



News and Record

Issue No. 2



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Cover Photo: Andy and Val Butcher's Silver Ghost Hooper Tourer 25AE at Churchill

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EDITOR'S NOTES

Welcome to the second edition of *News and Record*. The only comments I have received so far are favourable, so we seem to be on the right lines.

I am very pleased to welcome two new authors to this edition. Ken Forbes wrote the piece on Strone Macpherson's Get In & Go and Sue Weller did the piece on Andy Butcher's Cotswold Weekend. Well done. It is great to have you on board.

Tony Dyas writes as follows on 'Creaky Wheels and Beaded Edge Tyres- Part 2'

"In my article on Creaky Wheels and Beaded Edge Tyres in Issue Three of the Newsletter, February 2001, I set out the problems that I was experiencing with the wheels and tyres on 1179. Briefly the wooden spokes on the artillery wheels were loose and the beads were breaking away on several of my tyres.

I reported that I had asked Allan Glew to arrange to have the wooden wheels rebuilt and that I had found a specialist wheel rim manufacturer who could make Firestone Universal rims and all the fittings for any size wheel.



In early July the project was completed and 1179 was fitted with the new wheels, shod with Goodrich Silvertown Cord 34x4.5 tyres.

Since fitting the wheels I have toured in Devon, Cornwall, Dorset, Wiltshire and the Cotswolds in a Ghost Tour with Adrian and Sylvia Garrett and Graham and Barbara Mead, where we covered about 1,000 miles. Also I attended the Buxton Gilbert & Sullivan Weekend covering a further 600 miles and I can report that the exercise has been very successful. The handling of the car is unchanged, the tyre size virtually identical and the wheels and rims appear to be very stable."

Tony has also written of his experience with unleaded fuel. Since he reported his problems with sticky, gum-covered inlet valve seats, he has used Castrol Valvemaster and says that the valve seats are now in excellent condition. Graham Mead however reports that he has covered tens of thousands of miles in one of his Ghosts on unleaded petrol without additive and has seen no sign of exhaust valve seat recession, which is the expected problem with unleaded. Graham in fact reports that he had problems with a build up of deposit

on spark plugs when using additive. Yer pays yer money and takes yer choice.

Andy Butcher has given me some notes of the annual information exchange meeting between the various Rolls-Royce and Bentley Clubs and the Company. It was held on 3 July 2001 (Tuesday after RREC annual rally, for the benefit of the overseas clubs) at the Hunt House.

The Company was represented by Bill Slater, Manager, Customer Satisfaction, and Geoff Dowding and Julian Jenkins, Parts Department Management. The clubs represented were R-REC, BDC, SHRMF, R-ROC USA, R-ROC Australia, 20 Ghost, R-R Heritage Trust and Alpine 2003 Committee.

Potentially, for 20-Ghost Club members, the most important comments seem to have been on spares.

1. The company intends to continue spares support for all Crewe-built cars, RR and Bentley, after the 2003 split-up. (*But presumably not for Derby cars. Ed.*)
2. This support is planned to continue ad infinitum.
3. The Company would like to be able to offer spares at acceptable prices.

When pressed during the interclubs meeting, there was a noticeable change of attitude from Geoff Dowding, who is quite recently in the job, towards the RR & Bentley Specialists Association, which the company has up to now declined to recognise. He may take a fresh look at co-operation with them. In my view, the logic for co-operation is inescapable and any movement in that direction is to be encouraged.

The 20-Ghost Club Committee, at its last meeting, spent some time discussing the aims and objectives of the Club. We need to know that we are giving you what you want, so please tell us if you are happy or unhappy.

The Club has come a long way since its formation when its prime objective was purely social. In this edition, we are beginning serialisation of a story by Geoffrey Price which illustrates beautifully the flavour of the era when the Club was formed. At that time, one could buy almost any Vintage Rolls-Royce for £300 through the classified advertisements in *Motor Sport* and Geoffrey Price did even better through the personal columns of the *Times*. We rightly think that the history of our cars is important, but the history of the Club is important too. How about contributing some of your own memories?

Nigel H Hughes

ALBURY PARK Get In & Go

25 May 2001

Some sixteen cars, including representatives of almost every pre-war production model, accepted our former Chairman Lynn Brua's invitation and assembled in the car park of the Onslow Arms at West Clandon, near Guildford. The cars lined up in glorious sunshine between the helicopter landing pad and the Beer Garden. The party was eventually coaxed out of the latter to enjoy a substantial and convivial lunch before driving to Albury Park where Lynn is now a resident.

The cars filled the courtyard and provided much interest to the residents, one of whom gave us a guided tour of the largely 17th century mansion as remodelled by Pugin in the 19th century. Next, we were taken to see the now redundant church, of Saxon origins and still with mediaeval wall paintings, in the Park.



We were then treated to a sumptuous tea to fortify us for the onward journey amongst the Bank Holiday traffic, either homewards or along the A 25 to join up with the London Chapter of The Irish Georgian Society for the Kent Tour.

We are most grateful to Lynn for his invitation, to Mr & Mrs Glaister, the Albury Park administrators, and to Clive Barham Carter for assisting with the arrangements.

J Valentine

Photo J Kennedy

ARMSWORTH PARK HOUSE Get In & Go

27 July 2001

With another hot, sunny day in prospect, we set off from the Cotswolds in convoy with Andy and Val Butcher in their Silver Ghost 25AE for Strone and Alex Macpherson's home, 80 miles away, for my first 20 Ghost event.

I had purchased 95LF, a 1927 New Phantom Tourer, just before the Brooklands Driving Tests. However, I discovered it needed a little more work to revive it from its comparative slumbers of 300 miles per year for the last 15 years before it was up to a day trip of 200 miles! However, after liberal doses of oil to all points and the expert attention of Allan Glew to carburation and fuel system, followed by a faultless performance on the Derby Phantom tour of N Wales, we were now ready.



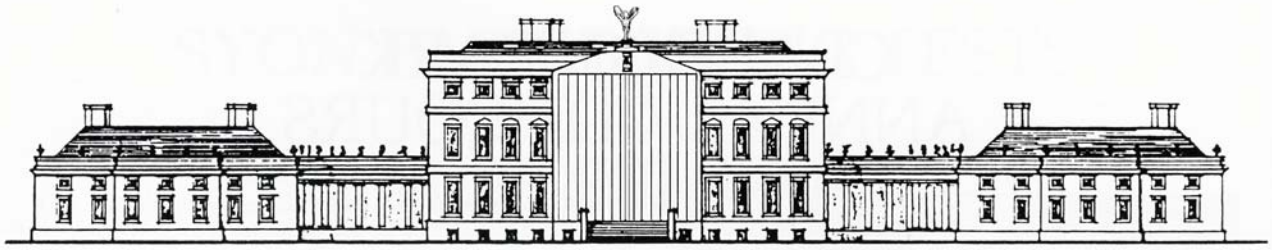
Lured by the weather and the prospect of Pimms on arrival, there was an excellent turn out of splendid cars and welcoming faces. My enthusiasm to examine the various coachwork styles, mechanical differences and learn the history of the cars appeared to be equalled by those who have been at it for 20 years or more, so I did not feel out of place!

We were all treated to an excellent buffet lunch in the newly renovated Tythe Barn, before a peek at Strone's personal motor house with his striking

PII and delicately styled Ghost, back in his family after an absence of some decades, I believe.

Thanks to Alex and Strone for a warm welcome and generous hospitality.

Photo and article by Ken Forbes



THE IRISH GEORGIAN AND 20-GHOST CLUB TOUR OF KENT AND EAST SUSSEX

26-28 May 2001

The twenty-second union of the Irish Georgians and 20-Ghost Club took place over the Whitsun Bank Holiday weekend. It's been 8 years since we were last in Kent, so enough time had elapsed for our reputation to be forgotten and for Tim and Marilyn Bacon to find enough stately home owners rash enough to let us see round their houses (pronounced "hysis" for all non Irish Georgians!).



Oxon Hoath

Our base for this weekend was an interesting, mainly early 19th Century, pile called Oxon Hoath. It seemed to have been picked as a good example of the type of house for which the Irish Georgians collect money for its restoration. Over the weekend, it acquired the title of "The Hostel" rather than hotel - only confirmed when we were asked to strip the linen from our beds on the last day. Fortunately only time constraints prevented our having to wash them as well. It is run usually as a "retreat" for the stressed, offering relaxation, organic vegetarian food, meditation, Yoga and massages, although your humble scribe made his excuses and left at that point! However it gave us all something to talk about, so served its purpose.

Our first day's touring started with a good drive down to Great Dixter, where we were shown around by Charles Hind. He is the author of the new guidebook



Great Dixter

so we each felt obliged to buy a copy. This was to check what he told us against the comprehensive notes provided by the Irish Georgians at the start of our trip. Apparently, we were only the third group ever to be allowed into Christopher Lloyd's private apartments. These occupy the 16th century house brought to the site and connected to the original 15th century Hall by Lutyens. If you can imagine the bachelor masters' rooms of a rather faded English Public school, it gives you a good idea of what they were like. The gardens however were absolutely gorgeous, helped by the sunshine and the fact that a party of Americans were made to wait till we had finished, before they were allowed round. Margaret and Gervase Forster were observed taking copious notes – presumably prior to starting on the garden of their new 17th century home.

A splendid cold collation lunch with wine for all (except the drivers of course) followed at King John's Lodge. This ancient home offers bed and breakfast accommodation – a tradition which appears to have started in the 14th century when the Black Prince held the French King John 2nd prisoner here in 1365. The King returned to France after 4 years, but the hostage held in his place escaped immediately and the King was compelled to return, only to die there four years later.

Our next drive was to Pashley Manor, a Tudor Manor with gardens awarded the HHA/Christies Garden of the Year Award in 1999. The owner, Mr. J. Sellick,



Pashley Manor

gave a long dissertation about the house and iron ore (mined on site since the Roman period). However, as we were all sitting on the lawn, in blazing sunshine, and had just finished lunch, a certain degree of lassitude set in. Interest soon perked up and everyone applauded, when a bride and groom, off to their wedding, appeared in the background, ready to be driven off in an old Daimler. Even more interest was raised when the Daimler failed to start. After 10 minutes of fumes and flagging starter motor, the ever-gallant Clive Carter appeared to the rescue in his 20/25, to much clapping. Unable to cope with this insult, the Daimler sprang into life and drove off without a wave from the chauffeur!

The afternoon brought a visit to Irridge Place where the owner, presumably having already heard of the Irish Georgians, would not allow us into the house, but did allow us round the attractive gardens. Our final stop was at Hadlow Tower the last remains of a late 18th century neo-Gothic mansion. One of the tallest follies in the country, rising symbolically 170 ft into the air, it has an uncertain future unless a sympathetic organisation can be found to take on its restoration and upkeep. It was here that Clive Carter and Peter Collinson were to be found listening to strange grumbles from the engine of Clive's 20/25. Firstly a screwdriver, then a bit of local tree were brought in to aid in sounding out the origins of the noise. The final diagnosis was that it was nothing serious, curable by an open cheque book.

After our evening meal, we were treated to a sing-a-long of Irish country music. Most folks then retired early, but for Michael Tree, a recently joined 20-Ghost Club member, it was a night of engine maintenance on his lovely, newly restored 25/30.

Next morning the usual tradition took place, of waiting patiently by one's vehicle, in the hope of being chosen by one of the Irish Georgians to be their driver for the day. However, in true 20 Ghost club style, and just to confuse everyone, a little bit of car swapping took

place. Lennox and Audrey Jamieson, having arrived in the Valentines' Silver Dawn 'Niece', took over control of John and Sue O'Dowd's P II tourer. Lennox then spent the next two days polishing and cleaning it. Hopefully, next year, he would like to try a red and black 20/25 Hooper Sedan! John drove the Silver Dawn, but no one had the nerve to ask if they could try Michael and Angelica Elliot's stunning Phantom II drop head coupe or Nick Whitaker's P II Sedan! (described by one artistic Irish Georgian as being in a fetching shade of Eau de Nil!).

Sunday's motoring took us firstly to Penshurst Place, home of Viscount De L'Isle. Here we were entertained by John Redmill giving a descriptive account of angles of thrust and weight bearing, which turned out to have something to do with the magnificent roof of the 14th century Hall.



Ken Fairbairn arrives at Buckhurst Park

Lunch followed at Buckhurst Park, where we were shown around by the second son of the Earl and Countess De La Warr. His family had been here from before the Norman Conquest. The house must be one of few in the country to be able to boast that they have demolished a Repton designed park, a Lutyens wing and a Jeckyll garden. They have the only Racquets court left in private ownership and are trying to restore the Jeckyll garden. After a mighty fine cottage pie lunch, we set off for Withyham Church. The De La Warr tomb is the first and best example of the three Baroque tombs in the country. According to the Vicar, any roof repairs over the tomb are paid for by the De La Warrs – the Parish pays for the rest!

Our last visit of the day was to Penns in the Rocks. This site has been inhabited since Neolithic times but it was the current owners, Lord and Lady Gibson who showed us around. Amongst many impressive paintings was the well-known one of Ruskin standing by a stream, by Millais. Almost immediately after painting it, Millais ran off with Ruskin's wife Effie, which is probably why Ruskin looks so gloomy. Penns in the Rocks other claim to fame is that it was once owned by William Penn who founded Pennsylvania.



Penns in the Rocks

A pleasant change to the usual routine meant that this year, the Irish Georgians drove the 20 Ghost Club members to the evening dinner at The Hotel du Vin in Tunbridge Wells. This opportunity to enjoy a nice glass of wine with a superb dinner was much appreciated.

Next morning, at least 10 people came up to poor Michael Tree to tell him that he had a flat tyre – not too serious fortunately, as it was only flat at the bottom. Having had his Weetabix, however, the wheel was changed in a jiffy. Later in the day, he was able to report that changing the wheel seemed to have also sorted out his oil pressure problems and the potential leak in his head gasket!

The final day started with a quick trip round Hever Castle, a medieval castle, once home to Anne Boleyn. (Remember:- divorced, beheaded, died, divorced, beheaded, survived, poor Anne Boleyn being number two.) William Waldorf Astor (the American Salad Baron) bought it in a state of decline in 1903. The presence of a moat thwarted his plans to build an extension, so he created a mock Tudor village on the other side, to house the 100 guests he expected to entertain.



Lenox and Audrey Jamieson at Squerryes Court

Squerryes Court, with its magnificent collection of paintings was our next stop. We were welcomed by John Warde whose 18th century ancestor John Warde was known as the “Father of Foxhunting”.

Our lunch stop was at The Grasshopper Inn, where speeches of thanks were made by John Redmill and Jimmy Valentine. Jimmy then undertook the usual ceremony of presenting a plastic bag to the organisers of the weekend, Tim and Marilyn Bacon of the IGS. This year it contained a lovely silver pepper shaker, made, as all the best things were, in Birmingham!

Immediately after lunch, we set off for a cup of tea at Riverhill House. The gardens were particularly good with magnificent azaleas set off, as the whole weekend had been, by glorious sunshine.

After our final return to Oxon Hoath, and with all our farewells and adieus completed, the Midland contingent of the 20-Ghost club set off, all going in different directions. Sue Taylor headed back to the Hotel du Vin for a well earned rest. The Colliers, due mainly to holding the map upside down, ended up on the South coast and Ken Fairbairn was the only one brave enough to chance the M25 on a Bank Holiday Monday.

Thanks to Jimmy and Janet Valentine’s connections with the Irish Georgian Society, we were able, once again, to enjoy a privileged view of some fine architecture and convivial company. For those of you who have never been on one of these weekends, you should give it a go – it is really an experience not to be missed.

David Collier

Photos: Jimmy Valentine



The Club shows its usual disdain for signs, at Great Dixter

THE WELSH TOUR

19 - 29 JUNE 2001



The Welsh Tourists at Mynydd Eppynt, just before they were turned back by the Ministry of Defence

With the exception of those attending Ascot, 6 cars arrived during the evening at The Lake Hotel, Llangammarch Wells. It was most regrettable that Ken Fairbairn had to cancel due to a hip operation, John Stuttard had been elected an Alderman of the City, which meant he had to take up office immediately, and Clive Sherwood, who intended coming to the Club Concours on the Tuesday, passed away suddenly the week before.

Everyone seemed delighted with the hotel and its accommodation, and the first evening gave us an insight into the choice of delightful food.

The concours had been arranged at Llangoed Hall, some 20 miles away, which was reported in the last edition of *News and Record*. After the buffet luncheon, we travelled to Hay-on-Wye which has a great reputation for book shops and specialist books. Then we took the forest drive to Capel-y-ffin over the Black Mountains, some 45 miles back to the Hotel where we were joined by our Ascot contingency, pleading poverty!

On Thursday 21st June we set off to take the Ministry of Defence road over the Mynydd Eppynt. There was some doubt whether this road would be open, due to foot and mouth regulations and we were relieved on entering the area to find it was indeed open. To find the sign, we continued on for about 3 miles when some confusion occurred as to which road to take and, whilst a discussion amongst the participants in the 8 cars was taking place, we could see a white van coming up towards us rather fast. It turned out to be an Army officer who wished to know what we

were doing and where we were going. After a discussion we agreed to retrace our steps back to the main road and find an alternative route to the castle on the hill where we enjoyed coffee. Some ladies made purchases from the shop, afterwards several put their best leg forward and climbed the half mile to the castle itself.



Our next stop was to take us on to the new Millennium Dome Botanical Gardens of Wales, which we understand cost £41 million. On entering we were informed that Princess Anne was arriving just after 5 o'clock and we would have to vacate the premises a little earlier than planned. We enjoyed a buffet lunch and a walk in the dome afterwards. We were now being blessed by beautiful sunshine which at long last gave us a shirt-sleeve drive back to the hotel.

On Friday, a leisurely start to the day was made, as we had been invited to morning tea by a lady who lives in Rhayader, whom John & Kay had entertained over the millennium celebrations and who was very anxious to

reciprocate and meet our fellow ghosters. This was a very enjoyable 45 minutes and, with the weather being kind, we were able to sit in the garden and enjoy her Welsh "home bakes".

We then proceeded over the Kite and Drovers route along the Elan Valley where we were surprised to see how low the water was already in the reservoir which serves Birmingham. We arrived at Devil's Bridge in time for lunch, when some of us explored the waterfalls and bridges.

We then proceeded towards Abergwesyn, before taking a rather narrow road, very steep in places (25%), up and down hill, which really tested our gear changing and braking. We ended up in the small village of Beulah, returning to the hotel to be able to sit out in the garden over tea. This had been an exciting and panoramic drive home.

On Saturday, 23 June, we moved hotel to the Lake Vyrnwy, some 76 miles, which included the well-known hill-climb that had been used as a test hill by Rolls-Royce in the 1920s and 1930s. The Lake Vyrnwy reservoir supplies the water for Liverpool. The view from the hotel was quite superb and there was hardly a breath of wind.

On Sunday, we had to make an early start so that we could visit the Llechwedd Slate Cavern, then the railway at Porthmadog. When we arrived at the slate mine, we went down the mineshaft wearing helmets. The Slate mines consist of nine caverns and we followed the life of one David, describing the working conditions and that of his home life in the village. At the railway, we had a reserved vintage coach for the trip. That got us into town for lunch and a walk round the many shops that were open before catching the 16.00 train back to our cars that had been guarded by two enthusiastic youths. Again the hotel had been quite outstanding with super rooms and food.

On Monday, we were on the move again to the Penmaenuchaf Hall Hotel. The route had been left open as there were many possible variations including taking the Snowdon Railway to the top. This was extremely busy, and those who went arrived late at the hotel. We enjoyed a succulent meal, but the heat had

now become very oppressive and, sure enough, during the night a thunderstorm erupted to waken most of us, but unfortunately did not improve the atmosphere very much.

Tuesday was scheduled for a visit to Portmeirion. Clough Williams-Ellis opened Portmeirion in 1926 as his fantasy village.

Immediately on leaving the hotel one had to take a wooden toll bridge with a weight limit of 1.35 ton on the road to Barmouth. (*How DID they do this? Ed.*) This drive took us through Harlech and then we followed the shore to a further toll bridge and railway line which charged another 30p. On entering the village the car park attendant arranged special parking under camera. We wandered down around the village of many shops and curiosities before having a buffet lunch sitting out in the very hot sun.

On Wednesday 27 June, we made our way to Ludlow via Powis Castle which was also closed due to foot and mouth. This gave us time for a leisurely lunch in Montgomery before continuing our journey through Craven Arms to Ludlow where we arrived in good time to have a stroll around the town, which was in a festive mood.

After a 6.30 dinner, the majority made their way to the castle for a production of Macbeth in the grounds of Ludlow Castle; fortunately it was a beautiful night and made for a very enjoyable evening.

Thursday was a very much "wind down" day. There are so many houses, manors and castles to choose from, we made our own decisions. We chose Stokesay Castle which is a fortified 13th Century manor house along with its quite unique chapel. We stopped on our way back to Ludlow at a new restaurant called The Bake House where we had an excellent lunch.

That evening a presentation of two Portmeirion meat plates was made by Adrian Garrett on behalf of the tour participants to Kay and John Marsh for organising the event. The weather had made such a wonderful contribution.

Article and Photos by John Marsh

List of Participants

Name	Navigator	Model	Year	Reg. No.	Chassis	Coachbuilder	Style
Adrian Garrett	Sylvia	Silver Ghost	1907	C 4047	588	Gladiator	Roi des Belges
Bill Handcock	Nora	Silver Ghost	1912	R 1462	2018	Replica Braker	Tourer
David Robson	Rosie	Silver Ghost	1912	12 RR	2079	Holmes/Robson	Torpedo
John Kennedy	Rae	Silver Ghost	1913	R 827	2260E	Radley-Morison	Alpine Tourer
David Morgan	Barbara	Silver Ghost	1919	PN 7	30PP	Laybourne	Tourer
Alan Archer	Betty	Silver Ghost	1919	R 3701	LW12	Franklin	Open 2-seater
Michael Hilditch	Linda	Silver Ghost	1920	MH 2245	50RE	Barker	Tourer
Gervase Forster	Margaret	Silver Ghost	1921	SV 608	60NE	Lopes	Tourer
John Marsh	Kay	Silver Ghost	1923	VA 2343	EM 107	Barker	Shooting Brake



MEMORIES OF WALES



Rae Kennedy (alongside 2260E) counts sheep as Gervase & Margaret Forster drive past (in 60NE). Photo near Tan-y-Bwlch, en route from Lake Vyrnwy to Llanuwchllyn. Photo: John Kennedy



Penmaenuchaf Hall, near Dollgellau

Photo: John Kennedy



On the Aberystwyth Mountain route, in the Cambrian Mountains between Rhayader and Devil's Bridge. Adrian & Sylvia Garrett (in 588). Photo: John Kennedy



Marshes, Hancock and Robsons waiting for the train back to Festiniog



John & Kay Marsh (in 107EM) nearing the summit of the long steep hill out of Llanymawddwy, on the mountain route from Dinas-Mawddwy to Lake Vyrnwy. Photo: Rae Kennedy



Adrian Garrett (left) discussing with Bill Hancock which awkward questions he should address to the driver of The Earl of Merioneth, while Kay Marsh keeps her eye on the cameraman. Photo: John Marsh

ANDY BUTCHER'S COTSWOLD WEEKEND

3-5 AUGUST 2001

With the car polished for the occasion we set off from Newbury for the Cotswold weekend - I'm embarrassed to say this is the longest trip we have undertaken in our Silver Ghost despite having owned it for 7 years!

We arrived at the Seymour House Hotel in Chipping Campden, around which the weekend was based, and enjoyed a relaxed dinner in the restaurant before a small group of us met up in the bar to discuss the weekend's programme.

The next morning dawned bright and sunny and after breakfast we set off to Draycott to visit to Allan Glew's workshop. Allan had gone to tremendous effort to have the workshop in immaculate order and I am told a most enjoyable and informative morning was had by all - I have to confess a couple of us took the ladies' option and disappeared to Hidcote Manor - a local National Trust garden. The morning was rounded off by a buffet lunch at the highly regarded Manor Hotel at Lower Slaughter. After lunch we drove to the quaint Cotswold Motor Museum at Bourton-on-the-Water, but now re-christened Bourton-in-the-Water after an afternoon of heavy rain!

That evening ten of us enjoyed an excellent dinner at the Eight Bells in Chipping Campden. The conversation was lively - and most surprisingly cars were hardly mentioned at all.

Sunday dawned bright and warm and we all set off for Prescott to enjoy the famous hill climb. It was a very relaxed day with great atmosphere created by lots of engine noise, the smell of oil and some very determined competitors - the Edwardian cars were a great highlight.

Thanks are due to Andy and Val Butcher for all their hard work in making the arrangements and hosting the weekend which was a great success.

P.S. - after all the jokes about the clouds of black smoke coming out of the back of Tom's car I think he spent at least 3 days working on it on our return and hopefully has fixed the problem! He assures me it is now "going like a Ferrari" and no doubt he will soon be making wild claims about petrol consumption.

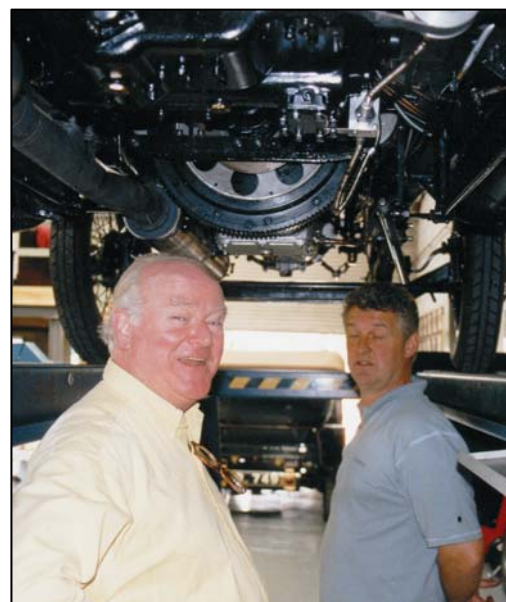
Sue Weller



The cars at Allan Glew's workshop in Draycott



Some of Allan's work



Strone Macpherson checking what his Ghost should look like underneath

Photos: Nigel Hughes

UN-SCENIC GEYSERS

The RROC/SGA "Technical Bible" quotes a series of cooling system tests conducted by Rolls-Royce in September 1912, probably in preparation for the Alpine Trials. The tests were conducted on the Broccone Pass, summit at 5305 ft. The tests assessed the effects of different bonnets and dashboard plates, the best results being without any bonnet at all. The climb was made mostly in second gear. Cooling system efficiency was assessed by how much water was lost during the climb. The worst case was a climb with a closed bonnet and with dashboard plate on, when 4½ litres (1 gallon) of water was lost. The air temperature was 16 degrees C at the start and 15 degrees C at the summit.

The tests tell us that Ghosts will boil and lose water during a long stiff climb. Louvred bonnets are better than closed bonnets, but even then boiling can occur.

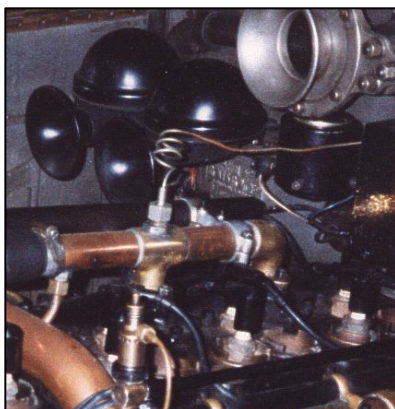
I have been told that the extension on the radiator filler neck of the alpine trials cars was to prevent water loss due to surge when braking downhill. I wonder instead if it was done to provide more steam space and to delay the loss of coolant via the overflow when boiling? No doubt some guru wiser than me will give us the answer.

On the Spanish and Pyrenees rally, 120EU boiled during one long, second gear climb. I stopped the car, left the engine at a fast idle and gingerly removed the radiator cap. I was rewarded by a brief geyser display. I had found that I needed to add water after most severe climbs, so I was carrying water and was able to proceed after topping up. I was however reduced to climbing with moderate revs in first gear. This was easy with the governor, but made for slow progress. Most other cars on the tour did not suffer boiling. 120EU has bonnet shutters rather than the more effective louvres, but I felt it

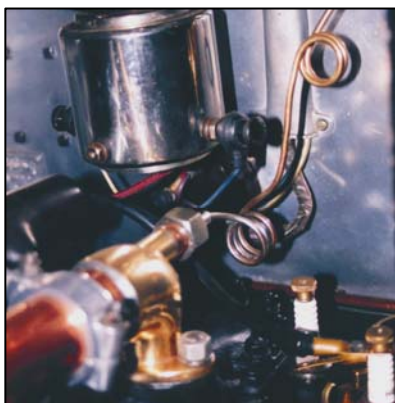
should be better behaved. The following are some of the things I found.

I had been using a "proper" Whittle fan belt but found that it slackened off during a run of 200 miles or so. On tour, a belt tightened in the cool of the morning would be slipping as one tackled long hill in the heat of the afternoon. It was therefore replaced with a modern link belt.

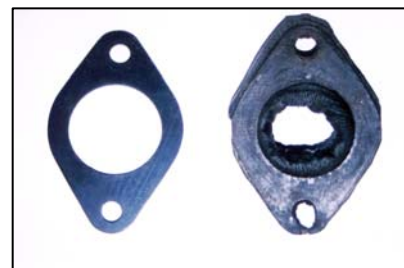
When I obtained her, 120 EU was fitted with a thermometer from a 20HP R-R which she had acquired



at some time during her life. This was fitted with the bulb mounted vertically in the rear top water pipe, in such a way that it interfered with water flow to all three rear cylinders. Royce had designed a special type of water pipe for those cars originally fitted with the optional thermometer. This places the thermometer bulb horizontally at the top rear of the back water pipe, where there is ample space and flow is little affected. I modified my rear pipe, copying the picture of this from the 1925 parts catalogue.



On dismantling the joint on the input flange to the water pump, I found that the joint had been made with an improvised rubber gasket. This had swollen in use and severely constricted the waterway. The photograph shows a "proper" gasket for comparison. Not content with



that, I decided to back flush the radiator to see what that would yield. Thanks to an article by Nic Haran in the Bentley Drivers Club Review, I was aware that a central heating pump could be used to circulate water in reverse through a radiator. I decided to do this without removing the radiator from the chassis. The radiator is a very heavy object and liable to be damaged if not handled with proper equipment and great care, so it is best left where it is as far as I am concerned. The photo shows my lash-up for reverse flushing. The pipework is 40mm plastic drain pipe and unions. Some adaptation of



off-the-shelf plastic drain unions is needed to couple it to the pump, but plenty of Red Hermetite made a leakproof job of it.. A 38mm flexible hose from Halfords was used to connect to the bottom of the radiator. The drain pipe fitted into this quite easily. I used Halfords heavy duty flushing compound, which comes in two parts. The first went in with about four gallons of hot water, topped up to the top of the radiator filler neck when all the

air had bubbled out of the system and I left it circulating for about four hours. This was drained, but apart from a green tinge (probably copper from the radiator tubes!), did not appear to have shifted much. Then in with Part Two and another four gallons of hot water, circulated for about half an hour. This time, what was drained out was a filthy brown colour. I then flushed with several changes of plain water, each circulated for about an hour. Each came out filthy. However, I noted that oily dark brown gunge was coating the inside of the drain pipes and was visible floating on the top of the water in the header tank. I therefore added about half a cup full of low lather automatic washing machine powder to the mixture



Buckets of oily filth

and circulated that for two hours. That produced the dirtiest filth yet and it was therefore repeated.

A second dose of washing powder in clean hot water came out much clearer and after circulating three more changes of water, there was little dirt in what I drained off.

Finally, I blasted the radiator honeycomb with a jet wash, working from the back of the matrix. Quite a lot of bugs and flaking paint came out.

I now hope that the combination of all these treatments will have made a worthwhile difference. However, in the words of the late Derek Du Toit, "Push any Ghost with a proper body up a sufficiently long hill and it will boil, no matter how clean the radiator and block, no matter how efficient the fan", so I am not expecting miracles. I do hope however to be able to keep down to the water consumption of other Ghosts on tour.

Nigel Hughes

THIS IS MY STORY

Geoffrey Price records memories of the early days of the 20-Ghost Club, from an unique perspective

Part 1

This is my story. It embraces just two memorable years in my life, which began in the Rolls-Royce works at Derby in 1924. I was one of the early Twenty horsepower chassis and given the chassis number GMK54.

This story begins in 1952, when my then owner, living in Kensington Gore, London, saw an advertisement in the Times personal column reading 'impecunious young couple offer good home to elderly Rolls-Royce'. He decided that it was time that he and I parted, replied to the advertisement and asked only a paltry £150. The prospective buyer --a gentleman of about thirty with obviously only a hazy knowledge of my distinguished marque -- was too overawed by my splendour to haggle about the price and drove me to his home in Harrow. The drive was a somewhat alarming experience. I suspected, correctly as it transpired, that he was not insured and clearly had never before driven a car with only rear wheel brakes. Phew!

However, my new home was much to my liking; the garage was large and heated. The next day, friends of my new owner, a young couple, arrived to inspect me. They had inherited their late father's 20/25 close-coupled Hooper saloon and were obviously most knowledgeable. To my great relief and satisfaction, they began to educate my owner into how I needed to be cared for, recommending that he write to the Rolls-Royce service station at Hythe Road for an abridged handbook on my behalf. This duly arrived and I began to receive careful maintenance.

Those were the days when the Company offered a splendid spares service at Hythe Road and my owner was able to send for a set of new leather washers for my somewhat old fashioned front shock absorbers. But it was my rear brakes that needed urgent attention. They had been messed about by a 'Little man round the corner'. My owner, a believing sort of fellow, had been told the story of the 1912 Silver Ghost that had been stopped by a police car on the suspicion of having inadequate

brakes. The owner was asked to drive ahead of the police car and, hearing a blast from their horn, make an emergency stop. The result was a police car with a very battered front end and an irate Ghost owner. Accepting the truth of this story, my owner recognised the poor state of my brakes and duly arranged an appointment at Hythe Road.

On the way there, we narrowly escaped an appalling tragedy. On approaching a pedestrian crossing, my owner, with every intention of stopping, (but forgetting the reason for our journey) politely waved a lady and two small boys to cross. For whatever reason, the lady decided to decline the invitation and watched in horror as we sailed slowly over the crossing and stopped some yards ahead, with my brake pedal on the floor and the hand brake locked on. My owner, much shaken, leapt out to apologise to the lady, but she, clutching the two boys, was fleeing the scene. We reached Hythe Road in safety. I knew I would be in good hands.



Andy Butcher pauses on the way home from Wales at a Vintage Petrol Station which sold him petrol in GALLONS



1927 Phantom I 70LF photographed in 1957. At that time owned by Barrie and Margaret Gillings who then lived at Harrow on the Hill. They would love to know where the car is now and be sure that she is well and happy!

COMING EVENTS 2002

UK

Saturday 9 February

Annual General Meeting of the 20-Ghost Club

The Club will hold its Annual General Meeting at 18.30 at Phyllis Court, Henley on Thames.

Early April. Maintaining our Cars Seminar

Location and timing to be determined

Sunday 28 April. Driving Tests at Brooklands

These will include use of the Test Hill, for which the Club will pay

3 - 6 May. Irish Georgian Weekend

The Irish Georgian Society tour will be based on Cheshire for the first time.

Mid to End May. Round England Tour

The Club is organising a Round England Tour to be based on some four locations. Members may join for all or part of the tour and it is hoped that members local to the main centres will come and join in for a day or two.

R-REC Annual Rally

22 - 23 June

Mid to Late June. Annual Concours d'Etat

15 - 18 August. Derbyshire Weekend

Following the success of the Derbyshire Gilbert and Sullivan Weekend, we plan to repeat the event in 2002, exploring some more parts of Derbyshire.

13 October. Autumn Lunch

Other Events

The Club will arrange ad hoc 'Get In & Go' events to supplement the programme above. It is also expected that we will join with others in celebrating the Her Majesty the Queen's Golden Jubilee in May/June.

AUSTRALIA

**15-24 February 2002 International Tour:
World Heritage areas of Tasmania**

Organised by Keith and Robyn Drew

Back Cover:

1921 Silver Ghost Hooper Landaulette
Owned by David and Diana Berthon
Of New South Wales, Australia
Photo: Margaret Gillings

SALES AND WANTS

Rules

The Club is happy to accept classified advertisements from members, though not at this stage from the Trade.

Advertisements may be for any item related to the cars which make their owners eligible for membership.

Where items are offered for sale, a required price must be given.

For Sale:

Ex-20/25 Bumper blade 3" deep X 5' 9" long with rolled ends. Fair condition. £75.

Lucas number plate light box as for Ace Prismatic number plates. Sound but some rust. £40. Buyer inspects and collects. Nigel Hughes 01242 890118.

Silent Engines

We regret to record the passing of the following members:

Millard Newman	USA
G D Price	Cheshire
Clive Sherwood	Worcestershire

New Members

We are pleased to welcome as new members:

Name	Address	Year	Chassis
Charles Howard	Stroud	1932	PII 122MS
Colin Hughes	Hemel Hempstead	1931	20/25 GOS8
Anthony and Samantha Hutton	Epping	1927	PI 123NC
Ray and Gill Lockett	Henfield, W Sussex	1912	SG 1861
George and Denise Luk	Victoria Australia	1922	20HP 41G8
Robert Slee	Farnborough Kent	1923	20HP GA70
Peter and Janet Thompson	Princes Risboro	1925	PI LC10

Retirements

Keith Abraham has notified us of his retirement from the Club



