



# News & Record



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## NEWS & RECORD ISSUE 39

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COMING EVENTS

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# EDITORIAL

John R Redmill

As this issue goes to press, many of the Club members are 'enjoying' the re-enactment of 1913 Alpenfahrt; we trust all will go well and that everyone has a wonderful experience. This major event by the Club was commemorated by the choice of illustrations used in the menu of the AGM Dinner at Boodle's in February, and the most spectacular of these is reproduced in this issue of *N&R*. Members have been very supportive of our events, and the Committee is very grateful for that. Do remember to consult the website for information about forthcoming events, and also note that Graham Tyson has a new email address- [gytson@outlook.com](mailto:gytson@outlook.com). The latest volume of 'The Roycean', which we hope you all continue to enjoy, accompanies this issue, and thanks are due to Tom Clarke for this. The Committee has various plans for next year's activities, and some for subsequent years, but we would really value any suggestions from you, the Club members, as it is for you that all these are organised. With the cost of fuel increasing all the time, we feel that more 'short' rallies are the right counter-balance to the epic ones, which require much endurance and stamina as well as everything else - when asked what GXO97's fuel consumption is, I no longer say "15 miles to the gallon", but "2.5 miles to the £, and rapidly declining!" We have a very good flow of new members to the Club during the last year, and do continue to encourage more to join our ranks. Several new members joined the Irish Georgian Society in Cumbria last month, and the write-up of that will be in the next *N&R*. The Chairman has voluntarily organised another amazing Rally for next summer - a tour next July and August to Belgium and Northern France that will take in some of the First World War battlefields and sites, to commemorate the 100<sup>th</sup> anniversary of that shattering experience; the flyer is enclosed. Enjoy the rest of your motoring this year, and we look forward to seeing you at as many events as you can manage.

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 2013 AGM and DINNER

22<sup>nd</sup> February at Boodle's Club, London

Colin W Hughes

Once again, the AGM and dinner were held at Boodles in St James's, organised this year by John Redmill at the invitation of Martin Williams; this superb building of 1775 has justifiably been a club favourite over many years. After a drinks reception on arrival, we moved upstairs for the AGM, sitting in a room surrounded by panels of classical nymphs doing whatever they usually do. Tim Forrest first greeted the members present, notably including our new President, HRH The Duke of Gloucester and his aide Captain Jeremy Stephenson. Then the Duke was presented with a bound volume of *News & Records* and the 2013 Membership List by our Editor, John Redmill. Among apologies for absence, and justifying Tim's appearance in the chair, was that of Sir John Stuttard, who had been most unfortunately struck down by 'flu, but not before writing his report of the year, which Tim then presented. Our Treasurer, Brian Fidler, was also unable to be present, but he and Tony Dyas were thanked for having recovered the Club's savings that had had a difficult sojourn in Iceland via the Isle of Man. Past events that had taken place since the 2012 AGM were recounted, included the Spring lunch at the Macphersons, a wet visit to Dorset and the Bovington Tank Museum, the Irish Georgian tour of

Northern Ireland, the Nordic and Baltic Tour, ably organised using local knowledge by Sir John, and the Autumn weekend and Concours in the Cotswolds set up by Jimmy Valentine, possibly expressly for a visit to the Pudding Club. The contributions of a number of the Club's officers were acknowledged with gratitude - Nigel Hughes for keeping the database up to date and yielding a new Members' List, John Redmill for his characterful editions of *News & Record*, Graham Tyson for being Membership Secretary as well as managing and expanding the website's content, and Tony Dyas for arranging event insurance. It was also noted that membership at 327 was a record, but still a small proportion of Pre-WWII RR owners. The other formal parts of the AGM were covered - the Treasurer's Report was accepted with thanks to Brian Fidler and all the present Directors were prepared to stand for re-election and were so reinstated. Tim expressed sorrow that there were no lady members on the committee. There were no questions from the floor other than a request to consider binders for *News and Record*; presumably other members were saving up for some fun at the RREC AGM instead.



*Tim Forrest reads Sir John's script*



*Angelika Elliott, Ken Fairburn and Kay Marsh*

Forthcoming events for 2013 were then outlined, starting with a midweek tour in April of the Malvern Hills, followed by the Spring Lunch at the Macphersons; limits on numbers were emphasised for the latter as 50 was the comfortable maximum and 74 had come in 2012! Two events will take place in May, the Annual Irish Georgians Tour, this year in Cumbria, and a "Get up & Go" event organised by Roland Duce based on his Nottinghamshire home. The main event this year is the Centenary Alpine Rally in June re-enacting the 1913 Alpenfahrt in which Rolls-Royce excelled; this, for pre-WW1 Ghosts only, is already fully booked. In August a group will be parking at VSCC Prescott, and later in the month the Annual

Concours will be held at Boughton House, the Northamptonshire home of the Duke of Buccleuch. This will be followed by the Kop Hill Climb in the Chilterns in September, and the season will end with the Autumn Weekend Tour of Norfolk in mid-October. Details of all these events have been circulated on individual flyers and are also available on the club's website. Tim was pleased that a number of our events were being organised by members not on the committee and encouraged any who had local knowledge of good places to visit to volunteer to do the same. Finally, he apologised to members for the length of time he had been speaking, attributing this to Sir John's script.



*Graham Tyson, Inga and Michael Lyndon-Stanford and Desmond Barry enjoying themselves*



*Anne Hynes and Michael Elliott listen intently to HRH the President giving his address*



The meeting being closed, we moved into the dining room to be observed by painted horses instead of nymphs. Neither were knowingly on the menu, the main course being guinea fowl, with other delightful dishes before and after, including excellent savoury soufflés, together with appropriate wines. Over coffee, our President proposed the Loyal Toast and that of the Hon. Charles Rolls and Henry Royce, then presented the annual awards, but first thanked the Club for offering him the presidency, even though he did not own a qualifying car. As part of his perfectly balanced address, he also said that his father had owned six Rolls-Royce cars, some of which would have qualified, without saying whether consecutively or simultaneously, and expressed the hope to have more involvement with members' cars in the future. Thus another most convivial evening concluded, and then all departed into the cold winter night to return home, presumably not by RR!

## HRH THE PRESIDENT AWARDS THE TROPHIES:

THE ALPINE TROPHY is one of two cut glass decanters originally given by the Archduke Leopold Salvador of Austria as one of the prizes in the 1913 Austrian Alpenfahrt. It was won by CC Friese and subsequently presented to the Club by Rolls-Royce Limited. It is awarded each year to the owner of the car that achieves maximum marks based on the highest mileage coupled with the age of the car. It was awarded to Fokko Keuning who travelled \*000 miles in his Phantom II including one day of 630 miles to participate in the Baltic Tour.



*Fokko Keuning receives the Alpine Trophy*



*The Small Horsepower Trophy is accepted on David Else's behalf*

THE WOODMANSEE TROPHY is a pair of book ends, in solid brass, the very last of the original "Silver Lady" mascots cast from the actual sculptor's moulds by Charles and Jo Sykes in 1939. These book ends were awarded by Rolls-Royce to Webster Woodmansee in 1957 at the Silver Ghost Jubilee Rally and subsequently given by Webster to the Club to be awarded annually to the owner of the Silver Ghost with the highest mileage. It was awarded to Barbara Mead who travelled over 7000 miles much of it in the Southern Hemisphere.

THE SMALL HORSEPOWER TROPHY is a Rolls-Royce mascot and piston presented to the Club by Clive Carter in 1997. It is awarded annually to the owner of a small horsepower car with the highest mileage. It was awarded to David Else who covered more than 6,000 miles in his 20hp – Strone Macpherson accepted it in his absence.

THE HARDING ROLLS TROPHY, which was originally won by Charles Rolls, is presented to the member who, in the opinion of the Committee, has produced the most notable performance with an eligible Rolls-Royce motor car. It was awarded to Graham Tyson for driving his newly restored 1920 Silver Ghost [97AE], a tourer with a splendid Cunard body, from Devon to Helsinki without mishap.



*Graham Tyson receives the Harding Rolls Trophy, and Elspeth Crossley-Cooke receives the Fergusson Wood Trophy*

THE FERGUSSON WOOD PHOTOGRAPHIC TROPHY is awarded for the best photograph or photographs taken recently by a member and published in the Club magazine. For her photographs on the Nordic and Baltic tour, including her selfless photographic coverage of her husband's car receiving encouragement from engineer Roy O'Sullivan, it went to Elspeth Crossley Cooke



*Tony Dyas with the Woodmansee Trophy*



*Tim Forrest speaks*



*Is David Crossley Cooke about to burst into song?*

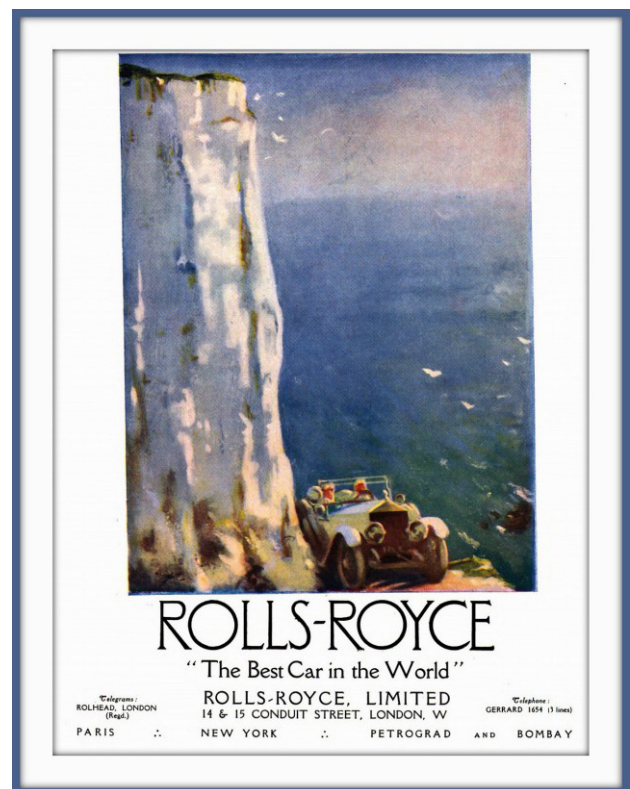
THE STANLEY SEARS TROPHY, given to the Club by Stanley Sears in 1962, is awarded to the member who, in the opinion of the Committee, has contributed most by individual meritorious service to the Club. For organising the tour of the Nordic and Baltic countries, it was awarded to Sir John Stuttard, who unfortunately was not present due to illness.

THE BRIAN WOOTTON AVIATOR MASCOT, presented by Jo Wootton in 2003 in memory of her late husband, is awarded to the person who, in the opinion of the Committee, made an outstanding engineering or technical contribution in the year. It was awarded to Roy O' Sullivan for his work on the Nordic and Baltic tour, and particularly for keeping David Crossley Cooke's car going during the Tour; it was accepted on his behalf by the said David Crossley Cooke.

THE HARRY WATSON TROPHY, presented by Patricia Watson in 2000, in memory of her husband, is awarded to the member who, in the opinion of the Committee, made an outstanding engineering or technical contribution in the year. It was awarded to Tim Forrest for his technical contribution for the articles written for *News & Record* and 'The Roycean' over many years.



*Susie Forrest ready with the Alpine Trophy*



*The cover of the menu – a 1913 advertisement*

Photographs © Colin W Hughes



*Members listen to Tim Forrest confidently steering through Sir John's script at the AGM, but Graham Tyson and John Redmill seem rather tired*

# TYRES & STEERING AGAIN

[or Dirty Dives]

Nigel H Hughes

In the 1960s, there were problems with supply of 33x5 tyres as used on Silver Ghosts in particular and owners wishing to continue using their cars regularly were forced to have their wheels re-built to take 7.00x21 tyres. This had been the fate of 120EU and I decided to have my wheels built back to take 33x5s. I am very happy with the result. The benefits are the expected lighter and more precise steering and, with experience of several hundred miles driving, I find that steering requires much less concentration than before. In particular, on 7.00X21s, I now recall that the car would unpredictably be thrown off course by certain bumps in the road.

120EU has four wheel brakes and these late chassis had longer steering arms than the two-wheel brake cars, to make space for the brake drums. This put the cross tube ends so close to 21" wheels that they rubbed against the rim at full lock and left no space for the fitting of gaiters to the cross tube ball joints (it took me a while to work out why 120EU had all the leather gaiters in place elsewhere and none on the cross tube). Cosmetically, I find that the whole car looks much nicer on the correct size wheels. The ride may be slightly harsher, but the effect is marginal. Also, surprisingly, the overall diameter of the 33x5 wheels with Goodrich Silvertown tyres is very nearly the same as on 21inch rims with 7.00X21 Dunlops, so there is no significant change in effective rear axle gearing. The Dunlops have a modern style of randomised tread pattern, designed to reduce noise. In comparison, the Goodrich Silvertowns make an audible hum, because the tread pattern is regularly spaced. This is likely to be true for all 'vintage-looking' or 'chocolate bar' treads which copy original tyres made before 'Rolls-Royce had intimated their desire for a 'silent' tyre'.

7.00x21 tyres had been fitted to another member's 1919 SG in the past. He had checked everything on his steering and was still experiencing the tendency for a dirty dive to one side or the other when passing over certain road surfaces. We agreed that I should lend him a couple of my re-built wheels to try on the front of his car. This was done and he declared that the car was transformed [favourably!].

This all goes to reinforce the old principle that if you want your car to do what it was designed to do, you should stay with the original design. After all, Rolls-Royce spent a great deal of time and effort in testing every detail of their chassis, so who are we to criticise the result?

# MID-WEEK MALVERNS TOUR

John R Redmill

23rd to 26<sup>th</sup> April



*Resting in the spring sunshine in front of Brockencote Hall*

It may well have been the worst Spring on record, but the weather was fine for the most enjoyable April tour of Worcestershire and Herefordshire, skilfully organised by Ken and Jane Forbes, whose knowledge of the unspoilt countryside of the West Midlands was to our benefit. For us, the tour started with a calm voyage from Dublin on the Holyhead 'Swift' ferry, followed by a scenic drive through unspoilt North Wales – mainly on the A470, via Dolgellau and Newtown, thus avoiding the A5 –and through Shropshire and around Ludlow, to just outside Kidderminster and the unashamedly luxurious Brockencote Hall Hotel, at Chaddesley Corbett. Here, in the late afternoon, the party of \*\* members and their \*\* cars gathered for tea, and then the first of three elegant dinners there, having checked into the various spacious and well-appointed bedrooms. Ours, in the more modern extension to this 1880 Georgian-style mansion, had windows on two sides looking out over the gentle parkland populated by flocks of sheep – idyllic! Our Chairman, Sir John, welcomed us all, but unfortunately he and Lady Stuttard, could only stay this first night, being in the

throws of moving to Dorset, and sadly at the last minute Jimmy and Janet Valentine were unable to be with us.

Ken and Jane had arranged two quite different routes for our enjoyment on Wednesday and Thursday, and what a great pleasure it was to experience this least urbanised area of England. However, our first appointment on Wednesday was at the Morgan Motor Company in Malvern; after coffee there, two excellent guides showed us through the production workshops of this most British of sports cars – a marque nearly as English as our own – and explained the over 100-year history of the company. We saw the range of cars, from the very popular 3 wheeler, costing around £30,000 and of which over 550 are made each year, through to the Aero Coupe and Supersports model, at nearly £150,000, and still made on a timber frame. The total annual production of the company is nearly 1100 vehicles. Charles Morgan, the current director of this still family-run organisation, addressed us all in front of our own line-up, after which we were treated to a lovely sandwich buffet lunch.



*The Morgan factory floor*



*Here's organisation for you!*



*Brian Fidler listens to Charles Margan*

From there, the afternoon beckoned us to a drive along the Malvern Hills to Ledbury, and then northwards to the birthplace of the most celebrated composer, Edward Elgar, at Broadheath, near Worcester. Born in 1857 in a small two-storey cottage, he rose to become the musical embodiment of the British Empire, feted and honoured by all in the Edwardian age before the First World War, and up to his death in 1934. A splendid new Museum and Birthplace Centre behind his birthplace lovingly recounts the story of his career and success – and apparently some of our cars are now on its website! From there it was an easy drive back to Brockencote, and the second of our convivial and relaxed dinners.

The well-trained hotel staff were up early to cope with our breakfast on Thursday, then we were off again, this time on a long circuitous route through the many black-and-white villages of Herefordshire. But first, some of us were soon diverted to the shattered splendours of Great Witley Court, near Stourport on Severn, and its spectacular Victorian gardens, now all cared for by English Heritage. One of the great ruined country houses in the land, it had been enlarged from its early Jacobean core during the 18<sup>th</sup> century, then again in the early- and mid- 19<sup>th</sup> century, to become a huge classical palace and seat of the Earls of Dudley, the most wealthy industrialists of their age. Much visited by the future King Edward VII when the 2<sup>nd</sup> Lady Dudley had been one of his many ‘favourites’, it had been sold in 1920 by the Dudleys to another carpet magnate, Sir Herbert Smith. The daughter of one of the staff at that



*Roland & Kimberley are about to set off*

time said of him – “He used to have a big Rolls Royce and he would go through the village every day in his top hat. He had a lot of money, but he wasn’t a gentleman” – well, carpets, my dear! But sadly the house was badly damaged by fire in 1937 and then inexplicably abandoned, so now it is a huge roofless shell, full of romance and sadness. The stunning 1730s Baroque church alongside escaped the fire, and still serves the local parishioners, who must have endless spiritual uplift from the elaborate gilded interior.

From there, some of us drifted along a short cut and not doing the recommended route through Bromyard, Weobley and Pembridge, to Berrington Hall near Leominster. One of the best late 18<sup>th</sup> century country houses of the West Midlands, it was built in the late 1770s by Henry Holland for Thomas Harley, it has been cared for by the National Trust since 1957, when it was acquired from the estate of the 2<sup>nd</sup> Lord Cawley. While we wandered through the exquisite French Neo-Classical interiors - all of which are sublime, particularly the Staircase - the cars posed in front of the main portico and, after some tea, we headed back through delightful minor country roads to Brockencote and dinner. Some, including us, parted company then, while others stayed for a third night, to ready themselves for the drive across southern England and the Spring Lunch the following day at Armsworth Park, near Winchester, courtesy of Strone and Alex Macpherson.



*Willi & Leonie Meier's 1936 25/30 Windovers Sedan-de-ville GRM1*



*Brian & Wendy Fidler's 1919/21 SG by Burnett & Reynier of Leeds 94NE*



Great Witley Court and the Perseus Fountain



Berrington Hall with the Lyndon-Stanford's 1929 Pll 'Gracie', the Tyson's 1920 SG 'Brenda', Roland Duce's 1914 SG, and John Redmill's 1929 20/25 'Henry'

It was a thoroughly enjoyable event, beautifully master-minded by Ken and Jane, to whom we are profoundly grateful. We were particularly amused by the occasional and obviously deliberate mistake in the driving instructions, clearly inserted to make sure we all kept

awake. Some cowards however chose not to consult the maps and instructions provided, and instead resorted to their dreaded sat-navs – simply NOT cricket, surely, especially when steering our type of vehicles through the delights of the English countryside?

#### Participating cars and members:

| Year | Model | Body Style         | Colour       | Couch/Builder      | Chassis | Registration Number | Owner/Passengers                |
|------|-------|--------------------|--------------|--------------------|---------|---------------------|---------------------------------|
| 1926 | PI    | Tourer             | Aluminium    | Thrupp and Maberly | 65CL    | TY-5221             | Anthony & Gillian Armitage      |
| 1929 | PI    | Sedanca            | Maroon/Beige | Barker             | 611U    | GC2819              | Anthony & Jennifer Beach-Thomas |
| 1920 | SG    | Limousine          | Silver       | HJ Mulliner        | 47RE    | FX-1780             | Ashley Carmichael               |
| 1926 | 20    | Doctor's Coupe     | Green        | Cockshott          | GOK47   | NE-7966             | David & Elspeth Crossley-Cooke  |
| 1914 | SG    | Tourer             | Silver       | Replica            | 306B    | SL-2071             | Roland Duce & Kimberly Hughson  |
| 1937 | 25/30 | Sports Saloon      | Maroon       | Thrupp and Maberly | GRP 68  | BSQ 527             | Kenneth & Jane Forbes           |
| 1912 | SG    | Tourer             | Grey         | Barker             | 2154    | R-1487              | Tim & Susie Forrest             |
| 1920 | SG    | Doctor's Coupe     | Blue         | Rushford           | 281E    | RF-1762             | Gervase & Margaret Forster      |
| 1913 | SG    | L/E Tourer         | Red          | Lamb NSW           | 9NA     | CC-371              | Bernard & Sylvie Holmes         |
| 1929 | PI    | 6-Light Limousine  | Ivory        | Rippon             | 20WJ    | A-2380              | Michael & Inga Lyndon-Stanford  |
| 1912 | SG    | L/E Tourer         | White        | Crychide           | 2011    | H5805               | Graham Mead & Barbara Austin    |
| 1936 | 25/30 | De Ville           | Green        | Windovers          | GRM1    | DN-WM               | Will & Leonie Meier             |
| 1921 | SG    | Tourer             | Maroon       | Barker             | 149AG   | KE-6676             | Brian & Joan Palmer             |
| 1929 | 20/25 | Saloon             | Black        | Park Ward          | GRO67   | ZV-4501             | John Redmill & Desmond          |
| 1921 | SG    | All-Weather Tourer | Ivory        | Park Ward/Car Mart | 33LG    | RF-7546             | John & Lesley Stiffard          |
| 1920 | SG    | Tourer             | Grey         | Conard             | 67AE    | QE-454              | Graham & Sarah Tyson            |
| 1929 | PI    | Weymann            | Blue         | HJ Mulliner        | 10R     | UN-1923             | Jimmy & Janet Valeridine        |
| 1937 | 25/30 | Sports Saloon      | Black        | Hooper             | GLP26   | ERA-530             | Alan & Diana Watkins            |
| 1926 | 20    | Doctor's Coupe     | Red          | Replica            | GYL67   | YK-2678             | Manwell & Jenny Watson          |

© photographs by Elspeth Crossley Cooke and John Redmill



Michael & Inga Lyndon-Stanford's 1929 Pll Rippon Limousine 20WJ with Tim & Susie Forrest's 1912 SG Barker Tourer R-11487



Bernard & Sylvie Holmes sweep away from Brockencote in their 1913 L/E Lamb of NSW Tourer 9-NA

# SPRING LUNCH AT ARMSWORTH PARK

Fokko Keuning

27th April



*Cars line up behind the barn*

A crisp Hampshire morning following the Midweek Malverns Tour heralded the advent of this year's Spring Lunch, as always very amiably organized by Strone and Alex Macpherson. The lovingly restored barn in the grounds of Armsworth Park House is the perfect venue for such an occasion; of thatched quiet rustic charm, it is big enough to seat all the guests in comfort. In an adjoining field two friendly horses, perhaps slightly over their equestrian prime and bored stiff with grazing, perked up when the first cars arrived. They followed proceedings with gleaming eyes but whether they hold the hallowed name of Rolls-Royce in the same esteem as we do, we shall never know.

As befits the members of a club dedicated to the use and preservation [yes, in that order please!] of pre-war Rolls-Royces, a number of guests arrived in their club cars. There were even two pre-war Bentleys, which were welcomed as being suffused with the same spirit of perfection as our Rolls-Royces, although we don't officially mention them. Other guests had chosen to arrive in more modern conveyances, no doubt in an effort to underline the rarity and beauty of the club cars

present, by sheer force of comparison. One modern car was interesting - a Spyker roadster which looked very fast and slightly aggressive. It was seen that it practically had no ground clearance and one wonders how it copes with sleeping policemen, or awake ones for that matter.

Upon arrival guests were plied with fizz, which proved to be both excellent and plentiful, a happy combination not always encountered. Conversation flowed pleasantly, both inside and outside the barn. Then all inside, as can be seen on the front cover, we were served up a very satisfying shepherd's pie, with wine aplenty. Some guests were seen to partake of a second helping, both of a solid and liquid nature. For pudding we had an excellent treacle tart. Thus fortified, guests animatedly discussed the finer points of pre-war RR engineering, as well as even more vital subjects such as children, grandchildren, dogs, horses and the like ..... a good time was had by all. I join all those present in thanking Strone and Alex for their excellent hospitality. They have been organizing these lovely lunches for many years now and we can only hope that they will continue to do so, in their own inimitable way, for many more years to come.



*"Do you think we should tell them they've come to the wrong Rally?"*



Seen at the Spring Lunch - "I don't care whose car it is – it isn't eligible, and the exit is over there!!!"

## CORRESPONDENCE of interest to members: The Chairman and the Company Secretary, concerning MoTs for pre-1960 vehicles:

Dear John

I have spoken to Rosy Pugh the Secretary of the FBHVC seeking the advice on pre 1960 cars requirements for MoTs being taken out of the UK. Rosy stated that if a motor vehicle in the EU is legal in the country it resides then it will be legal in the rest of the EU but, as a visitor, there is a time limit of a 6 months stay. As to the necessity for a car pre 1960 to have an MoT, for insurance purposes, this will be subject to the terms and conditions of the insurer of the vehicle. For clarifications for MoTs being required for 20-Ghost Club members taking cars outside of the UK they would be well advised to contact their own insurance companies for clarification of their cover.

Regards, Tony

Dear Tony

It is interesting to note that if a motor vehicle in the EU is legal in the country it resides then it will be legal in the rest of the EU, but there is a question of cover outside the EU. Thus, as you suggest, it is important that members/participants on tours that go outside the EU check with their insurers the situation about cover. I have MoT'd my pre 1960 cars and fully intend continuing to do so. My concern is that if I am hit by a pre-1960 car in a country outside the EU, e.g. Croatia, will that car be insured for public liability if there is no MOT. The position has been made more not less complicated. Members should check with their insurers.

Best wishes, John

## Graham Ashley-Carter to Nigel Hughes about 120EU:

Dear Nigel,

Interesting to read your account in N&R38 of 120EU - a car I had been admiring for many years. It is certainly a relief to know it is in such safe hands, but its 14 tooth axle must be misery on modern roads, and will be a contributing factor to the below std. consumption of 11 mpg. My P1 does 15.5 on fast runs with an 18 tooth axle and HC. pistons, and has only boiled once - in India. As a guide, the factory rating for the P1 is 10 - 12 mpg. - we owe it to the environment! From many years of dealing with axles, to improve drivability, and trying various ratios in cars of varying weights and compressions, 17:52 turns out to be the most suitable - strangely, with little consideration of body weight. - probably a function of low speed engine torque being within the higher current road speeds and better road conditions.

The SG. is not ideally suited to an 18 tooth axle. There was an extra 1/4 inch compression height on later post war cars, but I assume the build sheets for 120EU specify the earlier piston. I would be surprised if your car had compression plates fitted, as RR., by this time were recommending removal of these. Depot sheets showing a very crude method of removal refer, as you will no doubt have seen! Our test programme revealed an interesting fact; ie that fuel consumption was almost exactly indirectly proportional to axle ratio increase. - our most common ratio change was 13% and this was reflected in a similar decrease in consumption. At the time I calculated that an owner would get his money back in 25,000 miles. Today - sadly / happily - rather less!

Yours, Graham

# IAN SCOGGINS 1936 – 2012



*Ian and GAN37 on the 2008 tour of Normandy [photo Brian Palmer]*

Ian Scoggins died peacefully, after a long and trying illness, on 3<sup>rd</sup> November last at his home in Chichester, surrounded by his loving family. He is survived by his widow Anne, four children and eight grandchildren. Over 120 family members and friends attended his service at Chichester Crematorium, and joyfully remembered him afterwards at a reception held in the Goodwood Park Hotel.

Ian was born in London in 1936 and, after attending Aldenham School in Hertfordshire, he joined the RAF winning a scholarship to read Electrical Engineering at St Catherine's College Cambridge. He served in the RAF for 20 years, having two long overseas tours in Aden and in Singapore. He retired from the RAF in 1974 and joined Systems Designers, a computer software company with 65 employees, as Marketing Manager; when he retired in 1995, the company [by then renamed Scicon] had grown to 6,500 staff.

He had many passions and interests, including quality cars; these included a 1962 Alvis TD, a 1984 RR Corniche, a 1996 Bentley Continental, and of course the beloved 1937 25/30 Hooper Sports Saloon GAN37 DUL-597 that he and Anne brought to many 20G-C events over the years. He was a member of the RAF Oxford and Cambridge Society, and of the Institute of Electrical Engineers; he was also a past-President of the Minerva Society, which is for RAF engineers. His other particular interest was Georgian furniture and silver, and he had been a keen ornithologist since the age of 11. Digital

photography occupied much of his time in recent years, particularly during the times he spent with Anne in her native New Zealand, which he loved. There they were directly involved in, and affected by, the recent earthquake in Christchurch.

He and Anne brought GAN37 on many of the Club's tours during their 20 years of membership, including that to the Normandy Gardens and Beaches, and they were well known to members in the UK and NZ. On the tour of Ireland with the Irish Georgian Society in 2008, he created a memorable incident during our private visit to Baron's Court, the Co Tyrone seat of the Duke of Abercorn. As the Duke was taking us through the State Rooms there, Ian suddenly realised, with great excitement, that he was wearing an identical pair of shoes to those of His Grace. Now these were no ordinary shoes, oh no. Ian eventually calmed down enough to be able to tell us that they had been made from reindeer hide rescued after 200 years in the hold of a shipwreck on the bottom of the Baltic Sea – we were utterly flabbergasted, but what a magic memory that is for us all! The last Club event he was able to attend was the 2012 Spring Lunch at the Macpherson's. Although seriously ill, he was the same Ian as always; tall, elegant, stately, and courteous – just like the 25/30 – and great fun, his gentle booming laugh enlivening many a conversation.

We miss him very much, and offer our sincere condolences to Anne and his family.

# NEW MEMBERS:

NEW MEMBERS WELCOMED TO THE CLUB:

## BRYAN & CAROL-ANNE STRINGER

12 Foxcombe Lane, HORSINGTON, Somerset, BA8 0DS  
1920 Silver Ghost, 46PE. Barker cabriolet body [older than car], BF 6009  
1930 20/25, GLR8, J9W, Thrupp & Maberley sports coupe, GK 1143  
1933 Phantom II, 160MS, TBC, Thrupp & Maberley saloon, H3279  
1936 20/25, GBK36, K280, Offord all weather tourer, BWJ 600

## WILLI & LEONIE MEIER

Heinrich Boll Str. 10, D-52372 KREUZAU, Germany  
1936 25/30, DGT 394 [currently DW-WM-34 H, Sedanca Limousine, Coachbuilder Windovers

## ROBIN L DEAN

Cushat Wood, Ann Street, Gatehouse of Fleet, CASTLE DOUGLAS, Kirkcudbrightshire, DE7 2HU  
1933 20/25, GRW 52, E2H, Tickford saloon body by Salmons, XJ5555,

## W. SIMON M. ROBINSON

Kings Farm, Lower Wield, ALRESFORD, Hampshire, SO24 9RX  
1923 Silver Ghost, 56HG, Pullman Limousine, WY 8329

## JONATHAN & SARAH-JANE WOOD

Clockhouse Workshop, Finchingfield Road, LITTLE SAMPFORD, Saffron Walden, Essex, CB10 2QN  
1922 Silver Ghost, 68ZG, K192H, Reproduction Hooper open tourer by Meynall Phillips, TS 3911

WE ARE ALSO PLEASED TO WELCOME THE FOLLOWING NEW MEMBERS TO THE AUSTRALIAN CHAPTER:

## LAWRENCE R & WENDY SOUTHWARD

124 Knees Road, ORCHARDS, VIC 3114  
1912 Silver Ghost, 2038E, 2038E, Tourer body by Charlesworth

## NOEL F. & JANIS BAKER

20, Saunders Road, KILMORE, Victoria, 3764  
1927 New Phantom, 85RF, EW 85, Replica Barker Tourer, RRPI - 27

## HENRY & ROSEMARY FITZHUGH

56 Argyle Street, LONDON, WC1 8ER  
1937 25/30hp, 6RP4, CZ9E, Park Ward Sports Limousine, ELH 113

## RICHARD & ANN CLARKE

Penny Meadow, SMEETON WESTERBY, Leicestershire, LE8 0LT  
1923 Silver Ghost, 72NK, R160, Repro tourer body by Laybourne, XR7664

## DAVID & KATE COTTINGHAM

Little Green Street Farm, CHORLEY WOOD, Hertfordshire, WD3 6EA  
1931 Phantom II, 64GX, FF75, Mulliner bodied Continental Touring Saloon, , PN7751

## JONATHAN & REBECCA PROCTER

Chalet Petit Loup, Domaine de la Residence, CH-1884, VILLARS, Switzerland,  
1910 Silver Ghost, 1463, S4, 1913 tourer body by Holmes, KN 3075

## ROBERT & KAREN JEWERS

Clanmere, North Drive, Hutton, BRENTWOOD, Essex, CM13 1SH  
1932 20/25hp, GKT 40, James Young 2 door coupe, WPP 2



Nigel Hughes has forwarded this Christmas Island stamp he had received from an Australian member, as it shows the Christmas Goshawk – there are, according to Google, about 30 types of goshawk in the world, including the Northern Goshawk [Accipiter gentilis], which is a medium-large bird of prey found in Europe, Britain, and North America in the family Accipitridae, which also includes other diurnal raptors, such as eagles, buzzards and harriers,. The goshawk is often considered a ‘true hawk’, and its name comes from the Old English *gosheafoc*, “goose-hawk”. The name was also given to several ships of the Royal Navy, a US Navy vessel and a US minesweeper, but it is probably best known to 20-Ghost Club members as Rolls Royce’s code name for the new 20hp, first issued in 1922 – called “Sweet Lavinia – the gutless wonder” by some – in the company’s tradition of naming its experimental models and aero-engines after birds of prey. In fact, the first reference to this name was on a drawing by Charles Jenner in January 1920. The 20/25 was the second of the post-First World War small horsepower models to be codenamed Goshawk, and was initially a modest development of the 20hp. However, production chassis and experimental cars continued to carry G [from Goshawk] in their chassis numbers.

# COMING EVENTS:

## SUBSCRIPTIONS & ADDRESSES:

It is presumed that all members have now paid their correct 2013 subscriptions, in their chosen currency [ST£, EUR€, or US\$]. If not, please send this, immediately to our Hon. Treasurer, Brian Fidler, The Eighth House, Vernon Avenue, Oxford OX2 9AU. 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 ..... Please also send your e-mail address and any changes to your postal address, etc, **NOW** to Graham Tyson, the club's Membership Secretary, The Old Vicarage, St Minver, nr Wadebridge, Cornwall PL27 6QH, or his NEW email address <gtyson@outlook.com>. If Graham 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 at all in doing so, please contact Graham Tyson who will help you.

## EVENTS:

Please download details, bookings forms and other information for all events from the club website.

### **Saturday 17<sup>th</sup> August:**

Weekend and Annual Concours at Boughton House, **Northants** [Brian Palmer]

### **Saturday 21<sup>st</sup> & Sunday 22<sup>nd</sup> September:**

Kop Hill Climb, Prince's Risborough, Bucks [Gervase Forster]

There is already a waiting list for the Autumn tour of Norfolk from **Friday 11<sup>th</sup> to Sunday 13<sup>th</sup> October**, but please apply to Helen Banks if you would like to be told of any cancellations.

## **DATES OF EVENTS IN 2014 WILL BE ANNOUNCED IN DUE COURSE**

These will include the AGM and Dinner, Annual Spring Lunch, Spring Tour, Irish Georgian Weekend, and Autumn Concours and Lunch. The Chairman has already organized a World War 1 Commemorative Tour from 28<sup>th</sup> July to 10<sup>th</sup> August, and the flyer for this is enclosed.

## **AUSTRALIAN EVENTS:**

The Australian Chapter, due to circumstances beyond its control, sadly has been forced to cancel its National Tour, scheduled to place in Western Australia in September / October 2013. Instead, a shorter Tour will take place in Victoria from 23<sup>rd</sup> to 28<sup>th</sup> September, and details are available from the Chapter.

Keith Wherry of the Australian Chapter [and Australian representative of the SGA] has organised two follow-on "Wholly Ghost" tours in Australia, together lasting a whole month, early next year. The last large Australian Ghost Tour was in 1996, with some 50 Silver Ghosts, and many of the original overseas entrants are returning for this tour. The Rolls-Royce Owners Club of Australia has also kindly offered to arrange a couple of joint meetings along the route.

Section 1 starts in Melbourne on about **17<sup>th</sup> February 2014**, then goes to Tasmania for two weeks touring around this pretty island State with its wonderful scenery, returning to Melbourne on **5<sup>th</sup> March 2014**. This Tour is being ably organised by Keith Drew, and further information, Registration Package, etc., can be obtained from him at <keith.drew@bigpond.com>. Section 2 continues on **5<sup>th</sup> March**, arriving in Sydney on **18<sup>th</sup> March 2014**. It will include some beautiful scenery and some very special events, including the Great Ocean Road, the Victorian High Country, the Snowy Mountains, the capital city Canberra, and a wonderful Final Dinner on Sydney Harbour on **19 March 2014**. Whilst it is not necessary to attend both Sections, most people [especially the Overseas Entrants] have opted to participate in both. For logistical reasons, this is being run as a separate tour, but those accepted for the Section 1 Tasmania are guaranteed a space on this Mainland Section 2.

Numbers on the Section 1 are limited to 37 rooms due to accommodation restrictions. 32 have confirmed deposits paid to date, so there is still space for approx. five more Ghosts. Section 2 has, however, more flexibility not being limited with room restrictions to the same extent. There are 30 entries to date, and 22 confirmed deposits. Further details on Section 2 can be obtained from Keith Wherry at <sgatassietour@yahoo.com>.

**BACK COVER:** Freddie, the new Sub-Editor, knuckles down to preparing the text and photographs of the Nordic-Baltic tour for N&R38. Abandoned by his mother when he was only a month old, Freddie can now be contacted at the Editor's address in Dublin.

