



News and Record

Issue 8
December 2003



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Front Cover Picture:

*John and Lesley Stuttard
on the Pordoi pass with
33LG, a Silver Ghost
with All-Weather Tourer
body by Park Ward/ Car
Mart.*



Note:

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EDITORIAL

50-Year Members

We are delighted to be able to report that we now have several Club Members who have held membership for 50 years or more.

The Committee has unanimously decided that such faithful support for the Club should be given formal recognition. '50-year' members will therefore henceforth receive Honourary Life Membership.

Where the money goes

Members will have already received a letter from the Chairman giving the background to the need for an increase in subscription rates.

As is the case with virtually all clubs, the main means of contact with members is through the club magazine. In the case of the 20-Ghost Club, *News and Record* is published at least three times a year, largely in colour. Together with world-wide postage, this makes it the biggest item of expenditure in the Club budget by far. It is therefore essential that we get it right and give you what you want from the publication. Please drop the Editor a line with any comments you may have - polite, constructive or otherwise - all will be taken on board.

Despite its title, *News and Record* cannot be bang up to date with information. We therefore try to put the latest news and information on the 'News' and 'Members' pages of the club Web Site. These pages are yours too, so let us know what you think of them.

Some of us dream of moving away from paper publications completely, using the Web Site and e-mail as the only means of communication with members.

While the number of members with internet access is growing all the time, we are still a long way from being able to stop paper based communication and have no plans to do that. However, we will be occasionally trying bulk e-mail messaging to those who have it, in parallel with the usual flyers.

Alpine Tour Reports 2003

2003 saw two tours of the Alpine passes used for the 1913 Alpine Trials which stimulated the development of the so-called Alpine Eagle version of the Rolls-Royce 40-50 HP or Silver Ghost type chassis.

An 'Alpine Celebration' was run jointly by the Silver Ghost Association and the Rolls-Royce Enthusiasts' Club. An 'Alpine Re-enactment', involving some of the other makes which took part in the Alpine Trials was run by the 20-Ghost Club.

The Alpine Celebration has already been exhaustively reported by SGA and will be by R-REC. No attempt will be made to duplicate those excellent reports. However, a number of 20-Ghost Club members took part in the Celebration and have provided anecdotes and photographs, some of which are included in this edition of *News and Record*.

A full personal account of the Alpine re-enactment will be included in the next edition.

Teaching new people old skills

While we encourage owners to use and enjoy their cars, we must not forget that if they are to continue being used in the future,

a new generation needs to learn to drive them and appreciate them.

Modern traffic conditions make it increasingly risky to put an inexperienced driver into a pre-synchromesh Rolls-Royce on public roads and expect him or her to master driving the car without becoming a hazard to him or herself and other road users.

We are therefore planning to hold a meeting at Lasham Airfield in Hampshire. This will give us a perimeter track and runway to play on and there is the possibility that we may be able to get a flight in a glider, suitably supervised of course.

If you have friends or family with younger members who fancy becoming Rolls-Royce drivers, then this meeting will be the one for you when it is announced. My son-in-law has been pestering me for a drive for years and this could be his chance.

Club Records of Car Data

Members will know that, thanks to the efforts of John Kennedy, they receive a Member List updated every couple of years. This list contains members addresses and lists of all cars they own, together with information on body type and coachbuilder.

The Committee has decided that, where a member specifically requests it, address or car ownership details may be withheld from publication.

The responsibility for accuracy of data lies with the owner. Where the Club has relevant knowledge, it will if necessary assist members in providing correct information.

Nigel Hughes

DERBYSHIRE WEEKEND

August 2003

OTHERWISE KNOWN AS "MEAD'S REVENGE"

Once again Barbara and Graham Mead had managed to con us into parting with lots of hard-earned cash in exchange for a questionable foray into the nether reaches of the Derbyshire countryside. We were not alone. Twenty other drivers, and rather more passengers were duped with promises of wonderful vistas and much milk and honey. Eight Ghosts, two Phantom 1's, two Phantom 11's, three 20HP's, two 20/25's, one 25/30 and one Corniche (sh!) plus an interloping Bentley Speed Six converged on the Peveril of the Peak Hotel on the Friday afternoon and all survived until departure 3/4 days later - which says more of the strength and durability of the Rolls Royce car and less of the Derbyshire country by-lanes !

Betty and I had an uneventful journey down from Harrogate through the delightful countryside and on the most magnificent and well maintained roads of Yorkshire until, that is, we reached the Yorks/Derbys border post. Here we had a great deal of difficulty in making the illiterates understand our perfect (and for them indecipherable) English. However we gained access eventually by pretending that we were on a pleasure trip and would stay forever. They seemed most grateful and waved us through with much bowing and scraping.

Our arrival at the pre-historic caves we were to stay in, and known by the locals as the "P-holes of the Peak", had been hurriedly re-opened and the earthen floors brushed free of the previous occupants bones and skins ready for arrival.

We were most grateful to have been allocated the best room in the caves made possible, we were told, only because of the sudden escape of Fred and Wilma Flintstone. The

rock beds were most comfortable and our en-suite pool, once we had broken the ice, worked well enough. The WC chute was more of a problem - mainly for others, as I could never remember to shout "below" at the appropriate time.



Meads, Morgans and Viv Dyas take a rest

At sunset we all foregathered around the well-head and tried

desperately to keep our stomachs under control as we downed as little as possible of some sickly sweet potion given to us by a zombie with an equally sickly grin. Both the potion and server were called "Mead" I believe.

The evening meal would be best forgotten though rather difficult as it did wish us 'many happy returns' all through the next day.

And so it was that we reluctantly retired at about 8.30 - 9.00 pm to our respective caves, each armed only with a cup of cocoa and two chocolate digestive biscuits in anticipation of an early 10.30 - 11.00 am start the next day.

I might add here that on Graham's trips he does not allow anyone to rise too early and play with their toys. Well certainly not before he does, for this may, just may, disturb the peace of others. So he makes it a rule that no generator powered

lights be deployed and no revving of engines be allowed before daybreak. Quiet cleaning and polishing by torchlight only.

Our designated route on Saturday was a wonder to behold and an experience never to be forgotten. I was greatly surprised to learn, for had I never before tried it, that a 20/25 is just about as good as a JCB or Caterpillar tractor at negotiating the hillsides, boggy terrain, fords, farmyards three feet deep in you-know-what and 45 degree embankments. I will forever be thankful to Graham for the adventure he so thoughtfully provided for us as I had previously considered this sort of thing privy only to the likes of Livingstone, Bonnington and Fiennes.

All I need now is to find someone who has a mechanical jack hammer to get the cow dung off the

underside of our car. The hood I have burned as irretrievable and the carpets, upholstery, tyres and exhaust system needed replacing anyway. Perhaps if anyone knows a decent bodybuilder versed in rebuilding wattle-and-daub body frames at reasonable cost then perhaps they would put us in touch with each other ?

Saturday's evening was a vast improvement on Friday's. Some courageous soul had devised a cunning plan to smuggle, through the night, some real beer and fodder across the northern border from Gods own County much to everyone's delight. Spirits were uplifted in more ways than one and a jolly good time was had, as they say, by one and all.

We were extremely lucky on Sunday. Graham had organised nothing and decided to let us do our own thing.

Some rapidly departed for Chatsworth, some to Kedleston, others to Biddulph and some, with tame husbands, to shop. Shopping !

More gruel, broth, cabbage and porridge was consumed in desperation on Sunday evening 577



577 and 30PP patiently wait

before the joys of Smiths and Tetley's in the bar brought blissful sleep and happy dreams foretelling of the escape the next day back to blighty.

Thank you Graham and Barbara, thank you so much for allowing us to experience at first hand the travails of those less fortunate than ourselves. We return to our respective havens better, much

better, informed of the desolation that is Derbyshire.

God bless you, you will forever be in our hearts and prayers.

Alan Archer. Photos - Tony Dyas

P.S. You didn't really expect me to write anything nice about your rally and your county did you Graham ? Bet I don't get asked to write another report !

AUTUMN LUNCH

Sunday 5 October 2003



Members of the Club visited local restorers in Clanfield on the morning of 5 October, followed by

lunch at the Clanfield Tavern. It was a lovely autumn day, a good turn out and we filled the car park.

Jimmy Valentine came armed with information on what people had chosen for lunch, in case they had forgotten, but some confusion arose because the various dishes were not all immediately recognisable for what they were! Nevertheless, all got suitably fed in the end and a good time was had by all. It was a lovely day in a lovely setting and an excellent end to the season of UK Club meetings.

Our thanks go to Jimmy for all the effort he put into making the arrangements.

NHH

Photo: Andy Butcher

ALPINE CELEBRATION MEMORIES



Strone MacPherson was one of several 20-Ghost Club members who took part in the Alpine Celebration organised by the Rolls-Royce Enthusiasts' Club and the Silver Ghost Association. He took his Silver Ghost 2780. The following are some of his more poignant memories of the event. Ed

Scene 1: Packing

The garage at home - the week end before departure. Alex and I have asked James and Ali Lifford to come over and "fit" their luggage, somehow, into the Ghost. They very sensibly arrive with a selection of squashy bags of various sizes. Alex arrives in the garage with an enormous hard case which won't fit in the rear passenger area! Much good humour, thank goodness, about downsizing and a miniscule squashy reluctantly appears. In the event, one big lesson is that we needed much less kit than anticipated. Maybe it was the heat.

Mechanical Preparations

Frankly we did very little as we use the car pretty regularly. In the event, we took too much

spare oil (hardly used any) and water (none added throughout the trip). Much the most concern was over tyres as I have deliberately kept the car on beaded edge. To this end, we took two spare tyres in addition to the spares on the car and, in the event, needed none. It may be an old wives' tale but the widow of the original chauffeur of 27BD, who is still alive, said they always stored new tyres for two or three years in the dark before using them and never had any trouble. I have continued this practice, so far with great success not having had any punctures or blowouts in about 15,000 miles.

Best Day

Though this may not be shared entirely by Alex, given the 5:00 am start, the best day was Merano to the Stelvio and back. At dinner the night before there was much gossip among the ladies about staying put in the luxury of the hotel and foregoing the adrenalin of 50 or so hairpin bends. John Stuttard proposed a most attractive solution - a champagne breakfast on him if Alex braved the climb. She did and we were there at the top by

8:00 am. In the event, we were up at 4:30 am, just as day was dawning and we had the most magical trip to the base of the climb, scenting the orange and lemon groves in the early morning air and occasionally getting soaked by the automatic watering mechanism in many of the groves! In addition to this, in most of the villages, we smelled that delicious odour of the bakery at work which proved irresistible before the climb started. John, with his higher geared Ghost, slept in - query inadvertently - but with all speed caught up with us after our bakery and fuel stops and we stormed up the Stelvio together in epic style and the only car we saw on the way up was a rather startled pair of carabinieri on their way down the pass to work! We were shortly joined by the Mathesons and then by the Kadooris' and Chip Connors magnificent machines. This was epic fun and just what driving pre-war Ghosts is all about.

Navigator

No vignettes could be complete without compliments to the navigator! She was marvellous throughout and only slightly tested by the great heat as we approached Riva. The last time the Great Navigator was similarly tested was when we got lost in Pamplona on the Spanish Pyrenees tour when the temperature was merely 30, not the 39 degrees C we recorded in Riva.

Weather

The heat in Italy - and the hail storm at Penia!!! We also loved the more restful sojourn in the monastery and the tour round Scheibbes and the wonderful and jubilant concert and candle feast

afterwards and also the boat trip down the Danube.

PS

I have just remembered as I write this - something else. We were following some distance behind the "Irish Moffatt Twins" in their magnificent Roi des Belges tourer and Alex turned to me and said "what on earth is that cabbage doing in the middle of the bridge in front of us?" We were going too fast to stop before we had passed it but what was it?...It was a lamp off the back of the car in front of us and Alex sprinted back across the bridge, collected the lamp which, remarkably, was completely undamaged!

*Photos: Climbing Stelvio, Stelvio snowball and a pause for 2780 to take in the view.
Strone MacPherson*





Terence Stone celebrates climbing the Loibl with Springfield Ghost 33CE Brewster Piccadilly Roadster

Photo: Terence Stone



John and Kay Marsh conquer the Loibl in 1923 Silver Ghost 107EM with 1910 Barker Shooting Brake body

Photo: John Stuttard



John and Leslie Stuttard pause for Champagne with 1921 Silver Ghost 33LG, All Weather Tourer by Park Ward



Michael Hilditch (right) and 'Alpine Band'. SGs 30PP and 50RE in the background

Photo: John Stuttard

LORD MAYOR'S SHOW

8 November 2003

The Lord Mayor's Show is a massive procession of floats depicting the life of the City of London and escorting the new Lord Mayor on his way to be sworn in. Member John Stuttard had requested a 'float' of Rolls-Royces to provide transport for some of those who had been Masters of London Livery Companies in the year 2000 - the Millennium Masters Association. Following John's request, there was great competition for places for 20-Ghost Club cars, the entry being limited to eight cars (which included one round-nosed R-R) because this years show was the largest ever.

Suffice it to say that we enjoyed ourselves enormously. The weather was bitterly cold, but dry and the brave among the Millennium Masters, who were to ride in the open cars, had been advised to wrap up well. We all joined in the spirit of the parade, waving to the crowd and exciting their response by blasting them with our Klaxons.

For those thinking of doing it next year, the following should be noted: We had been given secure overnight parking in an underground car park at the Haberdashers Hall in Smithfield. That was great, but Smithfield is the wrong end of London Wall



where we were to form up the parade the next morning and roads are closed from 8.00 a.m. Fortunately, you are expected to attend a drivers briefing on the evening of the day before the Show. This is important for all drivers and a friendly police officer helped me work out the route to the start from our overnight parking. In the event, one of the roads I planned to use had a diversion sign half way along it. However, I was escorting four Silver Ghosts and we just ignored the diversion. None of the many police seemed to notice and we duly arrived in the right place at the right time. The parade forms up by about 9.00 a.m. which means an early start if you are to get to your

allocated spot in time. For those from out of Town, overnight accommodation in London is essential. You need a full tank of fuel before entering London as garages are few and far between. Reckon on a Silver Ghost using two gallons of fuel for the 3 miles of the parade! Make sure that your engine will idle slowly and evenly. The parade runs at 3 m.p.h. and this is just possible at a slow idle in bottom gear on a Ghost without slipping the clutch. A juddering clutch or a weak left knee would be a real problem.

Getting out of London after the parade is a slow job. The road closures around the City for the Show cause traffic build-up, adding to the jams produced by 200 floats trying to get away at the end of the parade.

However, if you are excited by being part of the superb pageantry of the City of London, you will enjoy being part of the Lord Mayor's Show. It is a once-in-a-lifetime experience which Ann is determined we should repeat!

NHH

Photos: Top: Nigel and Ann line up in 120EU at the Start with Millennium Master John Cossins and Helen on board. David and Rosemary Robson in 2079 are next in line. Left: Robin and Nicky Salmon lead the float in 25EH



COMING EVENTS 2004 - UK

Late March - Irish Georgian Celebration

A dinner to celebrate 25 years of the association between the 20-Ghost Club and the London Chapter of the Irish Georgian Society.
Contact: Jimmy Valentine 0207 352 8503 or 01295 811215
Weekends

24 April - Spring Lunch

An informal lunch/picnic at Armsworth Park House, near Alton, Hampshire.
Contact: Strone MacPherson 01962 735562

14-17 May - West Country Tour

A tour designed to provide interesting driving, based for two days at Porlock and two days at South Molton.
Contact: John Marsh 01384 273061

28-31 May - Irish Georgian Tour

The tour will take in historic houses in the Scottish Borders
Contact: Jimmy Valentine 0207 352 8503 or 01295 811215
Weekends

15 June - Ascot Race Meeting

It is hoped that this event can be reinstated for 2004.
Contact: John Kennedy 01344 883033

16 June - Annual Concours

The Annual Concours d'Etat will be held at Rousham House, near Banbury.
Contact: Tim Forrest 01428 684208

10 July - Driving and Gliding

A visit to Lasham airfield in Hampshire to give friends and family an opportunity to drive a pre 1940 Rolls-Royce off public roads and to try their hand in a glider.
Contact: Strone MacPherson 01962 735562

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

November

There may be another chance for cars to take part in the Lord Mayor's Show in London.
Contact: John Stuttard. E-Mail johnstuttard@uk.pwcglobal.com

Welcome to New Members

Roger and Sylvia Bale, St Clement, Jersey

Ivan & Valerie Odds, Rochester, Kent 1914 SG 20RB

Frank Taliaferro, San Diego, California 1913 SG 2366
1937 25/30 GLP1

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

News from the Federation

The Federation of British Historic Vehicle Clubs keeps an eye on upcoming legislation and lobbies Parliament to avoid the introduction of regulations which might fetter our ability to use our historic vehicles freely.

Although it does not apply to many of our cars, leaded petrol is still available in small quantities for use in those historic vehicles which demand it. FBHVC is lobbying MPs for the 2p per litre reduction in fuel price which was implemented for all other low sulphur fuels to be applied to leaded petrol also.

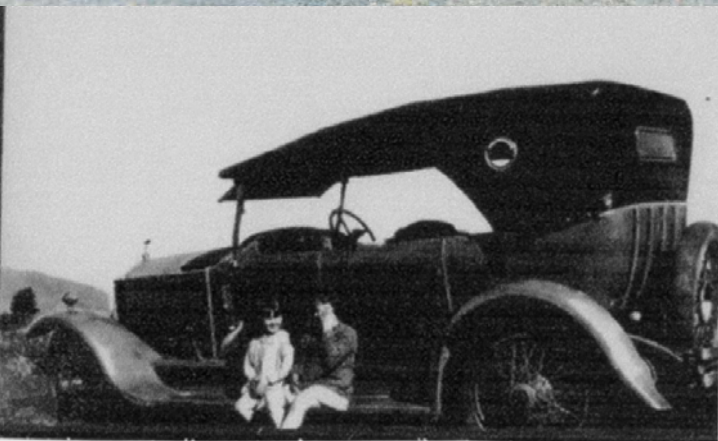
The Vehicle Excise duty concession for vehicles over 25 years old was introduced in 1996, with a rolling date for eligibility. In 1997, the provision for a rolling date was repealed so that the exemption was effectively frozen as applicable only to vehicles made prior to 1973. FBHVC is also lobbying MPs to have the rolling date for exemption reinstated.

Although not applying to cars eligible for membership of the 20-Ghost Club, members may have other cars to which this could apply. If they wish and judge it wise, they could write to their MP. Draft letters are available at admin@fbhvc.co.uk

Tailpiece



It has been suggested that this represents the daily briefing to participants on the Alpine Celebration. No Comment. Ed.



*David Vann's 1923 20HP 67H8 with body by Peels of South Brisbane.
Inset, the car with the original owners' children*