

NEWS AND RECORD

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May 2008



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www.20-Ghost.org (Password: frosty)

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Front Cover Picture

*Memories of glorious Scottish
weather and scenery on the
Silver Ghost Centenary Tour*

Photo: Colin Hughes



Note:

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EDITORIAL

Carbon Offsetting

I have received a very strong reaction to the discussion point on carbon offsets mentioned in the Editorial of the last edition of *News & Record*. The overwhelming view to date is that this decision is a matter for the individual and not a subject to be formally sponsored by Clubs.

Drip mats

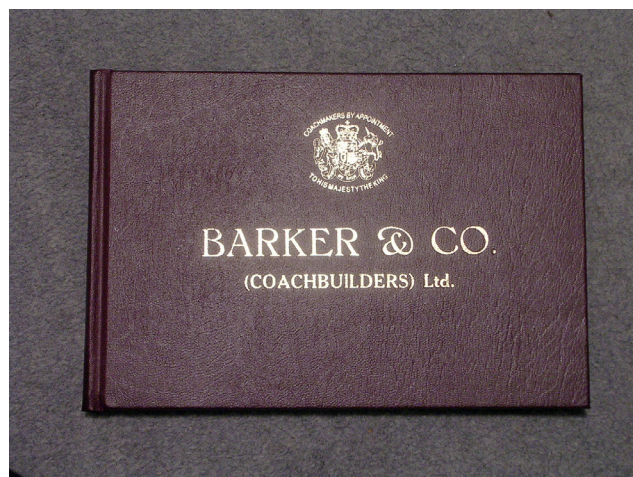
Those of you who adhere to the strictures of the



Owner's Handbook of their car, as you all do of course, will be all too aware that the chassis oiling systems are of the 'total loss' type and may also have noticed that their crankcases and gearboxes are liable to leak oil. Indeed, our cars might well be described as terminally incontinent. That being the case, we do tend to leave our signatures behind when we have parked and this can be an embarrassment when the location is, for example, the pristine driveway of a country house. I have now received an example of the splendid drip mat produced by David Vann of the Australian Chapter. It is made of heavy weight reinforced plastic material emblazoned with the 20-Ghost club badge. It is suggested that you park on it and, afterwards, roll it up and put it in a bag to take your mess home with you. Whether the mat earns extra concours points remains to be seen. If you would like one of these mats, please contact David Vann at david.vann@vanguardblinds.com.au for further information.

Barker 1910 Catalogue

Member Andrew Sington has arranged for printing of a superb reproduction of the 1910 Barker catalogue of coachwork for Rolls-Royce cars. The catalogue contains colour prints of the many bodywork styles of the period and is an excellent reference to the names of the diverse styles of coachwork available at the time. Many of these styles were for formal 'Edwardian' coachwork, which is specifically what the 40/50 or Silver Ghost type of chassis was designed to carry.



It would be nice to think that this catalogue might encourage restorers to consider closed coachwork, rather than the otherwise almost inevitable Roi des Belges style. However, for the more sporting or weather-resistant owner, there are many other open styles to choose from.

Copies of the catalogue are individually hand made, bound in red leathercloth with gold blocking and protected by a leathercloth-bound slip case.



The cost is £89.99 per copy in leathercloth. If anyone wishes a copy bound in real leather, this is available at £159.00 or £149.00 each for orders of 10. In both cases, the customer's name (or someone else's) can be put on the front cover at no extra charge, if required. Anyone interested can communicate with Andrew through asington@aol.com or by mail to 22 Regent Close, Southport, PR8 2EJ, UK which is the address to which all cheques (made out to A Sington) should be sent. Surface postage is included in the price, but those requiring Airmail should add another £9.00. If you require your name in gold blocking, please state so and, of course, provide a return address.

Club Database

I am delighted that Tony Dyas has agreed to take over responsibility for maintaining the Club database. NHH

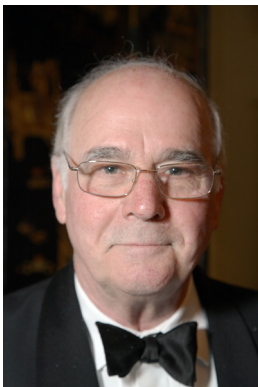
ANNUAL DINNER AND AGM



The Committee studying the business to be done

Left to Right: Roland Duce, Brian Fidler (Treasurer), Tim Forrest (Chairman), Strone Macpherson, Sir John Stuttard, Brian Palmer, Nigel Hughes (Editor). Apologies to Jimmy Valentine and Susie Forrest, not pictured, who were also present.

This is not a full report on the AGM and Dinner, but here are a few highlights from the event. Tim Forrest, who has done his stint as Chairman, ably supported by Susie and to both of whom we are all greatly indebted for all their hard work, announced that he is still in search of a successor. Tim reported on the events of 2007, noting the success of the Centenary Scottish and Cornwall Tours, despite some miserable weather. He looked forward to the 2008 programme, particularly noting the overseas tours to Norway and Normandy. Tim noted that besides having a Lord, Lord Elgin, as president, the Club was now delighted to record that Committee member Sir John Stuttard had received a very well earned Knighthood at the completion of his year as Lord Mayor of London. Tim announced that two members were standing down from the Committee: David Robson and John Marsh. Brian Palmer (*Below left*) and Roland Duce (*below right*) had agreed to stand for election and with those changes, the Committee was formally re-elected by the members.



A full listing of trophies presented at the Dinner is on page 333. However, two deserve special mention. The Dymock-Maunsell Trophy is normally presented to the

winner of a Driving Test. However, this year, it went to Paul and Andy Wood for completing the whole Scottish Reliability Trial route in the original Silver Ghost in great style and without incident.



Andy Wood receives the Dymock- Maunsell Trophy

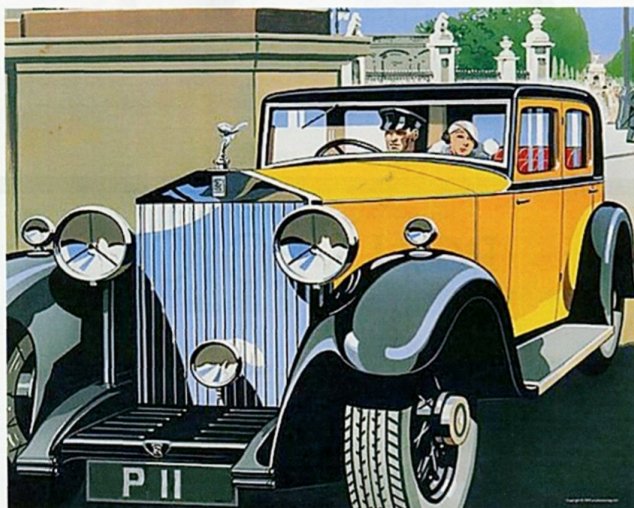
On John's retirement from the Committee, John and Kay Marsh (*Below*) were awarded the Stanley Sears Trophy for the enormous amount of work they have put into arranging Club tours over many years. NHH





The 20-Ghost Club Limited
The Oldest Rolls-Royce Car Club in the World
Registered Number 5224632

FOURTH ANNUAL DINNER
Incorporating the
Fifty-Eighth Annual Dinner of
The 20-Ghost Club



Boodles

24 St James, London SW 1

Friday, 22nd February 2008

Menu

***Salmon Royal Fillet with Dill Crème Fraiche
and Keta Caviar***

Sorbet Bloody Mary

Roast English Duck with Lime and Honey Sauce

New Potatoes

Seasonal Vegetables

Strawberry Soufflé with Champagne Sorbet

Coffee

WINES

Chablis

Prieure St. Come 2004

Beaune

Chorey le Beaune 2000

Les Beaumont



*Jimmy Valentine collects the Phoenix Trophy on behalf
of Michael Sapsford*



Treasurer Brian Fidler in pensive mood.

TROPHIES PRESENTED AT THE AGM

The two Concours trophies are presented on the field of battle, rather than at the AGM, but are recorded here for completeness.

The Fred and Joan Watson Trophy

Awarded for the best 'large HP' car at the Club Concours and went to Michael Sapsford for his 1930 PII Sportsman's Coupe by Barker, No 42GX, who also won the **Ladies Trophy**

The Messervy Trophy

Awarded for the best 'Small HP' car at the Club Concours and went to Ian Scoggins for his 1937 25/30 Sports Saloon by Hooper, No GAN37

The Alpine Trophy

Awarded for the car covering the highest mileage during the year, taking age into account. The winner was Stuart Halsall, with his 1920 Silver Ghost Continental Tourer No 26PE 'Miss Moonpenny' which took part in the Scottish, Alpine and Cornwall tours.

The Woodmansee Trophy

Awarded for the second highest Silver Ghost mileage, where a Silver Ghost has won the Alpine Trophy, this went to Kay Marsh with her (and John's) 1923 Silver Ghost Shooting Brake by Barker, No 107EM

The Small Horsepower Trophy

Awarded for the highest 'small horsepower' mileage, went to Glen Grindrod who came 17th out of 127 in the Peking to Paris run and clocked up 16,000 miles in his 1933 20/25 Kellner Sedan No GTZ36

The Harding Rolls Trophy

Awarded for the most notable performance, this went to Albert Eberhardt with his 1926 Springfield Ghost Brewster Coupe S348RL, who covered some 11,000 miles including China to Paris

The Dymock Maunsell Trophy

Normally awarded to the winner of Driving Tests, the Committee decided this year to award it to Paul and Andy Wood for successfully piloting The Original 1907 Silver Ghost 60551, registration No AX 201, around the whole route of the Scottish Reliability Trial

The Fergusson Wood Trophy

Awarded to a member under 35 who has been involved in most Club activities during the year, this went to Frances O'Dowd in her words for 'mastering Silver Ghost and Phantom II gearboxes'

The Stanley Sears Trophy

Awarded to the member who has contributed most meritorious service to the Club, this went to John and Kay Marsh in recognition of the enormous amount of work they have done over the years in organizing Club Tours

The Fergusson-Wood Photographic Trophy

Awarded for the best photograph published in the Club magazine 'News and Record', this went to Colin Hughes for his outstanding coverage of the Scottish Centenary Tour

The Phoenix Trophy

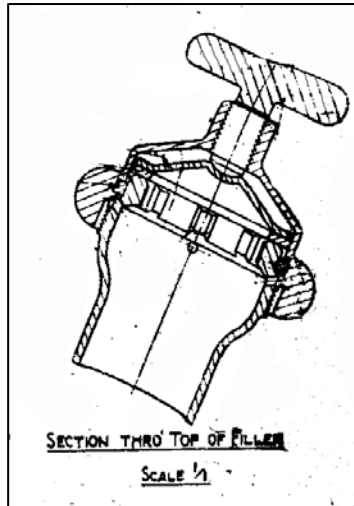
Awarded for the best restoration, this went to Michael Sapsford for his 1930 PII Sportsman's Coupe by Barker, No 42GX, a superb car in every way

The Harry Watson Trophy

Awarded for engineering excellence, this was presented to Bruce McIlroy of New Zealand. He prepared a car for Neville Jordon who came second on the Peking to Paris run in his 1922 40/50hp Regent tourer 7KG. Bruce rode with Neville as co-driver and mechanic.

THE REMEDY FOR STUPIDITY

Those of you that saw my car wearing a temporary plastic fuel filler cap on the Centenary Scottish Tour may have wondered what it was all about. Well, I left the cap sitting on the top of the tank after a fuel stop at Buxton. Because 120EU is a late Ghost with vacuum fuel feed, I was able to drive off. The cap fell



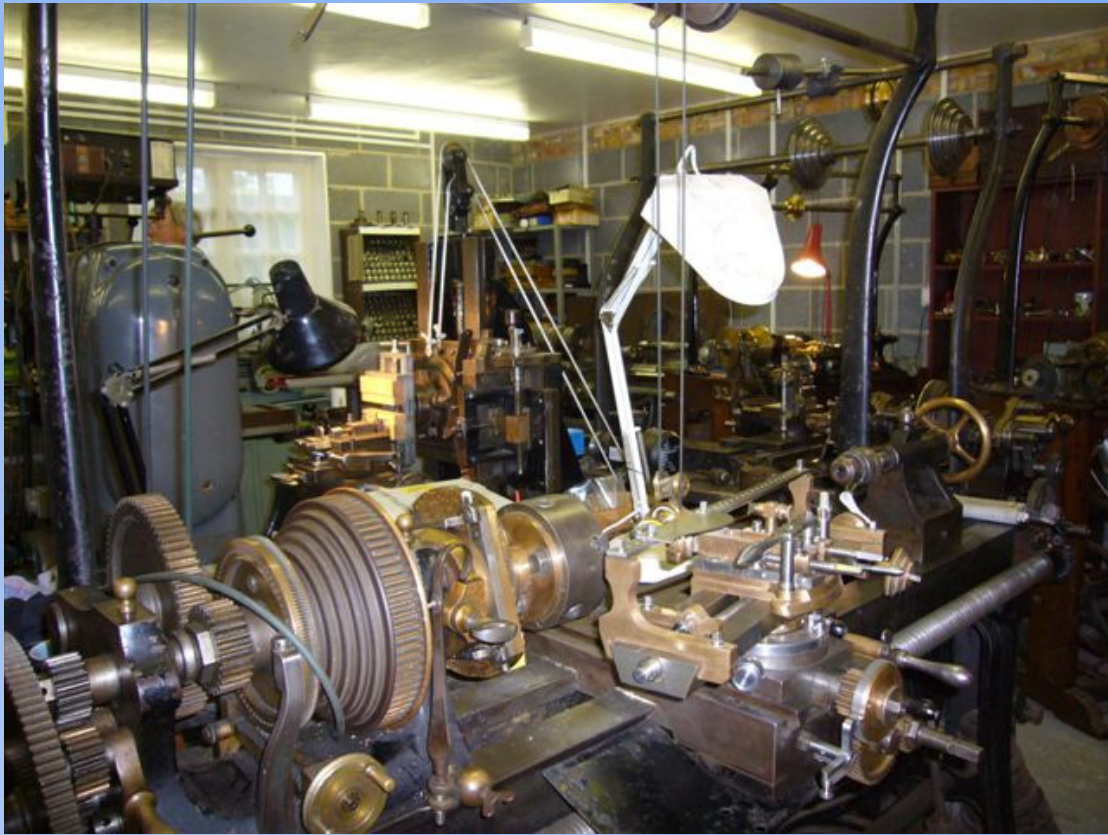
off, got run over by something very heavy and was reduced to the state in the picture above left. I was able to save the locking screw, but the rest was beyond repair. Fortunately, I found drawing F10645 in the Rolls-Royce Owners Club CD of Silver Ghost drawings and there was the picture, (above centre). This showed me a part that I had never had, namely the conical internal diaphragm which locks the cap. As it is impossible to find nickel silver round stock large enough for a filler cap (even if I could have afforded it), I made one from brass and had it nickel plated. The result is shown above right. The picture on the lower left shows the internal diaphragm in place, retained by a large circlip, like a piston ring. I had to buy a tap for the locking screw thread and a suitable tapping drill. Such things are available from Tracy Tools of Devon. My main tool for the job was my trusty Myford ML 10 Model

Engineer's lathe. Make friends with your local model engineer. They are generally skilled at making accurate small parts which may otherwise be unobtainable. Better still, get your own lathe and learn how to use it.

NHH

TURNING AND SPINNING

May 2007



Events in 2007 will almost certainly have one feature in common – *rain* and our visit to deepest Bedfordshire was no exception. However our day in May had some unique features – where else could one have been entertained to a simply delicious lunch, witness in action the operation of one the very few bank note plate engraving machines in the world, and see and



discuss the finer points of turning using a lathe designed for the early 19th century gentleman? The tools for this particular machine were housed in a mahogany bookcase that would not have been out of place in the library in one of the finest houses in the land, which exactly where it and the lathe would have stood nearly 200 years ago. We explored a workshop crammed with machines of all types that were kindly demonstrated to us by members of the Society of Ornamental Turners.

It was at suggestion of Penrose Halson, Worshipful Master of the Turners' Company that we joined together for this more unusual event during her year of office. Our hosts for the day were the gregarious President of the Ornamental Turners' Society and Court Assistant of the Turners'

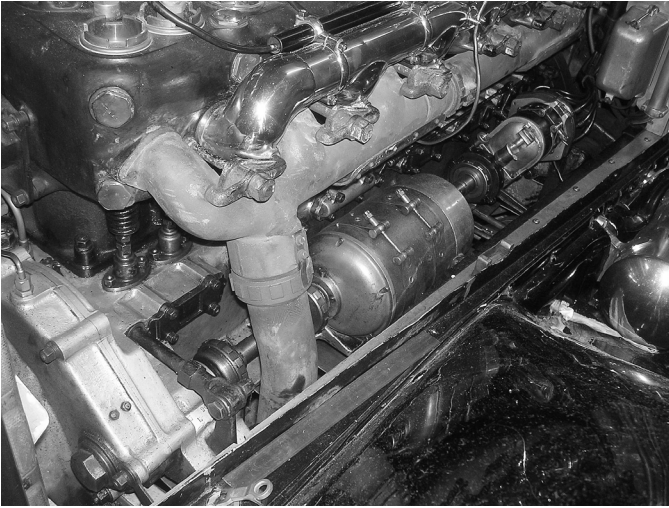
Company Nick Edwards and his charming wife Anne who threw open their workshop doors us. Those who were not inspired by engineering had the opportunity to visit Anne's workshop and see the fabulous embroideries and quilts she had designed and produced.

Yet again it was another unique occasion offered to members of the 20 Ghost Club and I was a personally a little disappointed that so few members were able to join us as we were so warmly welcomed and entertained.

Susan Taylor



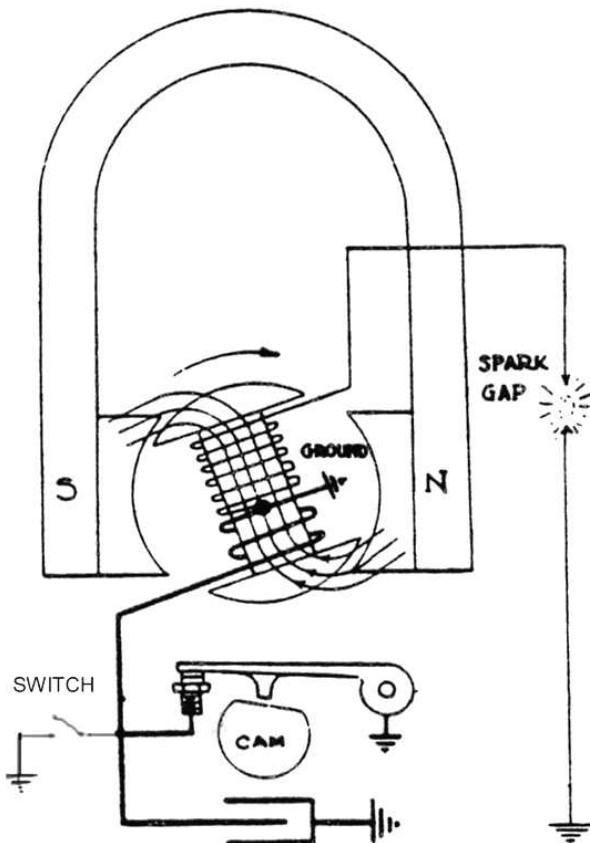
40/50 HP SG MAGNETO TIMING



On the Ghost, at least the late ones, there are no marks or other devices on the magneto drive shaft which can enable the magneto to be removed and reinstalled without losing the timing. On the British four wheel brake cars, the magneto is at the rear of the engine (*above*) and adjustment of

the contact gap is well nigh impossible without removing the magneto. Setting the timing is also extremely awkward, even with the use of a dental mirror to enable the contacts to be seen, as it is difficult to judge the point at which the contacts just begin to open.

However, there is a better way. The magneto switch operates by shorting out the contact points when the magneto switch is 'off'. It does this by connecting the centre retaining screw for the contact breaker assembly to earth via the carbon brush and the spring in the contact breaker cover. When the contact points are closed, they similarly short one end of the primary coil to earth, the other end being permanently earthed via its own carbon brush. The primary is then a closed circuit into which current is generated by the rotation of the magneto armature. It is the opening of the contact points which interrupts this primary current, resulting in a rapid collapse of the primary current and the associated magnetic field, inducing a high voltage in the secondary. If you have not followed a word of this so far, do not despair, because it now gets much easier. The point is that, the magneto switch connection on the contact breaker cover is earthed when the points are closed and connected via the primary to earth when they are open.



To time the magneto, disconnect the magneto switch wire from the contact breaker cover. Connect one side of a 12V battery to earth and the other via a 12V headlamp bulb to the switch terminal on the contact breaker cover. The lamp will glow brightly when the points are closed, but will dim when the points open because the resistance of the primary winding is now in circuit. The precise opening point can be found with no difficulty. The rest of the procedure is well described in the Owner's Handbook.

NHH

Illustration courtesy of the Silver Ghost Bible, RROC

COMING EVENTS UK 2008

Wednesday 28 May – A Day in Greenwich

A visit to Morden College and a tour of the National Maritime Museum. Wait listed. Contact: Sir John Stuttard Tel 0208 9591692

8-18 June – Irish North West and Irish Georgian Tour

The Irish Georgian Tour will be in Ireland from 11 to 18 June 2008, celebrating the 50th Anniversary of The Irish Georgian Society. Wait Listed. Preceded by North West Coast Tour, 8-10 June. Contact: Jimmy Valentine, f.valentine215@btinternet.com

Sunday 20 July – Annual Concours

The Annual Concours d'Etat will be held at Mansfield College Oxford. Flyer enclosed. Contact Brian Fidler 01865 726959

7-13 September 2008 – Normandy Gardens

A tour of gardens and/or battlefield sites in Normandy, with an option to add a Loire valley extension. For details, see the Club Web site members section. Contact: Strone Macxpherson 01962 73 5562

Sunday 12 October – Autumn Lunch

Details to be advised. Contact: Brian Palmer 01162 862417

Australia 2008

27-29 June - Winter Weekend in the Hunter Valley

Enquiries to Jeanne Eve (0402) 991 996 or rallying01@veritel.com.au

Welcome to New Members

Tribe, Alan and Marisa, 60 Wellington Street, Mosman Park, WA 6012, Australia. Tel: 08 9384 3194 e-mail atribe@iinet.net.au
1913 SG 2316 RR-909 Replica Torpedo Tourer

Power, Michael and Victoria, Oakwood Farm, Hooklands Lane, Shipley, Horsham, West Sussex RH13 8PY Tel: 01903 892 348
e-mail michael.power@cazenove.com
1920 SG 58C NC-841 Unknown 2 door Faux Cabriolet

Alan and LaDel Clendenen, 4639 Tremont Lane, Corona del Mar, California 92625 USA Tel: 949 6440810 e-mail peerless48@AOL.com
1914 SG 20UB 226-6248 Penny Barker Style Tourer

Van Arendonk, Ernest, Suezcade 135, 2517CC Den Haag, Netherlands Tel: 653 155 376 e-mail e.varendonk@taigle.nl
1926 PI 23SC AM34-33 Bert Nijhof Barker Style Super Tourer

Cheyne, James and Lucy, Rte du Commugny, 1296 Coppet Switzerland Tel 22 776 0885 e-mail jcheyne@path.org
1927 20 GAJ7 554-022 Hooper Limousine

Marshall, Chris, 600 Queensferry Road, Edinburgh EH4 6AT
Tel: 0131 339 9165 e-mail Chris.Marshall@selex-sas.com
1926SSG S324PL BS-9737 RRCCW Limousine

Naismith NJE&J, Crockham Hill, Kent Hatch Road, Crockham Hill, Kent TN8 6SU Tel 01732 860148
e-mail nick@nicknaismith.com
1911 SG 1606 RR-1911 Lamb of NSW Barker Style Tourer
1920SG 60RE 5447-RN9 Binder Open Drive Sedanca

Tyson GBM&S, The Old Vicarage, St Minver Nr Wadebridge, Cornwall, PL27 6QH Tel: 01208 862951
e-mail gtyson2@tiscali.co.uk
1923 20 68H4 OK-9475 Charlesworth Tourer

FROM THE CLUB SHOP

Ties £15.00
Brass, Nickel or Chrome Car Badges £ 25.00



NEW!

Cufflinks £35.00 pair, Lapel Badge or Ladies Scarf Pin £20.00 ea

Contact: Andy Butcher 01386 701757.

Alpine '93 Videos £20.00 Back numbers of Record and News and Record £2.50 ea. Contact: Tim Forrest 01428 684208

Back Cover Pictures

Eric and Grace Payne's 1914 SG 15YB Brooks Ostruk Brougham de Ville

Gregory and Graham Gill's Piccadilly Roadster 411MF

Ken Fairbairn's PII 74MS Freestone and Webb Sports Saloon

WARNING!

Subscriptions for 2008 are now overdue. We would hate to lose you, so please send in your subscription and car details update forms to Brian Fidler as soon as possible.

