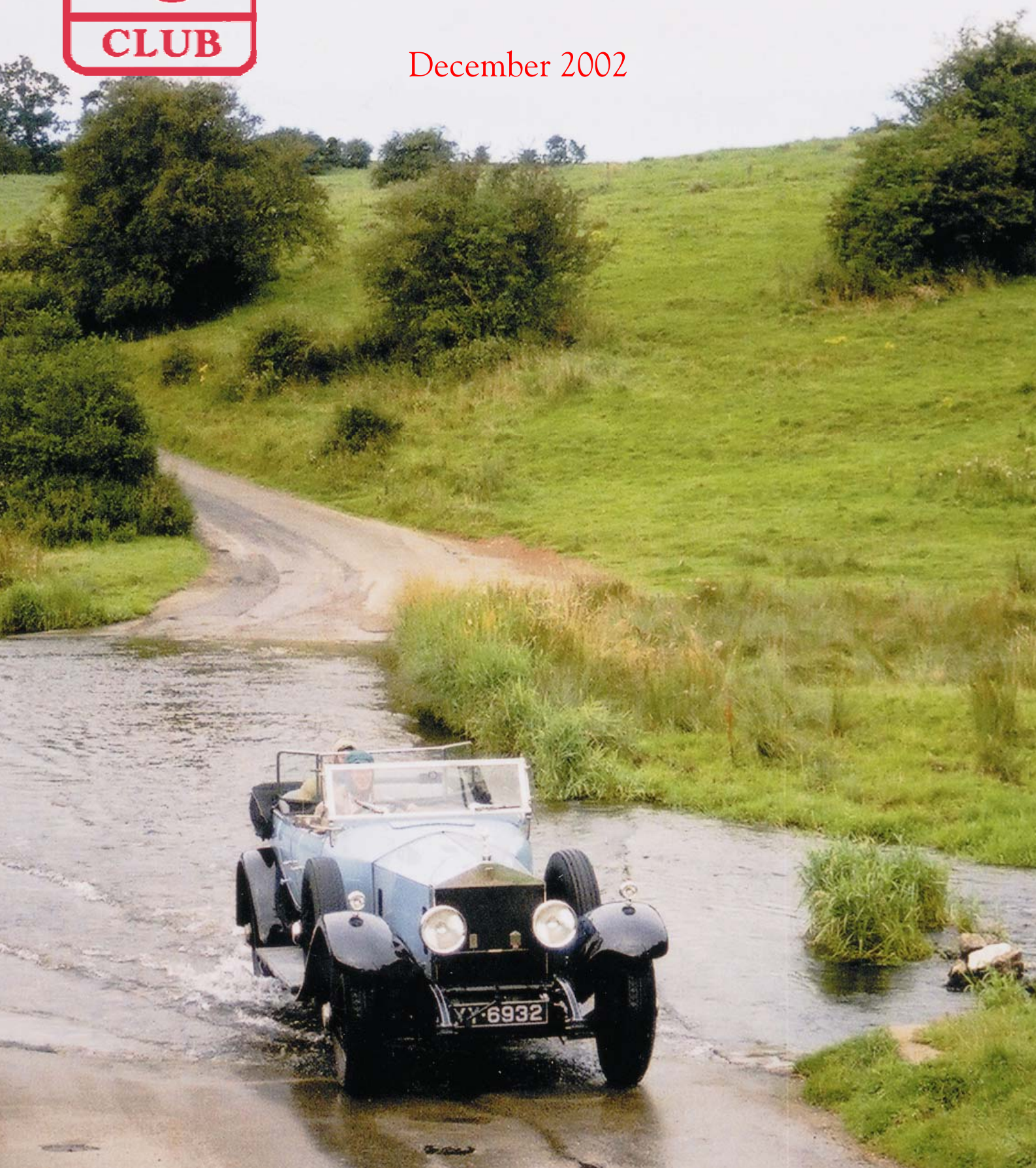




News and Record

Issue 5

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Cover Picture:

Nigel and Ann Hughes in 120EU negotiate the water splash at Tissington during the Derbyshire Weekend.

Note:

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EDITORIAL

Thanks

My sincere thanks to all those of you who have provided me with photographs for *News and Record*, particularly for the Round England Tour where nobody had particularly been tasked to cover the photographic aspect.

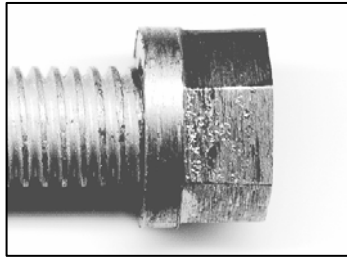
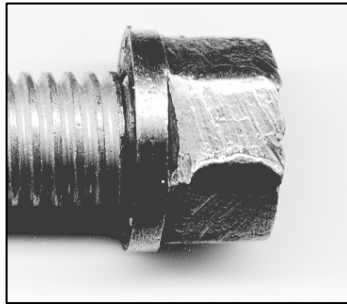
Johnny woz 'ere

When working on our cars, one of the nicer things to find is that when something is properly cleaned off and inspected, it is totally free of the tell-tale signs of damage which indicate poor workmanship in the past. I will be the first to admit that I have sometimes left behind evidence of my own poor workmanship, but I hope that this happens less and less.

The pictures on this page show, top, a special R-R nut which Johnny Allthumbs has rounded off by using too large an open end spanner and heaving on it until it slipped. The picture below shows a replacement I made, which I hope would meet with Sir Henry's approval. The moral to this is that you must always use a well-fitting spanner. In the case of Rolls-Royce nuts, there are some sizes which do not conform to normal British sizing. The use of the appropriate original R-R spanner can be essential here. An example is the R-R use of BA (British Association) sizes. The 2 BA R-R nut has a standard 2BA thread, but it appears to be 3/16 Whitworth size across the flats.

Web Site Problems

I generally try to update our Web Site www.20-Ghost.org twice a month, on the basis that a site that does not change is not worth visiting, however pretty it may look. We recently ran into a problem with our Web Host, which obstinately refused to let me publish any updates for over a



month. This has now been resolved and you should start seeing changes again.

We use a thing called Matrixstats which lets me know how much use is being made of the Web Site. The number of sessions has grown steadily and we are now attracting new members who have found the site as their first contact with the Club. This is helped by the fact that we are now listed by several of the major Search Engines, such as Yahoo.

By the way, I am always happy to consider including News items from members. Just E-Mail them to me, with a picture if possible and you may see yourself in lights!

Built-Up Cars

It looks as if a Great Debate is about to take place on the subject of Built-Up cars, by which we mean cars where several of the major parts are not from the same chassis, series or date. My personal view is that the Club has a responsibility, as custodians of the history of the Marque, to take an interest in the origins of all the surviving cars. Others will have different views and there is great scope for differing opinion on the degree of detail into which any exercise should go. This looks

certain to be taking up significant Committee time in the future and if you have any views on the subject, please let any Committee member know and we will take them into consideration.

News and Record

News and Record has been well received and the Club will continue to publish in the present format. We have decided to settle on three editions per year, each of some twelve to sixteen pages. All contributions are very welcome.

Congratulations to the Australian Chapter

We were delighted to receive news that the Australian Chapter of the 20-Ghost Club celebrated its Tenth Anniversary last March. My thanks to Margaret Gillings for the news and pictures and to the Australian Committee who have worked so hard to support their part of what is increasingly an international Club.

David Martin



We were all deeply saddened to hear of the death of David Martin in October.

David Martin died in Port Hueneme, California where he and his wife Stephanie had lived since they left England in 1999. David gave distinguished service to the Club, both as the Honorary Treasurer from 1990 until 1999 and as Chairman of the Committee from 1995 until 1999.

Nigel H Hughes

Tour of England

May 2002



A nearly panoramic picture of the cars at Chelborough. Left to right: David and Barbara Morgan's 30PP, Derek and Helen Allan's 16LE, Nigel and Ann Hughes' 120EU, Brian and Joan Palmer's GCK 74 and Jimmy and Janet Valentine's 1OR

Photos: David Morgan

The objects of the tour were to enjoy some delightful road conditions still to be found in various parts of England and to try to entice some members who might otherwise feel diffident about joining the full tour to join us for a day or two. As a result, the car numbers varied between eight and three, with the greater numbers in the South and Midlands. The tour offered two nights in each of five hotels.

The tour started in Dorset at Plumber Manor where we were welcomed by mine host, our member Richard Prideaux-Brune, and enjoyed the customary hospitality, comfort and good living we have come to associate with that establishment.

At dinner on the first night we were joined by other local members Howard and Jackie Philips who kindly invited us to coffee the next morning at their home in Chelborough. This resulted in us getting seriously lost in the Dorset

lanes, thereby seeing some magnificent scenery which we would otherwise have missed. We nevertheless received a warm welcome on our late arrival and admired the fine collection of cars and automobilia.

Having reached Chelborough, Nigel and Ann Hughes noted that they had friends in Corscombe, just over the hill, due West, so they decided to make a side visit. They had not reckoned with the Dorset lanes, which run North-South in



1179 at Lower Slaughter

Photo: Tony Dyas

that part of the county, so their detour took a lot longer than they had expected.

For the remainder of the party, the next call was at the Swan Sanctuary at Abbotsbury and Chesil Beach – a 17 mile long bank of graduated gravel.

Next day we headed North in glorious fine open-touring weather, picking up the Fosse Way. David and Barbara Morgan and Brian and Joan Palmer took a coffee stop with Nigel and Ann Hughes in Compton Abdale, just off the Fosse Way near Northleach. Then, it was on to our next hotel, the Glebe Hotel in Barford, just South of Warwick.

The next day, Ken and Jane Forbes arranged a tour which included the British motor Museum at Gaydon, lunch in Lower Slaughter Manor Hotel and a visit to Sezincote built in Indian style by a 'Nabob' around 1800.



Sezincote

Photo: Brian Palmer

We then continued up the Fosse Way and deviated through Market Harborough (to avoid Leicester). Passing Rockingham castle by



Howard Philips' Motor House

Photo: Brian Palmer

chance we found it occupied by the Sealed Knot society complete with encampment including pike-makers, lacemakers and cooks cooking in the castle. We then continued on our way to Branston Hall Hotel near Lincoln. Here we

activities for us. Thus some spent the next day in Lincoln visiting the magnificent cathedral and Lincoln castle with its 18th century jail and its original copy of Magna Carta, while others visited famous and historic RAF airfields. Those continuing the tour headed north crossing the Humber suspension bridge to Beverley and on to the Black Swan (aka the Mucky Duck) in Helmsley. This provided the base for a day's tour of the North Yorkshire Moors including Rievaulx Abbey and a ride on the steam-hauled North Yorkshire Moors Railway from Grosmont to Pickering and back through magnificent scenery.

Our final destination was the Leeming House Hotel overlooking Ullswater. After a day exploring some of the delights of the lake District and its spectacularly narrow roads it was time to disperse, in our case to Crewe for the Irish Georgian weekend. Special thanks to David and Barbara Morgan and Alan and Bettie Archer for travelling so far on the tour in their Silver Ghosts.

Jimmy Valentine

met Clayton and Helen banks whose Silver Ghost was hospitalised in Sheffield but had kindly produced a range of

Cars Taking Part for some or all of the Tour

Driver and Navigator	Date	Type	Chassis No.	Registration No.
Derek and Helen Allan	1920	SG	16LE	RE 1657
Alan and Betty Archer	1919	SG	12LW	R 3701
Clayton and Helen Banks	(1922	SG	34MG)	
Tony and Vivien Dyas	1909	SG	1179	R 749
Ken and Jane Forbes	1927	PI	95LF	YU 6474
Gervase and Margaret Forster	1921	SG	60NE	SV 6608
Nigel and Ann Hughes	1925	SG	120EU	XY 6932
John and Rae Kennedy	1913	SG	2260E	R 827
Graham and Barbara Mead	1910	SG	1330	
David and Barbara Morgan	1919	SG	30PP	PN 7
Brian and Joan Palmer	1926	20HP	GCK74	YR 890
Jimmy and Janet Valentine	1929	PI	1OR	UV1923



Cars lined up at The Glebe Hotel Warwick

Photo: David Morgan

DERBYSHIRE WEEKEND

16-19 AUGUST 2002



The Derbyshire Weekend has become something of a fixture in the Club calendar and this year, the venue was the Peveril of the Peak Hotel in Thorpe, Dovedale. Those who walked across the local hill and down the next valley were rewarded by the spectacle of Dovedale, with its stepping stones across the river Dove (*Above*)

The popularity of the Derbyshire Weekend has become such that, despite a few late cancellations, others were waiting to join in and a full complement of twenty cars took part in the event. It was particularly good to be able to welcome new members Reg and Ann White, in their 1928 20 hp coupe and to see Bernard and Sylvia Holmes out for their first rally with their 1926 Springfield Ghost, recently fresh from restoration. The overall tally was eleven Silver Ghosts, two

Phantom Is, three Phantom IIs, three 20 hp and one 20/25. The hotel is dog-friendly, so the complement of passengers included two extra back seat drivers in the form of Black Labradors Max (Mead) and Musket (Hughes).

Following arrival on the Friday, we were at leisure and some of us walked across the fields past the local hill called Thorpe Cloud to find the very pretty area of Dovedale.

For the Saturday, we had been promised the now traditional "challenging and interesting" drive on a route devised by Graham Mead. This has come to mean steep hills, narrow roads and magnificent scenery. We were not disappointed in any of that.

The published route was some 112 miles, estimated to take about five hours. It took us South through Staffordshire via Uttoxeter and Abbots Bromley and then back North crossing the river Dove at Draycott-in-the-Clay back into Derbyshire. We climbed gently through the lanes of South Derbyshire passing Carsington Reservoir into the area of Brassington and Elton known as the White Peak, from the pale colour of its many dry stone walls. The route then went through Chatsworth Park to Longstone Edge overlooking Bakewell. Finally, we drove into Lathill Dale, Hartington and Alstonefield and then took a dramatic dive into the Manifold Valley, requiring a very careful descent in low gear. We returned to the hotel via Dovedale. However, as has become traditional on these rallies, the local authority had

closed one of the roads since the last time the route had been checked, so there were extra challenges for navigators at Butterton and the bonus of an unexpected water splash.

Not all the group used the same route, some improvisation allowing side visits to the Heights of Abraham, Bakewell and Haddon Hall, to name but a few of the deliberate diversions. The parking attendant at Haddon Hall is getting used to our visits and refused to take payment for parking our cars, while volunteering water for the dog, an excellent example of Derbyshire hospitality.

On Sunday morning, it looked as if we had a simple 18 mile trip to the Crich Tramway Museum. However, Graham had craftily chosen a route via Wirksworth which had been used by Rolls-Royce in 1913 to test the cars due to take part in the Alpine Trials. All the cars successfully passed the test of descending and climbing the local steep hills.

We were allowed to park our cars inside the Tramway Museum site, where visitors were able to compare our technology directly with that of the many beautifully restored trams and buildings in the museum.

(Below: Bernard Holmes leads Ken Fairbairn into the Tramway Museum.



Our return route took us down into the Derwent Valley and then up the beautiful Via Gellia road, named and used by the Romans to bring lead ore from the local mines to the smelters in the valley.

The final part of the journey included an option, taken by most, to drive through a water spash into the pretty village of Tissington and then home to the hotel.

We had a late lunch at 3.00 pm to allow those who wished to travel by coach to Buxton for an evening performance of Gilbert and Sullivan's *The Gondoliers*. This was presented in the lovely

Buxton Opera House by the prize-winning Derby Opera Society. Those of us who had been before knew what the Derby

team could do and we were thoroughly entertained by their presentation. They just seem to get better each year.

On return to The Peveril of the Peak, we found that a local thunderstorm had killed the electricity supply. The hotel had fortunately already arranged a cold buffet for us, so we were treated to a surprise candlelight supper.

Once again, our thanks go to Graham Mead and to Tony Dyas, who respectively arranged the route and looked after the administration of the Weekend.

Congratulations to you both on another very successful event.

Nigel Hughes

Photos by Ann and Nigel Hughes



Even our large cars were dwarfed by this Portuguese tramcar



Gervase and Margaret Forster's SG 60NE, Jeremy and Breda Greene's SG 41EM, Reg and Ann White's 20HP GYL44 and Brian and Joan Palmer's 20HP GCK74 lined up by the Bandstand at the Tramway Museum.
Photo: Ann Hughes

Participants and their cars

Driver and Navigator	Year	Chassis	Type	Reg No.
Alan & Betty Archer	1919	12LW	Silver Ghost	R3701
Adrian & Hannah Berry	1930	52GN	Phantom11	YC9686
Nick Channing & Julia	1922	42ZG	Silver Ghost	NN3740
Douglas & Joyce Clark	1928	31EH	Phantom 1	YW3488
Tony & Vivien Dyas	1909	1179	Silver Ghost	R749
Ian & Patricia Eccleston	1929	GDP38	20/25	GJ1069
Ken Fairbairn & Anne Haynes	1932	74MS	Phantom 11	KF634
John Fasal & Veronica	1922	42GO	20HP	CH3732
Ken & Jane Forbes	1927	95LF	Phantom 1	YU7464
Gervase & Margaret Forster	1921	60NE	Silver Ghost	SV6608
Jeremy & Breda Greene	1924	41EM	Silver Ghost	B1924
Bill & Nora Handcock	1912	2018	Silver Ghost	R1462
Michael & Linda Hilditch	1920	50RE	Silver Ghost	MH2245
Bernard & Sylvia Holmes	1926	S128ML	Silver Ghost	SV8817
Nigel, Ann & Jane Hughes	1925	120EU	Silver Ghost	XY6932
Graham & Barbara Mead	1910	1330	Silver Ghost	R1960
David & Barbara Morgan	1919	30PP	Silver Ghost	PN7
Susan & John O'Dowd	1930	98GN	Phantom 11	SC8968
Brian & Joan Palmer	1926	GCK74	20HP	YR890
Reg and Ann White	1928	GYL44	20HP	DJ3564

Australian Chapter Tenth Anniversary Celebration at Werribee March 2002



Left to right: Liz Milverton, Beverley Smith, Margaret Gillings, Liz and Rory Poland's daughter, then Liz Poland, Kerry Ely, Fiona Forbes, Michelle Latimer and Norah Vincent

Visit to Project Rolls-Royce

28 September 2002



provide the luxurious interior.

The tour of the factory gave members the chance to see some of the materials being used and some component parts, but alas no completed vehicle, since viewing is "off limits" until 1 January 2003, even though a few vehicles have already been "off test".

The visit concluded with a finger buffet lunch - and more champagne - and the universal acclaims from all the visitors. Thanks go in to Fred Fruth, the Director of Corporate Affairs,

The 20-Ghost Club received a tremendous accolade at the end of September when it was the first "car club" to be invited to visit the new Rolls-Royce factory at Goodwood, even before the factory was completed.

At the end of the tour, the Club was invited to return in a year's time to see production in full flow and to see the cars being tested.

Known until 1 January 2003 as "Project Rolls-Royce", because legal use of the name is vested in VW until then, BMW have created a truly English (or more politically correct British) concept. The new car has been designed in London, and not in Bavaria and, after consulting the designer of the original Silver Cloud. The parts are not standard BMW products, but sourced specially for the new car.

Some 60 people, arriving in 20 Veteran, Edwardian and Vintage Rolls-Royce and 5 modern cars, were given a fascinating morning at the new factory which nestles in the Sussex countryside just south of Goodwood. The land was specially excavated so that it sits below normal ground level and is landscaped well into this area of natural beauty. Welcomed by the Marketing Manager, Axel



Oesterling, Project Rolls-Royce's Managing Director, Tony Gott, introduced the project and the concepts behind the new car. A glass of champagne was generously offered before the party set off to view the new factory and learn the key statistics. It is to be a large car - over 19 feet long - much roomier than the current Seraph. It is to be very powerful. It has been built using some of the most modern techniques of production for example a state of the art computerised quality control process. Demonstrating the craftsmanship, out of a workforce of over 300 people, some 63 are employed in the leather shop, where hides are cut and stitched to

who had participated on the R-REC's Tour to Malaysia as a guest and who is a great R-R enthusiast for making the visit possible. We were pleased to learn that Project Rolls-Royce wants to stay close to its "Supporters' Clubs" such as the 20-Ghost Club and the R-REC. Based on what we saw at Goodwood, we are, and will remain, great fans.

PS Our spies tell us that a 20-Ghost Club member has ordered the first car off the production line. That says it all.

John Stuttard

Photos: David Crossley Cooke

20-Ghost Club – Visitors to Goodwood on 28 Sept 2002

Year	Model	Body style	Body builder	Chassis No	Reg No	Owner/passenger
1912	Silver Ghost	London to Edinburgh Tourer		2079	12 RR	David Robson and David Cooper
1912	Silver Ghost	London to Edinburgh Torpedo	Grosvenor Carriage Replica	2121	R 2121	Tim Forrest, Malcolm Goddard & Jonathon Woods
1913	Silver Ghost	Radley Tourer		2260E	R 827	John Kennedy & David Poole
1914	Silver Ghost	London to Edinburgh Colonial Torpedo Tourer	Bridgewater	27 BD	LR 6389	Strone and Phil Macpherson, Gregory and Charlie Houston-Bowden
1921	Silver Ghost	Tourer	Lopez of Portugal	60 NE	SV 6608	Gervase & Margaret Forster, Anthony & Joan Lefanu
1923	Silver Ghost	Sedan de Ville	Park Ward	30 EM	XR 2994	Andrew Taylor
1923	Silver Ghost	Shooting Brake	Barker	107 EM	VA 2343	John & Kay Marsh
1923	20HP	¾ Drophead Coupe	HJ Mulliner	66 H5	XO 5571	Alister Reid & Paul Curtis
1926	20HP	Drophead Coupe	Hooper	GA 11	KK 9630	Michael Sapsford & Roy Southward
1927	Phantom I	York Tourer	Replica by Robinson	31 EH	YW 3488	Douglas Clark & Geoffrey Poyner
1928	20HP	Landaulette	Park Ward	GWL 14	FW 1819	Clifton & Isabel Spencer
1929	Phantom I	Weymann Saloon	HJ Mulliner	1 OR	UV 1923	Jimmy & Janet Valentine, Bill & Linda Caldwell
1929	20HP	Tourer	Barker	GEN 16	RR 5320	Sandy & Audrey Dowell
1930	Phantom II	Roadster	Replica	52 GN	YC 9686	Adrian Berry & Dr Hannah Goodman
1930 Note1	Phantom II	Dual Cowl Tourer	Hooper	62 GY	GH 2966	Strone Macpherson, Phil Macpherson, Gregory Houston-Bowden & Charlie Houston-Bowden
1930	20/25	Barrel Sided Tourer	Unknown	GTR 31	PO 3451	Peter Perryman, Keneth McNaught & Sarah McNaught
1931	Phantom II	Continental Touring Saloon	Barker	50 GX	GP 6800	John & Lesley Stuttard, David Colvin, David & Elspeth Crossley-Cooke
1931	20/25	Sports Saloon		GRW 10	JJ 57	Richard Chapman & Dr Jonathan Wood
1934	Phantom II	Sedan de Ville	Windovers	150 SK	BLA 208	Howard Phillips
1936	20/25	Touring Saloon	Hooper	GXK 36	CLL 190	Graham & Elizabeth Bennett
1984	Corniche	Drophead Coupe	HJ Mulliner /Park Ward		1 GDA	Graham & Gill Adams, Sally & Paddy Barker

EVEN MORE ON COOLING

Graham Adams has come up with yet more hints and experiences on Ghost cooling systems. He makes the following points.

If a chemical cleaning process is applied to the whole cooling system, the result may be a clean radiator, but it is likely that loosened rubbish will be left in the blocks unless they are thoroughly flushed. The radiator then acts as a water filter, collecting the rubbish until it is again blocked. *This is one reason why I fixed up a central heating pump circulation system to treat the radiator alone, Ed.* You can put a filter in the top hose, but you have to check it frequently to prevent the filter itself becoming a blockage.

The proper way to clean the blocks is to remove the top water plates and the brass core plugs. With these removed, there is very good access to the cavernous water passages. The top plates are likely to have been weakened by corrosion and can be very obstinate to remove, even if all the nuts can be undone without shearing off any studs. The plates may break in the process, which is why new ones are available from restorers. The threads into which the brass core plugs screw will also have rusted and the core plug threads may be badly damaged during removal. Again, new parts are available if needed. Before refitting new core plugs, it is advisable to use an old one with some saw cuts across the thread as a crude tap to clean out the threads. With a clean radiator and blocks, there can still be problems with the water pump itself, where corrosion of the casing and the rotor can reduce the efficiency considerably. Rotors can be replaced and casings built up with bronze to restore performance.

Most of these problems build up slowly over the years and remain

undetected in normal UK motoring. It is only when long sustained climbs are attempted that the problems come to light.

A final word from Graham is that the person behind the steering wheel can have a massive effect on the adequacy of cooling. Never climb a sustained hill in such a high gear that you cannot accelerate. Climbing with the right foot on the boards is definitely to be avoided. Owners who have fitted higher geared rear axle gears should recognise that they will have to be prepared to use lower gears than others do when climbing hills.

And a couple more points from me. The picture shows Ann lending a hand as a result of my being prevailed upon to hang my number plate upwards from the front crossmember, rather than downwards, as it had been before. Although mounting the plate on top of the crossmember looks quite nice and avoids the starting handle obscuring the numbers, it does blank off airflow to the bottom of the radiator and can be worth a few degrees of temperature on a long hard climb.

Drivers will be familiar with the effect that after they have stopped a hot engine, the temperature gauge can rise to near boiling, the temperature falling rapidly again when the engine is restarted. This is due to a phenomenon known as heat soak. When the engine is running, the insides of the cylinder walls, in contact with the hot gas from combustion, are hotter than the outsides of the walls which are in contact with the cooling water and cooled by the water flow. When the engine is stopped, the cooling flow stops and heat stored in the cylinder walls flows into the



water, which gets hotter because there is no circulation. The more scale and silt there is in the blocks, the more severe the heat soak effect can be, because the cylinder walls will be hotter, due to poor heat transfer to the water. In cases of severe heat soak problems, look at the block rather than the radiator as the cause.

Some people think that the cooler an engine runs, the better. Not so, because if the cylinder walls are too cool, the products of combustion, which include nasty acids, can condense on the inside of the cylinders causing corrosion and an increased rate of bore wear. This does not happen as long as the cylinder temperature exceeds about 65 degrees centigrade. My own car had had its thermostat removed by the first owner and his successor had to have the engine rebored at the relatively low mileage of 65,000. I think this was the result of running cold. Late Ghosts should run at 80 to 85 degrees. Nigel Hughes

ECHOES FROM THE PAST

The following page was found in an edition of Veteran and Vintage magazine of 1957 by Andy Butcher. It includes a bit of Ghost history and an interesting follow-up to the recent articles on the early days of the Club.

On the Silver Ghost

After The Great War, The Silver Ghost was still "The Best Car in the World" in the opinion of many. The post-war boom, however, was short-lived; a general trade recession cut the sales of the Silver Ghost. The Rolls-Royce Company abandoned its one-car policy and announced the 20hp model.

Royce's own loyalties were still with his beloved Silver Ghost. There's only one Rolls-Royce," he told a member of his staff, "and that's the one we've got.

We don't want a smaller one, do we?"

But he agreed to design the new car on the strict understanding that "it's quality would be equal to the large."

But, as was inevitable, the day came when the Silver Ghost's performance was surpassed by other cars. During the war automobile engineering in America had forged ahead, and Royce was forced to adopt certain innovations for the Silver Ghost to satisfy public taste. In 1921 he designed his unique self starter, and in 1923, using the Hispano-Suiza servo brake as a model, Royce gave the Silver Ghost what was virtually not four

but six brakes. It was in 1925 that the last Silver Ghost chassis passed out of the test department at Derby. Already its place as "The Best Car in the World" had been taken by another Rolls-Royce, the car that Claude Johnson christened after some favourite lines of Wordsworth:

*She was a phantom of delight,
When first she gleamed upon my sight.
She was a phantom of delight,
A dancing shape, an image gay,
To haunt, to startle and waylay.*

THE TWENTY-GHOST MEN

The following is an extract from an article in the "Daily Mail" written by its brilliant contributor Fred Majdalany, whose own Rolls-Royce (Vintage type) is a familiar sight in Fleet Street.

The other day, I stumbled across the 20-Ghost Club, which is not only in the highest tradition of English eccentricity but must be one of the most exclusive clubs in the world.

Membership is confined to owners of pre-war Rolls-Royces; the subscription is only a modest ten shillings a year, but membership is by invitation only - after man and machine have undergone a prolonged scrutiny.

I happened to be driving along the London-Newmarket road when I came across a field full of Rolls-Royces, and dropping in to have a closer look, found I had blundered into a meeting (the common word Rally is not used by this club) of the 20-Ghost Club.

The cars were lined up as if for inspection by a general, and the general who happened to be inspecting them turned out to be Mr. A. J. Belsey, a London dentist, who is chairman of the club and one of its original founders. The members had travelled anything up to 100 miles to face this ordeal.

It was in 1950 that Mr Belsey and a few friends formed the club - for owners of old Rolls-Royces "Who wish to share their enthusiasm and admire each others cars."

In seven years the membership has grown to more than 200 bodies and

rather more Rolls-Royces, as some members have several.

The catch is that members must not only own these cars, but bring them up to spotless period condition both in coachwork and under the bonnet.

This last condition acts as a powerful deterrent to the dilettante who thinks it enough merely to own an old Rolls and have it hosed down at the local garage once in a while. The engines of these cars - one of them was an immaculate 1911 carriage with walnut panelling and metalwork consisting almost entirely of brass - are as shiny as the bodies. Membership of this club is absolute slavery.

Before facing the critical eyes of his fellow, a 20-Ghost chap spends a good week or more spitting and polishing and all the cars on view appeared able to run without oil. Certainly no oil was in evidence.

Period correctness of style and fittings is ruthlessly insisted on. A member who fits a racy four-note Italian horn or dangles a small doll in front of the back window may get off with writing out 100 times "Sir Henry Royce was the greatest man who ever lived," but a second offence will almost certainly entail confiscation of his club tie.

They still shudder at the recollection of the prospective member who turned up in a Rolls on which he had painted the name *Bloody Mary*. He didn't get in. Nor did a man who thought to ingratiate himself by arriving in knickerbockers and a deerstalker cap. "We don't go in for *that* sort of thing."

Contrary to general club tradition, the 20-Ghost is boldly feminist, and wives of owners are welcomed as members in their own right if they care to join. One suspects an ulterior motive behind this progressive policy.

When there is a vast amount of polishing to be done to brass lamps, knobs, hubs, doorhandles, and countless other fittings, there's nothing like the availability of a woman's hand, and it may safely be said that a 20-Ghost woman's work is never done.

Many of the younger members find the maintenance of a pre-war Rolls and a post-war wife too much) and without hesitation they plump for the Rolls. One member, for example, has two enormous cars - one of which cost £120, the other £25. I asked him if he were married. "Good lord, no," he said. "Mind you, my mother is always lining up girls for me to marry. But as I keep on telling her, how can I possibly afford to get married when I have two Rolls-Royces to support?" It is difficult to imagine a young American, Italian, or French minor addressing his mother in these terms.

Purity of language is another thing insisted on in this Club. While any other make of automobile may be referred to a car, a Rolls is always a motor-car.

Any history of Britain's Twentieth Century folklore will be incomplete without a chapter on the 20-Ghost Club - this memorial extraordinary to Royce, the man who came closest to giving machinery a soul.

COMING EVENTS 2003 UK

27 April - Spring Lunch

The Driving Test meeting at Brooklands has had to be cancelled this year, due to escalating bureaucracy and issues of public liability. Instead, a Spring Lunch is planned, at Hartwell House, near Aylesbury.

Contact: Tim Forrest - 01428 684208

24 to 26 May - Irish Georgian Tour

This year marks the 25th joint tour organised by the London Chapter of the Irish Georgian Society and the 20-Ghost Club. The intention is that it should be something extra special. The dates are firm but the venue is to be decided - possibly Bath.

Contact: Jimmy Valentine - 020 7352 8503

6 to 22 June - Alpine Celebration

This tour, jointly organised by the Rolls-Royce Enthusiasts' Club and the Silver Ghost Association includes several 20-Ghost Club cars. The tour is full and there is a waiting list. Contact: Tim Forrest - 01428 684208

22 June to 9 July - Alpine 2003

This tour is designed as a re-enactment of the 1913 Alpine Trial, involving makes originally participating and covering as much of the original route as possible, including some parts normally closed to traffic. Space is still available. Contact: John Kennedy - 01344 883033.

21 to 22 June - R-REC Annual Rally

13 July 2003 - Annual Concours

It is planned to hold this at Waddesdon Manor, near Aylesbury

22 to 24 August - Derbyshire Weekend

This will focus on the Derby Dales
Contact: Tony Dyas - 01895 632343

Mid-September - Exmoor Excursion

A Friday to Tuesday tour of the western parts of Exmoor giving some challenging and picturesque driving.
Contact: John Marsh - 01384 273061

5 October - Autumn Lunch

A possible venue at the Clanfield Tavern will be investigated
Contact: Tim Forrest - 01428 684208

AUSTRALIA

2003 NATIONAL TOUR 20-GHOST CLUB – Australian Chapter

The National Tour Commences in the Clare Valley 80Km north of Adelaide on Sunday night 12th October 2003 with accommodation being at The Clare Country Club (clare@countryclubs.com.au).

Monday 13th October: A leisurely day in the Clare Valley touring historic sites and wineries with a light luncheon

Monday night, dinner at Paddy Gleasons Restaurant overlooking the Clare Valley.

Tuesday 14th October we will circuit the area driving to Jamestown, Bungaree and returning via Hallett and Burra to Clare, a distance of approximately 200kms. A light luncheon will be provided. Tuesday night dinner to be held in Clare.

Wednesday 15th October: Leaving the Clare Country Club, we will proceed to Martindale Hall for a morning brunch and then continue to the Novotel Resort at Rowlands Flat at the base of the Barossa valley. Wednesday night dinner will be a casual barbeque at the Novotel.

Thursday 15th October: Leave Novotel and proceed via Williamstown to the National Motor Museum at Birdwood. A casual luncheon will be held in the Springton region. Thursday night dinner is to be held at 1918 Restaurant, Tanunda.

Friday 16th October: A free day to tour the Barossa valley region. Friday night dinner TBA.

Saturday 17th October: A final Tour of Barossa and Kapunda area with a light luncheon provided. Saturday night the farewell dinner will be held at the Novotel, Rowlands Flat.

And then **Sunday 18th October:** Yes. It's all over again for another year.

For Sale from The Club Shop

Ties £15.00

Nickel or Chrome Car Badges £ 25.00

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 & Margaret Ball, Somerset. 1920 SG Cabriolet 55YE, 1923 20hp Tourer 71A3

William (Chip) & Jacques Connor, Kowloon, Hong Kong. 1912 SG Tourer 1884, 1932 PII Roadster 277AJS

Bernard & Margaret Crowley, Weybridge, Surrey. 1938 Wraith Brougham de Ville WXA107

Chess & Karen Ferrier, Southampton, Hampshire. 1924 SG Limousine 54RM

Michael & Susanna Joy, Longcross, Surrey. 1935 20/25 Sportsman, coupe GLJ18

Michael Smith & Kate Kelso, Roxburghshire 1929 20/25 Coupe GXO94

Marco Stoffel, New York, NY 1922 SSG Salamanca 111BG

John & Sofija Virgo, Gould Creek, S. Australia. 1934 PII Sports Saloon 80SK

Reg White, Hucknall, Nottinghamshire 20 h.p. Coupe GYL44



Back Cover Picture

*Tony and Vivien Dyas' 1912
Silver Ghost 2087E
Hamshaw tourer on tour in
the Pyrenees*

