



News and Record

Issue 4
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Cover Picture:

John and Kay Marsh in 107EM
emerging from Windsor Castle
after driving past Her Majesty
The Queen at the Golden Jubilee
Parade of Rolls-Royce and
Bentley Cars

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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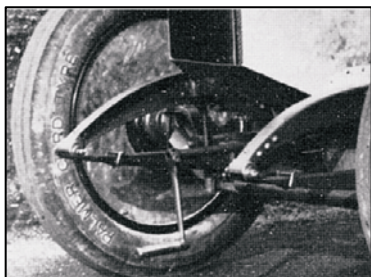
EDITOR'S NOTES

More on Cooling

I am very grateful to Graham Adams who called me with helpful additional information on cooling systems which has been put into an article in this edition.

Front Wheel Brakes

R-REC Members may have read of Tim Forrest's interest in the possibilities for adding front wheel brakes to an Edwardian Ghost. One of the main challenges is that of keeping the front axle under control during heavy braking. The problem can be understood from the following pictures:



The top picture shows the light and flexible springs on a 1910 Ghost, which gave a good ride but are unable to withstand the twisting tendency of a front axle under braking. The lower picture shows the much heavier and stiffer springs used on a front wheel brake Ghost. The extra spring stiffness and the extra weight of the brake mechanism and drums conspired to spoil the ride relative to the earlier cars. It will be interesting to hear what Tim decides.

20-Ghost.org

The 20-Ghost Club Web site is actively maintained and the News and Members pages are updated roughly twice a month. The

home page will tell you when the site was last updated. Members are particularly asked to check the events list on the members page as "Get in & Go" type events are sometimes introduced at short notice.

The site receives a good number of hits each month, but it obviously cannot become the main channel of communication until more members are on the internet. If you have not yet jumped into computing or the internet, ask your friends or children to show you the site on their computer. The password for the members' page remains "Frosty".

What makes a good rally?

The 20-Ghost Club Annual Concours is reported elsewhere in this edition. It resulted in a better attendance than usual and has prompted the question of what makes a successful meeting. The roots of the Club are in the London area and South-East and meetings in those regions are inevitably more popular. We will however continue to arrange meetings in other regions because, although the turnout may be lower, such meetings do attract members we do not see elsewhere. A successful formula, such as the Derbyshire Weekend can, over the years, also generate a following of its own and become a fixture in the calendar.

Other ingredients we think are helpful are an interesting venue, not open to the general public and the opportunity to meet interesting people. Let us hear your views.

Royal Events

This has been a significant year in terms of Royal events. We were all deeply saddened by the deaths of The Queen Mother and Princess Margaret, but uplifted by the opportunity to celebrate Her Majesty the Queen's Golden

Jubilee. As a small tribute to the Queen Mother, in this edition we reproduce some pictures of her inspecting 20-Ghost Club cars at the Windsor Village Flower Show on 13 July 1991. My thanks to Jens Pilo for providing me with the photographs.

The 20-Ghost Club made its contribution to the Golden Jubilee by providing a number of earlier cars to the parade of Rolls-Royce and Derby and Crewe Bentley cars at Windsor, organised by the Rolls-Royce Enthusiasts' Club.

Over five hundred cars trying to assemble in the car parks at the same time resulted in the most expensive traffic jam that Windsor has seen for years. However, apart from a few 'moderns' which failed to proceed, all arrived near enough on time to avoid problems. The public car parks had been reserved for our use, but the slots were designed for small family cars. Reversing into the spaces was therefore a challenge. The old cars, had little difficulty with the exercise, but some of the drivers of the modern cars seemed to be very unfamiliar with the idea of using the reverse gear.

The weather was extremely cold, but open cars had their tops down regardless. Several 20-Ghost Club cars were in the early part of the parade and were rewarded by driving past Her Majesty before she was forced inside by the cold, to view the rest of the parade from the warmth of the Royal Apartments.

Knighthood

Our congratulations to member Finn Moller on whom H.M. the Queen of the Netherlands has bestowed Knight in the Order of Oranje Nassau, for services to Art and Culture in Curacao.

Nigel Hughes

THIS IS MY STORY

Geoffrey Price continues the story of early days of the Club, as seen through the eyes of GMK54.

There were many more motor cars in superb condition, which drew admiring comments from a constant stream of viewers. Even I, proudly displaying my number 40 Club event badge, attracted some flattering comments. My owners considered we had put up a decent show, so they were much gratified to receive a kind letter on the Club notepaper from Mr Watson. This thanked them for their attendance and offered to inform them of future meetings, should they so wish. The letter explained that 'The main object is a social club' and that 'membership is by invitation of the Committee only', heavily underlined. Certainly, from the conversations I had overheard, my owners had greatly enjoyed their meetings with Club members such as Mr Stanley Sears, Captain and Mrs Castle and Mr Vivian. And while we motor cars remained parked for the public to view, our owners enjoyed the sociability if a prize-giving and a pre-booked tea (3/6d per head) at the Kensington Palace Hotel.

The next piece of excitement was when my carburettor gave trouble, so there was a second trip to Hythe Road. By this time, my owners were Club members and I was proudly displaying my 20-Ghost Club badge. At Hythe Road, there was a moment of glory: I was parked ready for collection when a Mr Roney Messervy, who was a very important person at Hythe Road, seeing my badge, said to some American gentlemen customers that my club was a most exclusive one. They had been admiring me and were most impressed.

One of the Club events my owners attended was a 'brains trust' evening at the Eccleston Hotel in SW1. The ladies were present and there were drinks and

bits. The Club President, Mr Stanley Sears and Mr Messervy, of Rolls-Royce, were on the platform to answer members questions. I overheard my owner later telling a friend, Mr Bruce Wootton, who subsequently joined the Club, how one member had asked what oil consumption he could expect from his Twenty. Mr Messervy had replied '1000 miles sir'. The member, sounding dismayed had said 'but I'm only getting 650 miles to the pint and I've had Specialloid rings fitted'. Mr Messervy retorted 'ah, Splaloids, we've heard of them. I meant 1000 miles to the gallon; oil's cheap enough. Your engine is getting a continuous re-bore!'

In those early days of the Club, the Company was very supportive (many of the founding members and their families had been, or continued to be, valued customers of Rolls-Royce) and directors of the Company often attended events. At one of these, Mr Messervy had told the tale of how, as a young management trainee, he had been told on a Friday that, on the following Monday, an important customer would be bringing in his motor car to complain of some seeming problem and that he, Messervy, should accompany him on a road test. Unfortunately for Messervy, the week-end had been a heavy one and, arriving late on Monday, he had not time to check the identity of the customer until he arrived. Once in the motor car, Messervy, by way of conversation, had asked 'were you at Le Mans, sir?' The customer replied tersely 'I was'. Messervy: 'did you have a good view, sir?' Customer: 'I was driving.' Messervy: 'how did you get on?' Customer: 'I won'.

My next exciting event, in September 1954, was the Anglo-

American Vintage Car Rally at Goodwood. This was attended by such lesser clubs as the Veteran Car Club, the Vintage Sports Car Club, the Bentley Drivers Club and the Bugatti Owners Club. I well remember how the 20-Ghost Club members were invited to do a lap of the circuit. We set off in great style, way out to the front, but at 60 m.p.h. I was getting badly puffed and Mr Watson's great Ghost limousine, with Fred at the wheel and his family in the rear with gins and tonics urging him on, swept past in splendid fashion, heeling over at the corner. I hope they were spilling the gin.

In those days, elderly Rolls-Royces were more frequently seen on the roads than is now the case. When parked, interested folk would often engage my owner in conversation, which was sometimes most informing. On one such occasion, a gentleman explained that his company used to manufacture brake shoes for Rolls-Royce. Seemingly, this involved a great deal to do. Once the order for the shoes had been given, a wooden box, sealed with the Company's seals and containing the ingots of Rolls-Royce alloys arrived. This could not be opened until two representatives from Rolls-Royce arrived to supervise the entire operation of casting the shoes. Once cast, test pieces from the shoes were taken to the Company to be checked for correct casting.

The annual dinner at the Hyde Park Hotel, was a function to which I greatly enjoyed conveying my owners. Those were the days before breath testing and when we splendid motor cars could be left parked at the kerb side in Sloane Street without fear of being vandalised. Of course, the officers of the Club left their magnificent Silver Ghosts in front

of the hotel, no doubt to the manager's great satisfaction. From the conversation I overheard between my owners on the drive home, I gathered that they had greatly enjoyed the speeches and the dancing that followed the excellent food and wine. I had the feeling that I was being driven with rather more verve than usual, but I was never involved in a mishap.

Another social event my owners talked about was an evening with drinks at the Sloane Street home of Mr Adrian Belsey, a dental surgeon and a founder member of the Club. Among his hobbies was the making of miniature duelling pistols. One of these was only two inches long. My owner saw it fired into a telephone directory and then cleaned and replaced in its case, which, on a silver plate, carried the inscription "A.J.Belsey maker of fine pistols".

The day came when my owners decided that I should be sold to the Mr Bruce Wootton I have already mentioned. He and his wife intended to take me to the United States and tour that country, but I shall not be able to tell you of my experiences there for, sadly, Mr and Mrs Wootton have died.

Setting down these reminiscences has given me some satisfaction. Perhaps my successor will follow this example. But perhaps once is enough or maybe too much..



I therefore decided to try some other plugs in the threads. I had some KLG M50s and Champion No 7s which I had obtained from the Green Spark Plug Company, both old stock, rather than current production. The M50s are cool plugs and no good for oily engines, but are OK in my car. Both the No7s and the M50s felt a much better fit. I also noticed that the No7s in particular had a slightly longer reach than the AB6s. The figures are as follows:

Plug	Reach	Thread Outside Diameter
AB6	0.475"	0.691"
M50	0.485	0.697"
No7	0.510"	0.701"

In the interest of not stripping threads in either the valve covers or the cylinder block, I will now use either the M50 or No7 plugs. One of the nice things about the old plugs is that their size of hexagon fits the R-R plug spanner and they look right. Since neither of these plugs is in current production, we still need an acceptable alternative. I would be very interested if readers have any advice to offer on other currently available substitutes.

Baron Axel Baring



ALDWICK HUNDRED, ALDWICK, SUSSEX.

MEMBER'S BOOK NO.

Dear Mr. Price,

29 JUL 1955

The President and Committee wish to thank you for bringing your car to our Coronation Rally. The standard of turn out was excellent and all entrants are to be congratulated heartily.

It is regretted that owing to pressure of work the Committee were unable to contact all those present.

This Club was started about four years ago by a group of proud owners of early model Rolls Royce cars for people with kindred interests. The main object is as a social club and ladies may join as full Members as well as their menfolk.

It has now been extended to owners of any pre 1940 model. Membership is by invitation of the Committee only and members of the Motor Trade are not eligible.

On hearing that it is your wish I will add your name to the list of interested people and send circulars of our future Meetings.

Yours sincerely,

Hon. Secretary.

THE RIGHT GHOST PLUGS?

When checking my Ghost after last winter, I attempted to remove the spark plugs and found that the valve covers unscrewed, rather than the plugs coming out of the covers. All the plugs were very tight in the covers, despite having been installed only to a nice snug fit.

I had been using NGK AB6 plugs, which suited the engine well. On removing the plugs from the covers and cleaning up the threads, I found that all the plugs were a rather loose fit in the covers. If the threads are slack, combustion products can get between the threads causing the seizure I had experienced.



Those attending were: - Graham Adams, Andy Butcher, Nigel Hughes, John & Kay Marsh and Andrew Taylor.

It is intended to hold further of these in various parts of the country, if there is suitable demand, so those interested do not have to travel large distances. As soon as the next hands-on maintenance day is arranged it will be in the calendar of events.

John Marsh
Photos Andy Butcher

TECHNICAL AND HANDS-ON MAINTENANCE DAY 14 APRIL 2002

Broughtons our largest Rolls-Royce and Bentley agents, kindly offered us the facilities of their premises at Cheltenham to hold our first seminar.

Unfortunately this event coincided with an unscheduled Historic day racing at Silverstone, which I believe took a few members that we expected.

However, six cars were waiting at 10am to meet two of Broughtons Directors, Alan Stafford and Peter Wyatt, along with their long serving (47 years) Rolls-Royce Mechanic, Ken, who had made two ramps available for our vehicles.

It was decided to let Ken have each car on the ramp and to go over it with his eagle eye, rather than to try and teach such a high quality set of owners how to service their vehicles.

It was most interesting to see Ken at work. First, he showed his expertise by confidently driving

each of our cars on to the ramp, without the slightest falter. This was particularly easy with Graham Adams' car which now sports power steering. Using his hydraulic jacks on the rear and front of our Ghosts Ken revealed some small items that required attention.

While the other cars were getting attention from Ken, Nigel Hughes put his up on the spare hoist and had a good crawl round underneath, taking advantage of the access to polish his front silencer!

It was nice to see such a varied selection of both new and second hand Rolls and Bentleys along with the new Aston Martin. Unfortunately the latest Bentley which is due out any minute, was not available but the Sales Director informed me that they had already taken firm orders for 67 of these.



Nigel does a spot of oiling and demonstrates the problem of silencer polishing without a hoist



BROOKLANDS DRIVING TEST MEETING

28 APRIL 2002

With so many RREC members attending the cavalcade for the Queen's Jubilee at Windsor the day before, there was an excellent turnout for the annual driving tests. With every entry from a differing coachbuilder, there was plenty of interest for both members and the public. Colin Laybourn brought his Barker replica tourer, full of interesting features and with just 300 road miles completed since engine rebuild.

Despite the dire predictions of the weather forecasters, the rain on arrival soon gave way to a pleasant day, although only those seeking the best advantage for reversing manoeuvres in the tests seemed willing to lower their hoods! Andy Butcher had to do some rapid test setting when the boys from Charterhouse 'failed to proceed' in their period military transport, arriving after Test 2, courtesy of the AA, when marking independence was resumed.

All contestants safely negotiated the Test Hill, *(below)* with a forward/reverse/restart half way up. Sue Norwood proved that this could still be done with a full complement of five on board. For the next test at the top of the hill, drivers had to confirm the N/S/F tyre pressure, losing a point for every pound out. This caught out all those relying on forecourt gauges, the tester included!



After lunch in the Members Bar, competitors took the scenic route to the banking via the Test Hill. This gave the bold the opportunity to try storming the hill in second or to show off with a restart on the steepest part. David Else did the demonstration run on the principal test of the day, with a series of forward and reversing moves through cones, up and down the banking. David gave a faultless display, which he could not quite replicate in the competition. With Brian Palmer's 20HP going second, the owners of large horsepower cars were soon to find out that their larger turning circle required a great deal more effort!

Jimmy Valentine took the route avoiding every pothole, at least that's what we think was causing him to weave about around the course!

Colin Laybourn's smooth display, *(below)* taking his Ghost almost to the top of the banking with each arc was enough for him to take the trophy, with Andy Butcher in his habitual second place and David Else in third. Our thanks go to Andy Butcher for organising a very pleasant day in the period surroundings of Brooklands.

Ken Forbes
Photos: Andy Butcher



Competitors:

Andy Butcher	1920	Ghost	25AE	R4708
Paul Curtis	1930	20/25	GTR30	KF4444
David Else	1928	20HP	GKM30	DS9341
Colin Laybourn	1923	Ghost	72NK	XR7664

Ken Forbes	1927	P1	95LF	YU7464
Sue Norwood	1923	Ghost	4PK	BU3046
Brian Palmer	1926	20HP	GCK74	YR890
Jens Pilo	1921	Ghost	58UE	XF7007
Jimmy Valentine	1929	P1	10R	UV1923

THE QUEEN MOTHER AT WINDSOR VILLAGE

13 July 1991



Mike Shannon holds the Queen Mother's attention

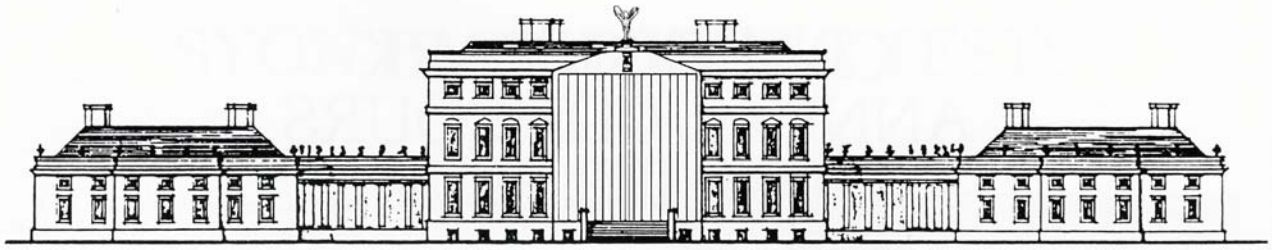


Carol and Nick Rosenberg discuss their car with The Queen Mother



John and Rae Kennedy discussing their 1905 Twenty with The Queen Mother

Photos: Jens Pilo



THE 20-GHOST CLUB AND IRISH GEORGIAN SOCIETY TOUR OF CHESHIRE: 25-27 MAY 2002



The Irish Georgian Tour for 2002 was based on the Jervis Hotel in Crewe, where there was a choice of being kept awake by the sounds of Crewe station or the ventilation fans from the kitchens.

Our first visit was to Doddington Hall, dating from 1776. The house has been vacant from the 1950s and the floors escaped the usual Stiletto heel damage. The House is now under restoration and it was a real joy to be able to crawl over literally every part of it. The great circular saloon is a real treasure and the boys were fascinated by the pairs of doors into the dining room which are mechanically geared so that on opening one, the other opens in synchronism, as if by magic.

In bright sunshine, the next stop was Brand Hall (above), a brick house of about 1700, owned by Mr and Mrs Michael Taylor. They generously provided coffee and gave us the run of their pristine house. Most of the ladies wanted to take the rooms home with them there and then.

The weather was very changeable and by the time we reached our next stop, it was raining hard. The location and lunch stop was Buntingsdale hall, dating from 1721 and built for Bulkeley Mackworth. The hall was used as the headquarters of RAF No.10 Flying School during WWII, but has since returned to the ownership of the Mackworth family who can only be described as heroic in the task of restoration they have undertaken.

After lunch we went to Hawkstone Hall the nucleus of which was built for Richard Hill in 1720. Since 1973, it has been a pastoral centre. Inevitably, it has an institutional feel, but a number of the major rooms can be visited. Perhaps the high spot is the Drawing Room in lavish and heavily gilded "Tous-Les-Louis" style, similar to that at Lancaster House. The rain held off long enough for us also to enjoy the gardens with their magnificent Rhododendrons.

In contrast to Hawkstone, Rode Hall, where we went for dinner, has the feel of a warm, family, lived-in home, full of wonderful treasures. The Wilbraham family has held the Rode estate for over 300 years and we were welcomed and given a guided tour by Sir Richard Baker

Wilbraham, who was a charming and extremely well-informed host. The dinner was excellent too.

Sunday morning saw us on our way to Belmont Hall, built for John Smith Barry in 1755 and now home of Mr Richard Leigh and Cransley School. Despite the full use of the house for school purposes, it was possible to appreciate the fine, full-blooded Rococo stucco work in the staircase hall and ceiling decoration.

Under grey skies we travelled on to Henbury Hall, home of Mr Sebastian de Ferranti, who kindly escorted us round the principal rooms of his house. The building is a classical Palladian rotunda of 16th century style but built between 1983 and 1987. The Hall is both a tribute to Mr de Ferranti's ambition and perseverance and to the architect and craftsmen who realised and built the design.

In steady rain, we moved on to Adlington Hall for lunch. The building is a startling mix of Georgian red brick and Tudor black-and-white. The nucleus of the building is the hall, built by Thomas Legh and completed in 1505. This is where we had lunch. The hall contains the largest and most complete 17th century organ in the country to survive virtually unaltered. Regrettably it required tuning, for which the charge would have been well beyond our budget, and

so we were unable to hear it in full song.

We travelled on to Peover Hall in what was probably the filthiest and wettest journey ever undertaken on an Irish Georgian tour, probably due to the high proportion of open cars present. The present house was built for Sir Ralph Mainwaring in 1585 and is owned by Mr Randle Brooks, whose parents bought the house in 1941. Peover Hall contains many items rescued from other houses, including an amazing collection of beds, and three splendid Victorian bookcases. The house is Grade II listed but the stables are Grade I, the interior containing Tuscan columns and arches and a strapwork plaster ceiling.

It was good to get back to the hotel to dry out and even better for at least some of the Rolls-Royce drivers to be given a ride by the Irish Georgians to dinner at Rode Hall.

Monday saw us on our way to Cholmondeley Castle, first visiting the family chapel which dates from 1300 and is located near where the original 1701 house had been. The castle itself now dates from 1801, is in gothic style, and used much of the stone from the old house. The castle has a warm, lived-in feel and the main state rooms have excellent views over the park.

Combermere abbey was our lunch stop, where we were met by Mrs

Callander Beckett, the owner. Based on the site of a 12th century Cistercian abbey, the house retains a late mediaeval Abbots Hall on the first floor which became the nucleus of a new half timbered house in the 18th century. Around 1800, the whole of the exterior was covered in lath and plaster to make it look like stone, in gothic style. The house had deteriorated badly until 1975, when a modest restoration of the south end provided a comfortable family house. There are major plans for restoration of the ravaged north wing.

The final visit was to Dorfold Hall, owned by Mr Richard Roundell. The house has Jacobean origins, remodelled in the 1750s onwards with an enclosed forecourt added in 1824. Although retaining its Jacobean decoration in several rooms, Dorfold is very much a family home with late 20th century satellite TV and audio systems evident in the Drawing room.

This was our first Irish Georgian tour. It was a great privilege to see all of the houses and in many cases to be taken round by the owners. The tour was perhaps the ultimate test of the weather equipment on the "open" cars, but both owners and passengers treated the challenge of the weather with appropriate stoicism and a good time was had by all.

Photos and Article by Nigel Hughes

Cars taking part

Driver and Navigator

David and Susan Collier
Michael and Angelika Elliott
Ken Fairbairn and Anne Haynes
Ken and Jane Forbes
Gervase and Margaret Forster
Nigel and Ann Hughes
John and Susan O'Dowd
John and Leslie Stuttard
Susan Taylor
Jimmy and Janet Valentine
Nick Whitaker

Type

20/25
Phantom II
Phantom II
Phantom I
Silver Ghost
Silver Ghost
Phantom II
Silver Ghost
Wraith
Phantom I
Phantom II

Chassis No.

GNC70
80 MY
74 MS
95LF
60NE
120EU
98GN
33LG
WHC77
10R
92MY

Coachbuilder

Hooper
Barker
Freestone & Webb
Robinson
Lopez
Barker
Replica
Park Ward
Park Ward
H J Mulliner
Park Ward

Style

Sedanca
Drophead Coupe
Sports Saloon
Tourer
Tourer
Tourer
Tourer
All WeatherTourer
Touring Limousine
Weymann saloon
Sedanca



Photographs:-

*Top Left: Lunch stop at
Buntingsdale Hall*

*Top Right: The Saloon,
Doddington Hall*

Middle Left: Henbury Hall

*Middle Right: Silver-mounted
sauce bottles at Henbury*

Lower Left: Adlington Hall

ANNUAL CONCOURS – PICNIC AT CHELSEA

14 JULY 2002

The day before St Swithin's Day the weather changed. Sunday 14th July turned out to be hot and sunny, bringing out a bumper crop of no fewer than 27 pre-Second World War Rolls-Royce cars for the 2002 20-Ghost Club Annual Concours at The Royal Hospital Chelsea.

For those of you who didn't listen to Radio 4 that morning, St Swithin was the Bishop of Winchester in the 9th Century and, on his death, he was buried in the churchyard. When he was later canonised, the church elders wanted to have his tomb inside the newly erected Winchester Cathedral. They fixed 15th July as the date for exhuming and reburial. It poured so hard that day and it continued to rain for the next 40 days – hence the old wives' tale that if it rains on St Swithin's Day you can write off the summer. Well, St Swithin's Day minus one was fantastic – and we were all grateful to be able to picnic in the agreeable grounds of the Royal Hospital Chelsea, by courtesy of The Governor, Sir Jeremy Mackenzie GCB OBE.

The day started with a parade of pensioners (in their red tunics) and visitors from the East Anglia Regiment. These were inspected by the Secretary, in front of the main buildings designed by Sir Christopher Wren, who lived at Chelsea for nine years. It's bizarre to see men (In-Pensioners, as those who live in the Hospital are referred to) being ordered about by a Sergeant-Major - to line up and stand straight – at the age of 70 or 75 years of age. But, as you'd expect, they put on a good show and then marched into the Chapel, built by Wren, where we witnessed a service originated under Edward VI and further documented in James I reign. A full church is something unusual these days, but the Royal Hospital



John Kennedy sets the scene in 26350



Chelsea chapel had no empty pews that day.

After chapel, a tour of the State Apartments demonstrated the wealth of artistic endeavour – buildings by Sir Christopher Wren, carvings by William Emmett, mouldings by Robert Adam, paintings of Charles II, James I, William & Mary, Ranelagh, Fox and Wren. Totally magical, since these rooms are not normally open to the public. We were honoured to see them.

Lunch on the lawn by the College's Eastern Avenue worked out well, since the tree-lined

avenue afforded shade on this atypical English summer's day. Joined by some of the In-Pensioners, it was an instructive occasion, when tales of Benghazi, Alamein, Montecino and the Normandy Beaches brought memories of bravery long since submerged in today's news of Enron, Worldcom, Henman and the World Cup.

An In-Pensioner, David Poultney, was our host for the day. A recent joiner to Chelsea, he was a boy soldier in the Second World War and then a regular soldier in the Royal Engineers for 12 years. After his wife died, he applied to

come to the Hospital and his life has been enriched ever since. He presented the prizes for the day to Howard & Jackie Phillips for the best large horsepower car (1912 Silver Ghost Tourer, replica body by Dubois); to Keith Jay for the best small horsepower car (1927 20HP Three Quarter Coupe Cabriolet by Windovers) and to Michael & Linda Hilditch for the Ladies' Choice (1920 Silver Ghost Torpedo Tourer by Barker).

One of the judges was Harry de Silva (*below*), stepson of the Maharajah of Porbander, who was the original owner of the 1921 Silver Ghost All Weather Tourer



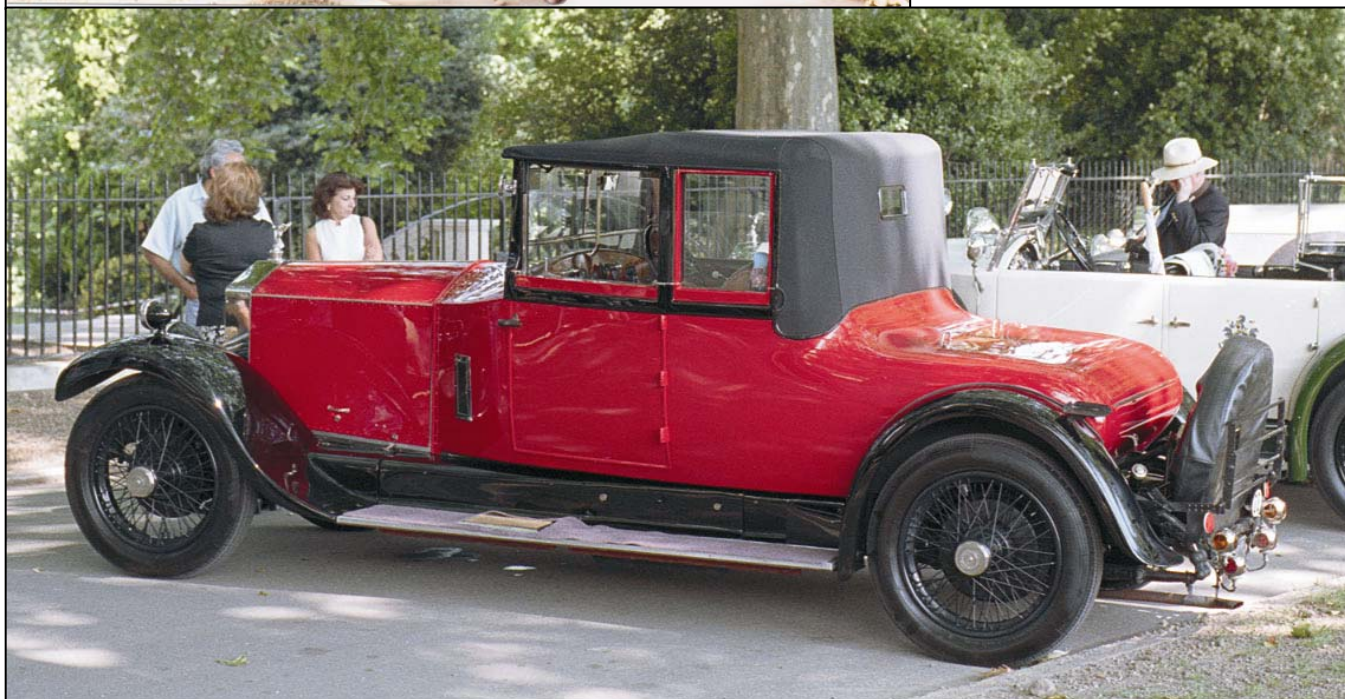
by Car Mart/Park Ward, now owned by Lesley & John Stuttard.

Howard & Jackie Phillips' Silver Ghost 2142



Above: Michael Hilditch receives the Ladies' Choice prize from David Poultney

Below: Keith Jay's 1927 20 hp, winner of the best Small Horsepower Trophy





Prize for Howard and Jackie Phillips



and for Keith Jay

Annual Concours 2002 Participants

Year	Model	Body style	Body builder	Chassis	Reg No	Owner/passenger
1905	Light 20HP	Isle of Man Tourer	Harrington	26350	AX 147	John & Rae Kennedy
1912	Silver Ghost	Torpedo Cabriolet	Barker	1861	XH 7396	Ray & Gill Lockett
1912	Silver Ghost	Tourer	Dubois	2142	SV 8316	Howard & Jackie Phillips
1912	Silver Ghost	Torpedo Phaeton	Barker	2154	R 1487	Tim & Susie Forrest
1919	Silver Ghost	Tourer	Laybourn	30 PP	R 3499	David & Barbara Morgan
1920	Silver Ghost	Tourer	Hooper	25 AE	R 4708	Andy & Valerie Butcher
1920	Silver Ghost	Torpedo Tourer	Barker	50 RE	MH 2245	Michael & Linda Hilditch
1921	Silver Ghost	Tourer	Lopez of Portugal	60 NE	SV 6608	Gervase & Margaret Forster
1921	Silver Ghost	All Weather Tourer	Car Mart Park Ward	33 LG	YF 7646	John & Lesley Stuttard
1922	20 HP	Tourer	Barker	42 GO	CH 3732	John Fasal
1923	Silver Ghost	Shooting Brake	Barker	107 EM	VA 2343	John & Kay Marsh
1923	Silver Ghost	Tourer	Laybourn	72 NK	XR 7664	Colin & Joan Laybourn
1926	20HP	Tourer	Thrupp & Maberly	GOK 65	UK 2	Andrew & Sally Sington
1927	Phantom I	Torpedo Tourer	Jacobs	26 EF	AYE 2	Graham & Jane Ashley-Carter
1927	Phantom I	Tourer	Jacobs	25 EH	RR 8388	Robin & Nicky Salmon
1927	Phantom I	Torpedo Tourer	Robinson	95 LF	YU 7464	Ken & Jane Forbes
1927	20HP	Tourer	Hooper	GAJ 81	DS 9695	Peter & Shirley Price
1927	20HP	¾ Coupe Cabriolet	Windovers	GHJ 40	YH 793	Keith Jay
1928	Phantom I	Tourer	Restor of Derby	55 CL	UL 5136	John & Kay Marsh
1928	Phantom I	Roadster	Panelcraft	31 EH	YW 3488	Douglas & Joyce Clark
1929	Phantom I	Limousine	Weymann	1 OR	UV 1923	Jimmy & Janet Valentine
1930	Phantom II	Roadster	MacNellie	52 GN	YC 9686	Adrian & Hannah Berry
1930	Phantom II	Dual Cowl Tourer	Replica	98 GN	SC 8968	Sue & John O'Dowd
1931	20/25	4 Light Saloon	Park Ward	GOS 8	GP 2522	Colin Hughes
1933	Phantom II Continental	Sedan de Ville	Park Ward	92 MY	AGW 36	Nick Whitaker
1934	Phantom II	Drophead Sedan de Ville Coupe	Penny	156 SK	HXC 545	Tom & Nancy Lee
1937	25/30	Sports Saloon	Rippon	GLP 9	DFY 400	Hamish Scott

Thanks to John Stuttard for organising and reporting the event and to John Stuttard and Colin Hughes for the photographs

20-GHOST CLUB WORLD HERITAGE TOUR OF TASMANIA

15 - 26 FEBRUARY 2002

The general consensus of opinion within the Club is now that the only place we can drive our cars in comfort in February is Tasmania. February being so hot that turned out to be absolutely the right judgment. The Overlanders driving from South Australia and New South Wales, distances nearly equivalent to driving from London to Madrid, who decided to drive to the point of boarding the ferry, the Spirit of Tasmania, found driving a Silver Ghost in temperatures in the high 30's was very uncomfortable. Victorians said they couldn't complain because that was the only summer they had experienced this season.

Boarding the Spirit of Tasmania to travel across Bass Strait, was a lengthy affair and the number of members of the Rebels Bikie Gang boarding seemed extraordinary. The crossing took 15 hours overnight and was smooth and uneventful, but disembarking took some time. A distraction was the very smart beagle who came to make sure we didn't take any unauthorized food or plants into Tasmania and the continual movement of one of the Rebels, who seemed concerned the beagle didn't get near his bag. He didn't.

When Sydney members, Bill and Jacqui Hall proceeded to the hold where Gertie, their 1922 Open-drive Limousine was waiting, they found they were behind a large contingent of Rebels and their Harley Davidsons. Most people proceeding to their cars were making a detour around a black leather jacket lying in front of the Hall's Ghost. Jacqui, having many years experience of picking up after husband and children, decided the jacket should be returned to its owner. As she approached a large group of motor cyclists with tattoos up to their nostrils she heard "Where's me f.....g jacket?" Not one to be fazed by language, having worked in legal offices for many years, Jacqui approached the young man and offered the jacket, explaining

she'd found it in front of her car and indicated where Gertie was waiting. "You're a f.....g princess" said the grateful young Rebel.

It was discovered later that there were about 500 Rebel Bikies having a rally in Tasmania. We wondered if we would see them later!

Keith and Robyn Drew, our tour leaders together with John and Noel Brodribb, our support team and baggage car drivers, were waiting for us at Devonport in Tasmania when the ferry docked and we set out in glorious sunshine. It was on to Sheffield and once again we descended on Flo's Scone Shop (there's been a change of ownership and it's now called Murray Scottish Scone Shop). We were delighted to see photographs on the wall of members of the previous Tasmania tour and we were told there was also a video of that visit!

After we'd refueled on scones we set off for Cradle Mountain Lodge where we had two days of wonderful scenery, bracing walks around Dove Lake and looking at Cradle Mountain Lake and general relaxation. The lack of mobile phone reception and only a public phone made it easy to leave the outside world behind and enjoy the glory of nature.

On Monday 18 February, after a stop at Zeehan Museum at the old School of Mines for lunch, we travelled to Strahan. This busy center of Tasmania's West Coast and historic port was founded in the 1880's. Here we settled into Franklin Manor for our three-night stay.

On Tuesday we had the most wonderful day on the Lady Jane Franklin when we sailed through Hell's Gate and went up the Gordon River. The weather was warm and sunny and the water reflections were beautiful. On the way back to Strahan we stopped off at Sarah Island to hear more of our violent

convict past in yet another glorious setting.

The following day we journeyed to Queenstown to join the APT Wilderness Railway for a trip through Tasmania's wilderness rainforests past Huon Pine, Sassafras, Leatherwood and endless groves of pretty tree ferns. This exciting rack and pinion rail journey originated as a freight train operation in 1896 to transport copper ingots from Mt. Lyell Mine in Queenstown to the port of Strahan.

The weather was dull when we left Strahan for Queenstown with showers and rumbling thunder. David and Marilyn Forward with Max and Michele Latimer as passengers, had a narrow escape when immediately after one enormous clap of thunder the lightning hit the ground on the road beside them. I'm sure there's a comment there about bright sparks but, well what can one say, they strike me as lucky.

Could it have been to ensure we knew he knows his notes? As the train left Queenstown the whistle blew once and David Forward frowned, but when it blew again immediately he muttered "D" sharp and the frown disappeared. David's musical skills had once again entertained us. He knew, but we didn't intend to ask him, if that was the right note.

It was during this train ride that the Johnsons suggested this should be called the Trains and Boats and Planes Tour. After getting off the Lady Jane Franklin the day before they had taken a Cessna back up to Cradle Mountain to look at Dove Lake and Cradle Mountain Lake from the air. Not content with that they also surveyed the course the Lady Jane Franklin took, before returning to Strahan.

On Thursday 21 February, we travelled from Strahan through the rugged western area to Hobart. It

was a journey not without incident (for those who were there that is the biggest understatement of all time).

The weather was wet, the roads were narrow and winding and all the drivers' agreed, tiring. We arrived at Derwent Bridge to find Keith Drew had exited his car rather quickly when it filled with smoke. He is a Ghost driver, however, and when the smoke cleared he put Robyn in first, she seemed to maintain a smile, so he got in and carried on.

By the time we reached Derwent Bridge we all noticed the temperature had dropped and that collector of facts, Ghost musical and otherwise, David Forward informed us it was 2.8 degrees outside. We immediately huddled around the fire and wondered what winter was like at Derwent Bridge. Neville Vassallo was considering living at Derwent Bridge forever, but when told he'd driven the really hard bit, he told Rhondha he would go on.

Fortunately Neville didn't know that although the road was a little straighter and flatter from Derwent Bridge, it would still test us. Just after leaving our lunch stop we encountered the first of two motor accidents that day which made the journey longer in time, especially after the second accident when we had to turn around and divert.

Finally, we arrived at the Grand Chancellor for our three-day stay in Hobart. After a quick shower and mustering our strength, we jumped on a double decker bus that took us to Moorilla Estate Winery to enjoy a wonderful dinner and sample some of their wines.

Friday brought a terrific drive through very narrow winding roads towards the Hartz Mountains. Bill Hall got the award for the driver of the most comfortable and stable ride (given by Laurie Ogle, not only because he was in the back, but because Jacqui, once again left her handbag on the running board, and it was still there!!!! after 50 kilometres of twisting and turning).

When we arrived at the Tahune Forest Airwalk and Visitor Centre a barbeque lunch was organized. The Airwalk was built by the Franklin Wooden Boat School to withstand 180 kilometre winds (do we have them that fast on the mainland)? The walk averages 20 metres above the forest floor and a scary bit along a 24 metre cantilever that moves and sways if you want it to... or even if you don't. All this 48 metres above a river!!!!!! That was optional and I don't know who did it because I didn't.

After a lovely dinner at the Blue Skies Restaurant on the Murray St. Pier, we climbed into bed knowing tomorrow was our first day off and we could sleep in if we wanted. We wanted, but it was at this point that our friends the Rebels came back into our lives, or rather, into Hobart where all 500, or so it seemed, were riding past our hotel at regular intervals. "Maybe if we give them their princess they'll go away," muttered Bill Hall. Jacqui contemplated what she'd look like in black leather.

Saturday is Salamanca Markets where we gravitated to after a bit of quick shopping in the town center. The Halls bumped into our English guest travelers, Gervase and Margaret Forster, and after a successful present buy they all sat down for a quiet coffee. Gervase had an altercation with a wasp; result, Wasp 1 Gervase 0 and at that point he swore he would wear elastic bands on the legs of his shorts every time he comes to Australia. He wanted to keep moving before the swelling got too big so it was another look at Battery Point before going back to the hotel. As he wandered off to his room Margaret thought he was giving rather a jolly good impression of a John Wayne walk!

On Sunday 24th February we left Hobart for Hawley Beach, a journey that took us from one end of Tasmania to the other, a distance of about 160 miles.

The setting for our final stay in Tasmania was Hawley House, an 1878 Historic homestead and

National Trust property at Hawley Beach. The owner of the property had three German Shepherd Dogs who acted as unpaid security guards for the Ghosts and entertained all of us with their bird chasing antics.

On Monday 25th February, we travelled to Beauty Point in the Tamar Valley to visit Seahorse World where we saw a working sea-horse farm, aquariums with sea dragons, pipefish and endangered species and enjoyed a wonderful lunch at the waterfront café.

That evening we held our Farewell Dinner at Hawley House and gave grateful thanks to Robyn and Keith Drew for the splendid planning and effort they had put in on our behalf.

Thanks were also given to John and Noel Brodribb, our trusty support team, for all their help and good company during the tour.

JACQUI HALL

Participants:

David and Ellen Bailie
John and Noel Brodribb
Dennis Deasey
John and Val Dixon
Keith and Robyn Drew
Aleck Durlacher
Gervase and Margaret Forster
David and Marilyn Forward
Bill and Jacqui Hall
Bryan and Sheilah Harper
David and Judy Heuzenroeder
Les and Roselee Johnson
David Kenway
Richard Knight
Max and Michele Latimer
Laurie and Coralie Ogle
Rory Poland
Neville and Rhonda Vassallo

20-GHOST CLUB WORLD HERITAGE TOUR OF TASMANIA



Photos by Keith Drew:

Top - The cars on display in front of Hawley House

Centre Right - Max Latimer hand cranks his Ghost

Lower Left - David Bailie admires the Tour Organiser's Ghost

Lower Right - Margaret Forster (and yes, the man next to her is Gervase) all set for some Tasmanian navigating

Centre Left - Keith Drew, Gervase Forster and Neville Versallo

Lower Left - David Bailie admires the Tour Organiser's Ghost

Chassis 1122

David McPhee's 1909 Silver Ghost, chassis number 1122 bears the engine number 1122 on the crankcase flange under the carburettor. However, it also carries the number 1173 on the nearside front engine mounting and this number was entered on the Australian Club records as the engine number in 1960 before members properly understood the company's system of engine numbering. The incorrect engine number also found its way into the 20-Ghost Club members list.



David was intrigued by the mysterious number 1173 on the front mounting. A 'missing' Silver Ghost was even found in Victorian registration records with engine number 1173, but after a search, the car was found to be 1172. David concludes that the number 1173 was placed there to satisfy the registration officials in Australia, who insisted that every car should have an engine number, even to the point of telling the owner to go away and add one if the original could not be found!

COMING EVENTS 2002

16 – 18 August. Derbyshire Weekend

This will be based on the Peveril of the Peak, a Heritage Hotel in Dovedale.

Contact: Tony Dyas 01895 632343

NEW ITEM

Saturday 28 September - Goodwood

The 20-Ghost Club has been invited to visit the new Rolls-Royce factory at Goodwood to see the preparations for production of the new car to be launched on 1 January 2003. Please see the details on the application form enclosed

Contact: John Stuttard 0208 9591692

6 October. Autumn Lunch

at Brockencote Hall near Kidderminster

Contact : John Marsh: 01384 273061

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 from The Club Shop

Ties £15.00

Car Badges £ 25.00

Both Nickel and Chrome car badges now in stock

Contact: Andy Butcher

Alpine '93 Videos £20.00 Back numbers of Record and News and Record £2.50 ea. Contact: John Kennedy

New Members

John Matheson, Sydney NSW,

1924 SG 64EU

1924 SG 64LK

1926 20hp GYK 82

Ian Eccleston, Hampton-in-Arden

1929 20/25 GDP38

Back Cover Picture

It was biting cold at the Golden Jubilee Tribute at Windsor. Even gloved hands needed warmth from a Silver Ghost radiator, but produced some unusual colour on the mascot

