



NEWS AND RECORD

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20-GHOST CLUB LIMITED

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Front Cover Picture

David Davis' 20HP 42G1



Note:

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20-GHOST CLUB AGM AND ANNUAL DINNER

Friday 20 February 2009



Tim Forrest, centre, presents his Annual Report. Seated L to R are Roland Duce, Strone Macpherson, Jimmy Valentine, Brian Fidler, Brian Palmer and Nigel Hughes





Tim Forrest surveys the set of Club Trophies awaiting presentation.

The 2009 Annual General Meeting of the Company and the Club took place on 20 February at Harris Manchester College in Oxford. Being, dare I say it, one of the newer Oxford Colleges, free parking was available close by; a distinct advantage on a cold February evening. We were welcomed by drinks in the college and then crossed the Quadrangle to the Chapel, where places for the committee were appropriately laid out in front of the altar. Tim Forrest, still somewhat reluctantly acting as Chairman, reported on a very successful year and looked forward to major events for 2009. Brian Fidler presented the accounts which provided for the worst case scenario of loss of all the savings in our Isle of Man bank account, due to the failure of their Icelandic owners. *Note: the good news is that we have just received £10,000 as a temporary repayment of our funds and we hope for more.* The Committee was re-elected with no changes. Following the formal business, we were treated to an Organ recital by Graham Ashley-Carter. The music went from classical Bach through romantic to French. The final item was the 'fun' piece Sortie in E flat by Louis James Alfred Lefébure-Wély (1817-69) who was a celebrated French organist who started playing in public at the age of 8 (how could he have reached the pedals?) Lefébure-Wély was a demonstrator for the famous French Cavaillé-Coll organs and this piece certainly blows out the cobwebs. For those who would like to hear a performance of this very entertaining piece, I recommend the link below.

<http://www.youtube.com/watch?v=5W3X2Itj5MU>
An excellent Dinner was then served in the dining hall, followed by the presentations of Trophies.
NHH



*Above:
Left: Brian Fidler giving an introductory talk on the origins and work of the College*



Right: Graham Ashley-Carter giving an enthusiastic introduction to his Organ recital



1	2
3	4
5	6
7	

Trophies presented by Tim Forrest

1. David Else receives the Small Horsepower Trophy
2. Tony Dyas receives the Harding Rolls Trophy on behalf of Graham Singer
3. The Fergusson-Wood Photographic Trophy being accepted by Helen Banks
4. Jo Wootton presents the Brian Wootton Trophy to Graham Ashley-Carter
5. Mermie Karger receives the Woodmansee Trophy
6. Roland Duce receives the Phoenix Trophy
7. Nigel Hughes with the Stanley Sears Trophy

Photos: Colin Hughes

TROPHIES PRESENTED AT THE AGM

The two Concours trophies are presented on the field of battle, rather than at the AGM, but are recorded here for completeness.

The Fred and Joan Watson Trophy

Awarded for the best 'large HP' car at the Club Concours, went to Nick Naismith for his 1911 SG 1606 Barker style tourer by Lamb of New South Wales, who also won the **Ladies Trophy**

The Messervy Trophy

Awarded for the best 'Small HP' car at the Club Concours and went to Colin Hughes for his 1931 20/25 GOS8 Park Ward Close-Coupled Saloon.

The Alpine Trophy

Awarded for the car covering the highest mileage during the year, taking age into account. The winner was Graham Singer who covered 9546 miles in his 1920 Silver Ghost 62FW Tourer by Plant

The Woodmansee Trophy

Awarded for the second highest Silver Ghost mileage, where a Silver Ghost has won the Alpine Trophy, this went to Mermie Karger who, as ever, drove her Ghost single-handedly to many events across the United States first of all covering a 1400 mile trip through the Mountains to Montreal and then later in the fall covering 2400 miles up to Niagara Falls before returning home. Overall Mermie covered 5900 miles.

The Small Horsepower Trophy

Awarded for the highest 'small horsepower' mileage, the winner of this Trophy was David Else starting with a Welsh Tour, then 2000 miles to Germany and back, then to Brittany, then up to the North of England and finally to St Moritz including climbing the Stelvio. Overall a total of 8284 miles

The Harding Rolls Trophy

Awarded for the most notable performance, this went to Graham Singer. In February Graham and Dorothy travelled from Brisbane to tour Tasmania and back covering 3000 miles in the process. Later, they travelled from Brisbane to Ayers Rock and then back again covering 5,505 miles.

The Stanley Sears Trophy

Awarded to the member who has contributed most meritorious service to the Club, this went to Nigel Hughes for his work as Magazine and Web Site Editor.

The Fergusson-Wood Photographic Trophy

Awarded for the best photograph published in the Club magazine 'News and Record', the trophy went to Helen Banks, Gervais Forster and Ian Scoggins for their excellent write up and Photographs of the Irish Georgian Tour through Ireland.

The Phoenix Trophy

Awarded for the best restoration, this went to Roland Duce for the restoration of his 1914 Silver Ghost tourer 30EB

The Brian Wootton Trophy

Awarded to the member giving most support to other members on tour, this went to Graham Ashley-Carter.

SPRING LUNCH AT THE MACPHERSONS

25 April 2009

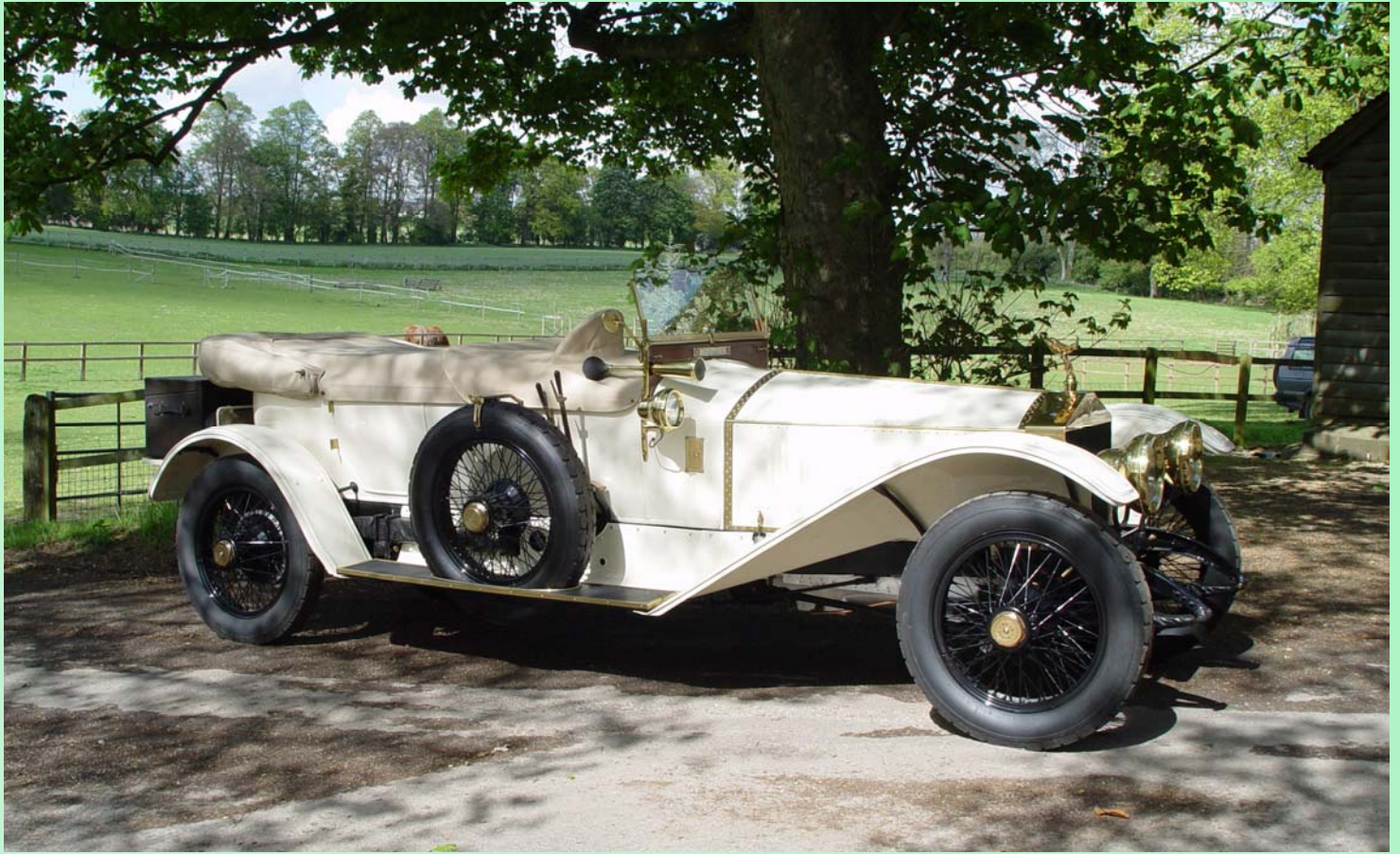


Above, Left to Right

*Gervase Forster's 1921 SG 60NE Lopes Tourer; Richard Boggon's 1936 20/25 GTK25 Park Ward Saloon
Jimmy Valentine's 1929 PI 10OR HJ Mulliner Saloon; John Allaway's 1926 20HP GCK74 Wilkinson Tourer; John
Kennedy's 1922 SG 100HG Hooper Tourer*

Below: Ian Scoggins' 1937 25/30 GAN37 Hooper Sports Saloon and Niel Naismith's 1911 SG 1606





Tony Dyas' 1912 SG 2087E Hamshaw Tourer looking splendid in the spring sunshine

Once again, a good turnout of members and cars enjoyed spring sun and the excellent hospitality of Strone and Alex Macpherson at Armsworth Park House for the Spring Lunch. Fizz, Shepherd's Pie and Sticky Pudding were served in the barn and enjoyed by a capacity crowd.

Photos: Jimmy Valentine and Tony Dyas



ROAD TEST

David Davis compares his Twenty to the Phantom V



42 G1 was the first Twenty to arrive in Australia and is one of three survivors of the first batch produced in 1922. I bought it in 1959 with a London Cab looking body which I had replaced in 1966 by a tourer. The Twenty is the only Rolls Royce I have owned , however I have driven most models over the years , nevertheless , it was a treat to be able to take the Phantom V, 5VF 159 owned by the Sir Henry Royce Foundation on a long run and see what it was like. It was ordered by the Commonwealth Government to join its State Car fleet and arrived in Australia in 1967. It probably covered as many miles by air as it did on the road. In the early 1990's it was bought by Dr John Matheson , who , among other adventures , drove it in the 1998 Peking to Paris Rally . Despite a broken rear spring in Tibet , John completed the event in what RR considered an unsuitable car for

the purpose. John had it refurbished after return to Australia and donated it to the Foundation. It sat in a Museum for several years until the Trustees decided that it would be better utilised by being seen at rallies and other suitable occasions. Since re- registration it has proved very popular at events throughout the Country. The car is the usual MPW 7 passenger limousine fitted to the specifications of the cars used by the Queen who has ridden in it on several occasions . On looking at the car , one is impressed by its size, being 19 foot 10 inches long. Mechanically it is almost identical with the Silver Cloud III , except the final drive is lower (3.89:1). It has servo drum brakes and an RR 4 speed gear box which can be held in second gear for processional purposes so avoiding constant changes and providing sufficient current for the two air systems

and the lavish interior lighting in addition to the usual electrics. The Handbook encourages manual operation of the gear box on the basis that the driver should exercise his own judgment.

However I found that not necessary , except in unusual circumstances such as ascending a steep drive or descending a hill to avoid undue use of the brakes . The Twenty has the advantage that the hand brake can be put on a notch or two to avoid charging downhill.

John modified the car slightly for the Peking trip by adding an extra leaf to the rear springs and inserted spacers under the front coils , the result being that the car stands a bit higher giving greater clearance and making the wheels completely visible in the mudguards , which looks well.

Clare and I have now driven the car from Sydney to the Barossa Valley in South Australia and back to Brisbane and together with David and Jean Vann , from Perth to Albany and back via the coast road including the Margaret River in Western Australia, so it has been quite a road test. To me, it is just like the Twenty except it travels faster. The Twenty is smooth and silent, corners well and is easy to handle. As Allan Clark described it, one feels that one is being drawn along by a piece of string. Acceleration is not an issue as there is none. The Phantom shares many of these characteristics. One is not aware of the engine and it gathers pace, rather than accelerates. On hard ride, which seems best switched on at about 40 MPH, it corners and handles surprisingly well, certainly much better than I expected which is, perhaps, helped by the suspension changes John has made as well as the Michelin tyres fitted. Very recently, I rode in the latest Phantom and I would have to say that the V compares very favourably to it in so far as the ride and handling is concerned. The most impressive feature and where the V is so different to the Twenty is that it maintains its speed up hills. In view of the low gearing , we drove at 60 MPH with occasional touches of 65 and it maintains that speed despite the terrain. Petrol consumption at that speed was 15 MPG . The tank holds 23 gallons. The driving position is not adjustable and is obviously designed for retired English jockeys. Nevertheless, the seats are very comfortable. Surprisingly, the driver's seat bottomed on speed bumps at dead slow speed but not at all on the open road. The extra width of

the driving compartment allowed one to spread one's legs, so, even on long distances, comfort is first rate. There is no cruise control but it is not missed.

On the way to the Barossa , we had the misfortune to be caught in a severe dust storm, which resulted in two deaths in Melbourne. The Phantom sailed through it as if it wasn't happening and no dust entered the interior. I have to say that the quality of the bodywork is without equal. Everything one sees is of the best material and of the highest workmanship. There is nothing like sitting behind that wonderful instrument board and its bewildering array of switches ranging from police light to division. It even has a horn button for the front passenger to use. It did have a siren. However it was removed before sale by the Government, as they are illegal.

After the expected nervousness, Clare took to driving the car with relish and was reluctant to give up the wheel, the reverse of her attitude to the Twenty.

The downside is the difficulty of entering the driver's seat. However I worked out that if one put the left leg in first then slid under the wheel, that worked well enough. The combination of fluid coupling and RR servo brakes needs care when parking, especially in reverse, when visibility is almost zero . The Handbook recommends backing with the foot on the brake. I am going to look into fitting a sonar to it, as I have done to the Twenty. Other issues are power steering tremble on full lock, which the Handbook mentions and a petrol smell after refueling which is due to the carburettors flooding slightly but which passes quickly and is not mentioned in the Handbook. One dare not think of driving until the automatic choke has turned off, otherwise the car will charge about in an alarming way. Just like the Twenty, it takes its time to get going in the mornings. The Phantom was the most expensive car produced at the time and intended to impress wherever present, which is still does, as evidenced recently in Perth where a parking attendant waived any suggestion of a fee. What is surprising is that it is of such quality, absolutely full of character and handles so well considering its size and weight. We are so fortunate that the car is among the collection of the Foundation and available for so many people to experience. Finally, it is great fun to ride in the back!

David Davis 42 G 1 Australia

COMING EVENTS

UK 2009

Saturday 25 July – Annual Concours D’Etat

The Annual Concours will be held at Rousham House, Steeple Aston, Oxfordshire. Rousham House dates from 1635. Both the house and the landscape gardens contain the work of William Kent, the gardens being almost as Kent left them. The house is still in the ownership of the original family. Visits to the house and gardens will be included. A flyer is enclosed with this edition.
Contact: Brian Palmer 0116 286 2417

5 & 6 September – Weekend in Kent

Sir John Stuttard has arranged a weekend in Kent with options to visit one or two privately-owned castles. The programme is to travel independently to Kent, on Saturday morning, meeting at a pub for lunch near Maidstone. On Saturday afternoon, there will be a visit to the privately owned Allington Castle, the home of Sir Robert Worcester KBE, who founded the MORI research organization. There will be an overnight stay some 20 miles away, at Eastwell Manor, near Ashford, where a block of rooms and tables for dinner have been reserved. The hotel has a private car park in its own grounds.
On Sunday morning, there will be a visit to either Saltwood Castle near Hythe, home of the late Alan Clark MP, or Sissinghurst Castle and gardens. This will be followed by lunch at a nearby pub and then return home on Sunday afternoon.
Contact: Sir John Stuttard, 020-8959-1692

Sunday October 11 - Autumn Lunch

This year we will be holding the Autumn Lunch at the Manor Hotel, Moreton-in-Marsh. The lunch will be preceded by a visit to the workshops of Alan Glew at 11.00 a.m. Flyer enclosed.
Contact: Brian Palmer 0116 286 2417

Australia 2009

11-18 October 2009, National Tour

The National Tour will be of the Southern Vales and Adelaide Hills district of South Australia.
Accommodation McLaren Vale.
Contact Sophia Virgo 08 8252 3414

Cocky's Friend

The Scene:

A Vintage car event at Mount Cook, New Zealand, outside the hotel prior to the morning start.

Bystander;

"Strewth mate, I would have expected to see 'Cocky's Friend' on a Model *. ****, but not on a Rolls-Royce.

R-R Owner;

"What's Cocky's Friend ?"

Bystander;

"That bit of wire holding your exhaust together. All the farmers round here keep Cocky's Friend in their tool box".

Brian Palmer



Back cover picture:

Phantom V, 5VF 159 MPW 7 passenger limousine owned by the Sir Henry Royce Foundation

