



News and Record

Issue No 1 Summer 2001



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EDITORIAL

Welcome to the first edition of the new style 20-Ghost Club *News and Record*. Our aim is to combine some of the traditional look of the *Record* with the immediacy and style of the *Newsletter*. However, we are here to give you what you want and all suggestions, particularly on content, will be welcome. As with the *Newsletter*, we will be happy to include small advertisements on behalf of members, though not initially for the Trade.

Funds permitting, we will publish in colour and we will be using a fully digital process from drafting to publication. I am still learning how to work best with our printers, but my aim is to lay out the whole document on my PC in a format that they can use directly in their process. In the end, *News and Record* depends on you, so thanks to those who are already contributing reports and photographs of meetings and please can I have articles of the sort you would like to see.

Please send articles by e-mail in Word 7 or Rich Text Format and photographs in 6" x 4" print format, for the moment. I will shortly be playing with direct digital photographs and will let you know when we are ready for those.

Nigel Hughes

Cover Photo: David and Rosemary Robson's 1912 Silver Ghost 2079, winner of the Ladies Choice at the Club Concours in June.

Photo: Nigel Hughes



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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ANNUAL CONCOURS AT LLANGOED HALL

20 June 2001



40/50s Scoop The Prizes

The Annual 20-Ghost Club Concours was held at Lllangoed Hall, just into Wales across the border from Herefordshire. The weather had been dull for several days, but it all changed for the Concours and stayed fine for the Welsh Tour which was to follow.

Llangoed formed an ideal setting for some dozen shining cars and we almost had the place to ourselves. This was in part due to the continuing concern over Foot and Mouth disease which has decimated tourism in the countryside this year, but it gave us the run of an excellent hotel and location.

The burden of the judges' task was taken on by David Morgan, last year's winner and Adrian Garrett, who was considered to be safe from retribution, at least once he got home to New Zealand.

Regrettably, there were no 'Small hp' cars entered, so the judges simply had to pick the best 40/50, the ladies being given voting cards for the 'Ladies Choice'.

In a close race, Michael Elliott won the Fred and Joan Watson Trophy for the best 40.50 and David Robson was awarded the Ladies Choice.

Nigel Hughes



Michael Elliott's Ghost Tourer by Barker



Adrian Garrett and David Morgan deep in thought

SPRING LUNCH AND PLAYING TRAINS 13 May 2001

24 members of the Club, met at the Spreadeagle Hotel in Thame on 13th May for lunch followed by a short run to the home of Robert Avery in Wheatley.

Robert has a highly original and fascinating 1925 house, never restored or altered. In the house and garden he has a collection of railway memorabilia. These include his personal collection of mint Bassett-Lowke 'O' gauge model locomotives and rolling stock and a 7 ¼ inch gauge garden railway with a superb live steam model Britannia class locomotive, Iron Duke, which was made by an engineer at Eastleigh Works.

Robert had been doing a 'Mr Railtrack' job for weeks, replacing sleepers, and had Iron Duke in steam for us, ready to haul the 'Golden Arrow'. He also had his Bassett-Lowke Cornish Riviera Express set running on an outdoor layout

As if that were not enough hospitality, two of Robert's guests were young ladies who had come over from Venice especially to see



the Ghosts. After they had had a guided tour of the cars, they produced a Cello and Violin and regaled us with Haydn while we enjoyed tea and cakes which magically appeared from the Avery household at 3.45 p.m.

To complete the atmosphere of a traditional English garden party, the clouds gathered at 4.00 p.m. and thunder could be heard. This unfortunately curtailed operations a little earlier than we had hoped and several of us got a soaking on the way home.

The event raised over £90 for the Royal British Legion. Thanks to all who helped towards this result.

Nigel Hughes

Visit to Robert Avery's Garden Railway: People and Cars

Tim and Susie Forrest		
Ghost R 2121 2121		Penny Replica Tourer
John and Rae Kennedy		
Ghost HC 3459 100HG		Hooper Tourer
Andy and Valerie Butcher		
Ghost R 4708 25AE		Hooper Tourer
Nigel and Ann Hughes		
Ghost XY 6932 120EU		Barker Tourer
David Weeks, Alistair Reid		
20 HP XO 5571 66H5		H J Mulliner Doctor's Coupe
Brian and Joan Palmer		
20 HP YR 890 GCK74		Munton Replica Tourer
Jimmy, Janet and Sibella Valentine		
PI UV 1923 1OR		H J Mulliner Saloon
Colin Hughes		
20/25 GP 2522 GOS8		Park Ward Saloon
Paul Curtis		
20/25 KF4444 GTR30		Park Ward Saloon
Ashley, Digby and Margery Wills		
20/25 GX66		GBT 81 Barker Sedanca

Acknowledgements

Facing Page top photograph by Andy Butcher
Facing Page bottom Photograph by Colin Hughes



Sibella Valentine gets a ride

Photo: Jimmy Valentine



A perfect garden party

Photo: Jimmy Valentine



Digby Wills' 20/25 Sedanca by Barker

Photo: Colin Hughes

DRIVING TESTS AT BROOKLANDS

21 April 2001

A perfect Spring day, amid the weeks of rain, hail and snow, provided excellent conditions for the annual Driving Tests event at Brooklands. Arranged by Andy Butcher, the event has seen some fierce competition in the past and the temporary break downs or even break ups of well established marriages, as spouses strive to give instructions to each other on Test Hill and the North Banking. This year, calm prevailed and the day passed largely without incident.

It didn't actually start that well for Andy and Val, as their attractive 1920 Hooper Tourer Silver Ghost started grumbling on its way to Brooklands. It sounded like a problem with the Cardan Shaft, causing severe vibration. However, a suggestion from Strone Macpherson that Andy might put the car into reverse seemed to result in the problem clearing itself. Strone isn't that well known in the Club as a car mechanic but he brought to Brooklands, for its first outing with the 20-Ghost Club, his newly acquired 1914 Bridgwater Tourer Ghost, with a most attractive torpedo body. The car, a London to Edinburgh Colonial



type, was supplied originally to the Admiralty. In 1916 it was rebodied to its present form – who knows, after being hit by a shell in the Great War? – only further research, which Strone is undertaking, will tell. It was then owned by a branch of his family, the Macpherson-Grants, until 1953, after which it spent time in the United States. We look forward to hearing more of the history of this interesting car in due course.

The day started well, despite the aftermath of the disaster that befell the Brooklands Museum in November 2000, when it was flooded to the depth of three feet (one metre to the politically correct, bent on offending Scunthorpe greengrocers). As a result, the ground floor rooms were largely out of action. A very pleasant lunch was, however, served in the upstairs Members' Room and 20-Ghost Club visitors were spared the walk outside to the temporary mobile loo by being granted the privilege of the Sir Barnes Wallis bathroom – wow! It was on the first floor of what is

now the Brooklands Museum that Sir Barnes Wallis invented and designed some of his more famous creations – the Wellington Bomber and, of course, the bouncing bomb. Looking at the bath one imagined him watching the impact of his floating (quack, quack) ducks being launched into the water and, no doubt, bouncing towards the plug hole end. History had been made here.

Back to the Driving Tests. Chairman Jimmy Valentine was ineligible for the ascent of Test Hill as Brooklands allow only pre-1940 cars, and he was in his very handsome and rare 1954 Silver Dawn with Radford Countryman coachwork. One might also have expected John Stuttard to cry off since he was still on crutches after a recent hip replacement operation [coming along nicely, thank you], but, amazingly, he persuaded a former British ambassador to drive for him. Of course it was his friend and co-driver David Colvin of Peking to Paris fame, and they were in Harrison, the 20/25 used on that event.



John Stuttard demonstrates how he beat off the attacking hordes between Peking and Paris

We were fortunate again to have support from the Charterhouse School Motor Club, in the form of John Borrowdale and Duncan Morrison, supervised by master Simon Fielder. They organised the tests with efficiency and independence of mind that meant match fixing was impossible. Experience counted and the fastest up Test Hill, with a precision stop and clean hill-start midway, was – yes you can guess – Andy Butcher, at 30.81 seconds – believed to be a record for 40/50 Horsepower. Let's see who can beat this next year. With 10 points out of 10, he was the clear winner at the end of round one, after many years of coming second overall. Sue Norwood, the only female driver in the competition, displayed great calm and determination as she sailed up Test Hill in a 1923 Silver Ghost Jarvis Tourer.

The competition on the North banking was to show up weaknesses in driving ability. The objective was to drive forward zigzagging around traffic cones for about 100 yards and then to follow the same route, but in reverse. Peter Perryman in a 1930 20/25 Tourer clearly thought that the aim of the competition was not to avoid the cones but, rather, to knock as many down as possible. He didn't

manage the full strike, but after demolishing four in a row, the Charterhouse marshals stepped in and removed the others to avoid further damage. Alister Reid in a 1923 ¾ HJM Doctors Coupe decided to go the wrong way around the cones and found himself going further and further up the Banking reminding us of the horrific accidents of the 1920s when cars literally shot off the top. Fortunately Alister was saved this horror, having joined us at Brooklands only because of a narrow defeat in the Vets Golf at the RAC's Woodcote Park in the previous week. The trauma of reaching 65 and not winning in a Vets tournament had clearly affected his navigation as well. Alister – keep up the medication! Paul Curtis, accompanied by Michael Sapsford in a 1930 20/25 Park Ward Sports Saloon, showed early promise – not least because his car (chassis number GTR 30) was the car made at Derby immediately before Peter Perryman's (chassis number GTR 31). Could it be that this is the first time that these two cars have met since they were made at Nightingale Road in 1930 – 71 years ago?

Andy Butcher's attempt at the Dymock Maunsell Trophy seemed to be going well until the final moment when his offside wheel touched the final cone – it toppled and with it Andy's quest for the Holy Grail, at least in 2001. Instead the Dymock Maunsell Trophy, the prize for the day, went to new 20-Ghost member, Brian Palmer, in his 1926 20HP Munton Tourer.

Andy, thanks again for arranging this fun day. Perhaps when you give up the organisation of the Annual Driving Tests you'll have more time to follow Val's instructions and win this handsome trophy.

John Stuttard.

Photos by Andy and Val Butcher



Brian Palmer bags the Dymock-Maunsell Trophy

CAPTION COMPETITION



Readers of the 1999 Record will recognise the event pictured above as having happened during the Spanish and Pyrenees tour. Readers are encouraged to submit a caption. My humble attempt at schoolboy French is: "Moi, je prefere les 40/50 agneaux". The prize for the best caption will be no more than recognition and publication of your achievement in a future News and Record.

Nigel Hughes

COMING EVENTS 2001

UK

Monday 3 - Wed 12 September
Tour of Picardie

This tour explores the First World War battlefields around Arras and Naours in Picardie, Northern France where, in 1914, 25 gallant Rolls-Royce owners, including Radley and the Duke of Westminster, put their cars at the disposal of the commander of the British forces and his staff. As well as visiting the battlefields and fortifications, we will attempt to retrace some of the epic journeys carried out by the cars "to see and hear things at the very pivotal points of danger" while the Germans advanced towards Paris.

A separate flyer on this tour will be sent out before June.

Contact: John Kennedy: 01344 883033

Sunday 30 September
Stourbridge Vineyard and Wines
Get In and Go

Meet at Lawnswood House, home of John and Kay Marsh for coffee, thence to a tour of the vineyard at Half Penny Green, followed by sampling of the fine English wines produced; lunch available. Contact Andrew Taylor: 01386 792918

Sunday 14 October
Autumn Lunch, The Lamb Inn, Buckland, Oxon

A good lunch in a warm and cosy inn to end what will hopefully have been an excellent summer's driving. Contact Jimmy Valentine: 0207 352 8503 Weekends: 01295 811215

AUSTRALIA

15-24 February 2001 International Tour: World Heritage areas of Tasmania

Organised by Keith and Robyn Drew

Fishytale



This badge is my memento from the Spanish and Pyrenees tour. It was damaged during the Great Fire, and I was wearing it at the time. There is a hole in the badge, believed to have occurred when I was 'shot' by a piece of rubber from an exploding tyre, but there was no mark on my clothing.

Strange.

NHH

For Sale

Andy Butcher has a Bosch ZR6 magneto, just overhauled by Donald Day, with 3-year guarantee, would like to swap for a Watford E06 magneto - cash adjustment according to condition. Contact Andy on 01386 701757

Wanted

John Stuttard is looking for the following original tools for Silver Ghost 33LG.

Bars, tommy	E17733, E7658, E12645
Files	dead smooth and Half round smooth
Mallet	
Rod, withdrawal for drive couplin	G8522
Spanner, box, for ignition plug 1 1/32" across flats	F7253
Spanner, box 15/16" across flats	E11904
Spanner, box 1 3/32" across flats	F7254
Spanner, box 17/32" across flats	E16112
Spanner, box 19/32" across flats	E16113
Spanner, box 11/32" across flats	E16114
Spanner, box 7/16" across flats	E16115
Spanner, box 23/32" across flats	E16124
Spanner, box, for gudgeon pin screws	E17734
Spanner, box, for crankcase bottom half	E3697
Spanner, Bax, for pivot and axle nuts	E6955
Spanner, box, for main bearing nut	E12644

Contact John on 020 8959 8058