswolds. Flyer enclosed.

Contact: Brian Palmer 01162 862417

Sunday 15 October – EGM

An Extraordinary General Meeting will be held at the Autumn Lunch to agree a change to the Audit requirements for Club accounts. Flyer and letter to members enclosed.

AUSTRALIA

23-28 October – Annual National Tour

This year, the tour goes to Tumut in the Snowy Mountain area of New South Wales and to Eden on the East Coast.

2007

Silver Ghost Centenary

This event is rapidly filling up and booking forms were sent out with the last edition. If you plan to come, please apply straight away as places are strictly limited by available accommodation in Scotland. Contact: Tim Forrest

Welcome to New Members

Robert and Sheila Kilburn, Little Park, Trimpey Lane, Shatterford, Bewdley, Worcestershire, DY12 1RQ
Tel: 01299 861226 E-Mail Bobkilburn@AOL.com

1923 20HP 77A6 Hooper Landaulette
1924 SSG 181KF McNear Saloon
1925 PI 37HC Tourer

For Sale from The Club Shop

Ties £15.00
Nickel or Chrome Car Badges £ 25.00
Contact: Andy Butcher 01386 701757.

Alpine '93 Videos £20.00 Back numbers of Record and News and Record £2.50 ea. Contact: Tim Forrest 01428 684208

A Quick fix

We were delighted to welcome David and Elspeth Crossley-Cook as new members in the last magazine. Since then they have come to the Concours and the Fawley Hill meetings and I am pleased to include their 20HP car as our back cover picture.

David is quite new to the car and had some concerns about rough running on the way to the Blenheim Concours. Some of us guessed wrong, given the very hot weather, and suspected vapour lock from winter petrol still in the tank. However, David was given an instant tutorial on 20HP maintenance by a friendly member (come forward for a round of applause whoever you were) and subsequently discovered that most of the cylinder head nuts were loose.

At Fawley hill, I spoke to David, who is now delighted with the way the car is running, having been wafted effortlessly to the meeting, without missing a beat.

It is great to hear that members have been able to help one another and that a problem was fixed so easily.

NHH

Back Cover Picture

David and Elspeth Crossley-Cook's 1926 20HP GOK47
Doctor's Coupe by Cockshoot.



