



News and Record

Austrian Tour Edition



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Front Cover Picture

*1933 Phantom II 8MY
James Young
Continental Coupe on its
way down from the
Grossglockner High Alpine
Road.*

Photo: Jens Pilo



Note:

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EDITORIAL

Annual Dinner at the Mansion House

It really does not get any better than this. In the centenary year of the Silver Ghost and the year in which our member John Stuttard is Lord Mayor of London, we have been given the great privilege of holding our Annual Dinner at the Mansion House, the Lord Mayor's official residence in the heart of the City of London.

In order to gauge response, those members who are on our e-mailing list plus our 'regulars' have already been notified of the event. However, in ALL cases, it is now necessary to fill in the application form mailed with this edition of the magazine and send it to Susie Forrest, who is taking charge of the bookings. Do it NOW.

Mileage Awards

Also included with this edition is an entry form for those of our trophies which are awarded for mileage covered during the year. These trophies will be presented at the Mansion House Dinner. Please take time to fill in a form. All members are eligible, wherever they are in the World and, you never know, you may be in with a chance. If you can't get to the dinner, we will find a way of getting the trophy to you.

Heroic Journeys

Talking of mileage trophies, Andrew Sington's report on his trip to Jerusalem encouraged Australian member David Davis to write:

"Andrew Sington's run from London to Turkey and onto Israel, a total of 3740 miles in 17 days reminded me of my epic journey in 42G1 in June of 1966. My Father and I drove from Sydney to Canberra for the Federal Rally of the RROCA, returning to Sydney afterwards, then heading north intending to reach Cairns for a holiday. The road towards Mackay was dreadful so we left the Car there and flew onto Cairns. We spent four days in Cairns, seeing Green Island, Kuranda and the Atherton Tableland as well as Cairns itself. I remember attending Mass at Cairns Cathedral which seemed extraordinary, after St Mary's in Sydney. It was a large single storey elevated timber structure which had louvered walls which were hinged up and outwards towards the low overhanging roof, thus taking advantage of every breeze. While in Cairns, I decided that I should marry Clare, who had been left behind in Sydney. We flew back to Mackay, picked up the car and drove back home in four days. Dad had no idea why there was such a rush. On arrival in Sydney, I dropped Dad and the luggage and called on Clare to pop the question. She answered yes and still occupies the passenger seat of the Twenty. The total distance driven was 5250 Kilometers measured on

today's maps, so, in fact, was probably a bit more, having regard to the road improvements since then. Certainly 3 Ks should be added for the distance to Clare's flat. The number of days taken for the whole trip was a bit over a fortnight, probably 16 or 17 days. The car ran faultlessly, however two headlight glasses were broken by flying stones.

While my trip does not exceed Andrew's, I think it is worth the telling.

David Davis 42G1 Sydney"

Helpful Members

Andy Butcher writes:

"Further to your Quick Fix on p227 - I brought to Fawley Hill an old friend, John Henderson, who has had 20HPs on and off for years. That's him in the red sweater, top photo, p.225. He discovered that Richard Boggon, who has Geoffrey Price's old car, GTK 25, was troubled by serious water loss. One look under the bonnet and John observed water escaping from the shaft of the water pump. In a moment of serendipity he realised that there could be no better place to find yourself in need of water pump grease than a steam railway! A request in the right quarter brought forth a bucket-sized tub of the stuff and within minutes the incontinence was cured.

Richard was most grateful, especially as this element of vintage R-R maintenance had hitherto escaped him. A small reserve of grease was put in a yoghurt pot for future use."

And on Nomenclature

Andy writes: "I decided to take a closer look at some official R-R publications - as it turns out 20-25 and 20/25 are used and so are 40-50 and 40/50. In a PII catalogue each is used on consecutive page headings!!! Also no consistency over HP and hp - almost random. And I was so certain it was always a hyphen." *You will see that I have been pedantic over the labeling of car in the Lord Mayor's Show report - Ed*

Weather

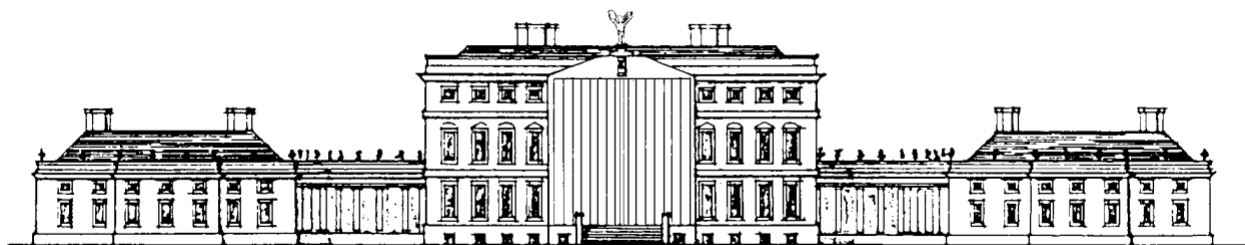
Again

I understand that Australia is in the fifth year of drought, while here, until just before Christmas, we have been saturated. Thank you Australian members for the pictures of blue skies and blue mountains which can lift our souls as we struggle through the British winter.

NHH

TOUR OF HISTORIC HOUSES IN GLOUCESTERSHIRE

With the Irish Georgian Society (London Chapter) 26th to 29th May 2006.



We assembled on the Friday night at our Hotel, the Bear at Rodborough Common. The fleet of cars varied from day to day and included four Silver Ghosts, two Phantom II's, three 20/25's, a Wraith, a Silver Dawn and two 4¼ Derby Bentleys.

The road to the Hotel runs across the Common and presented an unusual hazard in being unfenced so that the cattle grazing on the Common could wander at will across our path. The Hotel was developed in the 1920s for tourists travelling by car and constituted a labyrinth so that it was pure luck that brought one successfully from one's room to the bar or dining room.

Saturday morning started grey and damp. We loaded the Irish Georgians into our cars and set off for Rodmarton Manor (*below*) the first house on the Tour, organised once again by Robert Jennings. The house was built between 1909 and 1926 in the Arts and Crafts style as a traditional multi-gabled Cotswold manor house using only timber and stone



found on the estate. In addition to normal accommodation for the family, a suite of larger rooms at one end of the house initially served of workshops for the production of furniture, wall hangings and carpets. Examples were to be found throughout the house exhibiting details of superb craftsmanship. Nevertheless, perhaps due to the dismal weather and the universal use of oak throughout the house, the overall impression was worthy but glum. We had a brief chance to admire the topiary in the garden before moving on to the next house.



This was a total contrast in the form of Barnsley Park, (*above*), a baroque mansion built in the 1720's with a magnificent two-storey entrance hall in the classical style with superb plasterwork. While some of the rooms had been reworked at later dates, each was a fine example of its period. Altogether it was much coveted by many of the party. Lunch was taken at the Swan in Bibury, on trout raised some fifty yards away.



We then moved on to Sezincote, (*above*) crossing a bridge built in the Hindu style to reach this fine example of a Nabob's house built around 1805 for Cockerell brothers who were ex-East India Company officials. The design was assisted by Thomas and William Daniell's Indian drawings. The house is dominated by its onion-shaped dome and the façade has several Moghul style features such as a deep cornice and a verandah. The exterior was the inspiration for the Prince Regent's Brighton Pavilion. The interior was however typically Georgian although some Indian features have been added more recently.

The weather had by now sufficiently improved to enable us to enjoy the magnificently planted grounds before we moved on to Misarden Park built, unbuilt and rebuilt in various parts over some four centuries, culminating in a wing built by Lutyens after the First World War to replace one which had burnt. The result of this building history was that to get from the main hall with its fine (Victorian) plaster ceiling to the library and billiard room one had to pass through the kitchen quarters.

On Sunday morning we all set out for Badminton (*right*) where we were met by architectural historian John Harris who first led us round the outside of this great house explaining the many changes made by the great names in architecture in the 17th and 18th centuries on the instructions of the various Dukes of Beaufort. We were then led into the house, via the magnificent hall, birthplace of the eponymous game, to see the treasures

accumulated over the centuries. Sadly the key was missing and we could not see the splendours of the 18th century Church.

On a totally different scale, we moved on for our picnic lunch to Widden Hill House, an 1815 neo-classical rectory which is now the home of a former Dutch ambassador and his wife. The house stands on the edge of an escarpment so the views from the upper floors, as seen through an early form of double glazing were magnificent, extending from four recently built follies to the Welsh hills in the distance.

Then on to Berkeley Castle, (*below*) a giant fortress which has been the home of the Berkeley family for 850 years and consists of a circular keep and a curtain wall against the inner wall of which runs an enfilade of rooms forming the State Lodgings – a fine example of mediaeval domestic architecture except that they were all improved to the highest mediaeval standards in the 1920s with the



introduction of much gothic material culled from buildings around Europe.



Our next house was Upton House (*above*) a more typically formal house of 1752 with a magnificent two-storey hall where the plasterwork included giant fluted Corinthian columns supporting a huge entablature. On departure we returned to the Hotel to transfer to a coach to convey us to Chavenage, (*below*) the final house of the day, for a



tour and dinner. This form of transport avoids the difficulties of driving at night by the light of our pre-war headlamps. Chavenage originated in the 14th century, was enlarged in the 16th century and had a ballroom added in 1904. Its chapel included a fine collection of mediaeval stone figures. Throughout the house, windows included fine arrays of panels and fragments of English and

Continental stained glass dating from the 14th to the 18th centuries. Two upstairs bedrooms retain their early tapestry wall hangings. Throughout our visit we were entertained by our host, Mr David Lowsley-Williams, with stories about the history of the house and his family. For example, his granddaughter when asked what she had learned at Sunday School replied “Salome danced in front of Harrods”.



Next morning found us diving cautiously down an unpaved track in a long narrow valley to Woodchester Park. (*above*) Building of this impressive Victorian mansion started around 1854 and proceeded in a leisurely manner for fourteen years until the owner abandoned the project. The architect Benjamin Bucknall set out to achieve a country house built of stone throughout – walled, roofed and vaulted with stone, with stone staircases, gutters and downpipes and even a stone bath. With this virtually indestructible construction, the structure survives virtually intact although abandoned for about 140 years. The result is a time warp of a Victorian building site: with all but one room unplastered the detailed construction is laid bare with relieving arches and even the pipes for bell pull wires fully visible. The wooden falsework supporting some of the arches was still in place and one room contained a collection of abandoned workman’s hand tools. Bucknall emigrated to Algiers to design villas for French and Arab clients.

After coffee we moved on to Owlpen Manor picturesquely situated on the side of a narrow valley below Owlpen Church. The house developed in phases over the centuries since the 1200s but by the 1920s had been largely uninhabited and derelict when it was restored by Norman Jewson in the Arts



and Crafts style. (above left) After lunch in the barn we proceeded to Frampton, (above right) the last house on our tour. The house was built by Bristol craftsmen in the early 1730s with a noble entrance front of dressed Cotswold stone and a grand staircase with fluted banisters and at its foot a lazy-tongs –like dog gate which collapses and folds away into the dado. The garden included a long straight canal at the far end of which stood a Gothic Pavilion consisting of two octagons.

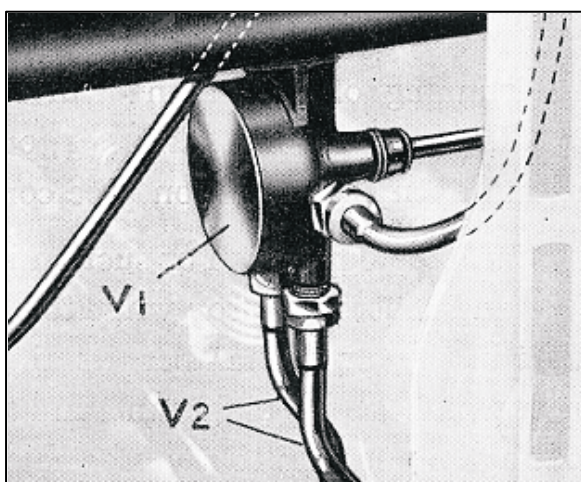


We then returned to the Hotel for tea and farewells. Once again it was a great privilege to join the Irish Georgians on their excellently organised tour.

Next year the tour will be based on West Dean College in Sussex over the Late Spring Bank Holiday 26th - 28th May. If you can't make the Scottish Tour, come and join us.

Jimmy Valentine

TECHNICAL TIP FROM GRAHAM ASHLEY-CARTER



On many of the later pre-war cars, there is a rotary tap fitted to the Autovac which enables selection of the fuel supply as 'main', 'reserve' or 'off'. This tap consists of a rotary disc with holes in it, bedding against a cork washer. Spring pressure holds the metal disc against the cork washer and it is often extremely difficult to set the spring pressure so that the tap can be turned by finger pressure yet does not leak. Graham says:

"Owners may have encountered premature leakage or restriction of the Autovac taps. This is probably due to the bonding agent of the agglomerated cork washer being attacked by modern fuels and may provide a clue to poor performance at full throttle. We are advised by Messrs Autovac that the condition is worse for those using supermarket fuel, but fresh cork product has been modified in its bonding to overcome this problem"

2006 MOZART TOUR OF AUSTRIA

24 June to 6 July 2006

The highlight of 2006 for those of us lucky enough to go on it was undoubtedly the wonderful tour of Austria organised by Michael and Angelika Elliott to commemorate the 250th Anniversary of Mozart's birth. This tour was full of surprises from end to end. It started on a sunny morning at Calais where three of us met together for the long haul across Eastern France and then Germany until we arrived in Salzburg three days later.

The first surprise was the reaction to the cars, particularly in Germany. On a brief stretch of Autobahn near Munich, it seemed that every other car had a driver or passenger eager to take our picture on cine, or camera or most often their mobile phone. This sometimes involved some fairly advanced gymnastics by those drivers on their own! Clearly, three Rolls-Royces in convoy was a fairly unusual sight! Our hotel



he received first class attention. Thanks to Michael and the local medical team he made a full recovery and is now much better than he has been for some years.



on the outskirts of Salzburg (Above) was extremely comfortable and we were delighted to find the Eberhard's and Mueller's Springfield Ghost and 20HP there to meet us.

By Saturday, everyone had arrived by one route or another, but sadly David Robson was very unwell on the flight from England. Michael Elliott took immediate charge and whisked him into hospital where

Saturday night was a black tie affair and we went into the centre of Salzburg for our first taste of Mozart in the Mozarteum, which was followed by a delightful dinner at the Sacher. The splendour of one's surroundings made one realise just how rich the trade in salt and gold had made Salzburg in past centuries.

The next day we all met up for a leisurely morning at the centre in the courtyard of Salzburg University (Above), right behind Mozart's birthplace, where the cars created the usual level of interest amongst locals and tourists. In the early afternoon we were flagged away by the vice-Mayor on what was intended to be a

short tour of the countryside around Salzburg.

However, almost immediately most of us took a wrong turn and lost ourselves in the back streets of Salzburg instead! Those that eventually found their way out were rewarded by some wonderful views of the nearby lakes and one from an observation point after a long steep climb that proved to be the first of many tests of our radiator's efficiency!



Above: Ghosts at Schloss Eferding

The next few days were spent travelling through many of the best wine growing regions of Lowland Austria sampling the produce at appropriate times. This provided two more surprises for us. First how varied and interesting the countryside in this part of Northern Austria is and secondly how good the wine was. One of the highlights was a visit to Schloss Eferding, where we were welcomed by a charmingly modest Prince Starhemberg, whose family have lived there for generations, hosting the Mozarts on several occasions and surviving all the problems that the Twentieth Century threw at them.

Once again we were much struck by evidence of extreme power and wealth, particularly when visiting the incredible Cistercian Monastery of Zwettl with its magnificent 18th Century art and decoration. However for some, the best impression of its scale and grandeur was given by the wonderful stable block complete with two beautiful female sphinxes in front of the entrance. In stark contrast were the simple 13th Century cloisters where we attended the Monk's Vespers that evening.

The weather throughout was gloriously hot and sunny but that evening it became oppressive and over dinner we were treated to an absolutely amazing electrical storm and very heavy rain leaving us with a rather damp start in the morning.

We then drove east to the Imperial Country retreat of Schloss Hof, which was in sight of the border with Slovakia. This had started off as a hunting lodge but then grew into a huge palace with a magnificent garden in the time of the Empress Maria Theresa. Despite its magnificence, navigators were becoming somewhat distracted by the prospect of finding their way into the centre of Vienna. Fortunately, by taking us round to the east of the city, Michael and Angelika had made the approach relatively simple and we all made the hotel without difficulty. The first person we saw at the hotel was Ken Fairbairn, who, with one or two other members and the

Chairman's daughters, had flown out to join in the festivities in Vienna.

Next morning was spent on maintenance for the men and shopping for co-drivers, which made everyone happy and contented. Our minds and bodies were refreshed by two super evenings in which we enjoyed the best of Vienna's culture. We started by walking in our Black Ties and evening dresses through the centre of the old part of Vienna to a small Palace, the Palais Pallavicini. This was of the highest quality which was matched by the playing of a delightful string quartet both before and during dinner. Afterwards we walked back to the hotel with one or two admiring remarks from bystanders following in the wake of the more curvaceous ladies amongst us.





Above: Palais Pallavicini

On the second night we were again in black ties for an evening at the opera. The performance of Idomeneo was enhanced by a magnificent Romanian soprano who, although she had a relatively small part, stole the



show with her effortless but fiery performance.

Unfortunately John Marsh had been feeling increasingly unwell as the tour progressed and at this point our chief medical advisor, Michael Elliott once again stepped in to help. Within no time John was receiving proper care and although he and Kay gallantly carried on for a few more days, they had to retire and so Woody joined the Robson's car on the transporter home. Again Michael and Angelika did a wonderful job of organising proper medical care while Richard Hensby and others organised transport. Although one would have much preferred everyone to have been fit and well throughout the tour, it was really

impressive to see how club members looked after each other when the need arose.

The second and more arduous part of the tour now began as we left Vienna and headed south towards Graz. Our first stop was at the Schlosshotel Obermayerhofen which, as its name implies was a wonderful castle on top of a hill with superb views. These were matched by the bedrooms which were beautifully furnished in traditional style with magnificent central heating radiators in the corners. As can be seen

from the picture of the delightful breakfast room (Below, left) these "radiators" were magnificent cast iron objects rather like a huge stove into which hot air was directed from a furnace below.

We then had a run through the undulating wine growing region of Styria near the border with Slovenia. Some 3,000 hectares of vineyards are under cultivation on the rolling hills and steep slopes. Amongst these we found a splendid road-side café, where we had a steaming lunch, once the Chairman's wife had satisfied



herself that the handbrake was well and truly on and that 2154 had been left in gear as well.

After spending a night on the banks of the lovely Worthersee, we had a relaxing day exploring some of the surrounding lakes and countryside. Then early next morning we set off up into the Southern Alps. This was a truly beautiful day's drive through pretty mountain villages and high valleys full of spring flowers and cascading waterfalls. Ultimately we started to climb the High Alpine Road to the foot of the highest peak in Austria, the Grossglockner (3,798m) where we stayed at the Glocknerhaus Alpine Centre looking out over the foot of the glacier. After a very jolly evening we set out early next morning to take the cars to the viewing

point above the glacier before the mists rolled in again. Like most glaciers, it has receded greatly in recent years but perhaps the most surprising thing was how far it had receded from when it was first photographed in the



19th Century to the middle of the 20th Century. Nevertheless it was still a most impressive sight. Apologies for another picture of the Chairman's car but he was one of the early ones that morning!

From here we went back down past the Alpine Centre before beginning the climb over the Gross Glockner High Alpine Road and then into the huge Hohe Tauern National Park (*Below*). The climb was easier than expected and as it was still relatively early in the

morning, the radiator temperature rose to the early 90s but fortunately went no higher.

As ever the Elliotts had chosen the right way for us to go as the way down was extremely long and twisty. I suspect if we had come up that way in the heat of the day we would have been very hot indeed. Instead we just had to be patient, grinding slowly down in bottom gear with just a touch of the brakes for the hairpins. Fortunately the traffic was mostly on its way up so we did not cause much of a hold up. There were however many astonished faces as they realised where we had been and quite a bit of applause too, although whether this was for the cars or the magnificence of some of the people inside, such as Mr & Mrs Phillips, would be hard to tell.

Throughout the tour, the Elliotts swooped amongst us in their elegant Phantom II making sure we were headed in the right direction and that all was well with us and our cars. They did a truly wonderful job of organising this tour. As Angelika told us at the beginning, she had been determined to show us some of the character and culture of Austria while Michael had determined we should drive some of his favourite roads. Both succeeded admirably and along the way they also looked after two rather sick people and arranged accommodation, transport and superb medical attention along the road. Altogether wonderful and a big thank you went from everyone on the tour.

Tim Forrest

Photos: Tim Forrest, Tony Dyas, Jean-Pierre Mueller





Above: Peter and Rosemary Phillips' 1912 Rippon-style tourer. Below Michael and Angelika Elliott's 1933 PII 80MY by Barker



LASHAM

16 September 2006

For the second time and by popular request, we were able to persuade the Lasham Gliding Club(which is a “big cheese” in the gliding world) to ‘let us use’ theLasham runway and perimeter roads for driving our machines. As it turned out, the cloud level was low and too low to allow flying. This was good news for us, and to our great delight we had the freedom to use the main very broad and long runway without the risk of bumping into gliders! Lasham has a distinctly 1940 air about it and particularly in and around the club house where some 20 members gathered and had lunch-some picnicking and some enjoying the rather good prep school type food. The fun of the day was the joy of driving other peoples cars and the author was very happy to have enjoyed driving the Robson early ghost as well as Jimmy Valentine’s lovely P1 the famous ‘Auntie’. Several members drove the authors 1914 L to E and did not seem noticeably worse for the experience. A particularly graphic memory the author has is of watching Messrs Robson and Forest accelerate their machines silently down the whole length of the runway-a magnificent sight.

Strone Macpherson



Photo by David Crossley-Cook. Cars waiting on the perimeter track

Front Row: Left, Strone and Alex Macpherson's 1914 LE Ghost 27BD tourer by Bridgwater. Right: David and Elspeth Crossley-Cook's 1926 20HP GOK47 Doctor's Coupe by Cockshoot

Back Row: Left, Jimmy and Janet Valentine's 1929 PI 1OR H.J. Mulliner saloon. Right: Andrew and Pippa Ayres' 1934 20/25 GXB77 Sedan by Barker

EGM AUTUMN LUNCH

LOWER SLAUGHTER MANOR

15 October 2006

Some 45 members of The 20-GhostClub met for an Extraordinary General Meeting followed by Autumn Lunch at the Lower Slaughter Manor on 15 October 2006. Our thanks go to Brian Palmer who made the arrangements.

The purpose of the EGM was to consider the Special Resolution That Article 18.5 of the Articles of Association of the company be amended by deleting the requirement for an annual Auditors Report and through the deletion of the words "together with a copy of the auditors report" in that Article. The purpose behind the resolution was to avoid the costs of a formal independent audit and to set in place an alternative internal audit process. The resolution was passed with no votes against.

The weather was kind to us and members brought a good selection of cars to the Cotswolds for the meeting and lunch.

NHH

Photos by Colin Hughes



Photos: Top Right: Peter Collinson's 1934 PII 54PY Barker Continental Sports Saloon. Centre: John and Margaret Ball's 1923 20HP 71A3 Cockshoot Tourer. Bottom Left: Richard and Tina Pascoe's 1926 20HP GCK3Widovers Tourer. Bottom Right: Andy and Val Butcher's 1931 20/25 GNS60 Barker Sedan

LORD MAYOR'S SHOW

11 NOVEMBER 2006

The 2006 Lord Mayor's Show was very special for the 20-Ghost Club as our member John Stuttard was to be sworn in as Lord Mayor of London. Thanks to the generosity of Rolls-Royce Motor Cars and collaboration between The 20-Ghost Club, The Rolls-Royce Enthusiasts' Club and Bentley Motors, it was possible for us to mount a 'float' of nine cars, comprising the Original Silver Ghost, five 40/50 Silver Ghost type cars, two New Phantom's and the latest long wheelbase phantom from Rolls-Royce Motor cars. John Stuttard also had his own 40/50 and 20/25 HP cars in the parade, to say nothing of the fact that he had use of the Lord Mayor's Coach and horses. *NHH*

Photos Courtesy of Rolls-Royce Motor Cars and Colin Hughes





Cars in the Rolls-Royce Float:

The Original 1907 Silver Ghost No. 551, Roi Des Belges by Barker
Tim Forrest's 1912 40/50 No. 2154 Torpedo Tourer by Barker
Tony Dyas' 1912 40/50 No. 2087E Torpedo Tourer by Hamshaw
Andy Wood's 1914 40/50 46MA Tourer by H.J.Mulliner
Ivan Odds' 1920 40/50 75RE Tourer by H.J.Mulliner
Nigel Hughes' 1925 40/50 120EU Tourer by Barker
Brian Williamson's 1927 40/50 New Phantom I 65LF Saloon by Cooper
Jimmy Valentine's 1929 40/50 New Phantom I 10R Saloon by H.J.Mulliner
Rolls-Royce Motor Cars 2006 Phantom Long Wheelbase

LETTER FROM AUSTRALIA

By Diana Jones

Our members in the Australian Chapter of the 20-Ghost Club have been very active during the last year. Their Chairman, Diana Jones, kindly sent this letter some months back when several events were still to take place. Although those events are now in the past, I have not edited the letter as it gives a very good feel for the activities 'down under' By the way, for those not in the know, BYO stands for Bring Your Own- Ed

"Our Club is busy and expanding as we have welcomed ten new members in the past few months. Some were present at the excellent talk given by Dr John Matheson the "Oscar Nominated" star of the Australian Broadcasting Commission television series "Peking to Paris" in Sydney recently. John spoke about the behind-the-scenes adventures of the group and the problems of travelling thousands of miles in a De Dion Bouton.

Four new members also attended the recent BYO Everything run to a national park at Maleny on the Sunshine Coast in sunny Queensland. Sowell organised by the 'Super Singers' Dorothy & Graham. David and I were delighted to see a roll-up of eight club cars – we all had a lovely day.

Next adventure for our Club is the Annual National Tour through the Snowy Mountains of New South Wales to Eden on the east coast from 24th-29th October. Apart from beautiful scenery and other interesting sites, there will be a "whale-watching" cruise at Eden and maybe this unique latter attraction has caused the Tour to be over-scribed. David Davis is expertly handling the arrangements and overflow.

The Annual General Meeting will be held on 24th November at the Melbourne Cricket Ground, location of the most successful 2006 Commonwealth Games. This will be followed by a dinner in the Melbourne Cricket Club committee room and Brian Tanti of the Fox Classic Car Museum will be guest speaker.

The archives of the Sir Henry Royce Foundation Australia are housed in this museum and we are looking forward to hearing about them and the wonderful eclectic collection of pristine models of other makes and memorabilia.

Most states are each arranging a BYO everything day run before Christmas, an easy way for members to get together and enjoy having our cars on the road.

Please let us know if anyone is coming "down under"? UK members are most welcome to join in any of our events."



Denis Deasey writes:

88LK owned by Keith and Robyn Drew (Tasmania) and 122EU owned by myself pictured at a morning tea stop at Nhill, in Victoria's Wimmera region. This is about half way between Melbourne and Adelaide, and we were on our way to participate in the Bay to Birdwood run on Sunday 24 September 06. This event usually attracts in excess of 1500 vintage cars and motor cycles and is one of the largest runs of its type in the world, I believe. Both Ghosts covered nearly 1,400 miles in nine days without fault, 122EU returning an average of 12.4mpg on the trip. What wonderful cars!



An outing of the David McPhee sent a picture of the Queensland Branch outing to the Sunshine Coast hinterland

Attached is a photo of the cars with the Glasshouse Mountains in the background. These mountains were named by Captain Cook in 1770.

From Left to right the cars are: New Phantom 21RC – Ian Hayne, Silver Ghost 142LG – Jeff Priddle Silver Ghost 1122 – David McPhee (the oldest known Ghost in Australia) Silver Ghost 62FW –

Graham Singer, Silver Ghost S64LK – David Vann



"Having trouble? Open your bonnet and stand back. Henry Pang's PII Continental 24SK distributor receiving attention. From left, John Milverton, Henry Pang, Jim Kelso, Phil and Nadia Dickinson. Only a temporary FTP".

Photos by David McPhee and Denis Deasey

And, *above* from the National Tour in October 2006:
At the start: Robin and Keith Drew's 88LK, Richard and Wendy Shenfield's 15RM, Denis Deasey's 122EU.



Lunch stop at Batlow, New South Wales. From left 20HP 59S7, PII 147GN, Ghosts 1749, 88LK, 122EU, 15RM and PI 35MC.



COMING EVENTS

2007

Friday 23 February

AGM and Annual Dinner

The Mansion House, London.

Contact: Susie Forrest 01428 684208

21 April

Spring Buffet Lunch at the Macpherson's

Strone and Alex once again welcome us to Armsworth Park House. Contact: Strone MacPherson 01962 735562

26 to 28 May

Irish Georgian Tour

The Irish Georgian tour will take place over the Spring Bank Holiday 26 to 28 May and will be based on West Dean College in Sussex.

27 May to 12 June

Silver Ghost Centenary Celebration

Scottish Reliability Trial Re-Run

This event is rapidly filling up and is now wait listed. If you plan to come, there may be cancellations and you may yet get a place. Please apply straight away as places are strictly limited by available accommodation in Scotland.

12 – 16 June Extension tour to attend RREC Annual Rally

Contact: Tim Forrest: 01428 684208

22 June to 8 July

Western Alpine Tour

SGA members should book through SGA

End July

Annual Concours d'Etat

Probably at Rotherfield, Hampshire

6 to 15 September. West Country Tour to Cornwall

A commemoration of Claude Johnson's holiday in AX201 after the Scottish Reliability Trials. Contact : Tim Forrest 01428 684208

For Sale from The Club Shop

Ties £15.00

Brass, 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

This and That

My thanks to all who have sent articles, photos and letters of support and criticism since the last edition. I apologise if your photo is not printed. It is great to have lots to choose from, so keep them coming. I am particularly grateful to our Australian members who have made such an interesting contribution to the magazine.

Apparently, the fancy shaded backgrounds I have been using to give 'atmosphere' to some articles have caused readability problems for some of our senior members. This time therefore I have reverted to our previous format. However, I should say that I am keen to give the magazine a distinctive look and I give notice that I shall be trying various things, including shaded backgrounds, but perhaps a little lighter than before. You may notice and care to comment on the watermark on this page!

IMPORTANT - Club Database

With this edition of 'News and Record', Non-Australian members will have received forms inviting renewal of the Club Subscription for 2007. These forms are generated from the Club Database and therefore give you an opportunity to make sure that your entry is correct. Your, names, address, phone number or numbers and e-mail addresses are vital if you are to receive Club communications reliably. Please check these and notify us of any changes. The form also includes a listing of data we hold on your cars. Space limits us to listing five cars, so if you have more, please advise us on the back of the form. The car data also comes direct from the database. However, there is not space for us to include every detail that we hold. In particular, certain body styles require more than the two words we can fit in. Particular issues arise with Springfield cars where coachwork descriptions can be as lengthy as 'Salamanca Cabriolet Collapsible'. If you have such a car, it is likely that we do hold the full correct description, but it is wise to check with us.

NHH

Back Cover Photo:

*John Stuttard's
1934 20/25
GSF29 Barker
Sports Saloon in the
Lord Mayor's Show*

Photo



