



News and Record

Issue 7
August 2003



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The 20-Ghost Club

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Cover Picture:

We were saddened to hear of the death of Phil Taylor on 2 June 2003.

This is his 1923 Silver Ghost 30EM With Park Ward Sedan coachwork.



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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EDITORIAL

Lord Mayor's Show

The Lord Mayor's Show is a major event in the life of the City of London. It consists of a major parade containing the newly appointed Lord Mayor in his magnificent coach together with a series of floats illustrating the life of the City. In 2002, John Stuttard provided his stable of Rolls-Royces for the parade. As can be seen from the picture, the cars were carrying representatives of the Guild of Public Relations Practitioners.

For 2003, the plan is to involve a high proportion of the Millennium Masters of the Guilds in the parade and thus John has found a dozen or so 'volunteers' from the Club with open cars capable of carrying up to five passengers plus driver and navigator. Navigation, by the way will mostly be about following the horse or horseless carriage in front. Driving may be more taxing, however, as the parade proceeds at a sprightly 3 miles per hour and drivers will either have to get their engines to run very slowly or will need a strong clutch foot.

Alpine Rallies

A good number of 20-Ghost Club members and cars took part in the Alpine Celebration tour arranged by the Rolls-Royce Enthusiasts' Club and the Silver Ghost Association and the Alpine Re-Enactment organised by John Kennedy. R-REC and SGA bulletins and Newsletters will no doubt contain full reports of their event. A number of 20-Ghost Club members have already let me have anecdotes and pictures and I plan to include such material in the next edition of *News and Record*. I also expect to have a report on the Re-Enactment.

Ghost Ambulance

Member Nick Channing, who incidentally joined part of each of the Alpine events, has sent me a picture of a four-wheel brake Ghost, registration number SB 1981. This was re-bodied as an ambulance and used on the West coast of Scotland during World War II. Perhaps the experts can identify it? To my ignorant eye, the front of the body looks Barkerish.

Clutch Coupling Oil Leaks

Oil coming up through the front carpet? Underside of the floorboards very oily? And, on 4-WB Ghosts, servo getting oily? You probably have an oil leak from the clutch coupling.



I had stripped my coupling to check its condition and had found it to be full of heavy grease. Grease will not readily find its way to the bearing surfaces and the coupling should only be lubricated with gear oil. I duly cleaned out the coupling and made new gaskets the old way by cutting them from thin card. The new special nuts I had made (see N&R 5) neatly held everything together. However, the card gaskets turned out to be totally porous to oil, which was duly flung onto the floorboards and gearbox undertray. Worse, the oil mist so created was blown back by the airstream from the fan and ended up on the servo. Proper gaskets from Coldwell solved the problem.

New Members Please Note

I would love to show off your cars to the rest of the Club. Please let me or John Kennedy have decent photos of your cars, when you join, so that I can publish them.

Nigel Hughes

SPRING LUNCHEON

Sunday 27 April 2003

The Spring Lunch was held at the Wyck Hill House Hotel, a converted Cotswold Manor House dating from 1722. It stands in 100 acres on a hilltop with stunning views of the Windrush valley. Under Head Chef, David Bates, the restaurant has been awarded 2 AA Rosettes and RAC Dining Ribbons, so we were assured of a good meal.

Although fine (meaning that it was not actually raining), the weather was cool. There were the usual comments about wimps overheard from those who had travelled with the hood down.

Aside from the dozen or so well presented cars present, we were delighted to see old friends, including Jo Wootton and Digby Wills.

Our thanks go to Tim and Susie Forrest for organising the event.

Nigel Hughes
Photos Nigel and Ann Hughes



Barbara Mead, Digby Wills, Jo Wootton and Ann Hughes in the bar before lunch



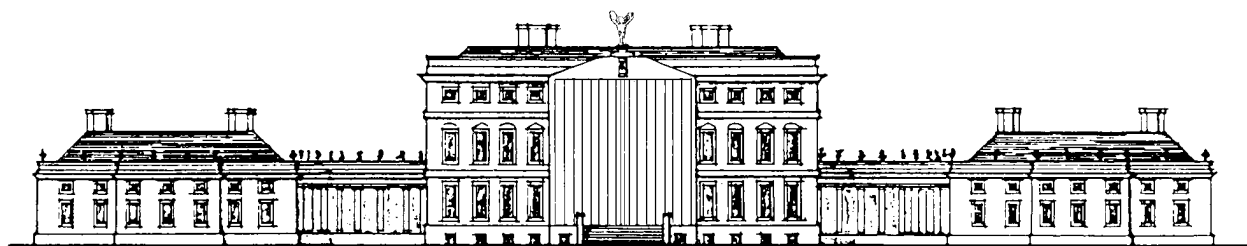
Tim and Susie Forrest's SG 2154



The dining room was pleasantly full of Club Members and conversation

IRISH GEORGIAN SOCIETY TOUR OF WALES

23-26 May 2003



Surely no one in September 1978 could have predicted that in May 2003 that our two Societies would again join forces for what has become one of the most enjoyable events in the annual calendar.

In 1978 eight motor cars and 35 participants gathered in Oxfordshire. This year saw 13 cars and 50 people in South Wales, including six of the original participants — from the IGS Nicholas Thompson, John Redmill and Malcolm Howe and from the 20-Ghost Club Jimmy and Janet Valentine and myself.

Every year the event has provided a fascinating insight into the architectural and historical richness of these islands and of the custodians who care for their splendid surroundings. 2003 was no exception but it was the first to be nearly stalled by football fever not, I hasten to add, amongst the Societies' members but by Cardiff, our base for the weekend, hosting 3 days of football matches. Our IGS organisers Robert and Pippa Jennings not only made an excellent job of the arrangements but also spent extra time consulting with the South Wales police to ensure that we were clear of football traffic.

20/25's were well represented in the hands of Frank Allocca (USA), Clive Carter, David Collier and John Stuttard with the Silver Ghosts from William Corbett, Stuart Evison, Jeremy Greene, (Australia) and Lennox

Jamieson (Scotland). Phantom IIs were represented by Michael Elliott (Austria), John O'Dowd and Nick Whitaker, with the PhantomI of Jimmy Valentine and my own Wraith. Body builders ranged from Park Ward and H.J.Mulliner to Hooper, Barker, Dudley and Jarvis with tourers, sedancas, saloons and

and arrive at the same venue but that never equates to the actual journey. Often cars approach a roundabout from each of four different directions or face each other along a dual carriageway — and, yes, we are going to the same place. It is all part of the fun!



limousines to be seen. As can be expected, the vagaries of the British weather can instil a greater preference by the passengers for a particular body style. I must admit many of my passengers for the day express just how comfortable they find the Wraith to travel in whether the weather be wet or dry.

Adequately fuelled and prepared, we left for a first house. We may start from the same venue, have the same directional instructions

At Tythegstow (*above*), Georgian in appearance, but incorporating a medieval tower house, Charles Knight and his wife who had renovated the house to a very high standard welcomed us. The navigation notes had read 'no gates' but in between the collation of notes and our arrival, a splendid pair of gateposts had appeared, after rescue from the undergrowth and restoration.

Filming for television of a well-known female local character

complete with shopping trolley and dog was taking place at Margam, but Cistercian monks were the first residents and the nave of their C12 abbey is still in use as the parish church. Acquired by the Sir Rice Mansel after the dissolution of the monasteries, it passed to the Talbots of Lacock Abbey. A new house was built and 1786 saw the commencement of work on the 327ft long and largest Orangery in Britain. Four years in the building and designed by Antony Keck it is a masterpiece of C18 architecture. Talbot insisted that the church roof should not be visible above the skyline of the orangery and accordingly the church roof was lowered. The origins of the great collection of citrus trees are a mystery, but appropriation by the Mansel family of shipwrecked gifts from Philip of Spain to Queen Elizabeth is but one story.

Llandaff Cathedral was not on the original itinerary but family circumstances had prevented us from visiting Coedarydyglyn and so it was that we visited the ancient site where Christianity was first established in Wales. Nestling in a valley, the Cathedral has returned from ruinous states on three occasions in the last three centuries. It contains the simple but thought provoking Welch Regiment Memorial Chapel and the Jacob Epstein *Majestas* the style and positioning of which caused much discussion amongst our group.

The charms of Tredegar house (right) and the extravagant lifestyles of the last owners were extolled by an enthusiastic custodian. Wild weekend houses parties with the owner sporting a parrot on his shoulder were the norm. The spending of capital not income proved the downfall of the last owner John Morgan who sold the estate and retired to Monte Carlo.

William and Claire Corbett returned enthused with their



Some of the cars at Tredegar



venture across the River Usk by the Grade 1 restored transporter bridge built in 1906. One of only two such working bridges in Britain, its gondola measures 33 feet x 40 feet.

Sunday saw visit the to Cardiff Castle. It is not often we are under the watchful gaze of dozens of policemen, camping Confederate soldiers and legions of football fans but the Castle is in the centre of Cardiff, only yards from the Millennium Stadium and a hive of activity. The Roman walls, Norman keep

and more domestic buildings of Cardiff Castle are the more usual aspects of a castle but the neo-gothic fantasy created by its owner John, third Marquess of Bute and William Burges, architect of Cork Cathedral is in different league. 'Sensational' is perhaps the only way to describe the detail, colour and craftsmanship of the interiors.

From the invisible prince in the nursery to the depiction of Time in the winter smoking room, more parrots and the Roman-inspired roof garden, it is a complete

contrast from Georgian designs but what sheer imagination and quality.

Frank Allocca kindly provided period music from a wind-up gramophone to accompany our lunch in the marquee at Dyffryn Gardens before we moved to 13C Castel Coch. This is another extravaganza by Bute and Burges, where *Sleeping Beauty* and *Chillon on Lake Geneva* provided the inspiration. On to Caerphilly Castle, also restored by the Butes and second only in size to Windsor. Started in 1268, it features massive water defences and concentric fortification.

Our motorcars were abandoned for the evening as we were transported by coach via the rejuvenated area of Cardiff Docks and its modern architecture to dinner at Fonmon Castle, perhaps the oldest inhabited house in Wales. Sir Brooke Boothby was a most genial host and a delicious supper was served in the beautifully light Library. The coach may not be the most stylish way in which to arrive, but it does enable the drivers to relax and enjoy the hospitality of the host, as drink driving laws are tougher than in the early days of these events. Pity the poor coach driver with so many capable drivers in his charge.

The house and gardens at Dingestow are the pride and delight of Mr. & Mrs. Anthony Bosanquet and our party split in two to explore. Welcome coffee, charming C 19th rooms, asparagus growing in the kitchen garden and the notes from the chamber organ played by our host remain as memories. *(Members who took part in the Welsh Castles Tour I organised some 20 years ago may remember visiting Dingestow at the invitation of IGS member the late Mrs. Sheila Thorneycroft)*

Clytha Park (right) in severe Doric style, was built in 1825 and is now the home of Sir Richard Hanbury-Tenison KCVO. The



The team set off to explore Cardiff Castle

dining room was decorated in red wallpaper which conforms to the C 18th idea that red is good for the digestion and it was here Sir Richard entertained us with witty comments and a good lunch.

Not all of the party made it to Llanvihangel Court, which was a pity. The football teams' supporters were due to 'hit the road' and in the same direction as our more stately machines and passengers and so a number felt it wise to foreshorten the tour.

So it was that our tour ended at this Tudor house with its magnificent yew staircase of 1673

and Mrs. Julia Johnson and her family providing both excellent guides and afternoon tea.

On behalf of everyone who joined the party, thanks to all those who help make these weekends such fun, entertaining and memorable. I think this event epitomises Rolls-Royce motoring — driving an elegant car with well-maintained, sound engineering and comfort surrounded by good company. Long may it continue.

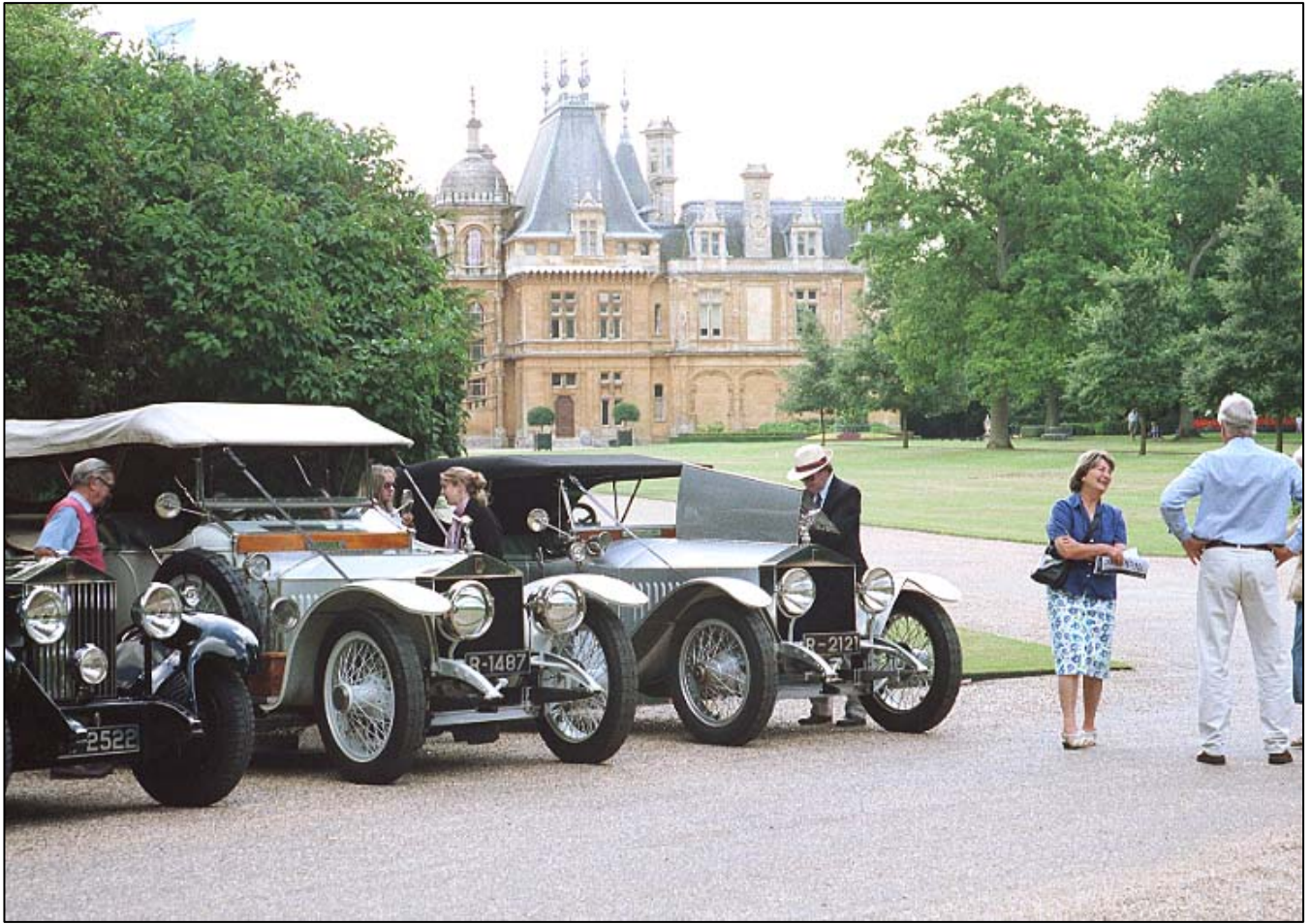
Sue Taylor

Photos: Jimmy Valentine



CONCOURS D'ETAT AT WADDESDON

20 July 2003



The Club was blessed with excellent weather and an outstandingly beautiful location for its annual Concours d'Etat this year.

Andy Butcher had arranged for us to park our cars at the end of the drive to Waddesdon Manor, surrounding the magnificent North Fountain. Twenty one cars turned up for the event, complete with passengers and picnics. We had been told that we should not picnic by the fountain. However, in the event we all did as there was plenty of space and our picnics did not interfere with the Great British Public, who showed a healthy interest in our cars.



Tony and Viv Dyas' 1912 Silver Ghost 2087E, with bodywork by Hamshaw

Nigel and Colin Hughes had offered to put their collective heads into the lions mouth and undertake the judging. The marking scheme they used allows for award of up to 25 points for each of Engine, Chassis, Exterior and Interior and, in the case of the engine, the marks are split roughly equally between appearance and running. Although all of the cars were well presented, none could have been described as having a 'show chassis' and a little more effort on chassis cleaning could have completely changed the final position. Nevertheless, the winners both looked and sounded beautiful.

Winner of the Fred and Joan Watson Trophy for the best 'Large Horsepower' car was Nick Whitaker with his 1933 Phantom II, 92MY, with Sedan de Ville coachwork by Park Ward. Nick said that the award should really have gone to Alpine Eagle who did the restoration work. However, that was three years ago and Nick keeps the car looking really good. Sedancas were in favour and the winner of the Messervy Trophy, for the best 'Small Horsepower' car was Ashley Wills with his 1932 20/25 GBT81, with Sedan de Ville coachwork by Barker. Ashley also collected the Ladies Choice Trophy for the car judged on a card vote as most attractive by the ladies present.

Following the judging, the trophies were presented by our Chairman, Tim Forrest and many of us then proceeded on a tour of the house. For those who had not visited Waddesdon before, this was an amazing experience as the house is packed with treasures collected over the years by the Rothschild family.

Nigel Hughes



Nigel and Colin getting down to serious work

Photo: Mike Lakin



Howard and Jackie Phillips with 1926 Springfield PI S459FL, body by R-R Custom Coach Works



The two winning cars

Photo: Mike Lakin



Nick Whitaker receives the Fred and Joan Watson Trophy from Tim Forrest



Ashley Wills receiving the Messervy Trophy and the 'Ladies Choice' decanter

COMING EVENTS 2003 - UK

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

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

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

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.

Thursday 15th October: Leave Novotel and proceed via Williamstown to the National Motor Museum at Birdwood

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. And then

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

2004 - UK

Spring 2004 - Exmoor Excursion

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

Contact: John Marsh - 01384 273061

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

Welcome to New Members

Axe, David & Nancy Jean, 88 The Broadwaters Tascott NSW 2250 Australia

1929 20/25 GXO29 UW 8268 Hooper Landaulet

1931 20/25 GFT11 RG 2478 Park Ward Limousine

Courtney, Andrew & Rita 25 Upper Teddington Road, Hampton Wick Kingston upon Thames, Surrey KT1 4DL

1932 20/25 GZU9 AXU 2 Replica Tourer (1960s), Kitchiner & Woodiwiss

Crauford, Peter & Elizabeth Avonmore, 26-28 Avonmore Avenue Portland, Victoria 3305 Australia

1923 SG 38EM Park Ward Touring Saloon

Elliott, Simon & Karen Mc Rae 53 Alvie Road, Mt Waverley, Victoria 3149 Australia

1938 25/30 GZR39 Thrupp & Maberly Sports Saloon

Karger, Mermie PO Box 707 Exton, Pennsylvania 19341

1913 SG 2442 P-724 Saoutchik Tourer

1939 PIII 3DL122 FXV 707 Gurney Nutting Saloon

Nelson, Mr & Mrs T J Nelson, Brighton, Victoria 3186 Australia

1925 PI 35MC Replica Cabriolet de Ville ,Vintage Garage NSW

O'Dowd, Meriel 193 Chatswood Road, London NW2 5QS

1934 20/25 GRC34 BGK 370 Thrupp & Maberly Sedan de Ville

Payne, Eric & Grace Rhualt House, Rhualt, St Asaph, Denbighshire LL17 0TG

1910 SG 1230 SV 6874 Replica Roi des Belges, Crailville 1986

1914 SG 15YB EP 221 Brooks Ostruk Brougham de Ville 1918

Powell, David 32 Ringwood Road, Headington, Oxford OX3 8JA

1923 20 GA71 XR 7663 Barker Cabriolet

Räker, Klaus Otto & Rensche Papenstrasse 22, Lemgo D-32657, Germany

1934 20/25 GFE14 C LIP-TI34 Replica Vanden Plas Tourer, Oxborow & Fuller (1980)

Robins, Kenneth & Marianne 77 Northcote Terrace, Medindie, SA 5081 Australia

1935 20/25 GBK58 129-503 H J Mulliner Four door Sports Saloon

Smith, Lawrie & Jill Little Prescotes, Tile Barn Lane, Brockenhurst Hampshire SO42 7UE

1921 SG 182AG LE 7421 Park Ward Salamanca Cabriolet

1939 Wraith WEC52 GNC 440 Cockshoot Sports Saloon

Sonfield, Matthew & Judith 24 Tennis Court Road, Oyster Bay, New York 11771 USA

1934 PII 169RY BGN 6 Gurney Nutting Continental Sedan Drophead

Coupe

Taliaferro, Frank 2845 Qualtrough Street, San Diego, California 92106 USA

1913 SG 2366 Replica Tourer 2003

1937 25/30 GLP1 ELON-6 Thrupp & Maberly Sports Saloon

Thege, Rick & Heather 12 Quinns Lane, Magpie, Victoria 3352, Australia

1928 PI 44WR RR-273 Kellow Falkiner Coupé

1929 20 GVO2 RR-0029 Replica Roadster , Langford (1990)

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:

Ann Hughes and 'Musket' show relief after passing through a water splash safely during the 2002 Derbyshire Weekend. The hotel and the Club were both dog-friendly.

