

NEWS AND RECORD

GHOST

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CLUB



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JANUARY 2008

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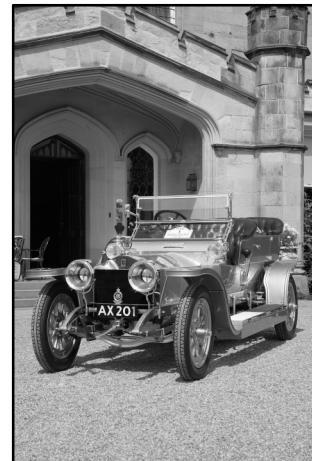
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Front Cover Picture

*AX201 The Original Silver
Ghost, Chassis 60551
Barker Roi Des Belges
At Dundas Castle*

Photo: Colin Hughes



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

Subscription Renewal

With this issue of 'News and Record', you will find an invitation to renew your annual subscription. Members of the Australian Chapter have their own subscription arrangements, but they will find a form asking for their address and car data to be updated. This is so that we can hold accurate data on the overall club database.

The Treasurer asks me to remind members to make payment by Cheque payable to The 20-Ghost Club Limited. Unless specifically otherwise requested, this applies to all payments for Club services, rallies and merchandise. Please do NOT make out cheques to the Treasurer personally and please do NOT make transfers direct into any of our bank accounts since such payments are often difficult to trace to an individual. This is because the bank does not give details of the payee or, sometimes, the payments are in the name of the member's company, which causes confusion on both sides.

Member List

You will have found a member list with Issue 21 of 'News and Record'. The source data for this came from the Australian Chapter member list for 2007 and the subscription renewal returns for 2007 for all other members. Hopefully, it is more up to date than the previous list had become, but there will inevitably be inaccuracies arising from changes of cars, addresses etc. Please let me know of any errors and I will do my best to correct them. I regret that the 2007 list is not as comprehensive as previous lists. While it has a registration cross-reference, the keen-eyed will spot that there are no sections listing chassis series, specifications or modifications to cars. Maybe I will get round to that next time.

Our Right To Use Our Cars

Within the UK, we are lucky to have an organization – The Federation of Historic Vehicle Clubs (FBHVC), which looks after the interests of historic vehicle owners. It actively lobbies government and the European Union to ensure that new legislation does not unwittingly produce difficulties with the use and restoration of our cars.

Recent regulations to reduce the dispersal of Volatile Organic Compounds into the atmosphere was likely to ban all use of cellulose based paints, of the type required for a truly authentic restoration of post-1925 cars. However, it seems likely that lobbying has succeeded in allowing continued use of cellulose for restoration and maintenance. The FBHVC has also contributed to a European Union-wide survey of the economic benefits from the old car movement and the EU has now formally recognized the value of the preservation of our motoring heritage and pledged to support it. All this is good stuff, but several of our members are sensitive to the fact that our cars are somewhat inefficient as regards fuel consumption, when compared to the kinds of efficiency targets under consideration. It may be that some kind of carbon offsetting arrangement could become desirable, to keep on the right side of public opinion. We will continue to watch this space and would like to hear your views.

Tyres

A case arose recently in the UK in which tyre failure caused the driver of an MGB sports car to lose his life. A large chunk of the tread separated from the casing when driving on a motorway and this led to a spin during which the car overturned. The police described the car as maintained in excellent condition and although there is no way of knowing the pressure of the failed tyre, the remaining tyres were well inflated. The tyre was hardly worn, but was 25 years old. It appears that some tyre compounds contain anti-oxidation additives and elasticity extender oils which carry a health risk, are therefore used in limited quantities and therefore also have a limited life. So far, there is no proposal to require tyres to be scrapped after a certain time, whether worn or not, but it would be interesting to hear from the makers of 'vintage' tyres as to whether the rubber in their products is similarly formulated. It seems that this may be particularly important for those who use their cars infrequently, as it appears that problems may be made worse when tyres are left standing in the same position and develop flat spots.

NHH

CITY OF LONDON CART MARKING

18 July 2007

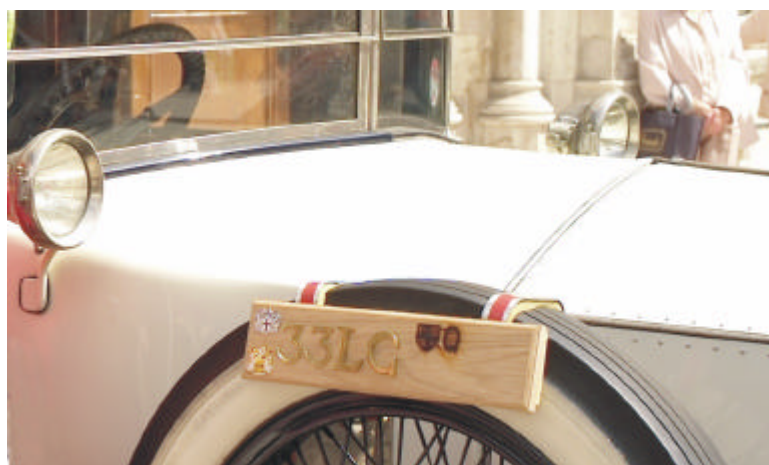
For centuries, the Corporation of the City of London exercised its rights over carts and carriers, with the number 'carts and carrs' plying for hire within the City limited by Common Council. It was agreed that all vehicles so licensed would bear an individually numbered brass plate and be marked with the City arms on the shafts.

This changed in 1838 when the power to license was vested in the Keeper of the Guildhall. The Hallkeeper was empowered to license and mark the 'carrs and carts' of freemen of The Fellowship of Carmen to stand and ply for hire in the City's streets. Each licensed vehicle was brought to the Guildhall once a year to be 'rmarked', with each year distinguished by a letter and each 'carr' by a number. The letter branded this year is the letter 'Q'.

In 1965, the final 18 standings in the City for 'carrs and carts' were abolished as they were deemed to contravene parking regulations. However, the time-honoured traditions continue to be maintained by the Worshipful Company of Carmen. Once a year, Carmen bring their treasured vehicles to be branded or marked with a red hot iron on a wooden plate.

This year, Alderman John Stuttard, Lord Mayor of London, brought his Silver Ghost All Weather Tourer by Car Mart, 33LG to be branded, though we note that on this occasion, he did not actually bare his carts shafts to be marked.

We are very grateful to Peter Golding for providing the background to the ceremony and for the photographs.



CENTENARY CORNWALL TOUR

5 to 14 September 2007

By September 1907, Claude Johnson, the Managing Director of Rolls-Royce, had had a very arduous summer demonstrating the Silver Ghost including completing the 15,000 mile Reliability Trial. He felt he needed a holiday and so took his family for a short holiday to Cornwall. As far as one can tell his wife and children arrived by train whilst he showed a few friends and motoring writers just how good the Silver Ghost was by driving the 300 miles to Penzance in one day.

the centenary of Brooklands we started with a visit to the Brooklands Museum and then we drove onto the banking for an impressive line up. Slightly alarmingly one or two cars found that being angled nose down on the banking caused an alarming amount of oil to seep out of previously unidentified vent holes in the timing case. Fortunately this had no ill effects other than leaving a sticky mess on the embankment and embarrassment for the owners!



Brooklands Line-up

Considering that driving 300 miles across the English countryside in a day is quite hard work today, consider what it was like 100 years ago. Johnson would have been on dusty, slippery, gravel roads, many of which were very narrow, would have had slow horse-drawn traffic, dogs and pedestrians to contend with and there was an overall speed limit of 20mph. Being Claude Johnson he would probably have had a good lunch along the way and no doubt arrived in time for dinner. Altogether quite impressive and by all accounts the Ghost acquitted itself very well.

In 2007, after driving our Silver Ghosts for in many cases over 3,000 miles around Scotland and in many cases another 3000 in the Alps, we followed Claude Johnson's example with a holiday in the West Country. As it was also

We then set off along a scenic route south to Petworth and then along the hilly and winding A272 across to Winchester where a number of people visited the incredible Cathedral. It was then into the depths of the New Forest where we stayed in two hotels near Brockenhurst, famous for their excellent food, one of which in fact had a Michelin star after its name. One or two participants coming from the South joined us here and we all had two very relaxing

evenings before setting off on the main tour.



Ann and Stuart Halsall rest with 26AE in the New Forest

The main reason for coming to the New Forest was because many people wanted to go to the Beaulieu Autojumble.

We were privileged to be allowed in on the preview day which meant we were able to find some of the best bargains. Fortunately the sun shone all day and we met lots of familiar faces, including one tour member selling various pieces of autojumble whilst manning the Silver Ghost Association's stand. Most people found what they were looking for, including the Chairman who was delighted to be able to track down a Bosch ZR6 magneto from a remarkable Yorkshire man who scours Europe for old magnetos. He says however that ZR6's are very hard to come by. We were in good company and it was no surprise to find that well known restorer, Andy Wood, (*below*) searching for that vital spare part amongst the rubble.



Once our purchases had been made the choice was between exploring the adjacent National Motor Museum with its amazing collection of land speed record cars and meandering through the surrounding countryside. This area is unlike any other in England with its combination of open

moorland interspersed with deep forests. It is also an area where you have to be very careful of the animals that roam freely across the roads. The main problem is ponies, but as you can see Frank Allocca and Roger Morrison encountered a different kind of peril when they encountered a large number of free range pigs (*Above*). After another evening spent relaxing and enjoying some more excellent food, next morning we had a superb drive along the Jurassic Coast of Dorset and Devon. This road sweeps up and down along the cliff tops with fabulous views and pretty little fishing villages to explore below. However the real pleasure for the drivers was to be able to drive our Rolls-Royces on interesting and relatively empty roads as they might have been 80 years ago. This sense of visiting a bygone age was emphasised when we reached the Palace Hotel in Torquay. This famous art deco hotel was built in the 1930's and still retains the feeling of being the setting for an Agatha Christie novel, who interestingly lived just up the nearby River Dart Estuary. Dinner was served in a private area at the end of one of the largest dining rooms outside London, complete with a live pianist and candelabra. As one of our members said, the only disappointment was that the other diners did not stand to attention when we went in for dinner!

The only problem with the hotel was that most of the occupants were considerably older than us, including one extremely tall, elegant lady in a polka dotted trouser suit checking rather grandly to see if any of the cars were



older than her. It turned out she was 92; a fine example to us all. Unfortunately for Klaas de Boer, he was forced to spend several days here due to a rather mysterious failure at the bottom of his gear lever on the oldest car on the tour, a 1910 Roi des Belges Silver Ghost.

Fortunately Alan Glew eventually found a replacement part and drove down and fitted it enabling Klaas to join us a few days later

The next day, the rest of us were away early to St Ives, across Dartmoor past Princetown and the most notorious prison in England and then along into Cornwall and a stop for lunch at Bocannoc, (*Below, left*) a fine country house once home to three separate Prime Ministers. The

house is in a glorious setting and has been recently restored to the relatively simple style used when it was built at the beginning of the 18th Century. Not surprisingly it has been used extensively in period films. We had a very pleasant simple lunch before heading on to the South West tip of Cornwall. Our hotel had been used on previous tours but unfortunately seemed to have gone down hill somewhat even though many of our rooms had the most fabulous views



Once in St Ives (*below*) a number of possibilities were available. Some people opted for a lazy day wandering around this extremely picturesque town. Others decided they had to go to Lands End since they had already been to John o'Groats at the Northern most part of Scotland earlier in the year. Still others decided to go along the coast and then take vigorous walks down steep cliff paths to the





Lands End: Caesar and Marlene Peier, Joan Laybourn, Brian Palmer and Colin Laybourn enjoy the view



A tight squeeze in Mousehole

shore. As the sun was still shining this brought a healthy glow to everyone! Others decided to explore the narrow country lanes and visit the many small fishing villages such as Mousehole, Sennen, and Marazion. One of Claude Johnston's passengers in 1907 commented that the roads in Cornwall were exceedingly narrow and over the ensuing 100 years very little seemed to have changed. The arrival of such large cars in the narrow streets of the Cornish villages caused much interest and amusement as well as quite a few surprises for all concerned. Fortunately though there were no known incidents of scraped walls or mudguards.

Marazion is Cornwall's oldest chartered Town having been granted this status in 1257 and not only is it an interesting old town it also has one of the best beaches in the west from where at low tide you can just about walk across to St Michael's Mount which is surmounted by an ancient Priory and medieval castle. Now those who went on the Irish Tour in 2005 will remember how Roger Morrison's beautiful 1914 Silver Ghost nearly rolled back into the sea. Well, this time he went down to the sea again. Judging by how happy he looks (*Below*) I can only assume that this time it was a deliberate excursion.





Quayside at Newquay

The next day we set off on a long but interesting drive along the north coast. The first stop for many of us was Newquay and for two of us it was nearly our last. Newquay dates from the fifteenth century and as its name implies has a fine harbour with an even finer harbour wall. Unfortunately, signage in Newquay is not of the best, particularly on the one way system. Despite having a normally brilliant navigator two of our number found themselves going down an increasingly steep and narrow road much to the astonishment of the local populace. Before long we found ourselves on the top of the famous quay with nowhere to go except backwards up a 1 in 4 or on to a sort of turning place at the end. In an Austin 7 it would probably have been fine, but with a Ghost it was just a little bit marginal! As even more of the local populace seemed to be watching, we decided to line the cars up on the edge and pretend it was all deliberate and that we were taking publicity shots of the cars. The sharp eyed amongst you will see the sign behind Roland's car says no diving, which

given the 30ft drop to the sand below at low tide was good advice!

Once we had escaped from the harbour we came across another Ghost half way down who was sensibly reversing back up. From here we had a relatively straightforward run up the coast until we got to Padstow another pretty fishing village where the chef Rick



Stein has an excellent couple of fish restaurants.(one above) There is only one problem, which is that there is almost nowhere to park when it is busy. We had

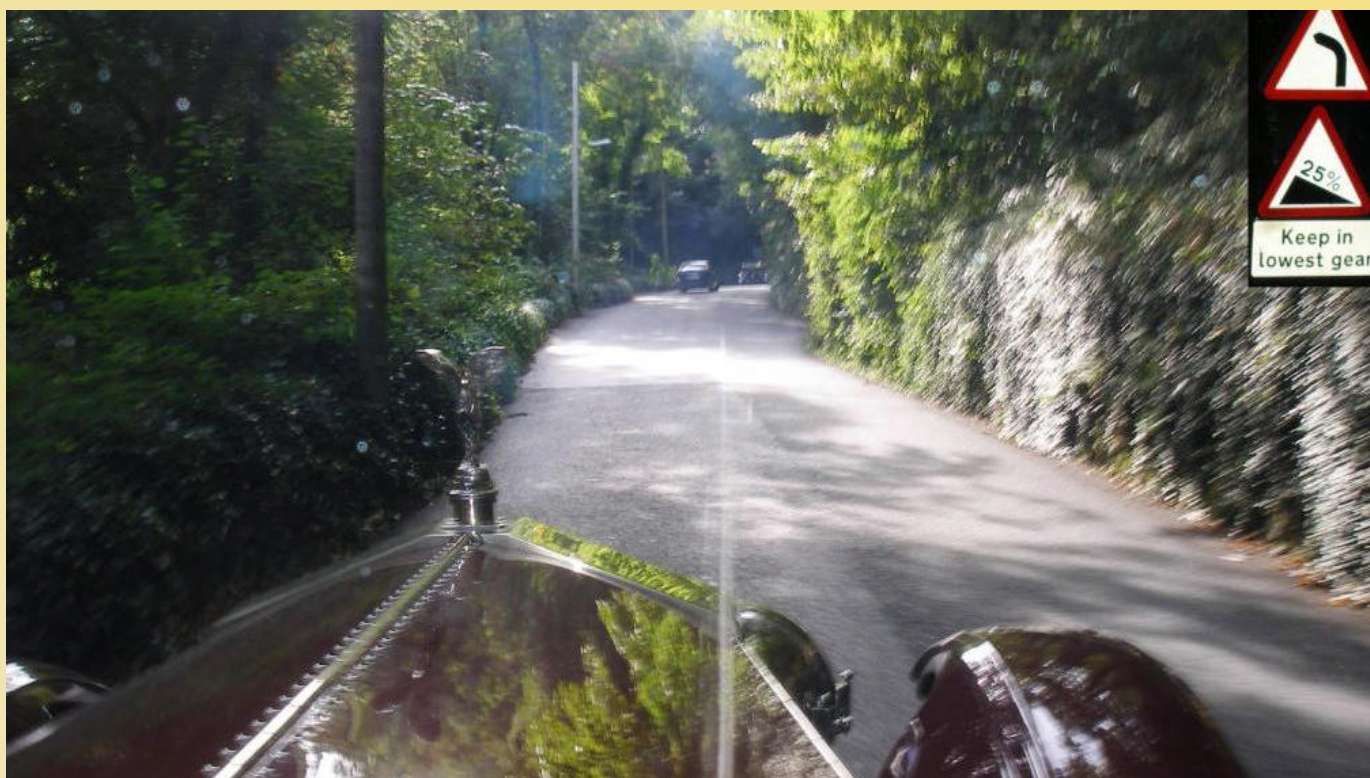
hoped that on a rainy day in September it would not be full. Of course it was not like that though; instead the sun was blazing down and the place was full to the brim. One or two wise souls parked at the top of the hill in a large car park and then walked down. The rest of us amused the local population by driving very slowly around the harbour and quayside searching for non-existent parking spots. Gradually, the locals took pity on us and one by one they found safe havens for all of the cars.

We then retired to Mr Rick Stein's famous establishment where indeed we had a much needed glass of wine and some extremely good fish. This also made it easy for one of our number to keep up his reputation for eating lobster every day for lunch. The puddings

with a sea view, but each night we were given a really good five course meal by extremely pleasant and helpful staff.

Next day was hill climb day exploring Exmoor and then testing out our skills on the famous Countisbury and Porlock hills that used to fill motorists with dread right up into the 1950s because of their steepness. However, as ever the cars were not put off by the severity of the inclines, although those in the earlier cars did, as instructed, engage low gear on the way down.

After exploring the delights of Devon and Cornwall's narrowest roads we set off up to Somerset and then into Gloucestershire. On the way we went up the wonderful meandering road through the Cheddar Gorge.



were also exceptionally good. After looking around the harbour we then had a relatively quiet run up the coast and into North Devon where we stopped at the Imperial Hotel in Barnstaple. This hotel proved to be the surprise of the tour. It had only been selected after Sarah, our tour organiser, had done a final check of the route and hotels a month before and found that our original hotel was not up to standard. The Imperial fortunately had room, although we did not have ones

Driving in an open car emphasised the importance of paying attention to the sign, "Beware of falling Rocks", while at the same time enabling one to see just how deeply and severely the gorge has been cut into the rock. From here we continued on through some of the most beautiful picture postcard villages such as Bibury and Burford before eventually reaching our hotel an 18th Century manor House on the edge of Wyck Hill.

After a final day of gentle meandering through the narrow Cotswold lanes and visiting many beautiful villages we returned for the final dinner of the tour. Here we were joined by John and Kay Marsh and Kate Forrest, the Chairman's daughter to liven up proceedings. After an excellent meal we were regaled by several amusing speeches, the best of which was Klaas de Boer's life history. He somewhat startled us at the beginning of this by announcing he was 97 years old! After this we began to realise it was not his life history, so much as that of his 97 year old Ghost that had had a full and interesting life! Well done Klaus and we look forward to seeing you again soon. You can see it was a merry evening although quite what we were doing with our spoons in the air cannot now be recalled!



One of the delights of this tour was that being relatively small in number we were able to get to know a number of overseas members. John and Liz Milverton had come over from Australia especially for this tour. They and Roger Morrison caused much confusion to the rest of us as their two 1914 Silver Ghosts were the same colour and had very similar bodies making it very difficult to tell them apart. Caesar and Marlene Peier who had brought their Piccadilly Roadster over from Switzerland always seemed to be emerging from unexpected places and enjoying

themselves greatly. Michael and Angelica Elliott from Austria had come over to exercise the legs of their marvellous PII. Stuart and Ann Halsall from South Africa had spent the summer visiting family in England before joining the tour. Stuart did a great job of preventing the Chairman becoming too swollen headed throughout. Frank and Janet Allocca were their usual delightful selves and their 20/25 purred its way round most impressively. The Clenendens and their friends had come over from California in their very smart 1914 tourer as had Bruce and Sandra Massman who sported the biggest hat ever seen in a Ghost! It was also great to see Jens and Ann Pilo looking so fit and well after their successful drive from Peking to Paris in their R type Bentley.

As to our cars, from the smallest Twenty to the biggest Ghost they all ran without significant problem except for the aforementioned gearlever. Best of all they all gave the public and their owner's enormous pleasure.

Thanks to Caesar Peier, Susie Forrest, Roger Morrison, and Jens Pilo for their various photos.

TimForrest



Katie Forrest keeping an eye on Dad ?



Cornwall Tour Cars - 1

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3	4
5	6
7	8

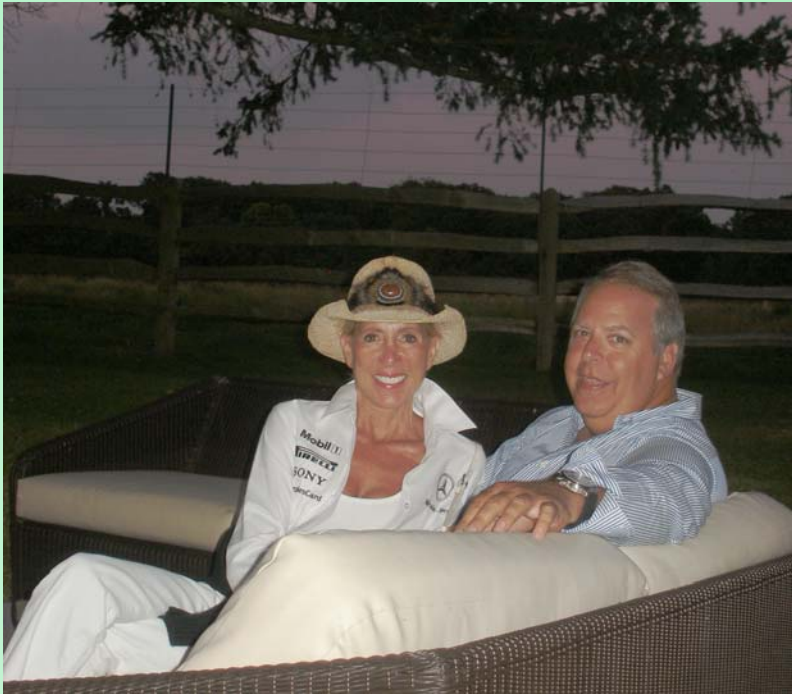
1. Tim and Susie Forrest's 1911 SG Barker Torpedo Tourer 2154
2. John and Liz Milverton's 1914 SG Tourer 6TB
3. Stuart and Ann Halsall's 1920 SG Continental Tourer 26AE
4. Roland Duce's 1913 SG Torpedo Tourer 30EB
5. Frank and Janet Allocca's 1934 20/25 Park Ward Special Touring Saloon GNC68
6. Colin and Joan Laybourn's 1923 SG Tourer 72NK
7. Roger and Sissy Morrison's 1914 SG Tourer 32PB
8. Bruce and Sandra Massman's 1916 SG Tourer 16 BD



Cornwall Tour Cars - 2

1. Gervase and Margaret Forster's 1921 SG Lopes Tourer 60NE
2. David and Elspeth Crossley-Cook's 1926 20HP Cockshoot Coupe GOK47
3. Caesar and Marlene Peier's 1922 SG Piccadilly Roadster 267BG
4. Peter Golding's 1914 SG Marston Tourer 41YB
5. Nick Whitaker's newly acquired 1924 SG Gill Tourer
6. Michael and Angelika Elliott's 1933 PII Barker Drophead Sedan 80MY
7. Jimmy and Janet Valentine's 1929 PI H J Mulliner saloon 1OR
8. Michael and Linda Hilditch's 1920 SG Barker Tourer 50RE

1	2
3	4
5	6
7	8



People on the Cornwall Tour

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3	4
5	6
7	

1. Sandra and Bruce Mossman in the New Forest
2. Caesar and Marlene Peier
3. Jens Pilo, Ann and Stuart Halsall
4. Elspeth and David Crossley-Cook
5. Linda Hilditch, Janet Allocca, Barbara Morgan and Joan Laybourn
6. Kay and John Marsh
7. Tim Forrest, Angelica Elliott, Gervase Forster and Susie Forrest



20HP FRONT SPRING REPLACEMENT

After a discussion with 'The Oracle' - aka David Else - I was advised that replacing the spring would be more problematical than removing it - and this turned out to be the case.

The situation wasn't helped by the spring company. They said they knew all about 20hp springs but this proved a little optimistic!

There were two points that caused a major problem - they didn't realise that the front spring pin diameter was 5/8th in. and the rear was 11/16th. Quite why they are sized thus is beyond me, but that's the way Sir Henry wanted it, so I had to have the rear one drilled out locally. Also the front end wouldn't fit into the pin cover - it was too thick - so my local man ground it down. There are also spacers to make each end fit snugly into the chassis, which should have come off when you removed the pins. If they didn't come off, either there weren't any OR they are stuck on the chassis with grease. CHECK!.

On presenting the spring to the chassis, I didn't know whether to attach the spring to the axle first or last - so I tried it first and that just wouldn't work. The answer is to attach the spring to the chassis and then present the axle to the spring - but there is a knack here for success.

You must have the chassis absolutely level. Remove the other road wheel so that the axle is lying on an axle stand at the 'other end' and under the end to which you wish to attach the spring, put an hydraulic jack. It is also easier to have another hydraulic jack under this side of the chassis too as you will read.

Remember to replace the spacer (packing piece) onto the spring - it can only go on one way as there is a pin in it to line it up to the axle. The pin goes downwards into a hole in the axle. Do not put it on the axle as it is only aluminium and could be broken when you present the axle to the spring.

Now slowly jack-up the axle and present it to the spring. You may find that the 2 x 'U' bolts could be up-to 1/2 inch out. If this is the case, jack UP the chassis on this side and the axle too - and keep raising both until the 'U' bolts line up with the holes in the axle. It's actually school geometry so don't get too excited about it. Once lined-up, lower the chassis onto the spring and - you're almost home. Connect up the shock-absorber actuating arm (add plenty of oil to the ball for lubrication).

Need I remind you to put all the split pins back - they are there for a purpose!

Give the spring pins at both ends a thorough oiling before you put the wheels back on. (I use a Millers 80/90 in my Enots oil gun for all chassis lubrication - it's a thick oil that seems to stay around longer).

For the record, replacing the spring took me less than 2 hours, so if I can do it (and I'm a complete amateur except that I have David Else to ask when I get in a fix), then anyone can do it!

Happy days!

Andrew M Singleton

COMING EVENTS

UK 2008

Friday 22 February – ANNUAL GENERAL MEETING AND DINNER

The AGM and Dinner will be held at Boodles Club starting at 6.30 p.m. on Friday 22 February.

Saturday 26 April – Spring Lunch

Spring Lunch will be at 12.00 noon on 26 April 2008, at Armsworth Park House, by kind permission of Strone and Alex Macpherson. Contact: Strone Macpherson
macpherson@lcbroadband.co.uk

11-18 June – Irish Georgian Tour

The Irish Georgian Tour will be in Ireland from 11 to 18 June 2008, celebrating the 50th Anniversary of The Irish Georgian Society.

Contact:
Jimmy Valentine, f.valentine215@btinternet.com

10-23 June – Norway Tour

The Club will be touring Norwegian Fjords from 10 to 23 June. See Flyer.

3-10 September 2008 – Normandy Gardens

A tour is being arranged of gardens in Normandy for September. There may be an extension tour to the Loire Valley. More details later

Australia 2008

15-25 February 2008 Tasmanian Heritage Tour

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

Advance Notice

We will shortly be announcing a new range of Club goodies



Jens and Anne Pilo's 1920 S G Barker Tourer 58UE