



News & Record



The Magazine of the 20-Ghost Club
the Oldest Rolls-Royce Car Club in the World

Issue 44 February 2015

CONTENTS:

NEWS & RECORD ISSUE 44

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FRONT COVER:

[photograph ©Colin W Hughes, design Gerard Barry]

Nick Naismith, Alan Watkins & Stanley West examine what is apparently an apprentice-made car for the Soap Box Derby, but I wonder if it's really RR's latest model produced for those with smaller garages

714 THE EDITOR WRITES
715-718 THE SOUTH DOWNS TOUR
719-722 A STORY WITH FEW WORDS
723 MAX WATSON REMEMBERED
724 HOW TO BE A ROYCEIST

725-726 HAND OILING
727-730 GXO97 PART 2
731-732 NEW MEMBERS
733 FUTURE COMMUNICATIONS
734 COMING EVENTS

PRESIDENT: HRH The Duke of Gloucester

CHAIRMAN:

Sir John Stuttard 01747 853570 <johnstuttard@btinternet.com>

HON. VICE PRESIDENTS:

Tim Forrest 01428 684208 <forresttim@aol.com>

John L Kennedy 01344 883033 <jlk@talktalk.net>

COMPANY SECRETARY:

Ken Forbes 01675 442529 <kforbes@meteorgroup.co.uk>

TREASURER:

Brian H Fidler 01865 726959 <brianhfidler@aol.com>

OTHER UK DIRECTORS AND COMMITTEE MEMBERS:

Ashley Carmichael Website Editor

Stone Lodge, Withybed Lane, Inkberrow, Worcestershire
WR7 4JJ 01386 792592 <ashley@aacarmichael.co.uk>

Nigel Hughes Technical Editor & Database Manager

Hollybank, 43a Wellhouse Road, Beech, Alton, Hampshire
GU34 4AQ 01420 89982 <hughesn@aol.com>

John R Redmill News & Record Editor [to 28th February]

24 Royal Canal Bank, Broadstone, Dublin 7, Ireland
00353 1 8301271 <barred@indigo.ie>

Graham Tyson Membership Secretary

The Old Vicarage, St Minver, nr Wadebridge, Cornwall PL27 6QH
01208 862951 <gtyson@outlook.com>

FOR FULL CONTACT DETAILS OF ALL THE ABOVE,
PLEASE CONSULT THE CURRENT MEMBERS LIST

AUSTRALIAN CHAPTER:

CHAIRMAN:

Peter Crauford

VICE-CHAIRMAN:

Peter Willcox

HON. SECRETARY:

Richard Shenfield

TREASURER:

Bruce Humphries

Roland Duce 01636 830202

<roland@thurgartonpriory.co.uk>

Michael Lyndon-Stanford - 01379 384748

<ingals@echointernet.net>

Strone Macpherson 01962 735562

<strone@stronemacpherson.com>

Nick Naismith 01732 860148

<nick@nicknaismith.com>

Brian Palmer 0116 2862417

<brian@bandjpalmer.com>

Jimmy Valentine

020 7352 8503 [weekends 01295 811215]

<f.valentine215@btinternet.com>

At the 2015 AGM on 28th February, **Rosemary Jeffreys** will take over from John Redmill as Editor of *News & Record*; her email address is <rosemaryjeffreys@talktalk.net> and her telephone number is 020 7837 9980

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 on such information.

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THE EDITOR WRITES:



Following his retirement as sub-Editor, Freddie prepares to leave GXO97, while the ex-Editor seeks a position as 'Show-fur to the Jintry'

This issue of *News & Record* is my last before handing on the baton and the red pen to Rosemary Jeffreys, having toiled with great pleasure in the role for five years. It has been a great privilege to be Editor for a number of reasons – firstly, it has brought me into contact with an enormous number of members and cars whom otherwise I would not have met, secondly I have learned quite a lot about these wonderful vehicles, information that I would never have gained without editing and writing about them, and thirdly I have had the huge pleasure of working with the other Committee members and attending Committee meetings – which has been really good fun. When the Chairman asked me to be the Editor, I only promised to do three years, but did five years, which shows how much I enjoyed it, despite the constant rows with my computer – which has usually won – and balancing the occasional request for lots of large photographs with the huge costs of them; the Treasurer is very persuasive! Each copy of *News & Record* now on average costs £7.50 to have printed, and the postage is extra, so the three copies every year are half your annual subscription – and these costs are constantly rising. For my part, I've tried to include articles about all the 'eligible' models in the interests of inclusivity, and also to bring a lightness of touch to the magazine, so you'll enjoy reading it; I hope I've done that.

On a somewhat more serious note though, we continue to face the increasing issue of how to attract younger members to the club, and this has been a continuing subject of discussion at our four Committee meetings every year. It has to be agreed, however reluctantly, that stately, petrol-thirsty, pre-War vehicles aren't perhaps the immediately most attractive to the majority under the age of about 50 or so. Maybe we should accept that slightly dispiriting fact, and just hope that sooner or later those who've been spinning round in little red sporty numbers will eventually realise that they'll look even better in one of 'our' vehicles. Your Committee is actively

discussing and considering this, as well as how more existing members can be encouraged to become even more active participants in the club's activities. Indeed, one 'accusation' aimed at the club over the years has been one of being too serious and snobbish. But membership is not about how big and grand your car is, or your bank balance, it's about owning and driving the cars; that's fun and so should being a member of the club, nothing more, nothing less. So if any of you have suggestions, please – don't be backward in coming forward with any comments. And very encouragingly, Matthew John of Yorkshire has joined our ranks this year, as can be seen on the 'New Members' page of this issue. Having recently acquired an eligible vehicle himself, he's restoring it – but gradually, as he's still at school, being in his mid-teens. The future of the club depends on young enthusiasts like him, and we forget that at our peril. Hopefully he'll agree to write his car up for *N&R*.

Of course the invaluable assistance given to me for the last two years by Freddie, my sub-Editor, enabled me to continue, but he also advised me to pass it all on to Rosemary when she offered to do so, on the grounds of my increasing age and continuing [and embarrassing] ignorance of most things that go on under the bonnet and within the chassis of a Rolls-Royce; as the Chairman recently said – "Your Sub-Editor has the wisdom and the plus purr-fect judgment that I have learnt to expect." You've all been very good at volunteering articles, and ideas for articles, to me, and I know you'll do the same for Rosemary. YOUR magazine is back in strong and safe hands after I've careered all over the road with it!

My final request to you – I urgently want to buy a set of 5 old wheel discs for GXO97, to finish its repair works; see pps 727 – 730 of this issue. If you have a spare set, to fit 3 rows of spokes, please contact me!!

JOHN R. REDMILL



In the forecourt of the RR factory at Goodwood, with the South Downs behind

THE SOUTH DOWNS TOUR

Jane Forbes

2nd to 5th October 2014

Tim and Susie Forrest were in charge of a well-organised Tour of the South Downs, based at The Spread Eagle Hotel in Midhurst, which was a delight for all 14 cars and their owners. The weather was warm and kind [well, most of the time] and with autumn leaves on the turn, the scene was set for some enjoyable pre-war motoring. A traditional Tudor coaching inn, with beamed ceilings, panelled walls, sloping floors and blazing log fires exuded old world charm to match the good food and friendship of the event. On Friday morning we all drove in bright sunshine to the western part of the South Downs

National Park to visit Hinton Ampner – a charming National Trust house, much altered after a disastrous fire in the 1960s; its gardens have magnificent views across the rolling Downs. The walled kitchen gardens made the vegetable gardeners amongst us envious of the size of the pumpkins, onions, fruit and vegetables in the well-tended borders. The short trip to the pub for lunch proved more of a challenge for us, with road closures and diversions resulting in a more extensive tour of some of the lanes. If the driver had listened to the lady navigator rather than the SatNav, we would have got there sooner!



At the Spread Eagle Hotel, with the Carmichael's 47RE prominent



The West's 61XJ arrives at Hinton Ampner



The Valentine's 1OR, the Beach-Thomas's 81XJ, the Watkins' GLP26, & the Forrests' 2154 all bask in the autumn sun





At Hinton Ampner - both sides of Nigel & Ann Hughes's 20/25 1934 GWE67 and Mermie Karger's 1913 SG 2442



The afternoon was spent driving to Goodwood for a private tour of the Rolls Royce factory. For old and newcomers it was good to see so much activity with such a variety of cars and finishes. Although we were not allowed too close to any real cars, we were walked along the viewing gallery and had everything explained from start to finish. It was intriguing to see how bespoke the cars can be – one lady owner wanted the colour to match her Red Setter and another a particular shade of lipstick! With leather and woodwork bespoke options for the interior, the finished product is a thing of beauty for every taste, even if some are a challenge to British eyes.

White and pink was popular, as was white top and bonnet with black sides or even complete matt black including the leather inside. Nothing is really new however, when you look at our aged cars and the combination of colours and coachwork – they must have seemed equally outrageous in their time. The modern, bright, airy and clean facilities for staff and cars alike and warm welcome were a credit to RR. Our cars, carefully arranged in front of the building were much admired and scrutinised by the staff, some being given rides; apparently we were the only 'old' car group that had ever offered this to them!



Ann Hughes directs Nigel's parking of GWE67



Mermie Karger gives car-park tours in 2442



Stan & Angela West's 1929 Pl HJ Mulliner Weymann Saloon



Jimmy & Janet Valentine's 1929 Pl HJ Mulliner Weymann Saloon - 'Auntie'



Graham & Elizabeth Bennett's 1935 20/25 Hooper Touring Saloon



Alan & Diana Watkins's 1937 25/30 Hooper Sports Saloon



Ken & Jane Forbes's 1937 25/30 Thrupp & Maberley Tourer

Three virtually identical bodies

can YOU spot the difference

Saturday was a driving day to the Eastern part of the South Downs National Park, starting with a visit to the Tangmere Aviation Museum. Widely expected by the ladies to be a men's day out, it contained the most spectacular collection of WW1 and WW2 displays covering the personnel, their flying machines, their belongings, their family treasures and their stories. The evidence of the courage of the WW1 pilots through to Douglas Bader's story was all brought to life with fascinating displays. Nigel Hughes was in a state of shock - first, there was a Lockheed T33 on display. Nigel flew the T33 advanced jet trainer during his National Service in Canada in 1957. The Canadian-built T33s had a Rolls-Royce Nene10 jet engine. They were fast, but not

supersonic. Imagine Nigel's surprise when he was invited to put his fast jet skills to the test and fly the Museum's Lightning simulator. The Lightning had two Rolls-Royce Avon engines that would propel it to near twice the speed of sound. It also came in to land at 180 Knots [more than 200 mph], compared with the T33s 110 knots, so it was all a bit of a challenge. In the end, Nigel managed to land the aircraft in one piece, admittedly touching down on the grass, just short of the runway. On a second trip, he got to 1.7 times the speed of sound and a height of 60,000 feet, where the sky appears black. The very helpful instructor reported that Nigel had crossed the English Coast while supersonic and smashed a large number of simulated glasshouses with the sonic bang!!



Nigel just can't wait to leave Goodwood for Tangmere and jump into the cockpit of the Lightning simulator

Leaving Tangmere, we headed for a tour of the picturesque town of Arundel, passed the Duke of Norfolk's impressive castle to lunch at the famous Black Rabbit beside the River Arun. With a wet afternoon in prospect, some people chose to explore Arundel's antique shops, whilst others continued East to Ditchling Beacon for some spectacular views when the mist cleared. With pretty villages, art galleries and wooded lanes to enjoy, everyone seemed to take a different route. We took the opportunity to explore Ken's family haunts, having been brought up in the area, with Brian and Joan as passengers, who made the smart choice of a saloon car to ride in on a wet day! Sunday dawned dry and pleasant for a choice of places to visit, from the open air Weald Downland Museum, with traditional 15thC buildings, sawmills, watermills exhibiting Sussex crafts. We chose the truly amazing Bignor Roman villa, set in a delightful sheltered spot, beautifully preserved, and still cared for by the local farming family that originally discovered it.

The Romans knew how to pick their sites with vines still grown today, now called Nyetimber Vineyards. The Amberley Museum and Heritage Centre followed, set in 36 acres nestling in the heart of the Downs and the site of old limekilns. With the sun still shining, we followed the smallest roads we could find to cut across the Downs to Uppark, another graceful National Trust house also gutted by fire recently and rebuilt [they do seem to make a habit of this, don't they!] and gardens, with a mile of tunnels underground for the servants to go about their duties unseen by the guests!

It was a lovely end to a well-organised autumn outing and thanks to Tim & Susie for their research and planning to ensure we had priority parking, good pubs, and places to visit wherever we went.

PARTICIPANTS and CARS:

Anthony & Gillian Armitage	Phantom I	65CL	1928	Thrupp & Maberley Tourer	TY -5221
Anthony & Jennifer Beach-Thomas	Phantom II	81XJ	1929	Barker Sedanca De Ville	GC 2819
Graham & Elizabeth Bennett	20/25	GXK36	1935	Hooper Touring Saloon	CLL 190
Ashley & Adrienne Carmichael with Alfred & Val Boyer	Silver Ghost	47RE	1920	H J Mulliner open drive limousine	PX 1780
David & Elspeth Crossley -Cooke	20 HP	GOK47	1926	Cockshoot Doctor's Coupe	NE 7996
Ken and Jane Forbes	25/30	GRP68	1937	Thrupp & Maberly Sports Saloon	BSG 527
Tim & Susie Forrest with Katie Forrest & Matt Jarman	Silver Ghost	2154	1912	Barker Torpedo Phaeton	R 1487
Nigel & Ann Hughes	20/25	GWE67	1934	HJ Mulliner 3-pos DH Coupe	BLM-789
Mermie Karger & Colin Hughes	Silver Ghost	2442	1913	Saoutchik Tourer	BF 6606
Nick & Jo Naismith	Silver Ghost	1606	1911	Barker Tourer	CH 722
Brian & Joan Palmer	Silver Ghost	149AG	1921	Barker Tourer	KE 6676
Jimmy & Janet Valentine	Phantom I	1OR	1929	HJ Mulliner Weymann Saloon	UV1923
Diana & Alan Watkins	25/30	GLP26	1937	Hooper Sports Saloon	ERA 530
Stanley & Angela West	PII	63XJ	1929	HJ Mulliner Weymann Saloon	GC 4690



The Black Rabbit was perfect for lunch



All the Forrests certainly know their onions

Photographs © Colin W Hughes & Ken Forbes

A STORY WITH FEW WORDS

or ~ THE FASTEST [OIL] GUN IN THE WEST [MIDLANDS]

Susan Taylor

It was in 1962 that Phil Taylor, our Dad, who had been taught to drive aged 12 on a Silver Ghost by L. C. Fisher, "Fish", a travelling engineer for the Company and known to our grandparents, saw this 1923 Silver Ghost with Sedan-de-ville coachwork by Park Ward in a very sorry state in an orchard near Kew Gardens. 'Fish' was on the Midlands staff of Rolls-Royce, and had been driver for F. Bell-Scott ['FBS', before being promoted to travelling engineer.

The photographs show what happened to 'Lucy' between then and 2014, a period of a mere 52 years, truly a long-term project! Other projects – family, work, and life in general - had intervened during the course of the works but, fortunately, together we were able to complete the restoration in the main before Dad died in 2003.



ON FIRST SIGHT AS FOUND IN 1962



A new home and a new stable companion



As found in 1962 – needs a few parts to complete



Who needs to go to a gym when there's original Park Word coachwork to move? This is a lovely way to spend a Sunday!



Andrew to Dad - "Are you sure we're going to finish next year [1979]?"



Phil's handiwork – "I might as well sit comfortably while adjusting the doors"



Original panels repaired and primed



Chassis before



How to start constructing a running board



Chassis after



"Are you ready? LIFT!and lower!"



Andrew makes just a little adjustment ...



"Looks ready to me, boss, could eat yer dinner orf it"



Fit tab 'A' into slot 'B', and continue repeatedly until finished



Electrics and controls here, there, and everywhere – Andrew's really in to it



2014 and LUCY IS NOW COMPLETE!

Dad had been invited to join the 20-Ghost Club in 1958; he then became a Committee member, was Chairman for a number of years in the 1970s, and ultimately a Vice-President. To his delight he once had a letter from overseas addressed to 'Phil Taylor, Rolls Royce, England', and when asked why he owned a Rolls Royce he would often reply "well, one feels such a fool without one"!



COLVIN MAXWELL WATSON

remembered by
Peter Vacher

Much like a late convert to a religion, Max became fanatical about old Rolls-Royce motorcars and the camaraderie of their owners. The blame, if there be any, must be laid at the feet of Graham Ashley-Carter who tempted Max and me to join the experience of a lifetime on the tour through Rajasthan in India with eleven cars, mainly Ghosts - 'Motoring with Maharajas'. He and I were generously lent the Maharaja of Jodhpur's fabulous Phantom I polished aluminium purdah limousine. After three weeks on India's rough and dusty roads, beautifully compensated with stays at royal palaces, Max was hooked, - a thoroughly 'Happy Traveller' indeed! Upon his return to England, Max [incidentally my brother-in-law] seized upon my offer to be the custodian of my 1928 Twenty Doctor's Coupe.

Max died aged 67 on 14th December 2014 after a seven-month battle with cancer, but by then he and his wife, Janny, had had four years of immense fun with the 20-Ghost Club and frequently commented on how welcoming they had found our members. Always someone to listen to the advice of others, Max put himself through a rapid learning curve to understand the mysteries under the bonnet, much guided by Graham.

Max's professional career had started at the Bank of England in the early 1970s from where he was seconded to the IMF as personal assistant to the Managing Director. He became Chief of the IMF's International Capital Markets Division, devising a debt reduction plan for more than a dozen over-indebted Latin American countries. He left the IMF

as Deputy Director in 2002, moving to the European Commission in Brussels as Economic Adviser to the Director General. He foresaw the financial dangers of the emerging countries joining the Euro zone, culminating in the financial crisis of 2007-08. In the process of advising Finance Ministers across Europe, Max mastered many European languages as well as Japanese.

When the Euro zone banking crisis struck Ireland in October 2010, Max had just been appointed to the governing body of Ireland's Central Bank. He was the only member not an Irish national. Formerly one of the IMF's top international economic crisis fire fighters, he battled against the European Central Bank and the European Commission who were preventing the Irish Government from imposing losses on bondholders, a form of debt relief that would have greatly eased the burden on the taxpayer and the banking system. Those who worked with him say his low-key delivery could not hide his razor-sharp intellect and knowledge of international economic affairs.

On retirement from the Commission in 2007, he became a Fellow of St. Antony's College, Oxford, where he established the 'Political Economy of Financial Markets' programme, which continues as a memorial to his life's work.

As can be seen from the accompanying photograph, taken on the Maharaja tour in India, Max's sharp intellect did not blur his warmth and humour. Janny, four children and two stepchildren survive him. A memorial service will be held later in 2015.

Chat with everyone you meet and if a native does not understand you, do not shout or try to put it another way, since that will only confuse him all the more; and, especially, keep a grave face when a foreigner talks atrocious English to you.

The Happy Traveller, Rev. Frank Tatchell, 1923

HOW TO BE A ROYCEIST

..... OR HOW TO PUT A CAT [SEE PHOTO BELOW] AMONG THE PIGEONS

Fokko Keuning

When reading this rather rambling write-up, you may ask why I didn't use the word Roycean instead of the somewhat odd Royceist. The answer is twofold: first, there is the excellent publication *The Roycean*, and I would on no account risk being charged with plagiarism, secondly, the suffix '-ist' appears to denote a hands-on approach, whereas '-an' seems to imply a degree of artistry, as in motorist versus musician. The linguists amongst you will of course realize the above is, well, flawed. But an explanation was called for and here it is.

As you will no doubt find, the above does not mean that what follows is free of plagiarism. To the contrary; the very title is based on the excellent works of George Mikes, notably "How to be a Brit" and even more instructive, if you happen to be Dutch, or Swiss, or whatever, "How to be an Alien". If you have not read these booklets, then I suggest you rush to Waterstone's, or wherever it is that you stock up on your library. Now we need to find some parameters to narrow down and finally answer the question: how to be a Royceist. There are those who believe the very essence of Royceism is the love of "the best car in the world", aka the 40/50HP or Silver Ghost. The hard core of this select group feels, rightly or wrongly, that only those cars built up to and including 1914 really count. There are those, who feel only strict originality counts. But with so many cars having been re-bodied, does one exclude these from the congregation? One cannot take originality as far as the air in one's tyres but, still, those who own original cars feel secretly superior to those who do not.



Yakalia, Fokko's lovely Turkish Angora

What to do with all those Silver Ghost built after 1914 and/or not original? We obviously do not want our Royceist church to remain too small, so we let them in, but they cannot have the best pews in front. This settled, we see from the very name of our beloved club that the 20HP is also included. Well, obviously, it is the second best car in the world. Owners are very welcome, but they have to sit in the middle of the church [WHY? Ed]. We also let in the 20/25 HP, the new Phantom and the early Phantom II. But how do we proceed from there? As you all know, Sir Henry sadly died in 1933. Are we to consider anything built after that year as truly Rolls-Royce or not? Some would argue such cars are unsuitable for the pure Royceist. But, hey, look at these cars; some are wonderful. So we let in the later Phantom II, the 25/30 HP, the Phantom III and the Wraith.

But where do we stop? Can we let in the RR Silver Dawn, the Silver Shadow [pshaw]? Certainly not, I hear you say. Why not? Ah, well, because the 20-Ghost Club only allows cars built up to 1940. Actually, I believe the founding fathers of our club felt that cars built before 1945 were eligible. But as hardly any cars were built during WW2, this was later interpreted as cars built up to and including 1940. And why is that, may I ask? Well, why is the earth round? Perhaps a parameter could be whether a car is coach-built or not. But no, there are coach-built cars dating from after 1945. Anyway, we may say that after WW2 simply too many Rolls-Royces were built. So how can we be "us" and let in all these new fangled cars? We clearly cannot.

So it is only wise and good that the cut-off point is 1940. This is our dogma [not catma!] and a sacred one. Frankly, we hold that to be a true Royceist, one needs to live as if the only car worth thinking about is a Rolls-Royce built before 1940 and that relevant car building stopped after that year. Other marques are of no interest anyway. The true Royceist does NOT dream about Bentleys. If he or she does, it is better be totally secretive, or they will be excommunicated, if not brought before the Inquisition!!

Jimmy Valentine comments – "At the time my mother and I joined the club [1967], post-WW2 six-cylinder cars were eligible, so my Silver Dawn was fully entitled to take part in events until post-war cars were evicted by John Kennedy" [and when was that? Ed].

HAND OILING

Nigel H Hughes

CHASSIS LUBRICATION; all pre-1940 cars.

After about 1930, all our cars had so-called 'One Shot' chassis lubrication, in which a foot operated pump distributes oil through little pipes and metering 'drip plugs' to all the places that were previously the preserve of the oil gun. However, this does not take care of the myriad of joints on the chassis and the engine control linkage that require hand oiling with an oil can. Whether your car is an early or late model, this hand-oiling job generally requires removal of floorboards for access, unless you are lucky enough to have an inspection pit in your garage. The bonus to all of this is that the discipline of hand oiling allows you to perform a full visual check of your chassis and, if it is a one-shot chassis, to detect leakage or dry joints.

By the way, although engine oil was originally recommended for the one shot system, for years Rolls-Royce have recommended use of an 80/90EP gear oil. Some sources also now recommend EP oil for 20 and 20/25 rear axles that originally used Castrol ST90. There has been a concern that the extreme pressure (EP) additives in such oil attack bronze parts, of which there are several in our cars. My understanding is that this applies only to oils with a GL5 rating. GL4 is OK and, among others is available from Comma and Millers.

WHEEL DISC REMOVAL AND RE-FITTING; all cars with Ace or Lamarr discs

Generally, access to balance weights and tyre valve requires removal of the outer wheel disc alone. Subject to the retaining ring being kept free on its threads by regular cleaning and greasing, this is straightforward. However, when tyres are changed or work such as spoke re-tensioning is required, it is advisable to remove the whole disc assembly, to prevent it being damaged by tyre levers etc. and improve access. The disc assembly is retained by seven spokes running from the outer, cast aluminium, disc hub through the wheel spokes and into a steel retaining ring in the centre of the inner disc. Removal entails unscrewing the seven nipples, freeing the valve extension and withdrawing the parts.

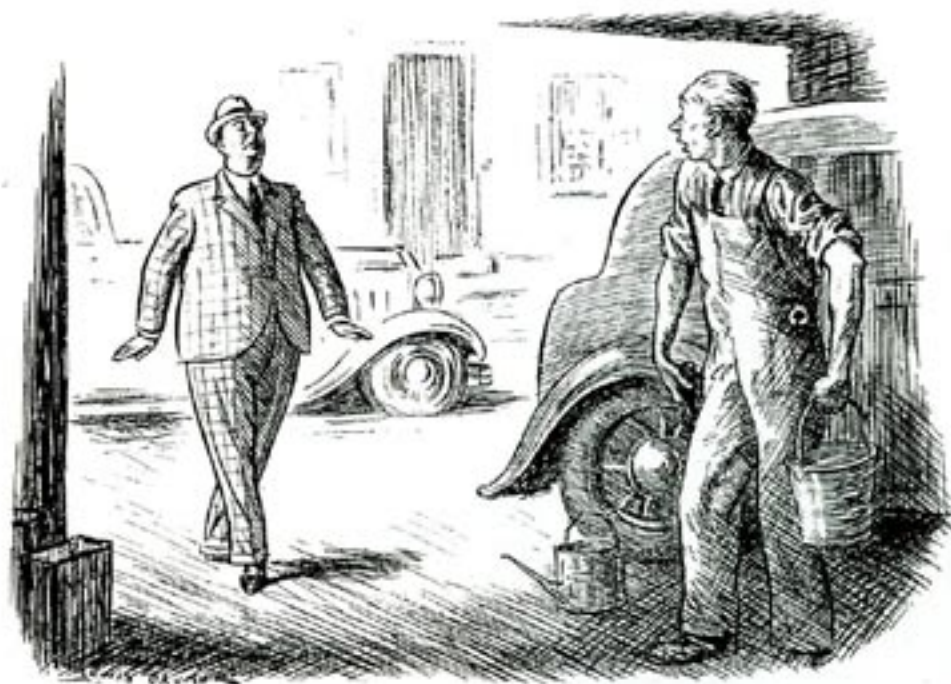


Replacement is tricky. First, notice that the aluminium disc hub is marked with the words 'Fit Opp Valve' and there is an arrow cast into the outer edge of the hub. The word 'opposite' is ambiguous, but the arrow should point directly towards the valve. The slot for the valve extension is offset from the valve. The left picture shows a wrongly fitted hub. The right is correct. There are two protrusions on the inside of the disc hub. These should sit snugly between a pair of spokes. Next, and most importantly, note that the spoke holes in the aluminium hub and steel inner retaining ring are anything but equally spaced. The hub and inner retainer must be aligned so that all the holes match up opposite one another. If you cannot poke a screwdriver through all the holes, try turning the disc hub a few degrees and test again. When fitting the inner disc and its steel retaining ring, make sure that all the oddly spaced holes line up exactly with those in the disc hub. The pair of most closely spaced holes in the inner disc should be opposite the two holes at 10 o'clock and 12 o'clock in the aluminium disc hub, even though there are two other holes in the hub, which are more closely spaced. Again, test each hole to ensure it is not obstructed by a spoke. The retaining spokes and nipples can then be fitted and gently tightened, one by one, until the inner disc is snug against the wheel rim. Don't overdo it.



NOTE:

Some wheels known as 'Colonial' were made with very different spoke patterns to the usual wheels and occasionally one or even a set turns up on a car. Most noticeable is that the inner set of spokes goes near the outer inside edge of the rim, using the area usually covered by the inner wheel disc and making that impossible to fit. While 'Colonial' wheels are stronger than standard, look nice without discs if you don't mind the cleaning and could be useful if you plan to do Peking to Paris, they are generally a bit of a pain.



"I want washing and polishing and oiling and greasing"

ANY OIL IS BETTER THAN NONE

Nigel H Hughes

Your Silver Ghost engine will use oil – a few hundred miles per quart if in good condition. It is also likely to leak oil. The 'standard' oil consumption for a 20HP, as quoted by Rolls-Royce in the 1960s was 'about 1000 miles per gallon'. When a 20-Ghost member once told Rolls-Royce Hythe Road that he had installed special oil control rings and pistons, he was reprimanded and advised that his action would be equivalent to giving his engine a continuous rebore.

Oil consumption rises rapidly with speed and temperature and substantial quantities of oil will need to be added during a long tour. Owners can be very sensitive about having the right brand of 'Classic' oil in their engine. These specialised oils are not generally available on the road and the supply you have with you may run out. In emergency, any engine oil is far better than running the risk of destroying your engine through lack of oil.



GXO97, late 20hp or early 20/25 part 2

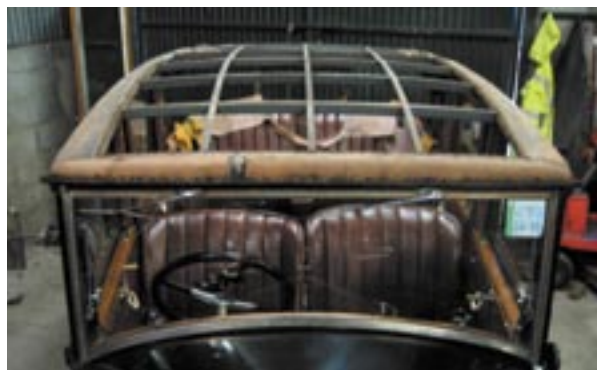
John R. Redmill & Desmond Barry

"I've decided to convert your saloon into an open tourer - hope you don't mind!" were the first words of John Wilkinson to me in early 2010, as he started repairing GXO97. Having thought that only minor roof repairs were needed, this did somewhat take us by surprise, but remembering David Collier's comment that the cost of one of these cars is merely the down-payment on its repairs, I swallowed hard and didn't protest. It's a modest car, bodied by Park Ward and first issued in August 1929 with a 20hp engine, but then reissued to its first owner, James Putnam, at the end of 1929 with the engine replaced by the new 20/25 one. This gives it an interesting history that I recounted in N&R41 [January 2014] - but as Putnam had also changed his name from

Putman during the 1920s, these facts go together rather serendipitously. I'd been told the engine and chassis were mechanically good and that the body was original, but not in good condition. The car had gone to John Wilkinson's works near Tullow, Co. Carlow and, once he'd done the initial opening-up, there was nothing for it but to carry on. The faux-leather roof came off to reveal cardboard, tin sheets, etc, covering some very dodgy timberwork, complete with wet and dry rot, but, as a conservation architect, over many years I've regularly dealt with that in historic buildings, so why worry now? A short piece of film of the car, made in 1929 and 1930, and given to me by one of Putnam's grandsons, gave incontrovertible evidence of its original appearance.



obvious distress to the roof covering opening-up roof reveals



.....severe decay covered by tin sheets, cardboard, padding, & whatever you're having yourself



..... including extensive wet and dry rot!

Soon the body was reduced to almost nothing, while we asked John to reuse absolutely everything that he could in the interests of conservation and originality, not just our wallets. He knew exactly what we wanted, as did his very able assistants Lucasz Gorzala and James Stewart, so they made the new ash frame, splicing new pieces into the damaged A-posts, re-creating the front peak over the

windscreen from the 1929 film, and making a new rear window frame to fit the original glass. They carefully re-fixed the original panels to it, no mean feat. Marine-quality netting was stretched across the roof structure, and hessian to the sides, followed by flock and white fleece, as a base for the black outer flexible leather-cloth. Even the old curved tin sheets were re-used on the edges.



not much more than a châssis and a couple of doors



the new scuttle frame



new ash frame for original glass of rear window



new piece spliced into original front A-post



things begin to be put back together



structure repaired & primed



hessian on the sides



back being repaired



flock being fixed



2010 - car re-assembled with new ash main frame, reusing as much of original as possible, & new leather-cloth roof covering

The interior was also tatty, with stained buff headlining and brown leather upholstery – the 1929 record sheets at Hunt House recorded the interior as being grey, and I suspect both leather and cloth had been replaced in the early 1960s after the car had gone to the USA, first Kansas and then Missouri. After much discussion, we decided to recreate the original colour scheme with new grey headlining and carpet, and keeping the surviving leather but colouring it grey – good conservation practice

– with leather dye from Abbey England of Knutsford. The bone handles of the doors had been painted – this was removed. When the doors were dismantled it was noticed that the escutcheon discs had been reversed to conceal the slightly damaged original bone ones; these were turned round and cleaned. The missing ferrules were replaced with off-white resin, harmonising with the originals without being pretend replicas. Then we all rested until to early 2014, when the funds had recovered.



ply discs turned round, revealing original bone; new white resin knobs



old hand-pulls [gift of Clive Carter] dyed grey



2007 – brown interior



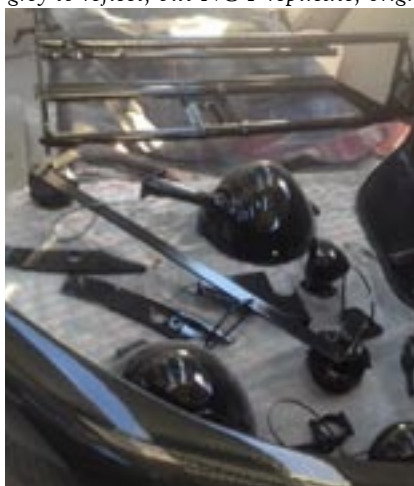
2010 – interior with grey headlining, leather, carpet, all as 1929

An electrical problem prompted the final stage of works, which started at Easter 2014. While the car was completely rewired by Colin Tobin, John's electrician, all five wheels were sent to Richard Brothers of Cardiff to be checked, respoked and stove-enamelled, and the rusty hub nuts were cleaned and re-nickeled. Both running boards were rebuilt in their 1929 form, before the car went to Paul O'Sullivan, of Ballydehob in West Cork, for complete repainting, not in the original black and ivory-white scheme, but in black and light grey, to honour but not replicate it – again, good conservation practice, and

reflecting the Venice Charter for the conservation of Historic Buildings. He first spent 3 days sanding it down to bare metal with grade 60 3m discs, then another 4 days repairing dents and scratches., which were filled with U-Pol car fillers. Using De Beer Automotive products, he applied four layers of primer, sanded these down, then masked the car and gave it four layers of black De Beer paint in his Zonda spray booth. Then he re-masked it to add four layers of grey paint [on top of the black] between the waistline and the running boards. He completed all this in under four weeks within budget.



2014 - repainting in black & pale grey to reflect, but NOT replicate, original black & ivory-white of 1929



GXO97 is now finished to all intents and purposes, with just a few tiny details to do, such as persuading the Hobson's Telegauge to work, and wheel discs! We are delighted with the result, which is totally due to John Wilkinson, his team, and Paul O'Sullivan, without whom it would not have been possible, and we fully commend all their work. We also hope that James and Violet Putnam would approve of their car's appearance,

85 years after taking delivery of it. The Club Committee decided at its January 2015 meeting to award the car the Phoenix Trophy, to be presented at the Cambridge AGM; this is a great honour for which we are extremely grateful, and also a testament to the many skills of John Wilkinson, Paul O'Sullivan, and their respective teams.

Photos © Paul O'Sullivan, John Redmill & John Wilkinson

NEW MEMBERS:

THE FOLLOWING NEW MEMBERS HAVE JOINED THE CLUB SINCE JANUARY 2014:

CLAUDIO & CLARE DE BEDIN;

18th Floor, Royalton II, 116 Pokfulam Road, HONG KONG
1927 P1, 61LF, Martin & King coupe, WES KV60H

TRISTAN & MARJAN CARMICHAEL:

Landgraffen Strasse 3, 35390 GLESSEN, Germany
Family membership

STEVE COPSON:

Lingens Bungalow, Ankerdine Road, BROADWAY ON
TEME, Worcestershire WR6 5NR
192 20HP, GKN45, , UK2626

CHARLES J CROSS:

3560 Jackson Street, SAN FRANCISCO 94118, USA
1925 SG, 120EU, Barker Tourer, XY6932

THIERRY DEHAECK & ANNE DELMULLE:

Machtgaalstraat 11, B-9770, KRUISSHOUTEM, Belgium



1939 Wraith, WRB9, Thrupp & Maberly Cabriolet, 1-0A1-510

RON & NANETTE ELANBAAS:

24 Dockside Lane, PMB 409, KEY LARGO, Florida 33037,
USA
1911 SG, 1676, Roi-de-Belges
1915 SG, 2BD, Limousine by Hamshaw

KATIE FORREST:

9 St Mark's Place, Notting Hill, LONDON W11 1NS
Family membership

DELPHINE GREY-FISKE:

Lotos, Beeches Drive, FARNHAM COMMON, Bucks SL2 3JU



1933 P11, 152MY, replica open tourer by Wilkinson, 825XUT

MARK & AMANDA HENDERSON:

Capel Ifan, Cwmisfal, LLANDDAROG, Carmarthenshire
SA32 8NY



1933 20/25, GGA1, Park Ward 4-light Saloon, AUW109

STEVE HORNE:

Tewes Manor, Sampford Hall Lane, Little Sampford
SAFFRON WALDEN, Essex CB10 2QQ



1933 20/25, GSY40, Park Ward Fixed Head Coupe, AKL 715



1934 20/25, GMD36, Park Ward Brougham, BGW 227



1935 20/25, GAF81, Thrupp & Maberly Sedanca, BXF 199

Dr. ROBERT & KATHRYN INGLIS:

Hill Top, BEVERE, Worcestershire, WR3 7RE
Associate membership

MATTHEW JOHN:

143 Falkland Road, KINGSTON-UPON-HULL,
East Riding HU9 5EX
1932 20/25, GBT32, Hooper 6-light Saloon, BR9270



DIETER & MARTINA KASTEL:

Benrather Straasse 42, 42115 WUPPERTAL, Germany
1927 P1,LF16, Thrupp & Maberly Sedanca de ville, YH2900

BRUCE & SANDRA MASSMAN:

907 Whittier Drive, BEVERLY HILLS,
California 90210, USA
1912 SG, 1915E, Barker Tourer, 9
1915 SG, 16BD, Wilkinson L to E, 38D
1923 SG, 7KG, replicas barrel tourer, P155
1932 P11, 211AJS, Brewster Henley Roadster

BRYAN C. & CHERRY McGEE:

Blackbrook House, CHAPEL-EN-LE-FRITH, High Peak,
Derbyshire SK23 0PU



1937 25/30, GRP29, Thrupp & Maberly Touring
Saloon, ELD666

JAN & STEPHANIE MILLER:

Parkalee 111, BREMEN 28209, Germany



1929 20HP, GEN9, Crosbie & Dunn Aviator's Coupe

TIM & CLARE MILVERTON:

241 Magdalen Road, LONDON SW18 3PA
Family membership

JOHN T. SNOOK:

The Oaks, Tag Lane, WARGRAVE, Reading, Berkshire,
RG10 9ST
1914 SG, 50YB, Barker Landalette, LE-7478

NEW AUSTRALIAN MEMBERS:

WILL & MARGARET KIRKBY:

Glen Prairie, MOREE, NSW 2400



1921 SG, 56NE, Jackson Jones & Collins Tourer, H1257H



CLIVE & VALERIE PALMER:

Hillside, Vagg Hill, YEOVIL, Somerset BA21 3PS



1926 SSG, S317PL, replica sports tourer, SV6947



1937 PIII, 3BU198, Windover Sedan

Rev. IAN MURRAY:

Balduff House, Kilry, Alyth, BLAIRGOWRIE,
Perthshire PH11 8HS
1925 SG, 85EU

CHARLIE NAISMITH:

Crockham Hill Farm, Kent Hatch Road, CROCKHAM
HILL, Kent TN8 6SU
Family membership

MARTIN & SUSANNAH WOODNUTT:

The Old Vicarage, Mill Road, REEPHAM, Norfolk NR10 4RA
1936 25/30, GHL18, Rippon Limousine, BWT314

PHILLIP & SALLY-ANNE BATTYE:

PO Box 9019, HARKAWAY, Victoria 3806
1934 20/25, GAW15, Hooper Saloon, BLE812

JAMES OSWALD & JANE MILLER:

11 Merilbah Road, PO Box 277, BOWRAL, NSW 2576
1924 SG, 48RM, replica tourer, NMI415

PAUL & YAO LATHAM:

11 Woolrich Road, OLINDA, Victoria 3788,
1921 SG, 25DJ, Tourer

NEW MEMBERS' QUIZ

What is this metal projection, seen recently
on the rear of a 20HP?

Answers, please, on a post card, to the
Editor

IMPORTANT NOTICE ABOUT FUTURE COMMUNICATIONS TO MEMBERS:

With the ever-increasing cost of printing and postage, and with the increasing use of electronic means of communications, your Committee has been considering ways of reducing the Club's costs while improving the Club's administration. For the last six years, the Club's annual subscription has not increased and remains at £50.00 per member. The Committee's aim is to try and maintain this level by reducing the cost of administration through the use of electronic communications. At the recent EGM held on 8 January, a motion was passed to change the Club's Articles of Association to permit the requirements of the Companies Act to be met in respect of the delivery of Statutory Notices and of the Annual Report & Accounts.

In future, these will be communicated to members via e-mail and via the website where they will be posted in the 'Member's Area'. Similarly the annual Members List will not, in future, be printed but will continue to be placed on the website in the 'Member's Area'. We have been advised that the present security arrangements for access to the Member's Area are sound, with a long and complex password configuration unique to each member. If you have difficulty in accessing the Member's Area, for example because you have forgotten your password, please contact our Webmaster, Ashley Carmichael, via <ashley@aacarmichael.co.uk>.

The Club's magazine *News & Record* will continue to be printed and posted to members, except those members who are resident in Australia and New Zealand where the Australian Chapter's Committee has agreed that the magazine can be communicated electronically, saving the high cost of printing and postage. Flyers for events will be made shorter and simpler, to reduce printing costs, and will continue to be posted with copies of *News & Record*. A fuller version, with photos and detailed information, will continue to be prepared and sent to members via e-mail as well as being posted in the 'Member's Area' of the website. The layout and content of the website is also being reviewed to make Members' Information more visible and easier to access.

GRAHAM TYSON, Membership Secretary
ASHLEY CARMICHAEL, Webmaster

MASSIVE PARTS CLEARANCE

Go to <http://goo.gl/HDRrww> to find the savings

To clear space we're selling hundreds of previously forgotten, uncatalogued parts on eBay, at knock-down prices.

We'll be listing new stock every week so keep an eye on our eBay account for new listings.

Many of these forgotten gems are one-offs and currently out of circulation, so never to be repeated items - once they're gone, they're gone. Make sure you don't miss out.

And of course, don't forget to look at our website, www.fiennes.co.uk, for all of the other parts we normally supply.

Items available at time of publication (note, these might have gone by the time you see eBay)

FIENNES RESTORATION

Go to <http://goo.gl/HDRrww> to find our eBay page with all of our listings. If you're using eBay outside of the UK, ensure you login to the UK version of the site. We'll be updating this every week or so, so keep an eye on it for new parts.



			
Rolls Royce 25/30 & Phantom III Differential crown wheel carrier Starting bid £75, second-hand price £150, up to 50% off	Rolls Royce Phantom III Synchro cone, inner Starting bid £70, second-hand price £140, up to 50% off	Rolls Royce Wraith Stub Axle N/S Starting bid £100, normal price £455, up to 78% off	Rolls Royce Phantom 2 Driving member, clutch centre plate Starting bid £50, normal price £250, up to 80% off

enquiries@fiennes.co.uk
www.fiennes.co.uk

Coachwork • Restoration • Parts • Storage • Servicing



COMING EVENTS:

2015 SUBSCRIPTIONS & ADDRESSES:

Members are reminded that their 2015 subscriptions are now due, so should pay this in their chosen currency [ST£50.00, EUR€70.00, or US\$90.00] to our Hon, Treasurer, Brian Fidler, The Eighth House, Vernon Avenue, Oxford OX2 9AU, using the enclosed subscription form. Anyone not currently paying by standing order can get our full bank details [including the euro account] by emailing Brian Fidler at <brianhfidler@aol.com>. Although we would hate to lose anyone, failure to pay the correct annual amount could result in you not being considered a member of the club, with all the consequences that might entail, which includes NOT being covered by the club's insurance when taking part in club events and tours. Some members have informed Graham Tyson, the club's Membership Secretary, of their address changes. If you have moved recently, send your new postal and e-mail addresses, etc, **NOW** to Graham at The Old Vicarage, St Minver, nr Wadebridge, Cornwall PL27 6QH, <gtyson@outlook.com> [and not to any other Committee member, please!!].

REMEMBER, if he does not have these details, the 20-Ghost Club will not be able to communicate with you or, even more importantly, send your copies of News & Record with the flyers about future events, and other information, etc, including "The Roycean"! Don't forget to regularly look on the Club's website for current information and updates about events; we are being forced to rely more and more on emails and the website for communicating information to members. If you have any problems in doing so, please contact Ashley Carmichael, the Club's Website Editor, who will help you.

EVENTS:

Please download details, bookings forms and other information for all events from the club website. Members unable to do this should contact the individual organiser concerned for these details. The following is correct at time of going to press, but may change as arrangements are progressed.

Saturday 28th February:
2015 AGM and Dinner at Corpus Christi College,
Cambridge [John Stuttart & Susie Forrest]

Thursday 23rd to Sunday 26th April:
Weekend Tour of Hampshire & Wiltshire
[Strone Macpherson]

Saturday 25th April:
Annual Spring Lunch at Armsworth Park House
[Strone Macpherson & Brian Fidler]

Friday 15th to Tuesday 19th May:
Annual Tour with Irish Georgian Society
Southern Ireland [now full] [John Redmill]

Tuesday 19th to Tuesday 26th May:
Tour of Southern Ireland [now full]
[John Redmill]

Monday 22nd to Thursday 25th June:
Chalke Valley Festival & Tour, Dorset
[John Stuttard]

Saturday 25th July:
Annual Concours at Broughton Castle,
Oxfordshire [Brian Palmer]

Tuesday 22nd to Friday 25th September:
Mid-week Tour of the Lake District, Cumbria
[Ashley Carmichael]

Wednesday 21st to Friday 23rd October:
Mid-week tour of Stratford-on-Avon and RSC
[Ashley Carmichael and Ken Forbes]

Friday 23rd October:
Autumn Lunch in Stratford-on-Avon
[Ashley Carmichael] Flyer to be with N&R45

BACK COVER - THREE STAGES IN THE LIFE OF GXO97;

MONTE CARLO, 1929, with James Putnam's wife Violet & son Eric; note the horse's-head mascot & the original black & ivory-white colour scheme.

ENGLAND, 2007, generally shabby, with damage to rear and in roof, painted all black [possibly in 1960s].

IRELAND, 2014, with a new frame, restored interior, repaired wheels and re-nickled hubs, new running boards, and new black & light grey colour scheme.



GXO97, MONTE CARLO, 1929



GXO97, ENGLAND, 2007



GXO97, IRELAND, 2014