



NEWS AND RECORD

ISSUE 29
January 2010



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The 20-Ghost Club Limited

Registered Number 5224632

www.20-Ghost.org (Password: frosty)

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Front Cover Picture:

*A hive of industry and serious
work on Silver Ghosts in Allan
Glew's Workshop*

Photo; Colin Hughes



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EDITORIAL

As I write this, there are 12 inches plus of snow outside and the thermometer is at -8 centigrade. Apparently in the North of Scotland it is -18. A reminder of summer is on the back cover

BOOKS

If you have not picked this up already, Jane Hutchinson (nee Windover) has published a book on the history of Windovers the coachbuilders. She says 'It is not a technical book, but a history of one family over 350 years of trading who prospered by keeping the male members of the large families involved spreading the sales around the Empire and Europe'.

For anyone interested in the development of travel over the centuries, this would make a welcome present.

The book is available direct from Mrs Jane P Hutchinson, 1 Mayfield House, Bull Lane, Gerrards Cross SL9 8RX for £29.00 including UK postage. e-mail rm.hutch@talktalk.net

The 'small' HP cars have received a boost recently with the production of two books published in Bernard King's Complete Classics series. One is The Rolls-Royce 20/25HP by Tom Clarke and the other is 'Rolls-Royce 20HP, 20/25, 25/30 & Wraith in Detail' by Nick Walker. As the sales volumes of the 20/25 in particular outshone those of its contemporary 40/50s and the model has a 77% survival rate, it is right that the model and the other 'small' HP Rolls-Royces should be given the coverage they deserve. So, both these books are a very welcome addition to the literature, crammed as they are with photographs and information on chassis, coachwork, owners etc.

BEST TIP OF THE YEAR

This tip comes from Graham Adams who knows more than most about the maintenance and regular use of the SG model. The tip applies to any of the Nickel Silver cars and may well help with the brass ones as well. All of us have experienced the damage which occurs to nickel silver radiators in particular, when they experience rain, or, worse, acid rain. Graham suggested wiping Fabsil over the surface to provide protection. Fabsil is a silicone based product, available as liquid or spray, and used for waterproofing camping gear. I can attest to its effectiveness in waterproofing a leaky canvas hood on 120EU. I applied Fabsil to my nickel silver radiator, and nickel plated lamps before driving

the car through rain on my recent house move. While the front of the radiator got dirty from grime thrown up by other vehicles, it remained unmarked on top and sides. I also applied Fabsil to the polished brass carburettor and it seems to have stopped the usual progressive dulling of the surface. The next test will be the water pipes and intake manifold. Who knows, it may now be easier to keep the concours look in the engine room. I would like to hear the experience of others, perhaps under more arduous weather conditions.

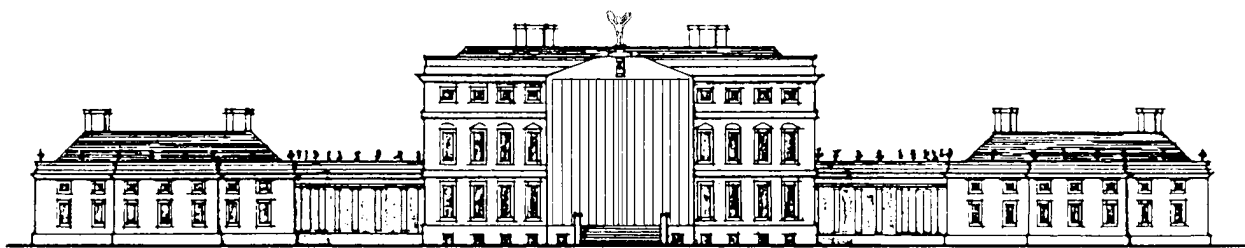
MORE ON TYRES

120EU is now back on her original size 33X5 tyres after 50 years on 7.00X21. Apart from anything else, I think she looks so much better with the right size. Steering is much nicer overall. It is detectably lighter at low speeds, but also, the whole car now feels as though it wants to go where it is pointed. With 7.00 tyres on the back, tyre wear at 40 psi was all in the middle of the tread and, to even wear across the whole width, I had been running them at about 32 psi, which led to the back end having little idea of where the



front was going. Now with 55 psi all round the car is just that much nicer to steer. There are other bonuses too. The old 21" rims obstructed use of the tool for adjusting the cross tube ball ends without removing a wheel. Also, the rims were so close to the ends of the cross tube that gaiters could not be fitted. There has been little noticeable hardening of the ride. The only problem has been that the tyres are all badly out of balance, needing more balancing weight than R-R made available with their elegant scheme. I have had to use big stacks of stick-on weights, some of which have already fallen off in service.

NHH



THE IRISH GEORGIAN SOCIETY LONDON CHAPTER

Tour of Houses in Wiltshire

16 to 18 May 2009

This year's tour was once again arranged by Robert Jennings of the IGS. He found accommodation for us, and off-street parking for our cars, at the Ivy House Hotel on the wide main street of Marlborough. My task, on behalf of the 20-Ghost Club, was to assemble almost exactly a dozen cars to convey the party around the tour and to persuade one of our party to write this report. For many years this involved some arm-twisting on both accounts but this year fourteen car owners applied and John O'Dowd agreed to write the report. However, one Silver Ghost owner found that long-awaited new pistons were incorrect when they finally arrived and another would not have enough time to get to the Adriatic Tour. So we had a dozen cars without having to turn anyone away. In addition to regular participants, we welcomed Scott and Pamela Isquik from the USA (we last saw him in Morpeth in 1997) and Derek and Helen Allen in their Ghost (he lent Scott his 20HP). We also welcomed new members Graham and Sarah Tyson who had driven their 20HP from Cornwall while loyal supporters Lenox and Audrey Jamieson had driven their Ghost down from Edinburgh. We soon learnt however that the O'Dowds' water pump had failed on the way to the event so I write the first day's report and Philip Gibbs of the IGS very kindly added his 1939 overdrive Bentley to the fleet.

We set out on the cool Saturday morning for our first house, Lake House, Wilsford, belonging to Mr & Mrs Gordon Sumner, better known as Sting the musician. Externally the house is 17th century with



The Line-up at The Lake House

gables and chequerboard walls of stone and flint squares. Internally, however the house has been remodelled at least twice following major fires in 1840 and 1912, the interior being recreated as what the restoring architect deemed to be appropriately mediaeval. A barrel-vaulted dining hall was added in the 1920s for a visit by Alfonso XIII of Spain and now serves as Sting's music room and

recording studio. The owners are developing and extending the gardens to form pleasure grounds including a maze formed by earthworks less than two feet high.

We then moved on to Bowood which differed from most great houses in that the main house was demolished in the 1950s as being poorly laid out and in bad condition. The present house developed out of the long range of service buildings which had been behind the main house but now enjoyed the view across the lake formed by damming up the river. Here we lunched and toured the house with its collection of Napoleonic treasures and the room where Henry Cavendish discovered oxygen.

Our next house was Conock Manor was classic Georgian on the entrance front and Strawberry Hill Gothic on the garden front the latter having an 1810 loggia.

Our final house for the day was Great Chalfield Manor, genuinely mediaeval and much in demand for filming. The Irish Georgians had kindly laid on a coach for us all to obviate the problems of driving by prewar headlamps against modern traffic. After touring the gardens in the evening sunlight, we took a glass of wine in the upstairs parlour before descending to dine in the mediaeval hall, those of us near the screens passage gaining experience of the draughtiness of mediaeval life.

The first excitement for Sunday morning was the great toaster fire at breakfast; one of those chainmail belt devices, it had ingested too much bread and was swiftly taken outside to compose itself. Also at breakfast, John O'Dowd arrived to take up the tale.

Jimmy Valentine

I now take over scribing duties from Jimmy Valentine, my having only arrived for breakfast on Sunday. Delay in arrival was due to an unpredictable combination of matters. My Mother in Law (Joyce Wilkins, whose late husband Henry was a loyal supporter of the early IGS weekends) just before her 91st

Birthday was offered on two days notice a new aorta valve plus double by-pass to be done that Friday (something about a Golf Club subscription falling due was mentioned) . Sue obviously stayed with her but a sudden total failure of our car's water pump on Fish Hill and having forgotten my PII model Swiss Army Pen Knife prevented roadside rebuilding and hence we trailed home. I am delighted to say that Joyce is in fully restored, working condition.



Sunday morning's touring started with a short drive to Oare House (*Above*) and a warm welcome from the owner, a very genial and humorous Henry Keswick. A very pleasant and friendly house indeed but the dining room at breakfast would have been a shock to the system of many a guest. An exquisitely kept garden designed by Clough Ellis was much admired by all.

We then moved on, on foot, to the recently constructed summerhouse by I.M. Pei. It is a



world famous, world class building of which I am wholly incapable of conveying an adequate description. Steel, glass, wood, white concrete shaped like an arrow head. Any moment one expected Blofeld carrying his white Siamese cat to step out and say "Ah, Mr Bond..." Stunning.

On to Corsham Court: several lovely cabinets were shown to us by the owner, James Methuen-Campbell and two very much admired Reynolds in the dining room - children with such nice expressions. The other lasting impression was of the theme of Judgments of the massive pictures in the hall and of the stupidity of those agreeing to give these judgments - by Paris and by King Midas. Any man who is fool enough to agree to judge a 'who looks best naked competition' amongst powerful females or to judge competing overlord's musical talents deserve all they get. Whether that was the intended caution to those standing before them in the hall is a matter of speculation.

On to The Hall at Bradford-on-Avon. Fascinating to see a house of the Tudor period stripped of the external render and all the



Dr David Collier demonstrates pedal-free use of the Moulton Bicycle

relieving arches on display plus a most beautiful front elevation over the valley. A most interesting talk by Dr Alex Moulton of bicycle fame was followed by a chance to see the miniature factory where they are still built in small numbers by hand.



Monday was a lovely day. Chilton Lodge (*above*) was first, home of Sarah and Adrian Scrope who were so welcoming to us. Such a delightful house with fine contents which together made many members jealous. Everyone loved the Reynolds painting of Kitty Fisher: (the beautiful courtesan of the famous rhyme) she looked like such a nice person and her expressions was the same as the other Reynolds at Corsham Court - a characteristic I had never previously realised about the artist. We were all having such an enjoyable time at Chilton Lodge that we left with regret.

On we drove to the very attractive West Woodhay House where we were welcomed by the very humorous Harry Henderson. Everyone was stunned by the most fabulous garden: acre after acre after acre after acre. The house also was so nice with beautiful contents. On such a combination is based what these days to many is the ideal of the perfect English house and home and in harmony with the occupiers: not a palace the size of Blenheim where the house owns the occupiers but a welcoming domain like West Woodhay House.



On to sensory overload at Highclere Castle (*above*), Barry's external reworking of the earlier house on the site, best described as High Victoriana.

The main entrance hall is pure poke-in-the-eye Gothic and many of the main rooms emphasise splendour rather than elegance. Other rooms are decorated in a variety of styles and it was a worthy inclusion in a whole range of interesting houses to give contrast and due to the interest of the Tutankhamen connection of the owner, Lord Carnarvon.



Overall, a most enjoyable and interesting rally. Good company; a good selection of houses and good accommodation. We offer our sincere thanks to the organisers.

John O'Dowd

Above: West Woodhay

Photos by John Redmill

AUTUMN LUNCH

VISIT TO ALLAN GLEW'S WORKSHOP

October 11 2009



Some of the line-up at Allan Glew's workshop. Nearest is Brian and Wendy Fidler's 1934 20/25 GWE67 H J Mulliner 3-position Drophead Coupe. Next is Michael and Linda Hilditch's 1924 20HP GH61 Park-Ward Saloon

Once again, our thanks go to Brian Palmer who arranged the Autumn Lunch. The lunch itself was held at the Manor Hotel, Moreton-in-Marsh but this was preceded by an aperitif in the form of a visit to Allan Glew's workshop at Draycott near Blockley.

Although a modest turnout, it was good to see some 'new' cars among old friends as well as to have an opportunity to observe work in progress on several chassis – mostly 40/50 HP Silver Ghosts. Allan also had on display some of the parts he has been remanufacturing for these cars. We thank Allan and Sue for their generous hospitality in hosting the visit.



Allan and Sue Glew's 1921 SG 89AE Flewitt Tourer with Allan and Graham Adams, also a Flewitt Tourer owner, looking on



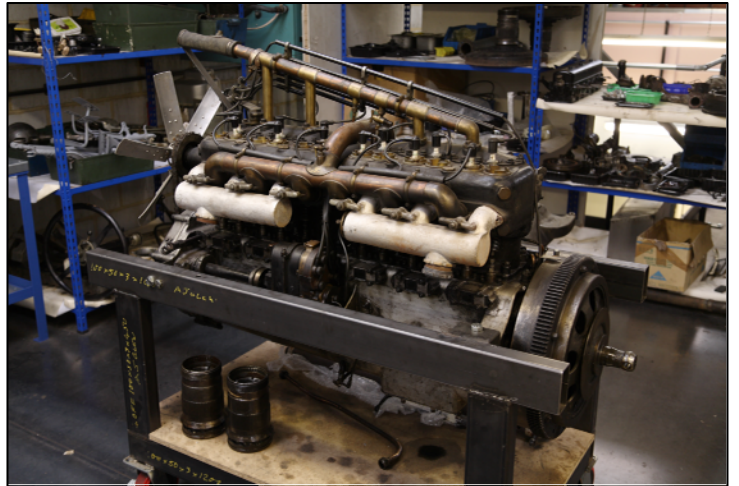
Allan and Graham discuss the finer points of Flewitt coachwork.



Some of Allan's new goodies



Two chassis with work in progress, coyly hiding their number plates, so that I cannot identify them



Photos: Clockwise from Top Left

1. These pistons seem to have been running nicely. Perhaps she just needs a de-carb?
2. Andrew Taylor's 1923 SG 20EM Park-Ward Sedan de Ville
3. A 'Before' picture for an engine re-build
4. Jimmy and Janet Valentine's 1929 PI 1-OR H J Mulliner Weymann Saloon and Tim and Susie Forrest's 1912 SG 2154 Barker Torpedo Tourer

5. Graham and Sarah Tyson's 1923 20HP 68H4 Charlesworth Tourer

6. Unknown visitor, but my guess is a Dutch registration. The car is PII 240AJS Brewster special Croydon convertible coupe, which used to look like this: Photo Blaize.

Photos: Colin Hughes



COMING EVENTS 2010

Friday 26th February – AGM and Dinner in the Library at the Travellers Club, London W1
Contact: Tim Forrest Tel: 01428 684208
e-mail: forresttim@aol.com

Friday 23rd to Sunday 25th April
Spring lunch/weekend. Contact: Strone Macpherson Tel: 01962 735562
e-mail: macpherson@lcbroadband.co.uk

Friday 21 to Monday 24 May
Irish Georgian Tour in South Lincolnshire. Contact: Jimmy Valentine. Tel: 020 7352 8503, weekends 01295 811215
e-mail: f.valentine215@btinternet.com

Saturday 29th May to Sunday 12th June
Pyrenees tour. Contact: Roland Duce. Tel: 01636 830202
e-mail: roland@thurgartonpriory.co.uk

Monday 9 August Annual Concours at Prescott
Contact: Roland Duce Tel: 01636 830202
e-mail: roland@thurgartonpriory.co.uk

Friday 10th September A day of fine art (at St Mary's Church, Fairford and Kelmscott Manor) in the Cotswolds with the Glaziers, including lunch at a Past Master's house.
Contact: John Stuttard.
Tel: 020 8959 1692, e-mail: john.stuttard@uk.pwc.com

Saturday 11th to Monday 14th September
Derbyshire weekend with the option to follow on from the day in the Cotswolds (above).
Contact: Tony Dyas Tel: 01895 632343 e-mail: adyas@gotadsl.co.uk

Sunday 17th October Autumn lunch. at Waddesdon
Contact: Brian Palmer Tel: 0116 2862417
e-mail: brian@bandjpalmer.co.uk

WELCOME TO NEW MEMBERS

Brian Crump and Steven Berveling, 62 Oxford St, Newtown, NSW 2042 Australia 02 9519 4910
spitzbigpond.net.au
1933 PII 118PY 33001-H Gurney Nutting Continental Sports Saloon

Paul and Clare Lukes, 25 Dunning Avenue, Rosebery, NSW 2018, Australia, 02 9313 7866,
paullukes@paradisegarage.com.au
1929 PII 111WJ RR-202 Williams Tourer

Roy Jeffery & Geraldine Walker, 31 Spinnaker Way, Corlette, Port Stephens NSW 2315, Australia
02 4984 1110 royandgerry@bigpond.com
1923 SG 62LK JR-1923 Williams ¾ Sedan

Igor and Ellen Andronov, 53 Broad Street, Ludlow, Shropshire SY8 1NH 01584 873450
igor@andronov.com
1929 20HP GFN44 PX-9492 Page & Hunt ¾ Cabriolet

Ralston Rainsford, PO Box 2065 Victor Harbour, SA 5211, Australia 041883 3944 ral2@bigpond.com.au
1921 SG 62JG SA-268 Williams and Ford Tourer

Peter and Regula Velvart, Weidstrasse 5, Zufikon, CH 5621, Switzerland 41 56 631 8376 velvart@greenmail.ch
1927 20HP GHJ66 YT-7777 Edmunds Metal Tourer

Alan and Diana Watkins, The Dower House, Wapworth, Solihull, West Midlands, B91 6AR, 01564 785 666
alanwatkins9@btinternet.com
1937 25/30 GLP26 ERA-530 Hooper Sports Saloon

Club Shop Price List:

Ties £15.00
Brass, Nickel or Chrome Car Badges £ 25.00



Cuff-links £35/pair



Lapel badge/scarf pin £20.00

Please note that the above items are in solid Sterling Silver and are very tasteful (i.e. Not flashy bling)
Contact: Susan Glew, 01386 700987
susan.glew@onetel.com

Back Numbers of News and Record are available from Tim Forrest at £2.50 each.

Back Cover Picture:

*Memories of Alpine
2003 and the Stelvio
Pass in glorious Summer*

Photo: John Kennedy



PLEASE SEND US YOUR E-MAIL ADDRESS NOW IF YOU HAVE NOT ALREADY DONE SO.

Send to Tony Dyas
adyas@gotadsl.co.uk

