

The 20-Ghost Club Record



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Cover Photo: reflections of climbing the Pyrenees in 2121, a 1912 Silver Ghost during the 1999 Spanish and Pyrenees Tour.

The editor, Tim Forrest, wishes to apologise for the time it has taken to produce this volume, but nevertheless hopes you will enjoy the stories which would otherwise have remain untold!

Chairman's Letter

My predecessor, David Martin, served the allotted four years with great distinction, at the same time serving also as Honorary Treasurer. We wish him and Stephanie all the best in their new home in California. Tony Dyas has very kindly taken on the duties of Honorary Treasurer and the committee has appointed me to try to emulate some of the achievements of my predecessors.

1999 was the fiftieth year of the Club's motoring activities. The motoring highlight for the UK, and some other members, was the Pyrennees tour. But members also enjoyed a variety of other events including several 'Get-in-and-Go' events in various areas of the country. Similarly, our Australian Chapter has been using their cars to great effect.

The Committee all look forward to meeting you at the various events organised for 2000.

Jimmy Valentine

1999 Annual General Meeting and Dinner



The forty ninth AGM and dinner was held this year on Friday February 5th at the Four Pillars Hotel at Sandford on Thames near Oxford.

It was attended by some 26 members with their guests most of whom took advantage of the excellent hotel facilities and stayed the night, some in four poster beds!

The hotel was set in 30 acres of lovely parkland with direct frontage onto the Thames and comprised a group of medieval buildings. The history of the area goes back to 811 when Kenulf, King of Mercians gave land in Sandford to Abingdon Abbey. It is also listed in the Domesday Book. The history is well documented and certainly parts of the hotel have a great feeling of history. Our dinner comprised of fish terrine followed by rack of lamb with herb crust and vegetables and finished with a French lemon tart, was held in the Medieval 'Little Barn', which was just the right size to give a cosy feel.

Kay Marsh

The Spanish & Pyrenees Tour

24 April to 14 May 1999

Fifteen cars in total, eleven Silver Ghosts from 1907 to 1925, two Phantom Is, one Phantom II and one 20/25 mustered on the quay in Portsmouth for the 8.00pm P & O sailing to Bilbao. The crossing of some 36 hours was reasonably smooth and we landed in Spain at 7.00 a.m. on the morning of the 26th. We took the motorway heading west towards Leon which was a wet drive through some dramatic scenery and gave us a very long twisty climb to some 1600 metres at Puerto San Gloria. One of the P1s, 10UNC ran into difficulties and had to be very valiantly towed by Graham Adams for 60 miles to our Parador in Leon, which was a truly magnificent venue.

The Tour had been arranged to give two nights stop at each venue which gave a free day to do as you wish or a short route was suggested taking in local places of interest, incorporating wherever possible some moderate climbs. Leon being such an interesting City most people spent the time sightseeing except the many wise men diagnosing the problems with the Phantom.

On the 28th our destination was Segovia. Unfortunately, torrential rain took over and it was not until the afternoon that we had our first glimpse of the sun through the "Land of the Pines".

The next day the 29th, a free day, was the day to tackle the Spanish Grand Prix Circuit of 1913. This had been an unusual event for touring cars with a handicap system penalising high revving small engines.

As a result, large cars came to the fore and Rolls Royce won. In fact they would have taken the first two places, but Eric Platford, the works driver, had instructions to wait to allow the Rolls-Royce agent in Spain, Don Carlos de Salamanca to win. This he did, but in doing so allowed another car to slip through



into second place before he could re-start. One lap is a distance of 64 miles all on public roads with the highest point being some 1860 metres. Eric Platford's car had special ventilation vents to take away the excess heat from the bulkhead in the 90 degree heat of the 1913 event. We had the opposite problem with the weather being again very unkind. Firstly, we ran into mist and then thick fog. By the time we reached the summit headlights were full on. Those that stopped for a coffee found their cars were covered in snow!



Fortunately we quickly ran out of the clouds on our descent and we then had a very enjoyable fast journey back along the sweeping bends down the valley. As can be seen from the next page we all enjoyed ourselves! Returning to the Parador in the early afternoon gave us plenty of time to warm up and explore the historic centre of Segovia with its massive Roman Aqueduct.



Nigel Hughes's Portfolio showing differing cornering techniques



Adrian Garrett 1907 Silver Ghost 588; sedately serious



Tim Forrest 1912 Silver Ghost 2121; low and flat



Graham Adams 1919 Silver Ghost 51TW, a touch of understeer

on the 1913 Spanish Grand Prix Circuit



David Morgan 1919 Silver Ghost 39PP; leaning into it



John Marsh 1924 Silver Ghost 107EM; leaning over well



Roy Southward 1934 PII; smoothly understeering

The next day we were on the move to Santo Domingo del Calzada on a beautifully smooth road with storks' nests observed in the many tall structures in the very pretty villages. Then we turned up the Pedroso river valley into the National Park and onto the lakes at Mansilla, where the road was tortuous and bumpy. We followed Rio Nazerilla road where cattle roamed freely. Our Parador was right in the middle of the town, down narrow cobbled streets, and got many of us guessing if it could possibly be down there. Some very enthusiastic, unrestrained children were fascinated by our cars and had to be closely watched. We had also overlooked the fact that it was May Day and so the town was full of medieval players and pilgrims. A local custom that we did not understand was for a single drummer to beat his way through the town at 5 a.m. and the cathedral clock tower chimed away every quarter of an hour throughout the night.

On the 2nd May we were on the road early for Sos del Rey Catolico, this took us along the Pilgrim's Way to Estella through vineyards crossing into Aragon. We then continued to Sos on very quiet roads. Our free day was spent in many different ways, and at this stage we were joined by Strone & Alex MacPherson in their PII.

The next day we journeyed on to Bielsa taking the mountain road to Puerto de Coteablo (1423 metres) which was an exceedingly beautiful run with magnificent scenery.



The 6th May we all knew was a day to be reckoned with. We joined "The Pyrenees Way" and climbed over Sierra Ferrera to Puerto de Fordada (1200 metres) and over the Col de Fadas (1470 metres), followed by Col de L'Espina (1407 metres) to finally tackle in the heat of the day the Alt de Perves (1350 metres), and then to the Col del Canto a climb to 1725 metres, a climb of some 1200 metres. This raised temperatures and many had to take on water at the summit, arriving at Seo de Urgell mid-afternoon.



The next day was free and many took the opportunity to visit Andorra to cash in on the duty free shopping. Others sorted out a few running repairs finding a highly skilled welder and machinist who went as far as building up worn rear hub splines. Others had to remove wheels and tighten up their wooden spokes in a home made plastic pond.

On the 8th we climbed back across the Col del Canto where we found the sun. The long descent cooled the engines down so that they would only run on full rich mixture. Our next climb took us over the pass to Port de la Bonaigua (2070 metres) in the snow.



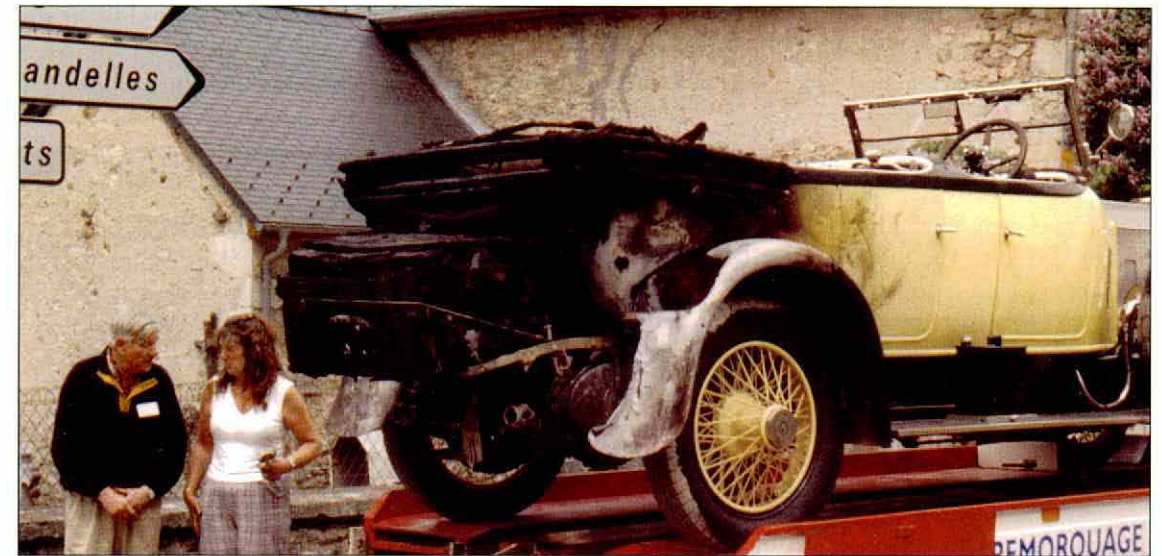
We then crossed over the border into France to Bagnères de Luchon, where the local Mayor was just leaving the town hall as we parked under the trees. We had a long chat with him and his elegant assistant before retiring to an excellent restaurant for lunch. Then in the afternoon, we crossed the Col d'Aspin (1489 metres) to find that the Col de Tourmalet (2114 metres) was still closed due to snow and avalanches.



The next morning some of the group decided to do their own things. We stayed with the main party which had taken advice from hotel management, who kindly booked lunch at a mountain restaurant in the waterfalls. This was the steepest climb of the tour with the last 4 kilometres being to the order of 1:5. On the return journey, John Marsh was pulled in with his passengers by the police and breathalysed. Nigel Hughes was the front seat passenger and with his pigeon French was able to communicate with the Gendarme. Naturally, after 25 years teetotal the result was very clear!

On the 10th our route had to be changed because the Col d'Aubisque was also closed so we had to make a detour over the Col du Soloir. This was a long hot climb and shortly after starting the descent, Brian and Jo Wootton's PI caught on fire. Alarmingly quickly the whole of the rear of the car was ablaze. Fortunately the tank did not explode but two spare oil cans burned fiercely. Heroic efforts by Brian and some quick action from Nigel Hughes and a passing Frenchman enabled the fire to be doused and the car saved. Nevertheless, the fuel tank, rear trunk, rear wings and both rear tyres were very badly damaged.

Brian later identified that the fire was caused by the 90 degree bend on the cut-out at the rear of the silencer breaking off. He had opened the cut out at the bottom of the long climb, unknowingly allowing hot gasses to go straight onto a leather gaiter on the brake adjuster. This eventually ignited and set fire to the cellulose painted trunk and the hood. Three lessons from this fire must be learned - check where your cut out exhaust comes out, keep fire extinguishers in with the driver and do not carry highly combustible materials in your trunk.



Once the fire was out and two burnt out tyres had been changed, Brian was able to roll the car down to the next village. Here by chance, an advance party had found the local Bishop who proved to be most resourceful and helpful, not only with solving language difficulties but using his telephone to obtain local help and to call England. A recovery vehicle was quickly summoned and the vehicle taken down the mountain to a local garage.

Richardson Hosken, our insurance company were bought into action, having just introduced a continental recovery service. They provided a car for Jo and Brian to continue with on the tour while the Phantom was picked up by the recovery vehicle and taken back to the ferry. Subsequently in the UK they transported the car from Portsmouth to Brian's home in Wiltshire. The car is currently undergoing a major restoration.

The next few days took us back down from the Pyrenees and then across the plains to Argomaniz and then on the 13th May we made our final journey on fast roads over the mountains and down to Bilbao to catch the ferry home.



Nigel Hughes, Kay Marsh & Tim Forrest

The Irish Georgian Yorkshire Tour

29 to 31 May 1999

The Rally to the Event is always a ready topic of conversation on arrival. For us the queues on the motorways were vile. The Irish Georgians in turn suffered due to the main line to the North out of Kings Cross being blocked by a timber yard fire at Sandy in Bedfordshire.

Some cars had to be replaced at short notice by less mature cars built at Crewe, some even with more rounded radiators than usual! Hamish Scott's newly acquired Sedanca was not yet ready for the road nor was the Fairbairn's P II which was still being trimmed. They changed cars twice on the day and apologised repeatedly for arriving in their very beautiful new Bentley Arnage. Despite a new Ristes cylinder head, piston rings and enough other work to make a strong man wince, our own PII was still losing oil into No. 4 cylinder. We are very grateful indeed to Janet and Jimmy Valentine for lending us their Silver Dawn Countryman. Fortunately one who did make it was **Lenox Jamieson** in his Ghost complete with well polished shoes and a military hat!



The first port of call a few miles down the A1 was Nostell Priory designed by James Paine at the tender age of 19 and later developed by Robert Adam. Like several other houses in Yorkshire, it possesses the world's largest collection of Chippendale furniture and indeed it was floor to ceiling and wall to wall Chippendale, each item being authenticated by the relevant invoice. There were also a vast group portrait of Sir Thomas More and his family and a most curious long case clock, with a totally wooden mechanism by John Harrison who was the son of the estate carpenter and later achieved immortality (and £20,000 from Parliament with George III's help) for devising sufficiently accurate sea-going timepieces to determine longitude at sea. A pleasant start and we first noticed the local fixation with mixing orange and purple pansies.

Brodsworth Hall was next. Georgian by design but cheerfully vulgar Victorian in its execution and contents with, however, an atmosphere that indicated that all people who lived there - owners and staff alike - enjoyed living there. The quarry gardens were most rewarding for those who ventured that far.

Sandbeck Hall, again the work of James Paine, was peculiar. An excellent hall and a vast saloon on the first floor were memorable. In spite of this, most people were left wondering quite what could be done with the house as other substantial attractions were not in evidence. Add the rotting stonework due to

sulphur dioxide from Rotherham and Sheffield and the future for the house did not look terribly bright. More orange and purple pansies. We travelled by way of repeated 3-point turns to view the Rockingham Mausoleum, a triple-decker confection by John Carr of York with a cubic bottom storey surmounted by a triumphal arch and crowned by a circular temple, the whole being at the centre of a square formed by four obelisks.



We then proceeded to **Wentworth Woodhouse**. Truly, this was the highlight of the Tour and the repeated talking point thereafter. It was vast but entirely empty.

The schizophrenic front and rear - both main entrances to essentially back-to-back major houses, one facade being reputedly the longest in the country. It was suggested that there are 8 acres of rooms in the main house plus an enormous stable block, now a range of classrooms and lecture halls, accommodation blocks, sports halls, etc. The Great Hall was fabulous but for two centuries the house has been too expensive for long term occupation.



All agreed with IGS member Richard Eaton that four grand apartments each opening onto the fabulous marble of the Great Hall would be the equal of any Venetian Palazzo but quite what to do with the rest? A new owner completed his purchase whilst we were going round. We wish him every success and we would love to visit again in years to come.

These surroundings overwhelmed Stephanie and David Martin's Sedanca which failed to proceed. Fortunately the new owner of the house did not try to claim ownership on the basis that the car had been abandoned there!

The evening meal was taken at Wood Hall Hotel at the end of its own long, narrow valley. I trust that my forgotten golf umbrella is useful to them. Rita Fairbairn was impressively brave after a table collapsed onto her foot.

Sunday started with a short drive to the well-known Harewood House with its magnificent contents, well worth a second visit for its porcelain and paintings alone. This is another house with the world's largest collection of Chippendale furniture and the most regal loo we have yet seen.

A picnic lunch was taken al fresco at Temple Newsham House and was followed by a tour round this vast Jacobean house with countless paintings and furniture, some from the house itself and the remainder surplus to the main collections of the Leeds museums and art galleries. What a sensible way to display the surplus objects! Many people hurried through or missed the house to visit the steam fair in the grounds of what is the largest town park in Europe.

Scampston Hall was lovely: many envious eyes were cast on it, its contents and gardens, especially the new rock garden and the Palladian bridge by Capability Brown. It was the very image of a small country



house obviously loved by its owners and even the portraits of previous generations of owners beamed happily down at us. Most cars acquired 2, 3 or 4 unusual specimens to take home from the plant stall. It was however unfair to visit Brockfield Hall after Scampston Hall but we thank Lord and Lady Martin Fitzalan Howard for their hospitality in their pleasant house with its lovely oval hall. On then to Middlethorpe Hall for dinner and an indication of sympathetic change of use for a house.

Monday's first visit involved a long drive, much improved by the coffee stop at the Ward brothers' motor museum. Admiring glances centred on the Fernandez et Darrin bodied 20/25 Sedanca de Ville after admiring a wealth of other exhibits including an 'Ole Bill' type bus which served in France in the first World War and the Hon. Charles Rolls' Panhard.

On we went to **Constable Burton Hall** by Carr of York. The present owner's ancestor, Sir Marmaduke Wyvill, instructed Carr to repair and alter his Elizabethan house and then left to spend five months in Scotland. Carr's instructions to the builders were sufficiently unclear that they demolished the whole house rather than part, resulting in a bill of £15,000 for an entirely new house instead of the envisaged £1,500. The result is very much a family home and of great architectural interest for the many prototype features developed elsewhere.

Thorpe Perrow was next for an excellent, extended lunch with 36 of us seated round the dining room table, after a tour of the house. The modest exterior belied the most wonderful ballroom in apricot silk and the faded elegance oozed charm out of every part. I returned twice to that room to drink its atmosphere and met several people on each occasion returning there like me. What romantics we are!



Newby Hall was the final place visited. Also having a large collection of Chippendale manufactured furniture, mainly designed by Adam, and its share of orange and purple pansies. Vast gardens were compartmentalised into scores of individually themed areas to a degree which I have not seen before.

The overall impression of the Tour was that it was one of the best for years. The company was witty and friendly; old friends and interesting new people to meet. A laudable, diverse collection of houses, contents and gardens and with good organisation and suitable weather. Our thanks to the organisers Robert and Pippa Jennings for their excellent efforts and results!

John O'Dowd

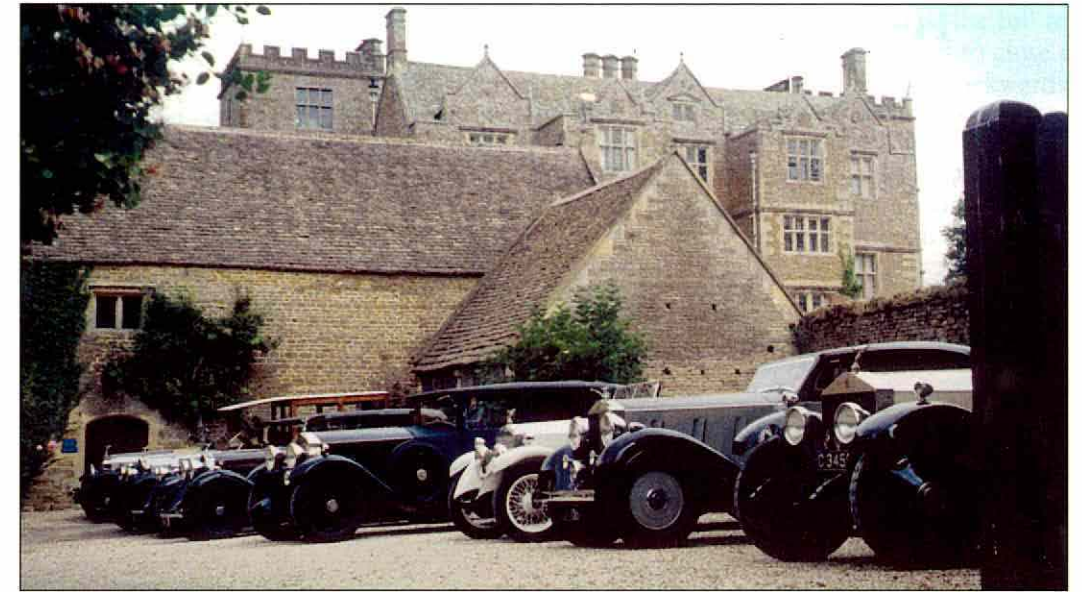
COTSWOLD TOUR 2 & 3 JULY and ANNUAL PICNIC & CONCOURS D'ETAT 4 JULY

The long journey from Cotswolds to north Norfolk for the 1998 Concours prompted my admittedly selfish suggestion to our chairman that Chastleton House in north Oxfordshire would be a suitably central venue for 1999. David agreed and made all the arrangements for the Sunday concours, but got his revenge by asking me to organise a lead-in tour, envisaged as a "Get-in-and-Go" for Saturday, soon becoming a "Get-in-and-Stay"! Five cars and owners met up on a perfect midsummer Friday evening at the Seymour House Hotel in Chipping Campden's perfect High Street.

Saturday morning we set off, in glorious weather again, for one of my appalling "Rhyme and Riddle" rallies, which is entirely an excuse to explore some interesting lanes, admire some quintessential English scenery and drink a pint or two of Hook Norton (see 1994 Record, p.20). All navigators found the lunch stop (clearly, too easy!), at the Norman Knight in Whichford, and we took a short walking tour to the famous pottery before resuming the rally which ended a mile or two from Hidcote Manor Garden. We were joined by David and Stephanie Martin for a grand dinner and prize-giving at Seymour House, John and Rae Kennedy won the "Rhyme and Riddles" with 9½ out of 10 (clearly, much too easy!).



19 cars were entered for the Concours d'Etat at Chastleton, an attractive but slightly austere house, with an interesting Civil War history, only recently re-opened by the National Trust after a lengthy but minimalist restoration, and specially opened just for the club on this Sunday. It has fairly narrow frontage, with a long walled garden either side of the drive. This garden accommodated all the people comfortably for our picnics, but the frontage was too small to park all the cars.



By the time I arrived, some pre-judging seemed to have been done as the prettiest cars were beautifully lined-up outside the house, whereas the rest of us were in the stable-yard! Order was restored however and in due course some well judged awards were presented by David Martin as follows:-

Fred & Joan Watson Trophy	for large horsepower cars	150GX GP 6800
John Stuttard	1931 P2 Barker Continenta	
Messervy Trophy	for small horsepower cars	GAJ42 XV 4
Andrew Taylor	1927 20 hp Hooper Tourer	
Ladies Trophy	for the most elegant car	80MY AGN 333
Michael Elliott	1933 P2 Barker DHC	Andy Butcher



The Wholly Ghost Tour of South Africa

27 September to 25 October 1999

This Tour had been instigated in 1997, when interested parties were asked to contact John White, the convenor in South Africa. He very sensibly appointed a person in each country to be responsible for distributing information, familiarising themselves with requirements in connection with English Heritage exporting cars and documentation thereof.

There were four countries represented which resulted in eleven cars from the UKKK, two from the USA, four from Australia, and five from South Africa, making a total of 22 cars overall.

Tuesday 28th September was the arranged day for us to collect our cars from the docks. A coach had been arranged to transport us the 31 miles, right through the centre of Durban, the docks being on the far side. Our coach dropped us off at the appropriate point. These docks are the 9th largest in the world. We were quickly taken to an area surrounded by containers and it wasn't long before the seals were being cut by an enormous pair of bulk cutters, to reveal our beautiful shining cars. Within an hour all cars had



been de-crated, some needing a little persuasion to fire-up. Then we made our way back to Zimbali Lodge just in time for lunch. In the afternoon everyone did their own thing; some went swimming, horse riding, playing golf, others did a little work on their cars ready for the next day.

On Thursday 30th September the tour started with an 8.30am start for the 191-mile journey to Hluluwe. We were waiting for the dining room to open at 7.30am, eager to get our cars warmed up and on the road. Some of us were away before schedule and were quickly onto a dual carriageway style road, which became a toll road in 50 miles. The charge was 4.50 Rand or 50p. At our lunch stop at St Lucia, we boarded a catamaran boat for a very enjoyable two hour trip eating a most pleasant lunch whilst crocodile and hippo viewing. We then drove a few miles to the crocodile farm for a very interesting talk on the 500 different species.

We drove on to the Hluhluwe Game Reserve only just making the entrance before closing time at 6pm.

We were told to put our roofs up for safety reasons on the 10 miles of unmade road to the hill top camp. We were also warned about the danger of getting too close to the animals and advised to close windows if available. This proved to be timely as it wasn't long before we met the Meads coming backwards at great speed; they had met a very large elephant coming down the road. We waited a little time, then proceeded gingerly to find that it had gone into the bush, allowing us to get by. It was now just starting to get dark and we sighted many animals in the half-light on the way to our hotel on very rutted, bumpy roads, some gradients bringing us down to second gear.



Arriving at the camp we were informed at reception that most of us would have to share a chalet, which came as a bit of shock, but they were extremely well laid out with individual shower or bath, central kitchen/eating area, well equipped. During our meal we were advised to take early morning or late evening tours of the park. These started at 6am or 7pm and took about 3 hours. An open sided bus carrying 20 and 2 smaller pick-up buses were awaiting us at 5.50am for the most wonderful tour. We were able to view baby and mother Rhino, Impalas, Giraffes, Elephants, Warthogs, Monkeys, Wildebeest, Zebras, White & Black Rhino and many species of birds. On our return we were able to view 16 elephants in the river below. A truly, remarkable site. The rest of the day was spent in and around the reserve. Jimmy Soens and Elaine had decided to go out with a ranger at 5.20am with a view to walking the trail. Suddenly, they found themselves amongst a number of elephants, one decided to approach them in an aggressive manner. They slowly walked backwards facing the elephant but he was determined to give chase. The warden, Elaine and Jimmy decided to run and after half a mile hid. Unfortunately, the elephant continued his chase and they had to run a further half mile to safety.

The next day we moved from Hluhluwe to Itala, as distance of 131 miles. To get from the hotel we had to drive the 12 miles to the Memorial Gate. Again, we were able to view many game before meeting the main M2 road, which was virtually straight for 76 miles. Unfortunately, a large section was under resurfacing with traffic lights approximately 7 miles apart. This held us up for 15 minutes or so. At Pongola there was a refuelling stop and coffee break with the most delicious sandwiches at the local golf course.

The next 53 miles were our first encounter of long steep hills, up and down, finally climbing to just above 4,000 ft before dropping down a very steep hill into the game reserve at Itala. Here the warden, who had allocated us chalets in the grounds, met us; they were all single, rather compact but perfectly adequate. All windows that opened had wire mesh guards to stop the monkeys coming in. Richard Hensby had trouble here with the drive belt to the dynamo becoming entangled, but after a temporary repair he was on his way.

Sunday, 3rd October was spent in the Itala Park with morning and evening game drives, which included a bush cocktail party, followed by a barbecue back at the hotel.

On Monday, we went from Itala to Kruger Park, a distance of 337 miles. Everybody was up waiting for the 6.30am breakfast, which was over in 15 minutes with the cars rolling down the hill, through the reserve and out of the main gates. We were then confronted with a two-mile climb, one section being 1 in 5. A number of cars had to use first gear, mainly because the oils had not had time to get warm. We set sail along the R69 and in about 12 miles met Peter Channing lopsided on the side of the road with a blow-out. We continued for 126 miles, changing to the R33 for a tea break at a fascinating garden tearoom.

We were soon back on the road which was mainly single carriageway with one or two rough passages but with very little traffic to our lunch stop at the Victorian Tea Garden at Barberton. A display of dancing took place during lunch.



After lunch the final 69 miles to the Kruger Park were somewhat different; this was a busy main road with a 3 mile long very steep hill carrying heavy lorries. Many of us had to crawl up at 2 to 3 mph before continuing to our hotel at the Kruger Park gate. This had been a very long drive, overall time 12 hours.

The hotel Movenpick was rather commercialised but they had the largest buffet with a tremendous choice, you could pick your own steak for the open fire grill or have roast beef on the spit. We were all very hungry.

Tuesday, 5th October was a short run from the Kruger Park Gate to the Satara Camp, a distance of 67 miles. The park is 2 million hectares – the size of Holland!

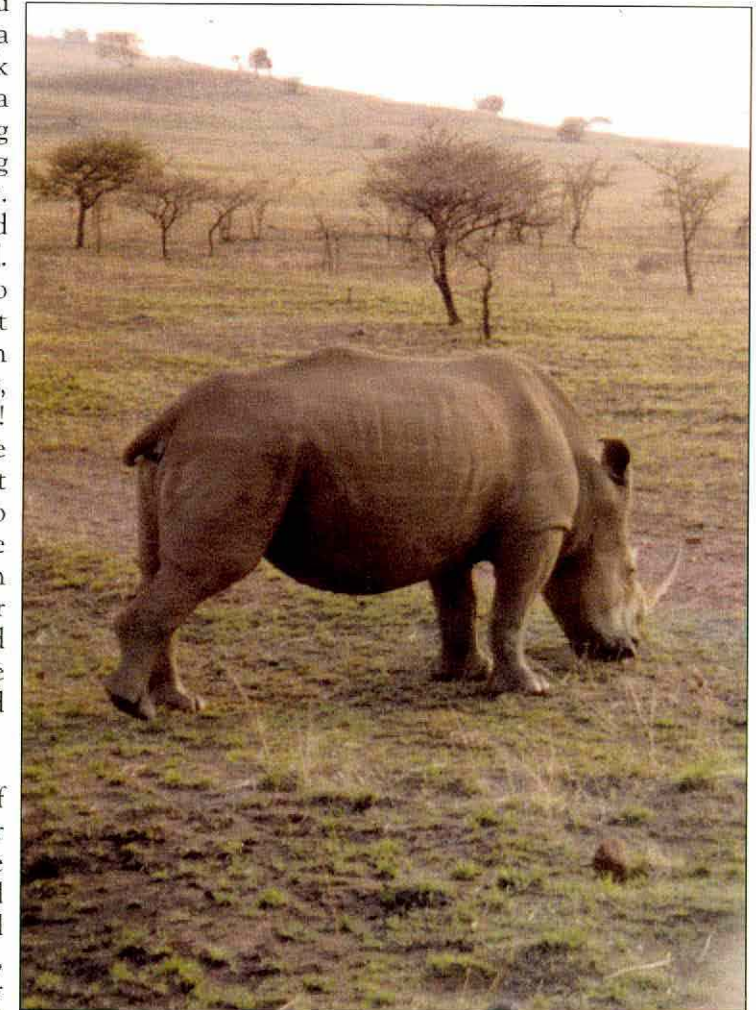
We all proceeded with great care and trepidation. It wasn't long before we came along some Impala, quickly followed by Zebra. By the end of journey we had seen Wildebeest, Kudu, Rhinoceros – black and white, Giraffe, Monkeys, Warthog and baboons to mention a few.

Again, we were in chalets, some shared but they were nicely situated inside a huge security fence. We were able to park our cars at the chalets, which was half a mile across the grounds from the dining and reception area. Evening and morning drives 5am with three open sided buses. They all went different ways and had different tales to tell when they returned. The list of animals and birds is far too long to mention, the main excitement being lions who had just had a kill, an enormous herd of nearly 1,000 buffaloes, 3 cheetahs, giraffes and a scrub hare! After the morning trip of 3 ½ hours the breakfast was a most welcomed sight which gave everybody the opportunity to discuss what they had heard during the night. It appears that some lions had been patrolling the outside of the perimeter fence by the chalets. One lady is reported to have left her bed and hidden in the wardrobe until such time as her husband had shut the windows.

The rest of the day was free. Many of us took advantage of this to service our cars after 750 miles completed from the start. In the evening we had a splendid barbecue just within the safety fence and during dinner three hyenas appeared, waiting for leftovers. We were however asked not to feed them as they were wild animals not domestic.

Thursday, 7th October Satara to the 5 star Coach House Hotel at Tzaneen 141 miles. Having had a great breakfast at 7am we left the camp with our passes stamped. We drove through the great park for 30 miles having seen a crocodile by the lake and many other animals. We had to hand over our passes; this was a way to check that no one has been stranded within the confines of Kruger National Park.

It was a tremendous windy morning, especially on the passenger side where it was virtually impossible to keep ones hat on. A tea stop had been arranged at 76 miles at a reptile park where we had a short talk and look round the various snakes, most of which were poisonous, in their cages and pits.



We then made for the Monsoon African craft shop, which was extremely interesting before proceeding to this wonderful 5 star hotel for lunch.

This hotel is in the mountains and there was a 4km climb, which resulted in one or two cars boiling. The hotel is situated half way up a mountain with amazing views from the deluxe individual bungalows. The food and facilities were in keeping with the 5 star rating.

On Friday, we had a free day but a visit to one of the largest tea plantations and factories in South Africa had been arranged. It was an 18mile run to the plant where we saw literally hundreds of women



picking the green tealeaves on our way up. We had a most instructive tour, learning a considerable amount about grading and drinking tea. The top two leaves picked go for the best quality, the third and fourth being for teabags. At the conclusion of our visit we had a scenic tour back to the hotel for lunch.

The afternoon being free, a visit to the "largest tree" in South Africa had been arranged by one of the local members. The tree held 53 people in its trunk, 6 cars went on this tour, and all had their photographs taken with the tree in the background.

The next day, Saturday, took us from the Coach House to Cassa Do Sol a distance 172 miles. The morning was cool and overcast but everybody was itching to get on the road. This involved a queue outside the breakfast room door before 7am.. Forty minutes later the first car left with the others following closely behind. Many were anxious about the amount of fuel left in their tanks as the nearest station was 25 miles away.

We were all given a tea box for our morning break, which we were to enjoy some 89 miles on at a view point renowned for its magnificence. It certainly justified our stopping and walking to the edge - which had a drop of approximately 4,000 ft, you could literally see for hundreds of miles. We then continued to

our lunch stop which was up a long pass, this gave a little second gear work to Pilgrims Rest, a distance of 40 miles with a grand climb with many tight corners before dropping down to the village. This was a very old mining village; a great tourist attraction, where we caused a major sensation with our 22 cars doubled parked in the main street.

After lunch and a quick look round we continued on our way for 35 miles. Firstly, going the reverse way up the Pilgrims Rest Road with its steep climb and bends to rejoin the main road with magnificent views, up hill and down dale to our four star hotel. We were shown to a spectacular array of white walled chalets with their own sun area. The temperature had, at long last, increased considerably.

On Sunday, we went to Cassa Do Sol to Malaga, a distance of 84 miles. As this was a short day, many people decided to service their cars and carry out running repairs some even braved the swimming pool before a hearty breakfast.



It gave the impression of being a very nice day. We set off in bright sunlight and a lovely breeze to find we were quickly on a switchback of hills with an extremely long 10 mile climb, this heated many of our cars up in the 90 deg. area. One or two were boiling for the first time on this tour. Three parts of the way up there was a stop but we continued to climb and it was touch and go whether we made it.

We then ran down into the valley to find out that the temperature outside was over 30 degrees with no breeze. We were amazed to find the cars running on good, level roads at 80 to 90 degrees. By the time we reached the hotel the sun was becoming quite unbearable for those with open cars and everybody was glad to retire into the shade.

After lunch a photograph of all 22 cars took place on the front lawn in the heat.

During the evening a considerable discussion took place as to what would be a sensible time to start on the long journey in the morning, taking into account that the weather was likely to be even hotter.

The next day we had a long trip to Elandslaagte, a distance of 293 miles. A sudden change in the weather to heat wave conditions bought forward our planned start for this long run. In fact, some people got underway at 5am. The first part of the journey was extremely cold with a freshening wind. A tea break had been arranged at 87 miles. Back on the road again the wind had really got up to gale force with a fast rising temperature.

After lunch there was an interesting talk on the Boer War, although everybody was itching to get back on the road only to find the tarmac was over 40 degrees. The gale had continued in force and was now hot air, making it difficult for the cars to run much under 90 degrees. This continued for the rest of our journey, the last 80 miles seemed like double that in the worst conditions that many could ever remember with most of us suffering from near exhaustion. One or two blowouts were reported and a number boiled. The dining room that night was virtually clear of our group by 8.30pm as everybody had retired.

On Tuesday we awoke to find drizzle and cloud covering the area, this was a free day. All morning was spent making repairs and adjustments, replacing tyres etc. to the fleet in preparation for the last 1,500 miles. In the afternoon helicopter trips in the mountains had been arranged, but due to low cloud they had to be postponed till the afternoon of the 13th October. When the helicopter arrived the following day the trip over the mountains, going to 10,000ft, was quite out of this world.



Off again on Wednesday, we went on to Mont Aux Sources, a short journey of 71 miles. We awoke to find a cold, dull morning. An early start had to be made due to a trip to one of the largest national grid stations where they had four water-driven turbines. The station had been built in the side of a hill and

was 64 floors high. This was the most fantastic visit; it had been built in 1979. The turbines weighed 450 tonnes each, they could be lifted by two gantry cranes and actually be taken outside the enormous plant if necessary. It only employed 15 people on the day shift and one man over night. The whole electrical power for South Africa was integrated and was operated by computer. After the morning start-up, the turbines were automatically switched off, then pumped back the water up to the dams.

Saturday, 16th October Bloemfontein to Graaff-Reinet, another long trip of 276 miles. It was decided to leave the hotel a little earlier than stated due to the very hot weather that we had experienced on previous days. The first 50 miles was on the N1 Freeway and we quickly arrived at Edinburgh for our morning tea break.

We then continued along R58, by this time the wind had got up and when we turned onto the N9 it was blowing a gale. Returning then to the N1 and continued to the Gariep Dam Hotel where we were greeted by the Mayor, who very kindly provided the wines for lunch. The hotel overlooked this enormous expanse of water but due to the drought conditions prevailing, the lake was no more than half full.

The afternoons run of 155 miles was in brilliant sunshine, but unfortunately the gale had now increased and made driving conditions extremely difficult. We came onto the main Cape Town road, which is the longest motorway style road in the world. The first sign giving a distance of 1,000 km. This became a rather boring journey on traffic-free, long, straight roads bringing us to our hotel at Graaff Reinet.

Arrangements had been made for eight mini-buses to take us along the Valley of Desolation to then up an extremely steep 5mile climb to a magnificent viewpoint where you can see for 100 miles in fine weather. Regrettably, this was not to be so and the cloud was whirling around and bitterly cold. We returned to our hotel, which was similar to a small town of chalets where we were able to park the cars close by. The main building was very old and the dinning room was lit by candelabra with real candles. At the end of dinner the waitresses sang local songs for our enjoyment.

Sunday, 17th October started with a photographic session of all cars in front of the hotel, in the main street. We then set off from Graaff Reinet to Wilderness, a distance of 222 miles. It was a beautiful morning but unfortunately after the first hour the wind got up again to gale force, making it extremely

difficult for navigators with their papers. However, the temperature started to drop and most crews had to pull up and get into warmer clothes from the biting wind. Our lunch-time break was very welcome and we had a magnificent cold buffet lunch before setting sail for a



further 115 miles in the roaring gale, which brought us to the Quaker Pass and Outeniqua Pass. This was a nice long rise with a very bendy decent to be followed by the Kaaimans Pass, which was a little steeper but just as twisty. We then saw our first sight of the sea, which was exceedingly rough and uninviting. Everybody was pleased to get into the warmth of the hotel, which had had to put the heating unit back on. During the early hours of the evening many took the opportunity to give a quick service to their cars.

Monday, 18th October Wilderness to Knysna, a distance of 33 miles. During Sunday night a gale blew up with torrential driving rain. Unfortunately, most of us had left our cars radiator to wind, about 75% of our cars would not start. Water had driven in through the radiator and side vents, but luckily there was a down hill slope outside the hotel and with a push, the majority got going. One or two needed further encouragement to get underway. The weather throughout the day was quite atrocious, driving conditions were almost impossible due to the high gale-force winds with rain and many suffered electrical problems. We returned to the hotel after lunch and spent the rest of the day tending our cars for our next days run and drying our motoring clothes.



Tuesday, 19th October Wilderness to Oudtshoorn, a distance of 47 miles. The morning had dried up with some sunshine, but as soon as we got to the Outeniqua Pass we could see cloud on the mountain which we quickly ran into, including very fine drizzle. Visibility towards the top was only 10 metres and great care had to be exercised not to run into vehicles in front. This pass is of 7 miles duration.

We quickly ran out of the mist and rain on the other side and completed our journey for lunch at the hotel. The afternoon was free. Many went to the cheetah farm, which was just down the road, then onto the ostrich farm some 15 miles away with a tour of the farm and museum. Finally, ending up with ostrich riding for the more adventurous which proved to be a huge laugh.

Wednesday, 20th October was a convoy day to Prince Albert and back, a journey of 115 miles. On the next day some 212 miles had to be done by lunchtime, so there were many couples in the restaurant at 7am for a hurried breakfast. It was a bright morning with good roads and we were soon at the Huisrivier Pass with a downhill start before climbing up and over the mountain and onto our teashop at the Country Pumpkin, with a 110 miles behind us.

The Tradouws Pass followed quickly. Not a very steep gradient but a 10-mile climb. There followed 90 miles of good but narrow, straight roads to bring us to Stanford with a rather unique restaurant called The Old Cow Shed. All but one car made it in time for lunch at 1pm.

After lunch, with only 14 miles to go to the Windsor Hotel at Hermanus having enjoyed good food and drink at lunchtime, cars appeared to be going above the usual speed, with wives or navigators having to restrain drivers.

Hermanus bay is frequented by whales and our organiser had arranged for a whale crier to meet us on the front, but although he could see whales a long way out, he did not succeed in bringing them any nearer!

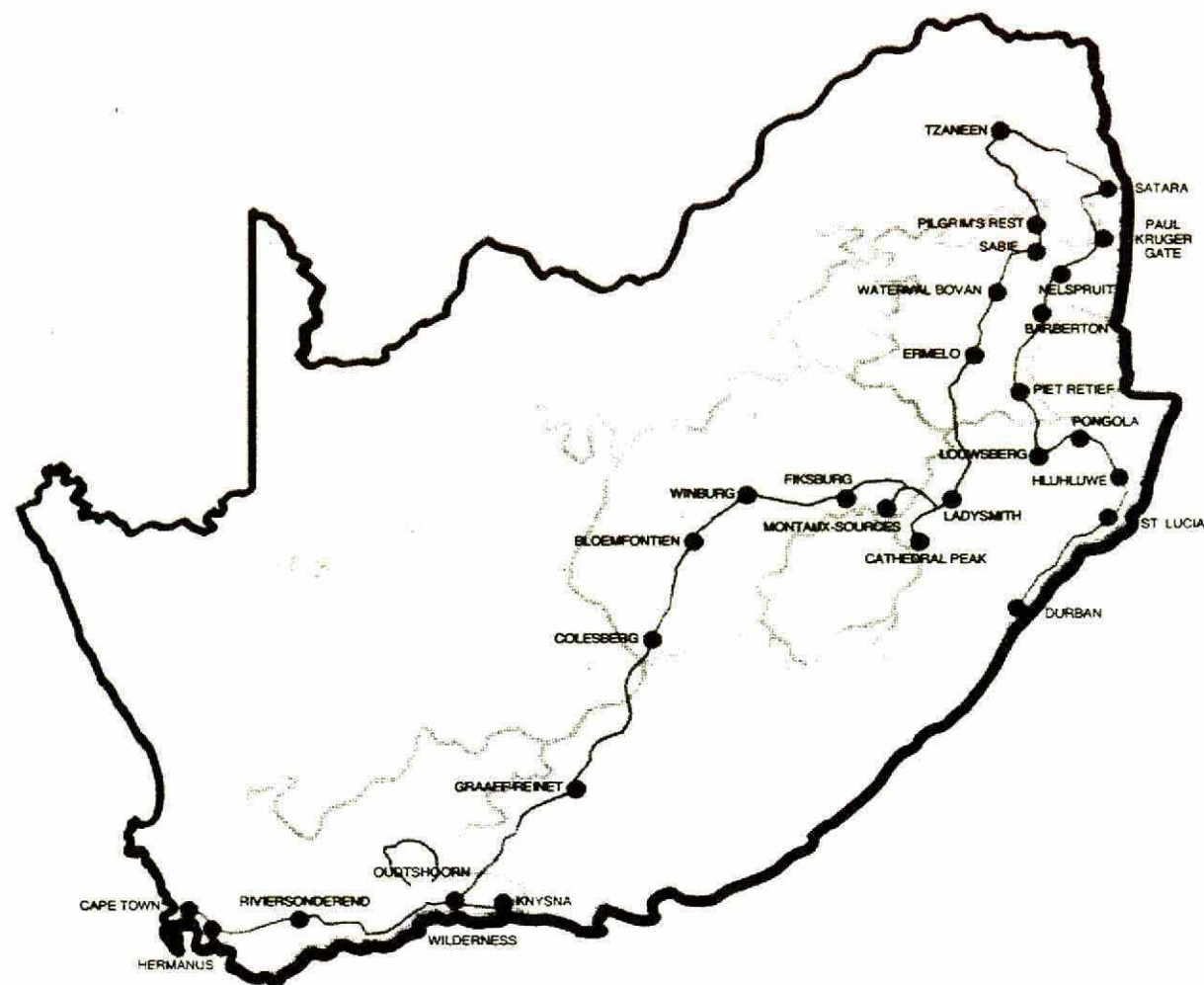


Friday 22nd and we were on our way back to Capetown. 111 miles away. On the way we stopped at the Morganhof vineyard for some wine tasting of young red and white wines. We then continued for a short distance for lunch, meeting up with "The Across the Pond Tour" of Cadillacs, Rolls-Royce, Bentley and Packards etc.

After lunch we were on our final leg to Cape Town on the N1, resembling the M25! We had very complicated directions to reach our hotel. Driving was difficult in the fast moving traffic as we were uncertain which lane to get into. We finally reached our 5 star hotel – The Villa Via, overlooking Table Mountain and the harbour.

Saturday, 23rd October was to be our last day of motoring and took us through the most picturesque views and seashores around the coast to Vila Via

We left the hotel at 10.00 am for Cape Point. On the way up we met several families of Baboons and one baby insisted on lying in the road in front of our car, where there were 20 or more on either side of the road in the bushes. We parked our cars and many of us took the funicular railway to the top.



We then travelled through Scarborough, Houtbay, Llandudno, Bakoven to Camps Bay, one of the better residential areas with lovely white sand. We enjoyed lunch at the bay side café.

After lunch we went through waterfront Clifton, Bantry Bay and Sea Point, these being luxury seaside resorts, to our hotel. A coach had been arranged to take us to the cable car base to the top of Table Mountain. Regrettably, as so often happens the cloud had come down and the cable car was not running Friday, 22nd October Hermanus to Cape Town, a distance of 111 miles. Unfortunately, the morning was very overcast with drizzle in the air. An arranged tea-call had been made at Harold Porters Botanical Gardens in 28 miles. In a further 8 miles a professional photographer took individual photographs of all the cars. We then continued to the congested Gordon's Bay on to Morganhof.

Sunday, 24th October was a free day. There was much to do in Cape Town including the very large waterfront shopping area, botanical gardens and the harbour. In the evening, the final dinner was held in our hotel.

On Monday the, having containerised the cars, many of us took taxis to Table Mountain – we could not have had a better day for it, the sun shone and the visibility could not have been better. It gave us the opportunity to think back on our fantastic South African Tour.

John and Kay Marsh



Get In & Go's

Armsworth Park House, Hampshire
10 April 1999

The first get up and go event of the season was a thoroughly cheerful gathering at Armsworth Park House,. It was inevitably a rather chilly and slightly drizzly day. That said, all participants arrived remarkably punctually and were welcomed by lots of coffee and biscuits to warm them through after their journeys. The setting for this was the recently restored 16th century thatched barn complete with minstrels gallery (without minstrels sadly!).

There was a very interesting turnout of cars including John and Rae Kennedy in their splendid "Radley" Ghost, Gervase and Margaret Forster in their cosy Doctor's Coupe Ghost, with William and Claire Corbett in 60AE – their very open 1920 Ghost. As fellow Scots, Alister and Molly Reid were particularly welcome in their most original 20 hp Doctor's Coupe 66 HJ. Patrick Daniel came for coffee but was sadly without 35GX which was having a pre-millennium mechanical restoration. Charles Marriott also joined the group in his great aunt's 20/25 hp. We were in our 1930 Phantom II Hooper Dual Cowl Tourer 62GY.



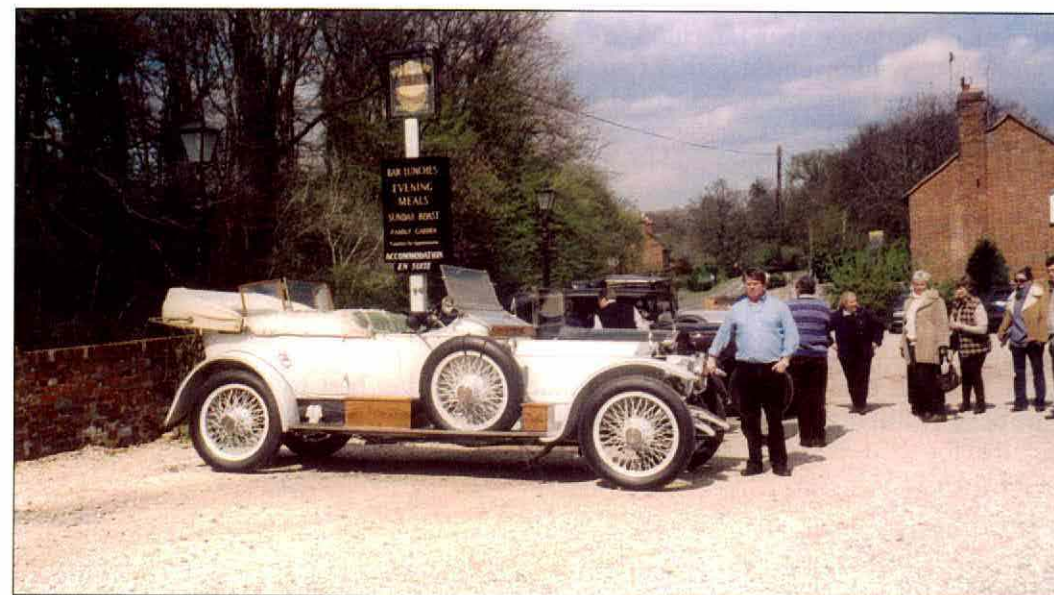
After coffee everyone was given a complex route to take them through some of the more remote parts of the Hampshire countryside – beautiful and unspoilt and mainly on single track roads! The trip was about 50 miles in all and encompassed Alresford, East Meon, Hambledon, Preshaw, Titchbourne Park and back to Armsworth. A hot lunch awaited us on our return with plenty of cider to restore us.

After lunch there was an added short trip to The Grange Park, one of the most outstanding examples of neo-classical architecture – which is now the home of the Grange Opera, a nascent Glyndebourne. The day was a wonderful start to the motoring season and an excellent prelude to our jaunt through the Pyrenees.

Strone and Alex Macpherson

Ramsnest Pub and Ramster Gardens,

Thursday, 15 April 1999



A group of 5 cars turned up for this mid week meet. We were well looked after by the owner of the Ramsnest Inn and a good pub lunch was enjoyed in front of a large open fire.



This set us up for a cold but enjoyable walk round Ramster Gardens, renowned for their wonderful collection of Rhododendrons, Camelias and Azaleas, set in acres of undulating woodland. Some of the varieties were in flower but unfortunately the winter weather had set back many of the plants so the gardens were not at their best. However a gentle stroll in good company helped walk off the indulgences of lunch.

Susie Forrest

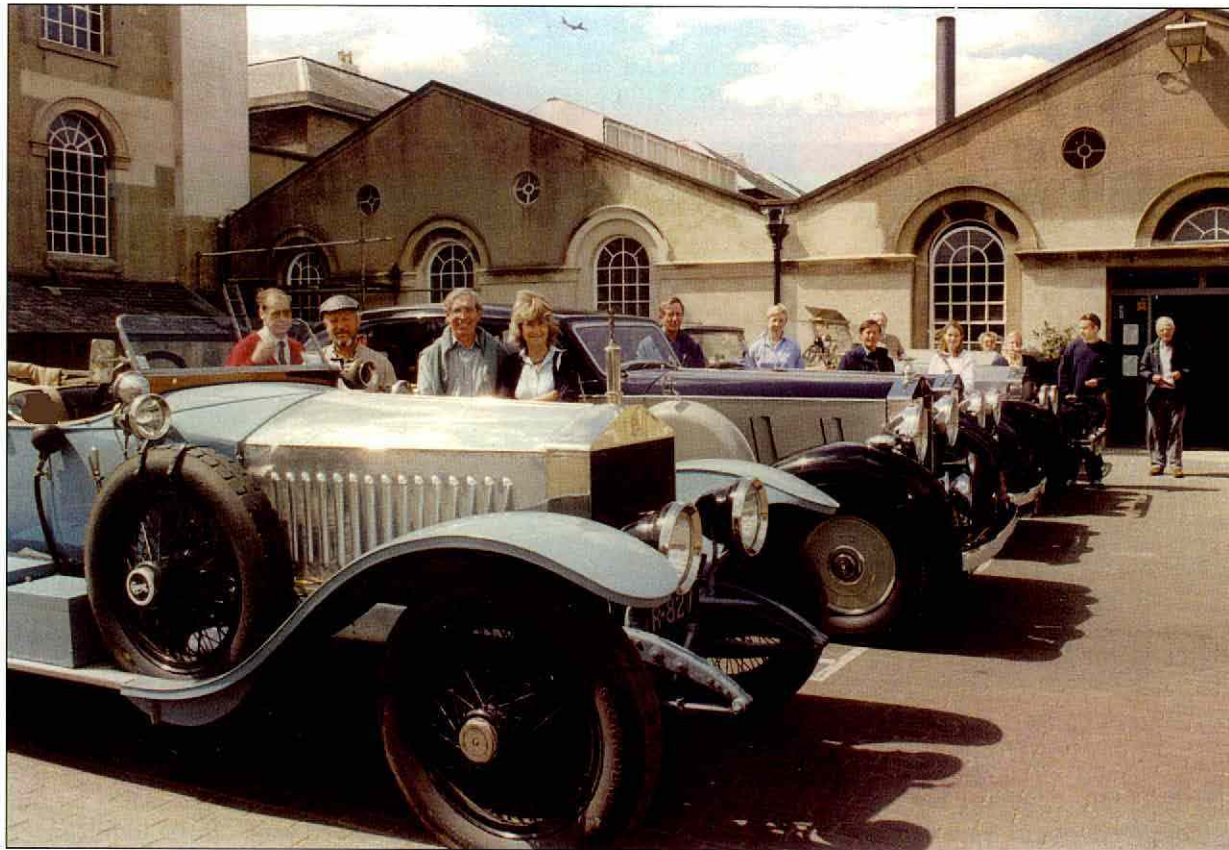
Kew Steam Museum

Tuesday 25th May

It was with some trepidation that I decided to organise an event involving urban driving; punctures in the countryside rarely annoy anyone other than the poor unfortunate who has to change the wheel. But in Richmond's one way system, things could get a little "sticky". But the attraction of a number of interesting places all within a short distance plus a pleasant riverside pub, got the better of sound judgement.

Quite unexpectedly Tuesday 25th of May dawned bright and sunny and there were no last minute calls of regret from the six participants who had pledged their support. Seventeen people including ourselves (seven cars in all) managed to arrive in good time at the Kew Bridge Steam Museum. Not bad considering London's traffic and that some had travelled from the Sussex coast.

Jo Willis, the museum curator, made us all welcome and did her best to reduce the entrance fee with discount for Senior Citizens, but no one wanted to own up! An official photographer had been organised to take pictures for their magazine and before embarking on our tour, we duly lined up the cars in the museum yard.



We were then treated to an excellent guided tour of the relics and history of London's water and shown the vast engines that used to pump water from the river Thames. The building itself is effectively the chassis supporting various parts of the beam engines.

The Kew museum deserves a whole day but we were barely able to do justice to it before having to leave for the London Apprentice at Isleworth, where lunch was taken outside overlooking the river.

From there we drove to the Isabella plantation in Richmond Park where unfortunately, most of the blooms were over, but still some stunning Azaleas and Rhododendrons remained and it made for a very pleasant walk beside streams and ponds.

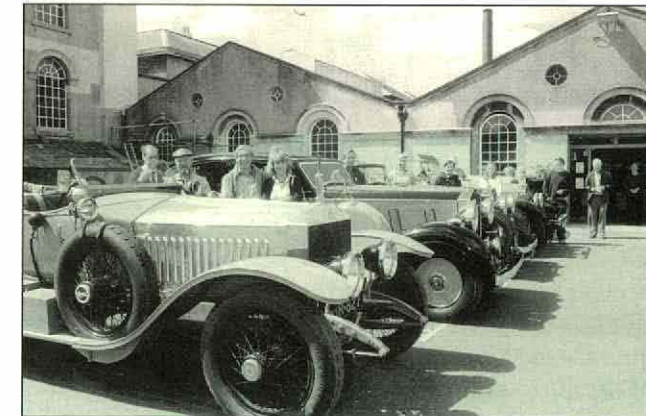
Having completed a circuit of the park and avoiding the deer, we drove the short distance to Ham House where they kindly allowed us to park on the gravel. We wandered through this fine Stuart building with its many paintings and period furniture, ending in the tea garden for welcome refreshment in the late afternoon sun.

There seemed little point in joining the rush hour traffic, much better to sup ale in a riverside garden. So those with not so far to go, made off to the White Swan at Twickenham.

Gervase Forster

As ever, the local paper, the "Kew News" went into rapturous prose:

Rolls Royce magic comes to Kew



Seven gleaming Rolls Royces graced the museum's car park during a recent visit by members of the 20 Ghost Club adding a touch of wonderment to an otherwise routine day!

There is something magical about a Silver Ghost Rolls Royce, so you can imagine what seven magnificent pre-war models did to the subliminal minds of those lucky enough to see them lined up in the museum car park during a recent week-day visit.

They arrived almost as if by driven by magic too, as their mighty engines hidden under gleaming bonnets "purred" them into place beside each other.

And oh, those "spirit of Ecstasy" silver emblems atop of each radiator that symbolise the great days of motoring, the days when style and elegance went hand in hand with comfort for the chosen few.

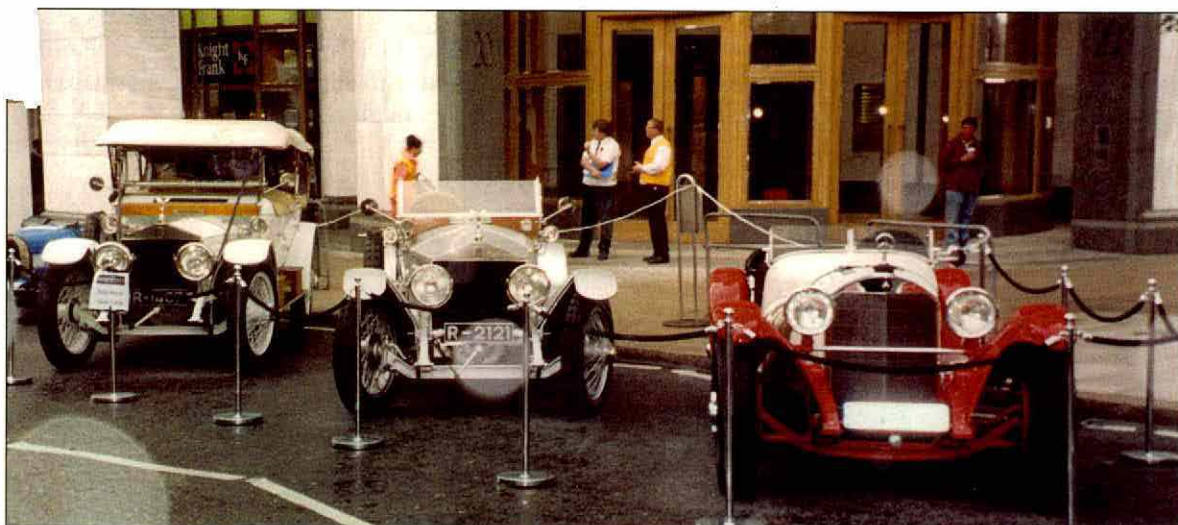
After a guided tour around the museum by volunteer Ron Howes, the owners and their party of friends departed for lunch at Isleworth's London Apprentice, before gliding their way to Syon Park in the afternoon.

Car of The Century

In August 1999 the well-known magazine "The Classic and Sports Car" organised a competition in which readers voted to rank one hundred cars to find the Car of The Century.

Rolls-Royce had only one car on the list which was the Silver Ghost. Amongst the interesting comments made by readers when they voted was this one from a man in Cumbria; "Who can say whether the Silver Ghost has a better claim to the title than the Willys Jeep? Both are superb at the job they were designed to do and absolutely useless at trying to do the job the other was designed for". Amusing but clearly he had never heard of the distinguished record of the Silver Ghosts used as scout cars and armoured cars in the 1914-18 war.

The Ghost was ranked 9th behind the Mercedes-Benz 300SL, the Citroen DS19, Porsche 911, Ferrari 250GT, Jaguar E-Type, Volkswagen Beetle, Ford Model T and the eventual winner, the Mini.



So, on a rainy day in November we were invited to take two Ghosts for a parade of the top 20 at an outdoor exhibition held amongst the skyscrapers of Docklands. The Mercedes-Benz 38/250, which had come over from Germany, and the 300SL took the opportunity to go as fast as possible around the circuit with a deafening echo from the surrounding buildings. The Ghosts, however, went on their usual rather more silent way.

The citation for the Ghost read as follows:

"Exquisitely engineered, this was Henry Royce's masterpiece and the car that earned Rolls-Royce the title of 'The Best Car in the World' – although Royce himself would probably have preferred to describe his engineering thus: 'Bloody great pistons going up in bloody great cylinders like bloody great lifts.' Certainly, the 7 ½ litre Ghost was massively engineered and almost impossible to wear out. The model started with only two-wheel brakes but was progressively updated over its life, always offering peerless levels of silence, refinement and comfort. Most would have been chauffeur-driven, which could be why it took so long for electric lights and starting to appear (from 1919). Twin ignition appeared in 1924, and four-wheel brakes right near the end, from 1924. As with all pre-'40s Royces, bodywork was always by specialist coachbuilders – indeed, the Silver Ghost name was derived from the 1907 demonstrator. The Derby company made almost everything in-house although some ideas were borrowed, notably the mechanical brake servo from Hispano-Suiza. Many survive, often re-bodied."

Tim Forrest

Autumn Lunch

10 October 1999

To round off the motoring season, an Autumn lunch was arranged at somewhat short notice and took place at the Lamb Inn in Buckland, near Faringdon in Oxfordshire. As we approached Buckland along a country road, we passed a traction engine and a steam-roller which set the right mood.

In all seventeen people attended, with seven cars of the appropriate era. The result was a typically convivial occasion and the quality of the food was such that several members have already made return visits.

After lunch, Graham Ashley Carter gave an on the spur of the moment demonstration as to how to set the air valve spring of a Rolls-Royce carburettor. The O'Dowd's return journey should have been more economical as a result.

Jimmy Valentine

NEW MEMBERS IN 1999

David & Ellen Bailey, Castlemain, Australia	1935 Phantom II 44UK
Adrian & Hannah Berry, Battle, East Sussex	1930 Phantom II 52GN
Maurice & Marianne Brockwell, Caversham, Australia	1925 Silver Ghost 40EU
Frederick Brown, New Hampshire, USA	1926 Springfield Silver Ghost 333HH
William & Patricia Davidson, Langhorne Creek, Australia	1926 Phantom I 75NC
Waldie Greyvensteyn, Free State, South Africa	1919 Silver Ghost 92CW
Peter & Sally Griffiths, Marden, Kent	1939 Wraith WRB71 1939 Wraith WHC55 1939 Wraith WHC70
Ted & Pat Kelly, Ormskirk, Lancashire	1924 20hp GMK4
Kenneth & Margaret King, Ballarat, Australia	1931 Phantom II 19JS 1934 Phantom II 24SK
Frank & Sally Kuulkers, NSW, Australia	1921 Silver Ghost 9LG
Bill & Jan McFeeter, Forbes, Australia	1923 20hp 74A8
David Prince, Waverley, Australia	1922 20hp GUK21
John & Helen Reiss, Melbourne, Australia	1927 20hp GHJ39

Australian Report

The Editor apologises that it has taken so long to produce this Newsletter. The Australian Chapter has set us an example which we intend to follow in the UK by producing our Newsletters several times a year and on time! Since the Australian events were originally reported nearly two years ago they are not repeated here. However an excellent technical article appeared in their Newsletter which is timeless..

THE TECHNICAL DEPARTMENT

Depot Sheet No.160

STEERING – PHANTOM II

We have investigated one or two cases of Phantom II steering complaints and in consequence make the following recommendations:

- (1) **WHEEL BALANCE.** In every case the balance of the wheels should be carefully checked. It is not enough to assume that the wheels have been properly balanced at the Works because the Coachbuilders frequently remove the tyres and tubes for painting purposes and re-erect them, putting the balance weights on wherever they think fit. It is often misleading to try and check the balance of the wheel on its own hub, as the grease in the ball race will frequently mask quite an appreciable out of balance. The Coachbuilders' attention should always be called to any cases where wheel out of balance has been found to be due to their negligence.
- (2) **TYRE PRESSURES.** The recommended front tyre pressures are 40 lbs/sq.in. It is possible that a steering can be run with 35 lbs/sq.in. without trouble occurring, but at any pressure below this trouble is almost certain to occur.
- (3) **PIVOT LEAN.** The backward pivot lean of the front axle should not exceed $2\frac{3}{4}$ ($-1\frac{1}{2}$). If it is found to be more than this it should be rectified and brought within the limit. Care must be taken that the axle control structure does not also control the pivot lean. A Depot Sheet is being circulated dealing with the measurement of pivot lean.
- (4) **CROSS STEERING TUBE.** A very important feature in the functioning of the steering is the "toe-in" of the front wheels, or front heel "gather". The wheels should toe-in about .250", with a minus limit of .125" measures should be taken to rectify it either by fitting a cross-steering tube of different length or by rectifying the position of the contact pieces. Possibly, in order to reduce the friction on the ball-ends, these may have been slacked back too far, thereby "toeing-in" the wheels. It is important to note that the toe-in should be measured with the wheels approximately in track, and should not be measured above or below the horizontal centre line of the wheels.
- (6) **CROSS STEERING TUBE POUNDAGE.** When cars leave the Works they are given about 14 lbs friction in the cross steering tube (7 lbs/ball end) measured at the end of the standard 10" ever. Almost invariably the worm and nut of the steering become freer with \ running and in consequence the poundage on the cross steering can be increased to compensate for this. Again, for owners who consequently have to drive over exceptionally bad road surfaces, and at the same time do not run their cars under modern traffic conditions, it may be found advantageous to increase this load to as much as 24 lbs., in which case a stronger spring should be fitted in the cross steering tube ends.
- (7) **SHOCK ABSORBER LOADING.** We have found cases where the shock absorbers appear to be definitely short of oil without there being any indication that leakage has taken place. It is possible that when the shock absorbers are filled all the air is not excluded from the system, and the oil level falls. Therefore a careful inspection of the oil level in the shock absorbers should be made and if necessary the poundage checked.
- (8) **TYRES.** We again emphasise that makes of tyres other than Dunlops should be suspected as potential sources of poor steering.

Amendment to Depot Sheet No. Hm.160

STEERING – PHANTOM II

Further to Depot Sheet No. Hm.160, whenever the front tyres of a car appear to have worn in an abnormal manner the toe-in should be carefully checked up, and if it does not comply with the limits laid down it should be rectified. Excessive toe-in undoubtedly causes rapid tyre wear, as well as having an adverse effect on the car steering in other ways.

Depot Sheet No. Hm.168

STEERING – PHANTOM II

In cases of complaint of "knocks in steering" a possible source is in the side steering tube, a click being caused by the breaking down of the oil film between the ball and the pad, due to the fact that the pad does not follow the ball. If this is the case it is probably due to the friction between some part of the pad and spring as a unit, and the sleeve. One point where such binding may occur is at the Grover Washer K.9010 between the two nuts.

Steps are being taken to fit a smaller washer F.82425 here, but until then, in cases where this washer is found to be giving trouble a smaller washer K.9009 can be opened out by means of a taper drift and fitted.

Depot Sheet No. Hm.169

PHANTOM II – TYRE PRESSURES

It has been found as a result of tests carried out on finished cars that it is feasible to run the front tyre pressures at 35 lbs/sq in. without spoiling the steering.

We have already recommended that rear tyre pressures should be dropped to 30 lbs/sq.in. for town work under normal English conditions, and the pressure of 35 lbs/sq.in. for the front tyres may be used under the same conditions, as it greatly improves the riding of the car.

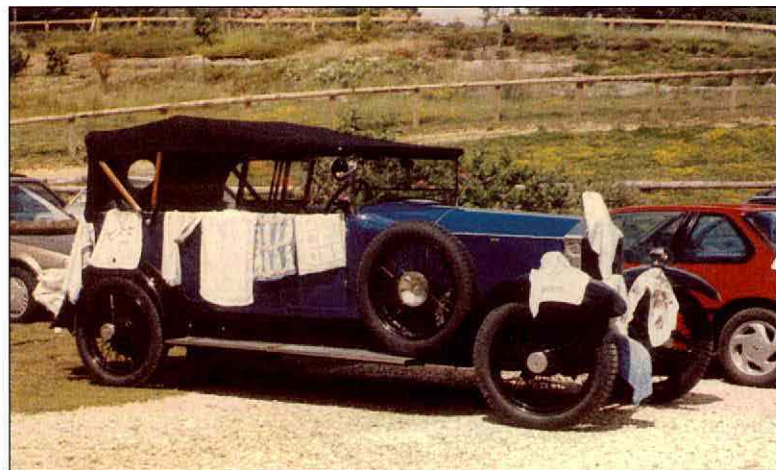
It is important to note, however, that if these low pressures are used for high speed touring the life of the tyres will suffer very seriously.

Charitable Confessions on the maltreatment of a motor car

I know I should have know better than to believe what Susie my wife said to me a few years ago when she requested she "borrow" our 1923 20 hp. Charlesworth Tourer.

"As it's such a lovely day and I've got this charity lunch in aid of the Cheshire Homes can I borrow "Bessie" (The 20 hp.) People could pay £1 or more to sit in her!"

Whether Sir Henry would have approved of the public paying £1 to sit in one of his cars I do not know. However I am certain neither he nor I expected this lovely example of British Workmanship to be used as a *Clothesline!!*



Susie assured me she drove very carefully and that the transporting of wine, cooking pots (full), implements, decorative flower arrangements and a hostess trolley tied to the luggage rack had not done "Bessie" any harm. That may be, but it certainly was not the expectation when approval had been given!

Anyway the perpetrators of this piece of maltreatment seemed pretty pleased with themselves and the result (or was it just the wine), as can be seen in this picture of "The Committee" with Susie resplendent in her red apron.



One thing in their favour is the fact that every year they raise several thousand pounds for this much-needed local charity. Please let us know if there are there any other examples of the "Maltreatment of a Motor Car" whether in the name of a good cause or not!

Tim Forrest

Events Calendar 2000

Driving tests at Brooklands – Sunday 30th April.

Ironbridge Tour – 12th to 14th May

Irish Georgian – 27th to 29th May, based in Blandford Forum, Dorset

Tour of Northern France – 5th to 17th June

Royal Ascot – Tuesday 20th June.

Annual Concours – Sunday 9th July, at Losely House, Guildford, Surrey.

Derby Historic Weekend – 18th to 20th August

Presidents Scottish Tour – 18th – 29th September.

Autumn Lunch – 15th October, Thornbury Castle, near Bath

Note AGM 2001 in London probable date - First Friday in February)

Trophy Winners

1999

Alpine	- Graham Mead
Woodmansee	- John Marsh
Harding Rolls	- Andy Wood
Stanley Sears	- David Martin
Fred & Joan Watson	- John Stuttard
Messervy	- Andrew Taylor
Dymock Maunsell	- Not awarded
Fergusson Wood	- Strone Macpherson
Fergusson Wood (photographic)	- Nigel Hughes
Phoenix	- Not awarded
Ladies Choice	- Michael Elliott
Small Horsepower	- David Jones

Club Shop

Car badges

The Club has fine car badges in Nickel with red enamel

£25.00 each

Club Ties

Pure silk ties are available either in silver grey or in the new navy blue version, both with red club logo

£15.00 each

Back Copies of the Record

All recent editions and some early editions still available

£2.50 each

All the above items available from the Honorary Secretary

Dedication to Duty

As seen on the Spanish & Pyrenees Tour

