



News and Record

Issue 6
April 2003



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The 20-Ghost Club

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

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Note: No Editorial this time, you lucky people!

John Kennedy crossing
Westminster Bridge in his
Light 20 on the Veteran
Car Club's London to
Brighton Emancipation
Run, November 2002.

Photo: Stanley Hurwitz



Note:

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FOURTH ANNUAL AUTUMN LUNCHEON

6 OCTOBER 2002



The Line-up at Brockencote Hall

Photo: Andy Butcher

The Fourth Annual Autumn Luncheon was held at Brockencote Hall in the heart of Worcestershire, a former Victorian mansion which has been transformed into a Gallic enclave by its French proprietors Joseph and Alison Petitjean.

39 members attended, coming from near and far; Yorkshire in the North to Southampton in the South. The beautiful warm weather made motoring a pleasure.

After a few glasses of Fizz and some delightful cocktail bits, we were beckoned to the lunch room which had to be changed due to the last minute surge in numbers. No place names had been arranged, but we soon took up our places on the 7 tables.

The individual menus had a beautiful picture of the 1912 Silver Ghost tourer by Woodall and Nicholson which was driven by two people attending the luncheon on the 1981 Silver Jubilee run from

Edinburgh to London. On the other side, a succulent menu of dishes which included Ballotine of Salmon, Roast Saddle of Lamb, and Walnut and Almond Nougatine Parfait.

With the dining room windows facing south, the heat of the room drove everybody outside as soon as coffee had been served. Our cars were parked down at the lake and made a wonderful spectacle for photographs.

John Marsh

20-GHOST CLUB AGM & DINNER

Boodles Club 28 February 2003

Thanks to Martin Williams, our friendly contact man, we were once again able to hold our Annual General Meeting and Annual Dinner in the very pleasant surroundings of Boodles Club in St James's London.

As regards Committee elections, Susie Forrest had requested that she stand down, leaving one vacancy which was filled by the election of Strone Macpherson, whom we welcome to the Committee. Susie has agreed to continue as Secretary to the Committee, for which we are all very grateful. The remainder of the Committee were re-elected en bloc.

Tim Forrest stood in for Tony Dyas who was unable to be with us and presented accounts which showed the Club to be holding its own financially, with reserves sufficient to cover two years costs. Members should note that the biggest expenditure item by far is the publication of *News and Record*. However, for many members this is their main or only contact with the Club.

In his address to the meeting as Chairman, Jimmy Valentine recalled the many successful events of the past year and looked forward to a continuing programme of high quality events and substantial tours scheduled for 2003. Jimmy announced that he was due to retire, having served the four years permitted by the Club Rules. *Note: At the recent Committee Meeting, Tim Forrest was elected Chairman and Jimmy was thanked for all his hard work during his term of office.*

After Dinner, those Trophies which had not been awarded at events during the year were presented. The full list is on page 81.



John Stuttard making a sales pitch for cars to take part in the Lord Mayor's Show in November 2003. Seated, Left to Right: Susie and Tim Forrest, Jimmy Valentine, John Kennedy, John Marsh, Andy Butcher (hidden) and Nigel Hughes



Above Left: Jimmy Valentine Presenting the Phoenix Trophy to Tim Forrest who received it on behalf of Michael Kadoorie, for his fabulous restoration of the 1912 London to Edinburgh Silver Ghost Chassis 1958



Right: Martin Williams extols the virtues of Boodles Club to Nigel Hughes while Audrey Jamieson, down from Edinburgh and with Tartan to suit, is deep in conversation with Janet Valentine

ALPINE TRIALS 1912 - 1914

Compiled from Autocar by Andy Butcher

Editor's Note: Specific quotations from Autocar are printed in Italics. Our thanks to Autocar for permission to reproduce.

Looking back 100 years, early motorists do seem remarkably audacious. The British 1000 miles trial of 1900 presented the motorcar to the public in over 70 towns and cities. It was also a reliability trial. No Rolls-Royces competed, of course, but the man who set and test drove the route was Claude Johnson, the secretary of the Automobile Club, with Montague Grahame-White, on a 6hp 2-cylinder Coventry-built Daimler, in December 1899. Hardy fellows!

Within 2 years of the formation of the company, Rolls-Royces were entering and winning competitive events in the Isle of Man, New York, Scottish Reliability Trials and beating the Monte Carlo to London record. CJ, by now Commercial Director of R-R, recognised the importance of establishing quality and dependability to attract wealthy customers to motoring. A Rolls-Royce was the ideal choice for the toughest contest - and that was on the way.

There had been a relatively modest Oesterreicher Alpenfahrt in 1911, but in January 1912, the Royal and Imperial Austrian Automobile Club published its programme for a whopper: a 1500 mile tour, in 7 non-stop stages, over 10 alpine passes. To establish its touring credentials, each car must carry 3 persons totalling 225 kilograms *and* an observer with luggage! The road surface on the passes was truly dreadful, often loose and/or muddy, frequently very uneven where the hooves of draught-horses had cut steps on the steepest parts, and crossed by countless caniveaux and donkey-tracks. (A count was made in 1913 at the Stubalpe; on the ascent 125, and worse, on the 11-mile descent, 212. *Even the impetuous Radley, who ascended in twelve and a half minutes, gulleys notwithstanding, took thirty-six minutes to descend.* copyright Autocar July 12th 1913)

The marking was by penalties, just as in modern rallies, e.g. one penalty for every minute of

involuntary stoppage; ten points for every replenishment of water, etc. The bonnet and radiator would be sealed daily. No reserve water was to be carried unless such provision were standard, one minute was allowed for starting the engine, and time occupied filling with petrol or oil en-route would be added to running time. Tampering with a seal, even if no work or replenishment was made - 5 points off!! Additionally, even more rigorous intermediate trials were set up on the ascent of the most difficult passes. These were not for speed, but to establish that the car could make the climb smoothly and without stopping. Penalties for stopping or rolling backwards, even if engine still running. And most crucially, if passengers had to quit the car, or there was assistance from bystanders, the penalty was disqualification. 95 entries were received, all were continental cars but two; James Radley on a Ghost, and the Ford Motor Co. The drivers read like a European Debrett's - 3 Princes, one Princess, two Archdukes (Karl Franz Josef and Heinrich Ferdinand) and numerous Counts and Barons. And a certain Ferdinand Porsche driving an Austro Daimler! There was a large number of valuable team prizes and other trophies and, most imaginatively, The Grand Alpine Challenge Cup, for the competitor, not the car, with the least penalty points total for 1912, 1913 and 1914.

1912

So, what happened in 1912? On Sunday 16th June, the 95 contestants rose at 3 a.m. to drive to the start line by 4 a.m. Ahead lay a 260 mile drive, ending with two of the steepest passes in the whole tour, the Tauern and the Katschberg, and it started raining at the very first pass, the Semmering. The Rolls-Royce of James Radley (1930E) romped along all day - until, on the steepest part of the Katschberg, it failed to proceed. It didn't roll back and he managed to keep the engine running, but couldn't restart without disembarking two

passengers. Disqualification - what a bitter blow - not just out of the 1912 contest on the first day, but out of contention for the 3-year challenge cup, too.

As Radley explained, in a letter to Autocar in February 1913, the car did not break down but simply stopped on a very steep gradient because it was too high-g geared. It was a regular L-E chassis with standard UK gearing and delivered just a month before the contest, leaving no time for testing, such as almost all the other competitors had done. Three of the manufacturers teams had specially geared their cars after failing hills during these tests. Furthermore, the Ghost had every comfort (only 2 other cars even had windscreens) and it weighed 2 tons, 12cwt. as laden. By the time of this letter, Radley had persuaded Rolls-Royce to enter a team in the 1913 event, in addition to his own private entry. He knew the Ghost was capable of destroying the opposition and the company was prepared to make the necessary modifications, not least because it was opening a branch in Vienna.

As to the results in 1912. Twenty three cars lost no marks, so lots had to be drawn to decide the winner! It was a Mercedes; an Opel was 2nd and Opel also won the team prize. There had been numerous accidents. One competitor and his wife were killed, another driver fell asleep and crashed into a ditch, and a car was burnt out.

1913

Presumably embarrassed by the fiasco of the lot-drawing in 1912, the Austrians made this year's event more difficult. The route was extended to 1654 miles and passes up from 10 to 17, as follows: Semmering, 3149 ft; Niederealp, 4130 ft; Lueg 1829 ft; Tauern 5695 ft; Katschberg 5383 ft; Brenner 4495 ft; Reschen-Scheidegg 4901 ft; Broccone 5305 ft; Gobbere 3339 ft; Rolle 6424 ft; Pordoi 7382 ft; Falzarego 6913 ft; Ampezzo 5065 ft; Kreuzberg 3596 ft; Wurzen 3512 ft; Predil 3629 ft;

Monte Maggiore 4275ft; Loibl 4494 ft; Stubalpe 5416 ft. Also, each car would be inspected for condition after the contest to add more penalty points such as cylinder misfiring 10 points, leaky radiator 5 points, lost or disorderly (sic) parts 5 points!

The Rolls-Royce team cars were 2212, reg R 1492, driven by Sinclair; 2224, reg R 1705, driven by Hives, and 2260, reg R1706, driven by Friese; Radley's car was 2260E, reg R-827. The modifications were typically thorough, and many were later embodied in production, from 2400, and when requested, initially as the Colonial model and later as Alpine Eagle. The 4-speed gearbox with a lower 1st speed was essential, of course. Other changes included large capacity fuel tank, radiator and engine raised in frame by about an inch, louvred bonnet and taller 22-inch radiator. Also of course, the famous steam valve radiator filler extension. R-R chose to show off with this by not replenishing water at all during the whole distance - impressive but not strictly necessary!

As hoped- for, the Ghosts absolutely stole the show. Radley arrived first at the end of each day and was so eager he upset the officials more than once by arriving before them! Most days the other 3 Ghosts were next to arrive, and it became the regular thing for the quartet to lead the field all day. It is only fair to point out that being the largest cars they started first, but they increased their margin significantly. The Autocar's correspondent, C L Freeston FRGS, by this time reporting on his second Alpine, got ahead by starting early, so that he could watch and photograph the cars at scenic places. On the Broccone he was moved to write, *"Here the Rolls-Royces came past in great style, and I am bound to say that I have never seen anything more beautiful in locomotion than the way in which they flew up the pass. We all know what a fast car is like on the level; but the sight of a group of cars running up a mountain road at high speed, with a superbly easy motion to which each little variation in the surface gave the semblance of a greyhound in its stride, was inspiring to a degree. There was nothing of the climb about it; it was a run, pure and simple; on the other hand, the pace*

was not the terrific hurtle of the racer on the flat, and the impression left on the mind was that of a perfect golden mean between the relatively slow ascent of a stiff gradient under power and the ordinary tear along the straight on a Grand Prix. Beautiful in another way moreover, was the effect described to me later by a spectator who looked down upon the cars rising to the summit of the Pordoi as they rounded one bend after another, spread out about forty yards apart, the Rolls-Royces seemed to be the living embodiment of grace and power." (copyright Autocar, July 5th 1913, page11)

So they must have won the individual and team prizes! Well, no!! Hives lost a mark on the start from Innsbruck on the second day by accidentally stopping the engine as he left the park. Radley lost 3 minutes getting his engine started on the 5th day, the cars having stood out overnight at 4000 ft. And poor Sinclair was run into by a non-competing Minerva just a few kilometres from the finish; much damage was done and time lost, but after changing a broken wheel he continued to the finish in 3rd gear, the only one which could be selected. This was the only day that the four R-Rs didn't finish together at the front of the field. Overall, fourteen cars completed the course without penalties. After the inspectors (of whom Radley was one) had completed their examinations of these fourteen for defects, there were still nine cars found to have no penalties! One was the R-R driven by Friese (and Platford as co-driver, incidentally) - more annoyingly, three were Audis who therefore took the team prize. Having failed again to establish an outright winner, the RIAAC drew lots for the more valuable prizes and Friese, as a Rolls-Royce team member of course, won the prize presented by Archduke Leopold Salvator, half of which remains in the club to this day as the Alpine Trophy.

As an aside, the very next week Ghosts driven by Salamanca and the versatile Platford came 1st and 3rd in the Spanish Grand Prix, a speed event, as today, over 191 miles. This is Rolls-Royce's only Formula One victory.....so far.

1914

Why didn't Rolls-Royce enter a team of cars? Certainly UK

owners wondered at the time, and rumours were said to be circulating that the 1913 Alpine cars had specially tuned engines, and that they had not won the team prize because their 4-speed gear boxes had failed. Rolls-Royce had simply issued a statement that they did not intend to compete; Claude Johnson rebutted the rumours in a somewhat paranoid letter to Autocar in May 1914, *"Whenever Rolls-Royce have conspicuous success in any direction, false rumours are circulated with a view to detracting from such success. The rumour referred to.... is simply false and has no foundation on fact. All Rolls-Royce engines are specially tuned until they give the best possible results. The Rolls-Royce cars which had such huge success in The Austrian Trials of last year were fitted with the four-speed gear boxes which are fitted to all R-R chassis which are sold on the Continent."* (copyright Autocar May 30th 1914 p1049)

Radley, however, was up for it again. C L Freeston was of the opinion that his chance of winning was good so long as he could restrain his impetuosity. The route was longer again, 1818 miles, and more difficult; more significantly 2 official timed tests were introduced, for the ascent of the Katschberg Pass and a 3-mile speed trial on the flat. Radley's avowed and only intention was to win these and finish first every day. To this end his car 18 PB, reg. LN 3413, was fitted with the lightest possible body of his own design. Weight was saved by not painting the car nor providing doors in the simple tourer shape. The very narrow mudguards had canvas 'dodgers' fitted from their inside edge to the chassis at the front. At the rear they must have thrown a huge spray of mud in the face of any following driver, for the weather in 1914 was mostly wet! The car carried neither lights nor spare wheels. And, for the speed test, Radley had made a rear tonneau with two holes for his passengers heads. A spectator said they looked as though buried to their necks in the ground!!

The contest began on 14th June 1914. It may have been trouble in the Balkans that prevented the Archdukes from competing. The Radley strategy paid off, and with the exception of the famous day when his impetuosity and the

lack of a flag marshal took him straight on at a fork, necessitating a 90 km backtrack, he achieved his aim; even on that day he managed 3rd place! Then the penalty-free cars were inspected for condition, and despite being driven as hard as possible, *The Rolls-Royce emerged scathless from the inspection, and altogether its performance might be classed with the finest ever achieved by an English built car. There is only one Radley it is true, and his position in the van day after day might have been largely attributed to his driving; but the official figures display unmistakably that the car itself was supreme, for I may state definitely that the Rolls-Royce was the fastest vehicle on the Katschberg and on the flat, and in each case by a big margin* (copyright Autocar July

4th 1914 p34). The contest finished on the 23rd June, again with no clear winner, 16 cars being fault free. Rather unsatisfactory, especially for Radley, that such clearly superior performances went unrecognised in the official results.

Five days later, Archduke Franz Ferdinand, the heir to the Austrian throne, was assassinated in Sarajevo - by 4th August the Great War had begun.

Footnote: Going this year? Wondering what to wear? An observation about the weather on consecutive days from The Motor, 1st July 1913 - *mist, snow and rain plagued the tourists on the Riva-Toblach stage, which included only four difficult Alpine passes.....*

and what with one thing and another they reached Toblach pretty well knocked up (different meaning in US!) and chilled to the bone. Competitors, it appears, not having calculated on a dose of winter at the end of June, had left their fur coats at home; and furs alone could have kept out the cold....next day.....bitterly cold weather ushered in the run over the Toblach-Triest (sic) stage. All the mountains around were capped with snow. Some of the cars had contracted colds.....the weather grew worse instead of better, as the tourists proceeded, and the Wurzen and Predil passes were crossed in fog. Of course global warming hadn't been invented in 1913.

Final footnote:- One of the secretaries of the R&I Austrian Automobile Club was a Herr Spanner!

NEW MEMBERS

We are delighted to welcome the following new members to The 20-Ghost Club and look forward to meeting them at our rallies in due course.

Robert and Anne Banks-Smith, East Malvern, Victoria, Australia
1922 Silver Ghost, Park Ward Tourer 6PG

Achalen and Megan Holmes, Moriac, Victoria, Australia
1922 Silver Ghost, Tourer by Waring of Melbourne, 34YG

John Parnell, Madisonville, Louisiana, USA
1934 20/25, Park Ward Saloon with Division, GUB56

Tim and Kay Pike, Aylesbury, Buckinghamshire, UK
1928 20hp, Salmons Cabriolet, GBM71

Bob and Georgina Roberts, East Maitland, New South Wales, Australia
1934 20/25, Coupe by Martin and King of Melbourne, GLB27

Anthony and Teddy Beach-Thomas, Ross on Wye, Herefordshire, UK
1929 Phantom II, Barker Sports Sedan de Ville, 81XJ

Andre Blaize, Le Mesnil Villeman, France
1934 20/25 Park-Ward "Continental" sports saloon GRC56

Brendan and Alexandra Boyle, Harleston, Norfolk, UK
1923 20hp, Replica Tourer by Hastings 67H2
1923 20hp, Chassis, 84K9

Susan and John O'Dowd, Telford, Shropshire, UK
1930 Phantom II Replica Tourer, 98GN

DAVID ELSE SHOWS WHAT A 20hp CAN DO



GKM30 at Olderdalen



Midnight at the North Cape on 21 June 2002



Despite the cold, David in his traditional garb at Sognefjellsvegen

David Else was awarded the Alpine and the 20hp Trophies at the 20-Ghost Club Annual Dinner, having covered some 8000 miles in his 20hp GKM30 on rallies in 2002.

A major part of the mileage was from a trip to the North Cape to see the midnight sun on the longest day of the year. The trip was organised by the Rolls-Royce Enthusiasts' Club and, like Ernest Shackleton's ship 'Endurance', was aptly named the Norway Endurance Rally. The rally proper started from North Shields crossing the North Sea by ferry to Bergen. However, David lives in North Wales, so he had a fair mileage to do just to get to the start. David's 20hp was the oldest car in a group containing nine cars, six of them post-war. David covered 3200 miles on the round trip Bergen to Bergen.

The route took David along the Sorfjord and through thirty four tunnels to Voss, over the Vikafjell pass (3235 ft), the Sognefjellsvegen pass (4724 ft), on to Lom, Trondheim, a run of 300 miles in a day to Mo I Rana, the desolate Saltfjellet plateau (2133 ft), across the Arctic Circle, Narvik, Storslett, Alta, and finally North Cape, the most Northerly point in Europe. The run was trouble free apart from an incident when a bottle of Arctic crowberry wine rolling about in the back of the car knocked off the battery isolating switch. As members will know, the 20hp has a so-called constant current dynamo. When the connection to the battery is accidentally broken, the dynamo pushes all the current through any circuits which happen to be on at the time. In David's case, these were the side and tail lights which immediately blew. Good thing the coil is made of sterner stuff.

*From an article by Jane Else
Photos Jane and David Else.*

20-GHOST CLUB TROPHIES 2002/3

Trophies Awarded at the AGM Dinner

Alpine (Highest mileage) David Else, who took his 20 hp on a Scottish weekend, a Welsh weekend, then to Brussels and then went to the North Cape . Total miles 8,574

Woodmansee (Highest Ghost Mileage) Nick Channing Total miles 2,497

Small Horsepower (Highest 20 hp Mileage) David Else

Harding Rolls (Most Notable Performance) Malcolm Johns (Australia), for developing the Australian Chapter so successfully over the past ten years. The award was received by John Kennedy on Malcolm's behalf)

Stanley Sears (Meritorious Service) John Stuttard for his work in planning the 2004 Commemorative Rally

Fergusson Wood (Participation by New/Young Member) Not awarded this year

Fergusson Wood Photographic Tony Dyas, for photographs in *News* and *Record* issue 5

Phoenix (Most interesting restoration) Michael Kadoorie For his fabulous restoration of the 1912 London to Edinburgh Silver Ghost Chassis 1958. This award was received by Tim Forrest on Michael's behalf.

Harry Watson (Engineering Accomplishment) Colin Laybourn

Trophies Already Awarded at Events During the Past Year

Fred and Joan Watson (Concours, Large Horsepower) Howard Phillips

Messervy (Concours, Small Horsepower) Keith Jay

Ladies Trophy (Most attractive car at Concours) Michael Hilditch

Dymock Maunsell (Driving Tests) Colin Laybourn

LIGHT 20 26350

By John Kennedy

This car, a four cylinder Rolls-Royce Light 20 is one of only two surviving examples of the model. It was the third such car to be built and the first production model; it is one of the earliest surviving Rolls-Royce motor cars. First registered by Charles Rolls in December 1905, it is similar to the two prototype cars which he and Percy Northey drove in the first Isle of Man Tourist Trophy Race in September of that year.

The car was discovered in 1945 at the old Henry Royce home of Brae Cottage in Knutsford. The first owner was Charles H Benton, from the same town.

This model, the only true early sports car made by Rolls-Royce, was raced in Ireland, the Isle of Man and the USA in 1905 and 1906, enabling Rolls-Royce cars to gain an early reputation by taking second place in the 1905 Isle of Man Tourist Trophy race, winning the 1906 TT race and



The Brighton Run - Buckingham Palace

Photo: Stanley Hurwitz

also winning various sprint races at Yonkers. Rolls himself drove the cars on many of these occasions and also beat the London to Monte Carlo record in a light 20 in May 1906. It is not

thought that this actual car was ever raced.

When Rolls-Royce introduced their Silver Ghost model in 1907, the company ceased production



Approaching Brighton

Photo: Dick Lankester

of all other models. No more than 40 examples of this early 20 horsepower model were built, even though, by their early racing successes, they helped to give Rolls-Royce its reputation for quiet and reliable cars.

This car was originally restored by Stanley Sears in 1953, who

acquired the car in 1945 and retained it until 1983. It was acquired by the present owners in 1987, since when the engine and running gear have been completely overhauled.

In 1990 the car travelled to France to take part in the 80th anniversary commemoration of the first two-way nonstop flight

across the Channel (by Charles Rolls). She was received with great interest at Sangatte, near Calais, where Eurotunnel held a reception to mark the occasion, then at Rheims, where the champagne firm Ruinart, who had presented Rolls with a cup in 1910, held a special dinner at their historic cellars to commemorate the event.

On at least five occasions, the most recent being in September 2002, this Light 20 has taken part in commemorative runs of the Isle of Man Tourist Trophy races. It is still capable of speeds up to 60 miles per hour when conditions are suitable.

During 2002, this car took part in the Windsor Jubilee celebrations, then was one of the first early Rolls-Royces to visit the new Rolls-Royce factory at Goodwood. In November 2002, it took part in its first ever London-Brighton run, where it started in the last group and finished in a running time of some three and a half hours in spite of traffic conditions.

Technical Details

Marque and Model	Rolls-Royce Light 20
Year of Manufacture	1905
Chassis Number	26350
Registration Number	AX 147 (Monmouth County Council)
Cubic Capacity	4118 cc
Cylinders	4 (2 cast iron fixed head monoblocs)
Performance	100 Km/H
Fuel Consumption	c. 22 mpg (c. 13 Ltr/100Km)
Ignition	Dual magneto and coil
Valves	Mechanical overhead inlet and side exhaust
Gearbox	Four forward speeds and reverse. Direct drive on third, overdrive fourth
Wheelbase (short)	106 inch
Overall length	140 inch
Tyres	815X105 beaded edge
Brakes	Hand brake on rear wheels, foot brake on transmission
Total cost in 1905	£552 10s 0d

COMING EVENTS 2003 UK

Sunday 27 April - Spring Lunch

The Spring Lunch will be at Wyck Hill House near Stow-on-the-Wold. Contact: Susie Forrest - 01428 684208

Friday 23 to Monday 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 venue will be South Wales.

Contact: Jimmy Valentine - 020 7352 8503

Friday 6 to Sunday 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: Tony Dyas 01895 632343

Sunday 22 June to Wednesday 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.

Saturday 21 to Sunday 22 June - R-REC Annual Rally

Sunday 20 July 2003 - Annual Concours d'Etat

It is planned to hold this at Waddesdon Manor, near Aylesbury. Contact: Andy Butcher 01386 701757

Friday 22 to Sunday 24 August - Derbyshire Weekend

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

Friday 19- Tuesday 23 September - Exmoor Excursion

A tour of the western parts of Exmoor giving some challenging and picturesque driving.

Contact: John Marsh - 01384 273061

Sunday 5 October - Autumn Lunch

This will be held at the Clanfield Tavern. Contact: Jimmy Valentine 0207 352 8503 or 01295 811215 Weekends

Saturday 8 November - Lord Mayor's Show

There is a possibility for suitable open cars to be wait listed to take part in the parade.

Contact: John Stuttard. 0208 959 1692 E-mail: john.stuttard@uk.pwcglobal.com

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.

2004

August-September 100th Anniversary Celebratory Tour to Monaco

This is now full with 25 couples and cars entered. A waiting list Has now been created as it is expected some will almost inevitably drop out. Cost excluding drinks, ferries and petrol are estimated at £4,400.

Contact: John Stuttard. E-Mail johnstuttard@uk.pwcglobal.com

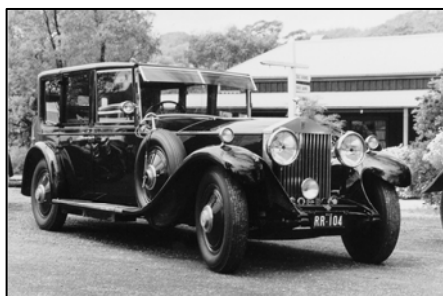
For Sale from The Club Shop

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



*Back Cover:
1930 Phantom II
Hooper Landaulette
147GN
Owned by Barrie
and Margaret
Gillings, NSW,
Australia.*

