



News & Record



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

Issue 51 July 2017

CONTENTS

NEWS & RECORD ISSUE 51

July 2017

THE 20-GHOST CLUB LIMITED REGISTERED NUMBER 5224633

FRONT COVER 20-Ghost Club cars drawn up outside Wilbury House. Photograph by Rosemary Jeffreys.

936	Editorial	953-959	Hyderabad Concours, 2017
937-941	AGM and dinner, Cutlers' Hall	960-967	Ghostly Appearances on the Silver Screen
942-944	Hampshire Tour and Spring Lunch	968	Members' News and Obituaries
945-946	Tour with 20-Ghosts (G. Crauford, IGS)	Back cover	Coming Events
947-952	Tour with IGS (R. Jeffreys, 20-Ghosts)		

PRESIDENT: HRH The Duke of Gloucester

CHAIRMAN:

Sir John Stuttard 01747 853570 johnstuttard@btinternet.com

HON. VICE-PRESIDENTS:

Tim Forrest 01428 684208 forresttim@aol.com

John L Kennedy 01344 883033 jlk@talktalk.net

Jimmy Valentine 020 7352 8503 [weekends 01295 811215]

f.valentine215@btinternet.com

Brian Fidler 01865 726959 brianhfidler@aol.com

COMPANY SECRETARY:

Ken Forbes 01564 771243 kennethforbes@btinternet.com

TREASURER:

Philip Hall 10 Lodge Park, Whittlebury, Towcester, Northants,
NN12 8XG

Pah.rr@btinternet.com

OTHER UK DIRECTORS AND COMMITTEE MEMBERS:

Ashley Carmichael Ashley@aacarmichael.co.uk

Michael Lyndon-Stanford 01379 384748 ingals@echointernet.net

Nick Naismith 01732 860148nick@nicknaismith.com

Brian Palmer 0116 2862417brian@bandjpalmer.com

Graham Tyson Membership Secretary

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

Webmaster and Database Manager: Dr Henry Fitzhugh,

henryfitzhugh@talktalk.net

AUSTRALIAN CHAPTER:

CHAIRMAN:

Peter Crauford

VICE-CHAIRMAN:

Peter Willcox

HON. SECRETARY:

Richard Shenfield

TREASURER:

Bruce Humphries

Roland Duce 01636 830202

roland@thurgartonpriory.co.uk

Rosemary Jeffreys News & Record Editor

56 Argyle Street,
London WC1H 8ER 020 7837 9980
rosemaryjeffreys@talktalk.net

Strone Macpherson 01962 735562

strone@stronemacpherson.com

John R Redmill 00353 1 830127

barred@indigo.ie

FOR FULL CONTACT DETAILS PLEASE SEE THE CURRENT MEMBERS LIST ON THE WEBSITE.

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 will not be held responsible for any loss or damage caused by acting on such information. The News and Record is circulated privately to members of the 20-Ghost Club; all articles and photographs are the copyright of the Club and contributing authors, unless otherwise stated. Anyone wishing to reproduce photographs or extracts should seek permission from the Editor.

Copyright 2016 The 20-Ghost Club Limited

Printed by Parchments of Oxford, Crescent Road, Cowley, Oxford OX4 2PB 01865 747547 print@parchmentuk.com

EDITORIAL

In this issue we have, first, an account of the AGM and dinner, which were preceded by a visit to the Old Bailey. John Redmill describes a traumatic experience from which I am glad to say both he and Graham Tyson emerged able to enjoy the dinner. John and Rae Kennedy attended this event before their departure to New Zealand, and I would like to take this opportunity to thank John for the help he, as well as other previous editors, has given me in finding my way in editing the *News and Record*.

There is then an account of the Spring Lunch with the Macphersons, which followed on the tail of a visit to Hampshire and the Isle of Wight, organised by Ashley and Adrienne Carmichael. Both events were thoroughly enjoyed by all who attended.

Another firm fixture in the calendar is the outing in early May with the Irish Georgian Society, now coming up to its 40th anniversary. We have a short account by Georgina Craufurd, from the perspective of the Irish Georgians, followed by my own account of the same event. This was less of a driving, and more of a visiting and social event than many of our tours, but an example of what can be achieved by putting together two groups of people with a shared interest in history and beautiful things – plus a lot of hard work on the part of the organisers.

I hope you will enjoy the account of the Hyderabad Concours by John Fasal, which I regard as something of a journalistic scoop, since no other journal has yet published an account of it. There were some truly beautiful, and unusual, cars there, and we are fortunate to be able to compare some of the cars now and earlier, owing to photographs taken in the 1930s and recently,

which John most kindly made available to us. I am extremely grateful to him for sharing his experiences as a judge at this wonderful event with us, as well as for all the photos.

Turning to something a little different, Henry Fitzhugh treats us to an article on our cars as Actors and Actresses. John Fasal found further wonderful (still) photos for us. From details of their make-up to their clothing (upholstery to ordinary mortals), not to mention their refuelling arrangements, I think you will find this something to enjoy. If your car has experienced life as a Star (or Starlet) in the movies or on the television, please do let us know. I have the feeling that there are the makings of more than one article here.

Speaking of amusing things, Strone Macpherson sent me a copy of a document from the Sheriff Court of Sterling, showing that a Margaret Graham was caught speeding in 1913. It does not say how fast she was going, but whatever it was, her speed was above 10 miles per hour, contrary to the Motor Car Act 1903, for which she was fined £10 (about £1000 in today's money). At least that did not come up before the judges in the Old Bailey... I bet she was teased about that in the family.

There has been a change in the Club's rules about use of trailers which I have been asked to draw to your attention. If you wish to bring your car by transporter or trailer to the start of an event, please could you notify the tour organiser so that the necessary parking arrangements can be made. During the tour, tow-cars and trailers should be left at the starting point and, if necessary, separate arrangements made to collect the car from the finish. No provision will or can be made for tow-cars and trailers during the tour.

AGM AND DINNER, CUTLERS' HALL

24TH FEBRUARY 2017

John Redmill (and photos by Colin Hughes)

We have all been in countless docks over the years with our cars – Tilbury, San Sebastian, Oostende and Helsinki, to name but a few – but I never guessed that, before this year's AGM and without any warning whatsoever, Graham and I would be unceremoniously flung into the dock of No 1 Court at the Old Bailey, on a totally trumped-up charge of 'driving with bald tyres'. Completely fabricated by no less than our Chairman and Hon President working in concert, and clearly aided and abetted by the members present [remember that I have all your names and addresses!], they were further egged on by retired Old Bailey Judge His Honour Richard Hone QC. It was a deeply humiliating experience; to quote Kenneth Williams in the 1964 film 'Carry On Cleo' – "infamy, infamy, they've all got it in for me!" - and we are now of course both scarred for life. As you can all guess, there were no witnesses, reliable or otherwise, nor were the correct judicial proceedings followed, but that didn't worry the three wise monkeys, I mean men, who occupied the three grand seats on the bench. Graham, obviously terrified out of his life, remained totally silent throughout, so it was left to me to plead innocence for us both. Traumatized by the decorative inconsistencies and solecisms of the courtroom, wailing and sobbing I threw myself at their feet for mercy. After my passionate and lengthy plea, our Chairman announced that, as a result of this, my sentence had been doubled Justice? Eat your heart out, Perry Mason! [Ed: John and Graham will be relieved to know that photography was not permitted in No.1 Court].

Anyway, it was all good fun, and mercifully I was released very soon afterwards in time to join everyone else on the marvellous tour of the Central Criminal Court, usually known as the Old Bailey, led by Judge Richard Hone, who gave an eloquent account of its history from its foundation in the 15th century following the bequest of Sir Richard Whittington [and his cat?]. His building was rebuilt after the Great Fire of 1666, and again in 1774 when the infamous

Newgate Gaol was added alongside; it was renamed the Central Criminal Court in 1856. The present building, a splendid Edwardian Baroque building of 1902 onwards for which Newgate Gaol was demolished, was much inspired by Sir Christopher Wren's nearby St Paul's Cathedral, and was restored in 1952 after severe bomb damage during The Second World War. In the richly marbled main Entrance Hall, we admired the wall paintings showing the Blitz as well as statues of Elizabeth Fry, various monarchs and notable legal figures, and the commemorative plaque with the name of our Chairman when Lord Mayor of London. We then descended into the basement to view some of the holding cells where Judge Hone explained the rather complicated system of assessing prisoners before they come for trial. It was a fascinating visit, all thanks to His Honour Judge Hone, together with the Recorder of the City of London, His Honour Judge Nicholas Hilliard QC and the two Sheriffs of the City of London, Aldermen William Russell and Peter Estlin.



The splendid Edwardian interior of the Old Bailey

We then proceeded past the Lord Mayoral Rolls-Royce – ineligible for Club membership – as it slumbered in its parking bay, to the Cutlers' Hall close by, for drinks in the Dining Hall, and then the AGM itself in the Court Room, followed by dinner, all brilliantly organised as ever by Tim and Susie Forrest. The Worshipful Company of Cutlers received its first Royal Charter from Henry V in 1415 and is housed in another fine building completed in 1888 and the work of the Company's surveyor T. Taylor Smith; its brick and terracotta façade is decorated with its coat-of-arms granted in 1622 and a frieze depicting the story of knife-making.



The Committee under the Chairmanship of Sir John Stuttard (centre, between John Redmill to the right and Ken Forbes to the left).

The AGM passed off effortlessly as always with the efficient chairmanship of Sir John Stuttard, who welcomed the Hon. President, HRH The Duke of Gloucester, and his Private Secretary Alastair Todd, and the official guests Jane Pedler, Chairman of the Sir Henry Royce Memorial Foundation and Charles Tabor, SHRMF President, together with Judge Richard Hone, and his wife Diana, as well as those members who had travelled from abroad to attend the event. Apologies for absence from a number of members were noted, as were the deaths of members Mike Evans, Richard Boggon, and Kerry Ely [Australia] and of David Dudley; they will all be much missed.

Sir John then recalled the Club's various and diverse events of 2016, all of which have been well recorded in *News & Record*, and he thanked

the Editor, Rosemary Jeffreys, for all her sterling work in producing these. One of the events had been the visit to Hunt House in May where the 20-Ghost Club archives are maintained, and Jane Pedler and her colleagues from the SHRMF and the RREC had welcomed the members to Hunt House. An illustrated book had been presented in the late 1940s by Rolls-Royce Limited to the father of our Honorary President when he had taken delivery of a Rolls-Royce, which Prince Richard had given to the Club when he had joined the 2013 Alpine Centenary Re-enactment tour; was handed over, on loan, together with the Steuben Trophy, to the Foundation for safekeeping. Sir John also announced that in the last few months he had heard that one room in the Hunt House is to be named the 20-Ghost Club Room, in which the club's books and other artifacts will be kept so that, after being homeless and peripatetic for many years, the Club now has a 'proper' home. In recognition of the relationship that the Club has with the SHRMF, he then presented a donation from the Club to Jane Pedler, which we hope will go towards refurbishment of the room and storage of the material.

Other events of 2016 had included the 'Sunshine Tour' of

France in May, a demanding tour through rural France from St Malo to the Loire, thence to the Périgord and then further south to the Lot and Carcassonne, before ending with a sun drenched Concours in Biarritz. Masterminded by Tim Forrest, it had 32 entrants of which 14 came from outside the UK. A shorter tour of Normandy was added to the main event for those wanting a more leisurely time. The autumn tour of Wales, organised by Anthony Armitage and judged to be the best short tour for many years, had taken participants through most attractive and dramatic countryside including the highest passes in Wales, and included five Dutch couples in an array of spectacular cars.

John reported that the Club is in good financial shape under the eye of Philip Hall who in his first year as Hon. Treasurer has kept the Club on the

straight and narrow, as the result of which the membership subscription has been kept to a very modest £50 per annum for a full eight years in a row. The Club was also able to have the database and web based systems upgraded, for which Henry Fitzhugh, who heroically nursed it through the successful transition, was profusely thanked.

19 new members had joined during the year, and at 31 October 2016 the total number was 358, an increase of 19 on the previous year, thanks to the diligence of the Membership Secretary Graham Tyson. Over the last seven years, membership has grown by 80, from 278 to 358, an increase of almost 30%. The Company Secretary, Ken Forbes, had negotiated the renewal of the Club's marine, medical and general insurance policies and ensured that all was now compliant with Companies Act requirements. He finally noted that, after many years' service and contribution, Nigel Hughes had retired and to mark this he was now made an Honorary Member of the Club.

The adoption of the Annual Report and Accounts was then proposed by Henry Fitzhugh and seconded by John Fasal, and approved unanimously in the meeting. The Vice-Presidents, directors, and Committee members for the ensuing year, proposed by Sue Taylor and seconded by Janet Valentine, were also unanimously re-elected – Ashley Carmichael, Roland Duce, Brian Fidler, Ken Forbes, Tim Forrest, Philip Hall, Rosemary Jeffreys, Michael Lyndon-Stanford, Strone Macpherson, Nick Naismith, Brian Palmer, John Redmill, Sir John Stuttard, and Graham Tyson. Philip Hall was also proposed as Hon. Treasurer for the year by the Chairman and seconded by Anthony Armitage, and was duly elected unanimously.

The future events for 2017, and indeed some of the 2018 ones, were briefly introduced by those who are organising them to the membership present, and the Chairman appealed for volunteers to offer to arrange other events, as these would be most welcome. It was also announced that the 2018 AGM and Annual Dinner would be at Magdalene College Cambridge.

There being no further formal business, or questions or other matters raised by the members, the Chairman closed the meeting and invited all to make their way into dinner. An excellent menu had been chosen, with wines to match, after which the Loyal Toasts were made, and then our President, HRH the Duke of Gloucester, presented the various trophies to this year's recipients.

The Alpine Trophy, 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, 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. This year, the Alpine Trophy was won by Fokko Keuning with his PII Continental 1933, 47MW, after journeying a significant 5,709 miles, mainly on long continental Journeys to Southern Europe as befits a PII Continental.



Fokko Keuning receiving the Alpine Trophy from HRH the Duke of Gloucester

The Woodmansee Trophy for the maximum mileage by a Silver Ghost was won by Tim Forrest with his 1912 Chassis No 2154 that covered 2,720 miles.

The mileage trophy for the Small Horsepower Trophy was won by Henry Fitzhugh and Rosemary Jeffreys in 25/30 GRP49 with 4,199 miles.



Rosemary and Henry receiving the Small Horsepower Trophy

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. This year, the trophy was awarded to Henry Fitzhugh for his outstanding service introducing the Club's new database system, MindType, and for being an exceptional Webmaster.

The Harding Rolls trophy for notable performance was awarded to Katie Forrest for her exceptional driving on the French tour last year. Katie was also awarded the Fergusson Wood Under-35 trophy for her excellent driving on the French Tour but more particularly for the spirited way in which she and her sister Erica competed in the Driving Tests.



Katie Forrest receiving one of her two trophies!

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 great photographs that appeared in *News & Record*, the trophy was awarded this year to Diane Mandragouras, who unfortunately was unable to fly over from the States to receive it.

The Phoenix Trophy for Restoration was awarded to Sir Michael Kadoorie for the restoration of his Phantom III Gurney Nutting Drophead Convertible.



Sir Michael Kadoorie receiving the Phoenix Trophy

The Harry Watson Award for outstanding Engineering Accomplishment was awarded to Rolls-Royce Motors. The Dymock Maunsell trophy for the best driver at driving tests was won by Andrew Taylor for his performance at



Susan Taylor receiving the Dymock Maunsell trophy; a second lion is on Andrew's PI, which was previously owned by John Dymock Maunsell.

Sandhurst, and accepted on his behalf by his sister Susan.

The Fred & Joan Watson Trophy was won by John Kennedy for the overall excellence in which the coachwork and chassis of his 1913 Alpine Car has been maintained.

The Messervy Trophy for the best small horsepower car was won by new member Steve Horne for the elegance and overall standard of his 1933 20/25 Sedan Coupé by Freestone & Webb.

The Ladies' Trophy was awarded to Michael and Angelika Elliott for their wonderful 1933 Phantom II Drophead Coupe by Barker. As award winners know, the Club's trophies sadly have to be returned at the end of the year.

Additional presentations were made to HRH The Duke of Gloucester, the Chairman Sir John Stuttard, and Tim & Susie Forrest.

The evening concluded with thanks to Susie Forrest for organising the ceremony and dinner, and to our Honorary President for presenting the awards, after which all melted away into the night.



Tim and Susie receiving an additional award



The assembled throng in Cutlers' Hall

HAMPSHIRE TOUR AND SPRING LUNCH

Rosemary Jeffreys

April 2017

Ashley and Adrienne Carmichael's tour of Hampshire and the Isle of White, which took place between 19 and 22 April, was enjoyed by all (five drivers and passengers), who took part. They stayed at Tynley Hall in Hampshire and had some adventures, with Rolf and Roland driving cars they had never driven before. Ashley also tells me that the Isle of White ferry was held for the cars to get on board, and that there was an impassable ford on the way back, encountered when some of the group took a "short cut".



Cars on the Hampshire tour parked outside of the Tynley Hall. Photo by Rolf Kuhnke.

Saturday 22nd April dawned bright and sunny and Henry and I set off in one of our 25/30s, known as Emily, who had just returned from a long period of rehab down in Devon (what started off as a short session at the Spa turned into something rather more elaborate). We were keen to see her on the road again, and she danced along the Hampshire roads. Strone and Alex's lunch at the beginning of the driving season is always a great treat, and we had been looking forward to it enormously.

The Champagne matched the sparkling mood, and it was good to see everyone, as well as some lovely cars. Strone and Alex were enormously welcoming, and we were very pleased to meet their grandson, who will, we hope, soon be driving. He was showing a very proper interest in the cars. One car which caught everyone's eye was Rolf Kuhnke's PIII, looking absolutely stunning and driving so quietly you really could not hear it coming. They had driven on from Ashley and Adrienne's tour. Strone had driven his 20, GZK23, up the drive so we could see it –

for many of us, it was her first appearance, and likely to be a Retirement Project. Strone also had a little drive in a lovely 1921 London to Edinburgh tourer, 48CE. Tim and Susie were there in their newly refurbished SG, 16RM. Nick and Jo Naismith arrived in their Roi des Belges, 1606. We also admired a blue PI which belonged to Michael Hoare, who now lives in Paris, but in which he had driven from Kenya to South Africa as a young man. I am looking forward to hearing more about this trip from Michael - I hope some time next year.



Rolf Kuhnke's PIII, 3AX59

It was difficult to tear ourselves away from these beautiful cars, but Shepherd's Pie and treacle tart called (not to mention more fizz). Alex and Strone's hospitality is legendary, and lived up to all expectations.



Strone driving 48CE; his "retirement project" is to the left of Nick Naismith



Michael Hoare's PI, CL95, which he drove from Kenya to South Africa.



Alex Macpherson and family



The assembled company in the Barn



Joan and Brian Palmer enjoying a well-deserved lunch

Our Chairman, John Stuttard, gave a short address during the lunch, in which he welcomed Michael Hoare, and told us that Brian and Joan Palmer had done an astonishing 22 tours with the 20-Ghost Club. Even if some of them were short

trips, as Brian modestly says, it is still an amazing achievement, and we look forward to many more with them both (including the Autumn Lunch, for which you will find a flyer in this issue).

Year	Model	Body Style	Colour	Chassis Number	Reg. Number	Owner/Passengers
1911	SG	Barker Tourer	Green	1606	CH722	Nick & Jo Naismith
1914	SG	Torpedo Tourer	Grey/Black	27BD	LR6389	Strone & Alex Macpherson
*1920	SG	Open Drive Limousine	Silver/Black	47RE	PX1780	Ashley & Adrienne Carmichael
1920	SG				BF7916	Charles & Ute Howard
1921	SG	L to E Tourer	Grey	48CE	XH48	Ian & Carolyn Maiden
1921	SG	Tourer	Yellow/Black	60NE	SV6608	Gervase Forster
1921	SG	All-Weather Tourer	Ivory/Navy Blue	33LG	XF7646	John & Leslie Stuttard
*1921	SG	Tourer	Maroon	149AG	KE6676	Brian & Joan Palmer
1924	SG	Tourer	Grey	22LM	XT1857	Nick & Maurice Whittaker
1924	SG	All Weather Convertible	Blue	16RM	MF8651	Tim & Susie Forrest
1926	20	DH Coupe	Beige/Brown	GZK23	YH305	Strone & Alex Macpherson
*1930	PII	Sedan de Ville	Black	64GY	SV5281	Roland Duce & Kimberley Hughson
1933	20/25	Limousine	Black	GBA62	HS492	Clive Carter
*1933	PII	Cont. Sports Saloon	Black/Blue	47MW	AM-20-40	Fokko Keuning
1936	25/30	4 Door Saloon	Black	GUN7	DXX123	Rupert & Jan Gray
*1936	PIII	Sedan de Ville	Black/Blue	3AX59	OSU966	Rolfe Kuhnke & Heidi Risch
1937	25/30	Touring Limo.	Black/Red	GAR48	EYM997	Andrew & Pippa Walker
1937	25/30	Touring Limo.	Black/Yellow	GRP4	ELH113	Henry Fitzhugh & Rosemary Jeffreys
						John Snook & Amanda Chumas
						Andrew & Pippa Ayres
1932	PII		Blue	CL95	TL2036	Michael Hoare & Nicholas de Lesseps

Cars shown with an asterisk participated in the tour of Hampshire and the Isle of White.

A TOUR IN HAMPSHIRE, COMBINING THE 20-GHOST CLUB AND THE IRISH GEORGIAN SOCIETY LONDON CHAPTER

Georgina Craufurd (a lucky IGS member)

Our tour was based on Chilworth Manor Hotel, an Edwardian mansion on the very edge of Southampton, surrounded by gardens and wonderful rhododendrons in flower at that moment.

Friday

Everyone got together there by Friday lunchtime (except one unfortunate who mistook the venue for one of the same name in Surrey, his home county – a mistake that anyone could have made). We went first to Cadland, on the very tip of Southampton water, and the smallest surviving landscape garden by Lancelot ‘Capability’ Brown, that he had laid out in the 1770s for the Drummonds, the banking dynasty, and where the current house re-uses the footprint of the original thatched fishing cottage. It reminded us that in the 18th century, the surroundings of a building were just as important as the building itself, and would be read as an example of the owner’s Taste (with a capital T!). Tea and biscuits overlooking a stunning view of the Solent rounded off the visit.

We then drove across the heathland of the New Forest (not all of it treed) to Newtown Park. The late 18th century mansion was surrounded by parkland and a circular walk through trees and shrubs along the boundary back to the house, with the Georgian equivalent of the obligatory ‘wow!’ moment when confronted with the giant portico. Here again we were treated to tea and cake, thanks to our hospitable host. A leisurely drive back to the hotel was followed by a relaxed dinner there with the renewal of old friendships and the start of new ones.

Saturday

Saturday morning saw us going further afield to Bisterne, a beautiful Tudor house, and St Giles House, Wimborne St Giles (remarkably restored from a near-ruin) where we had lunch. This was followed by a visit to Crichel House, a Palladian prodigy house by a stunning lake.

Back at the hotel, everyone changed into their smart clothes in preparation for dinner at Avington Park, near Winchester, only to discover that the coach company had ‘lost’ the booking for a coach to take us there, intended to ensure that everyone could enjoy a glass or three of wine! All those with modern cars (and two of the Rolls-Royces which had good headlamps) came forward and packed the rest of us in – some in the boot area! We arrived while it was still light, a bonus as the house’s setting in a grassy valley with a lake in front was delightful. We were given first a look in the unaltered 18th century church, still complete with its box pews and barrel organ (which was demonstrated by the party), and then a tour of the house before dinner in the Library. It was intriguing to learn that Charles II and Nell Gwyn had visited the house in the 1680s when the king was having a never-finished palace built in Winchester.

Sunday

On Sunday morning we first went north to Houghton Lodge, an enchanting fishing ‘cottage orné’ on the banks of the Test, just outside Stockbridge. Built around 1790, it is a delightful retreat with ‘Gothic’ windows and a central circular domed ‘rotunda’ with its ceiling painted to represent the sky, all surrounded by a pretty veranda.

'Neo-Inigo Jones' Wilbury Park was a world away from Houghton in style, though not in miles. Thanks to the Irish Georgian connection, we were warmly welcomed by Rory Guinness and his wife Mira who gave us draft Guinness on tap and then lunch in the glorious sunshine overlooking their Arcadian parkland. The garden tour afterwards started from a dark grotto; only when one's eyes had become accustomed to the lack of light – and with the help of modern things like torch-phones – could we see the passage out. This led up the hillside on the start of a lovely woodland walk to the classical domed Summer-House, which had a second flint-lined grotto underneath. (Grottoes were clearly must-haves in the 18th century!)



Relaxing at Wilbury Park

Marsh Court, an enormous house also on the edge of Stockbridge, was designed by the great Sir Edwin Lutyens for Herbert Johnston, a wealthy bachelor stockbroker in 1901, and was our last visit of the day. It was a huge privilege to visit as, like Wilbury, the current owners had never opened it before. In fact they had only just finished putting an enormous amount of time, effort, scholarship and flair into restoring what had become seriously neglected over decades and here too we were welcomed with delicious tea, elegant cucumber sandwiches and cake on the terrace – nothing could have been more perfect for the blissful afternoon's weather! The formal gardens (originally planted by Gertrude Jekyll) with a rectangular pool, stone steps, balustrades and rills of water (laid out by Lutyens), complemented the exterior built of almost blindingly white clunch, a hard form of chalk, and the great twisted pretend-Tudor red brick chimneystacks. This contrasted strongly with Lutyens' interiors of ornate plaster work and

carved wood, against which the present owners' modern art works and furnishings look utterly stunning. With our eyes, brains and tummies full of wonderful things we reluctantly returned to the hotel for another relaxed and informal dinner.

Monday

Monday morning started with a visit to Longford Castle. This Elizabethan fantasy castle, originally triangular in shape, guards the old long ford over the river Avon, and is filled with spectacular paintings and furniture. It was well worth the effort, even though our skills at following the driving 'clues' were thwarted by a road closed for repairs; so we had the sight of numerous Rolls-Royces passing each other in opposite directions on the A36, as we had to seek an alternative way. But we all got there in the end, although by different routes. Longford Castle kindly opened the back gate for us, so we left in style over the lovely stone bridge, and soon found ourselves at Trafalgar Park, with a central block of 1733 and later wings. This was also our lunch venue, and we all found places to perch in the gorgeous interiors.

Our final visit of the day (and the tour) was to the wonderful Cranborne Manor, where the Archivist gave us a fascinating tour. It became clear that a few sash windows belied the date of the almost entirely Mediaeval house: a special treat, as it is almost never open. It was wonderful also to see the garden, entirely due to the skill and vision of the late Lady Salisbury; she and her husband had inherited a neglected site, but the 'bones' stretched back several centuries.



Part of the gardens at Cranborne Manor

A TOUR IN HAMPSHIRE WITH THE IRISH GEORGIAN SOCIETY, LONDON CHAPTER

Rosemary Jeffreys

12th-15th May 2017

The 39th tour with of the 20-Ghost Club with the Irish Georgian Society, visiting West Hampshire and parts of Dorset and Wiltshire, was organised by John Redmill and Tim Bacon of the IGS with customary panache. The tour was the first that Henry and I had attended, and I can only say we were immensely impressed. I hope readers will understand and forgive the lack of photos of the interiors of the houses we visited. For reasons you can only too easily understand, photography is not allowed in most of them.

Friday

At 13.55 we stood rather tentatively outside our car, hoping that we would not be the last to be chosen by someone from the other Society. It reminded me a little of a school dance, anxiously hoping for a partner.



The first off: William and Clare Corbet off with their passengers in their 1920 SG, 60AE.

Peter and Sue Britton elected to drive with us that afternoon, and we enjoyed hearing about some of their experiences on previous trips as we drove south to Cadland and Newtown Park. At Cadland we saw the beach on Southampton Water, where Cedric the Saxon landed in AD 495, and from which the boats departed for the Normandy landings in 1944.



The beach at Cadland

Saturday

On Saturday, the visiting began in earnest. We enjoyed the company of Nick Whitaker (a member of both clubs) and Elizabeth Blackman. I should explain, for the uninitiated, that the passengers are asked to rotate each day. Our first stop was at Bisterne Manor, a lovely and fascinating house built in 1520, with the wings added in 1652. Hallam Mills kindly showed part of the group around, and his wife took the other members. He was obviously fascinated by the history of the house, which has been in his family since the end of the 18th century, and took a lively interest in the paintings, many of which were very fine. The house is open to the public on Heritage Open Days, and if you get a chance to go then or on a visit such as ours, do take advantage of the opportunity. There is a large plane tree in the garden, under which John Mills, a distinguished



Assembling outside Bisterne Manor

soldier in the Peninsular War, had to camp in 1815. He married a girl for love, who had six brothers and who, against all the odds, inherited the house when each of them died without issue. We were very pleased that it had passed down to such a delightful couple as Hallam and his wife Lal, and could hardly bring ourselves to leave, until John blew his whistle....

Which took us on to St Giles House, Wimborne, the property of the Earl and the Countess of Shaftesbury. The recent history of the house is if anything more astonishing than the older history. Although part of it is older, most of what now stands was built in 1650 by Anthony Ashley Cooper, a member of the Cabal in the time of Charles I, who became the Earl of Shaftesbury. Perhaps the best-known member of the family was the 7th Earl, the famous social reformer commemorated by the statue of Eros at Piccadilly Circus. Two wings were added in the 19th century, and pulled down by the current Earl's father, as such a large property was impossible to manage. Lord Shaftesbury loved the house but did not live in it and the current Earl inherited it unexpectedly on the death of his

father and brother in quick succession, giving up his job as a DJ in New York to do so. He set about dealing with his inheritance, by studying first for an MBA, and he and his wife have worked wonders on what is still a very large house that was almost derelict in 2011. They originally intended to work only on a part of the house that they could live in with their young family, but were enticed into doing more and more. One room which particularly impressed us was the Great Dining Room where the decision was taken to leave the brick walls visible by not replacing missing sections of wall panelling and plaster coving, allowing you to see, for once, the



St Giles House

construction of the house, as well as some interesting paintings. The restoration has won several awards. The gardens are taking shape again. We had lunch in the library, with brightly coloured, scented, sweet peas on all the tables. The pleasure of the day was however marred when we got back to our cars and found that Anthony and Gilly Armitage's mascot had been stolen from their car. What can we say, except to express sympathy.



Members of both groups admiring Crichel House

As we were running a bit short of time, we decided to leave the church for another day, and continued on to Crichel House. The house's interior was refurbished by James Wyatt in 1772, and the gardens were landscaped in the manner of Capability Brown. It is now owned by an American, who takes a close interest in the current refurbishment of the house and gardens, but does not live there. He kindly allowed us in his absence to wander freely around these handsome and enormous interiors, and then provided tea. I was particularly interested in the painted views of some Greek ruins which I knew well, at Aigina and I think Bassae, that have recently been rediscovered. Some of the members of the Irish Georgians took a close interest in the architecture, and it was altogether a lovely opportunity to see a fine Georgian house that is not normally open to the public, although it was not the family home that we had experienced earlier in the day. We all enjoyed the gardens, which had some magnificent trees and a walled garden, currently being replanted. There were over a thousand tulips out there in the spring.

We drove back to the hotel as rapidly as we could to change and to be driven to our next venue, Avington Church, where we were to see a barrel organ, and Park, where we were

to have dinner. We stood expectantly for half an hour, and then John finally discovered that the coach company was not going to turn up. Our friends in the Irish Georgians gallantly stepped into the breach, and most kindly drove us to our evening venue in their modern cars.

I had never heard a barrel organ before, and found it an interesting experience. I even had a go at playing it (which basically involved turning a handle rather than actually playing the instrument, but please don't tell anyone). I didn't quite manage how to work out how to change the tune. The church was a rare example of a fine Georgian church, complete with pulpit, from which John gave a short address, and mahogany box pews. We strolled on to the house after our musical interlude, and were shown around before having dinner in truly spectacular surroundings in the Library.

Sunday

John and Tim had more treats in store on Sunday, starting with Houghton Lodge, which was I think my favourite house of the trip, or at least the one I would most like to live in. We enjoyed the company of Peter and Anne Verity that day. The house was built in about 1790 and described as a *cottage orné*, which seemed not quite grand enough for a house with eight bedrooms, and from the ground floor of which French windows opened out onto the magnificent gardens designed by Capability Brown. The house is no longer thatched, but has retained a lovely Georgian feel, and we were privileged to be shown around by the current owner; it has been in his family for over 100 years. The



Houghton Lodge, with Anthony and Gilly's PI peeping out

weather was beautiful, and we strolled in the gardens for a most agreeable hour.



John and Desmond's 20/25, GXO97 outside Wilbury House

We drove on to Wilbury House, where we had the warmest of welcomes from Rory and Mira Guinness. They were kindness itself, showing us around the house, with the assistance of their delightful children (toys tidied away specially for the occasion!). The house is a fine example of Palladian design. Although very grand, it has retained the feel of a real family home. Some of our number enjoyed a glass of Guinness in the pub downstairs, and the family most kindly invited us to a delicious lunch, including in particular a simply wonderful cake made by Mira from – of course - Guinness. Rory and Mira had arranged for a professional photographer to take some shots of the cars parked in front of the house, and we all had a go with our cameras, no doubt less successfully than the pro, but taking advantage of her ladder!



Henry risking life and limb for his editor at Wilbury House

We would like to have stayed for longer to look around the gardens, but it was time to move on to Marsh Court, designed by Lutyens. John and Samantha Hunt had arranged further photography of our convoy, involving drones this time! They were very welcoming, and John talked to us about the house, standing on a wall in the garden which had a lovely view across the hills. The house has elements of chalk, which seems a most unusual material to use in architecture, but I gather it is a particularly hard form. Many of our number found this one of the most interesting houses we visited, and it certainly made an unusual “Georgian” house (George V this time).

Monday

I suppose I should have been prepared for something spectacular on our last day, but I had not expected three such magnificent houses as Longford Castle, Trafalgar House and Cranborne Manor. Henry and I were glad to drive our kind saviours of Saturday night, Tom and Phil Sharpe. The weather finally broke and the closed cars came into their own. After an interesting drive (following what John Redmill described as “driving clues”, made all the more interesting by a closed road), we reached Longford Castle, which has some truly magnificent pictures. It is the seat of the Pleydell-Bouverie family, Earls of Radnor. It was built about 1590 and was originally triangular in layout. The Director of the National Gallery (no less) wrote the guidebook. There were Reynolds, Gainsboroughs and Van Dycks in every room, it seemed, and we were shown around by an excellent guide named Alexandra, after Lord Radnor had welcomed us. One particularly fine room had emerald green wall-hangings made of Genoese velvet and matching chairs, all original to the room. There was a magnificent steel armchair in the next room, made in 1574 for presentation to the Holy Roman Emperor, as well as more fine paintings. I rather lost my heart to some fine Derby porcelain on display on a landing. There were so

many treasures in this house – it was such a privilege, and a pleasure, to see it.



Longford Castle

We had a very nice lunch at Trafalgar House, just up the drive. It was acquired by the Government in 1814 and presented in recognition of Admiral Nelson to his brother, who gave it the current name. Jimmy Valentine made a presentation on our behalf to John and Tim (concealed in plastic



The interior of Trafalgar House

bags) to thank them for the huge effort they had put into organising the tour.

We drove on to Cranborne Manor, which I had been longing to see. We were particularly grateful to Tim Bacon for making the visit to this house possible, which was an exceptional privilege. We were shown around by Robin Harcourt-Williams, the archivist for both Cranborne and Hatfield, who knows a huge amount about the history of the house, and had very kindly found some interesting material to show us. The house had been used as hunting lodge by King John and was rebuilt by Robert Cecil, Lord Burghley, who died in 1612, just as the works were reaching completion. It is now the property of the Marquess of Salisbury, who mainly lives at Hatfield House, but his son, Viscount Cranborne, had kindly allowed us to visit. The menu when the second Earl entertained King James read like an advanced course of an outing with the Irish Georgians, with an even more incredible quantity of delicious-sounding food that cost £405 for one royal visit, probably enough to buy a few houses for normal mortals. We enjoyed seeing the fine house, and had tea in the large hall, before saying our fond farewells and setting off back to the hotel and home.

Our grateful thanks to John and Tim, and all the other members of both Clubs who worked so hard to make this tour such a tremendous success, as well as to our kind hosts in the various houses. I can see what makes these tours so popular with members of both the 20-Ghosts and the Irish Georgians, and hope the association may long continue, to the benefit of members of both.



Cranborne Manor

Year	Model	Body Style	Colour	Chassis Number	Reg. Number	Owner/Passengers
1920	SG	Salamanca	Red/Black	16LE	RE1657	Derek & Helen Allan
1920	SG	Tourer	Blue	60AE	79FLY	William & Clare Corbett
1921	SG	Tourer	Yellow/Black	60NE	SV6608	Gervase & Margaret Forster
1928	PI	Tourer	Silver	65CL	TY5221	Anthony & Gilly Armitage
1929	PI	Faux Cabriolet	Blue/Black	1OR	UV1923	Jimmy & Janet Valentine
1929	PII	Sedanca	Maroon/Beige	81XJ	GC2819	Anthony & Teddy Beach-Thomas
1929	20/25	Saloon	Black/Grey	GXO97	ZV4501	John Redmill & Desmond Barry
1933	20/25	Limousine	Blue/Black	GBA62	HS492	Clive Barham Carter
1933	PII	Tourer	Ivory/Cream	152MY	825XUT	Delphine Gray-Fisk
1934	20/25	Sedanca de Ville	Red/Black	GNC70	AYV921	David & Sue Collier
1937	25/30	Touring Limousine	Black/Yellow	GRP4	ELH113	Henry Fitzhugh & Rosemary Jeffreys
1939	Wraith	Saloon	Yellow/Black	WEC27	985BGW	John & Mary Narvell
1939	Wraith	Limousine	Grey	WHC77	HLL34	Susan Taylor
						Clayton & Helen Banks
						Nick Whittaker

THE HYDERABAD CONCOURS, 2017

John Fasal

With the burgeoning interest in the old car movement over the past decades the desire to locate, conserve and restore all eras of motoring in India has reached new heights. From the Statesman newspaper sponsored events in Calcutta and Delhi in the 1960s to the recent 21-Gun Salute Rally in Delhi to which the general public enjoyed access, India has awakened to its National Heritage even to the extent of inviting overseas owners with some exceptional cars to participate.

The most prestigious event is the bi-annual Cartier Concours d'Elegance, the 5th International Concours, which was held this February at the magnificent Falaknuma Palace, the property of the Hyderabad Royal family. This was one of the most beautiful palaces of the erstwhile ruler His Exalted Highness Sir Osman Ali Khan Asaf Jah, The VII Nizam of Hyderabad, G.C.S.I., G.B.E. (1886-1963), who in 1940 was reputed to be the richest man in the world. The previous Cartier Concours took place on the Jaipur polo ground in New Delhi in 2015.

The Curator is the highly respected H.H. The Rana Manvendra Singh of Barwani who resides in Indore and is well known for the restoration work carried out in his own workshops as well as being the co-author of 'The Automobiles of the Maharajas' (2003). Two of the star attractions displayed in front of the palace passed through his restoration team and included the 1912 Silver Ghost (chassis 2117) Barker 'Throne Car' finished in its original colour described as 'primrose yellow'. This car has only covered some 360 miles since new ! The reason was that the populace complained they could not see their illustrious ruler from afar so His Exalted Highness took to riding in a magnificent golden howdah atop of a giant elephant. The Rolls-Royce and earlier Napier cars were relegated to the motor house and remained in a time-warp for over 100 years before their recent resurrection to former glory and are now on view at the Chowmahalla Palace Museum in the old city of Hyderabad. The other car was the 1919 'Special 45 hp' Daimler Windovers limousine painted

gold with gold plated fittings ordered by the wealthy industrialist from Indore State, Sir Seth Hukumchand. This car returned to Coventry in 1936 for a complete restoration, for which was charged at that time a record figure of \$7000, as reported in 'Time Magazine'.



The Throne Car repainted in its original colour

The Cartier 'Travel with Style' arrangements were conducted by Pilar Boxford and Caroline Perry and the results were nothing short of perfection. Caroline's father-in-law was Richard Perry who will be remembered for his high achievements at H.J.Mulliner, Park Ward in London and the Rolls-Royce factory in Crewe during the 1980s.

At the Hyderabad Concours there were seven car categories for the 73 cars and four allocated to the 39 motorbikes. Under the Chairman, H.R.H. Prince Michael of Kent, came an impressive team with Simon Kidson as Chief Judge followed by Giacomo Agostini, the famous Italian champion who has won more titles than any other road racer in motorcycle Grand Prix history; Sandra Button, Chairman of the Pebble Beach Concours



The assembled judges: from the left to the centre: Giacomo Agostini, Riccardo Patrese, the Earl of March, Mark Stewart, William E. (Chip) Connor (behind), Patrick Mark, H.H. the Rana Manvendra Singh of Barwani, Professor R. Gordon Murray, Yasmin Le Bon, H.R.H. Prince Michael of Kent. From the right to the centre: Professor Peter Stevens, David McKirdy, Alain de Cadenet, Jean Todt, the Hon Sir Michael Kadoorie, John Fasal, Nicholas Coleridge, John Walsh, Simon Kidston and Sandra Button. Photograph by kind permission of Cartier and Giacomo Bretzel.

d'Elegance; Nicholas Coleridge, President of Condé Nast International and Chairman of the Victoria and Albert Museum; William E. (Chip) Connor, one of the world's leading collectors and Chairman of one of the world's largest merchandise sourcing companies, based in Hong Kong; Lapo Elkann, founder of Italia Independent Group, a Director of Ferrari, Pinacoteca Gianni & Marella Agnelli; John Fasal, your scribe and 20-Ghost Rolls-Royce enthusiast, restorer, author and publisher on his 26th visit to India; the Hon. Sir Michael Kadoorie, Chairman of CLP Holdings Ltd., as well as the Hong Kong & Shanghai Hotels Ltd., owners of the famous Peninsula Hotel Group. He is a philanthropist and trustee of the Kadoorie Charitable Foundation as well as the custodian of some of the finest R-R and Bentleys and other great classic cars, and of course a fellow 20-Ghost Club member. Yasmin Le Bon worked as a top model and with luxury brands collaborating and designing; Charles March (Earl of March & Kinrara), Chairman of the Goodwood Group of Companies and founder of the Goodwood Festival of Speed and the Goodwood Revival. He

is a leading photographer and heir to the 10th Duke of Richmond & Gordon. Patrick Mark is an award-winning documentary film maker who began his career at Christie's and produced for the BBC "The Maharajas' Motor Car" – The Story of Rolls-Royce in India. David McKirdy has worked for both Brabham & McLaren Formula 1 Teams; he is a motorcycle enthusiast and five times Hong Kong Champion. Also present were Professor Gordon Murray, renowned designer of Formula 1 racing cars; Riccardo Patrese, former Italian racing driver who won six Formula 1 races; Professor Peter Stevens, one of the U.K.'s best known international transportation & product designers; Mark Stewart, an independent film producer; the son of triple Formula 1 World Champion Sir Jackie Stewart; Jean Todt, President of the Federation Internationale de l'Automobile, the governing body for world motor sport and a former world championship rally co-driver. He was C.E.O. of Ferrari until 2008. John Walsh, one of Britain's most prolific & versatile journalists was there, but Sir Stirling Moss – the motor racing legend, was regrettably unable to

attend. Also present was Patrick Rollet, the President of FIVA (Fédération Internationale des Véhicules Anciens) who judged a select group of cars in the Preservation Class.

In the Preservation Class, the award went most deservedly to the 1921 Silver Ghost, 113 LG. Originally this car began life as a Maythorn tourer supplied to Captain H.H. the Maharana Sir Amarsinghji of Wankaner (1879-1954) but with

the impending visit of H.E. The Viceroy, Lord Willingdon to the State in 1935, the Yuvraj Pratapsinhji decided to have a more modern style of tourer coachwork fitted by James & Co. of Bombay. The car was presented by the late Pratapsinhji's grandson Kesri Singhji who greeted us warmly and commented that they still had correspondence from me going back fifty years – gosh that made me feel old!



1921 Silver Ghost 113 LG, which won First Prize in the Preservation Class.



113 LG in earlier days



1921 Silver Ghost, 61 LG, which won First Prize amongst the Rolls-Royces

There were ten Rolls-Royce cars on the field and only one Bentley, a recently imported Mk.VI (B-194-AK). It was a particular pleasure being appointed the Rolls-Royce judge with my fellow and senior adjudicator Sir Michael Kadoorie, that great connoisseur of fine cars. The first prize went to the 1921 Silver Ghost (61 LG) silver painted Barker tourer owned by Inder Krishnamum. This car was discovered locked away in the palace garages of the Maharaja of Korea for fifty years. It was in fact picked up in Africa after the Second World War when the Maharaja of Korea and his neighbouring Prince, the Maharaja of Surguja went on shikar (safari) to East Africa and purchased this fine car. This was another fine restoration carried out by Manvendra Singh of Barwani. The second prize we awarded to an original 1936 25/30 h.p. (GGR 56) Thrupp & Maberly limousine owned by Manu Raman which had undergone a very careful restoration.

There were several surprises for me when I saw the 1930 Phantom II (185 GN) originally a Hooper limousine for H.H. The Maharaja of Travancore. I had seen this car decades ago in derelict condition in Madras with an open sports body which on lifting the bonnet revealed a Dodge engine. It now looked pristine with a replacement P.II engine found in America and a

two-seater boat-tail body in the ownership of Vivek Goenka. He is a great enthusiast with a large collection of cars and a team of restorers, even making their own castings of Phantom II cylinder blocks and heads, a great achievement in India! Mr. Goenka had also brought along his 1930 Phantom II (74 GY) which was originally a Windovers limousine supplied to the Maharaja of Patiala, in which he had visited the Pope in Rome in March 1935. This very same car was rescued from a builder's yard buried up to the front cross member in rubble and rebuilt as a mock armoured car featured in the 1982 film 'Gandhi'. The Windovers coachwork had been retained and restored from a really sad state as can be seen in the illustration.

Another recent import from the USA was a 1920 Silver Ghost (132 AE) tourer in the style of Barker entered by Tariq Ibrahim from Kanpur. The other Rolls-Royces cars I should mention were:- the 1930 Phantom II (101 GY) Arthur Mulliner landaulette, an Olympia Motor Show car sold to the Prince of Baroda which was entered by Shiv Charan, Chairman of the Sri Krishna Jewellers.



1936 25/30 limousine, GGR 56, which won Second Prize.



1930 boat tail PII, 185 GN



1930 Phantom II, 74 GY, back in tip top condition after being rescued from a builder's yard



1930 Phantom II, 74 GY, in sorry condition in a builder's yard



74 GY visiting the Pope in 1935



1930 20/25, GDP 5, rebodied in 1939.

A late 1935 Phantom II (22 UK) Thrupp & Maberly limousine ex Raja of Ramgarh was brought by Viveck Goenka. At first glance an elegant maroon two-door drophead coupé on a late 1930s Rolls turned out to be an early 1930 20/25 (GDP 57) rebodied by Southern Motors c.1939. Another recent import by the Bombay collector Mr. Y. Ruia.

Mr. Sharad Sanghi was honoured for being one of the early saviours of Rolls-Royce and Bentley cars going back more than fifty years. His well known motor company of Sanghi Motors undertook restoration work and did much to encourage the vintage car movement. From his premises in Indore many superb cars were exported prior to 1972. He came to the event in a 1929 20/25 (GXO 35) Barker tourer once owned by the Raja of Talcher.

One of the highlights of our three-day stay in Hyderabad was a magnificent banquet at the Chowmahalla Palace. We were driven down to the southern courtyard which comprises four buildings built around the fountain. On arrival at the foot of the wide staircase leading up to the expansive terrace of the Afzal Mahal, we were met by a mounted troop, the equivalent of our British Royal Household cavalry beautifully turned out with their ceremonial lancers. An equally impressive band was playing military music in the background. It was a moving and emotional experience to receive such an entree to this splendid occasion and to receive such a warm welcome from H.E.H. The Princess Esra of Hyderabad upon reaching the top of the stairs. It

was back in November 2006 that I had the pleasure of staying at this amazing palace thanks to Princess Esra, when I had come to assess the requirements for the restoration of their 1912 Silver Ghost 'Throne car' subsequently restored by Manvendra Singh in Indore.

After drinks on the terrace we were treated to a fantastic display of fireworks, much to the alarm of the pigeon population which inhabit the environs of the palace complex. One of the honoured guests of the Royal family was H.H. Sheikh Hamad bin Abdullah Al Thani, not only a car enthusiast but one of the greatest collectors of jewels. The following evening at a casual poolside dinner at the Falaknuma Palace, Princess Shehkar Jah (daughter of the Nizam) kindly introduced Tara and me to the Sheikh who gave us a very hearty greeting, remembering the selection of photographs I provided for his amazing book on the jewels of the Maharajas, very aptly entitled 'Beyond Extravagance'.

Our parting memory leaving early on the Monday morning for our flight to Calcutta was the rose petals floating down from the upper balcony of the Falaknuma Palace, a repetition of our arrival welcome. What a lovely gesture of the touching hospitality extended to the guests who stay at this sumptuous palace hotel. All the judges and their fellow travellers enjoyed a wonderful camaraderie and international friendship and were sorry to depart after a truly memorable visit thanks to Cartier and above all the members of the Hyderabad Royal family.

GHOSTLY APPEARANCES ON THE SILVER SCREEN

or, ROLLS-ROYCES AS ACTORS, ACTRESSES AND CELEBRITES

Henry Fitzhugh

Ever since the first film that features a Rolls-Royce (*The Navigator*, Springfield Ghost, Buster Keaton, Kathryn McGuire), film makers, and more importantly, film goers, have realised the film star looks and superb acting talents of Rolls-Royces. This is an account, albeit incomplete, but hagiographic, desultory, and some might say off the wall, of pre-War Rolls-Royces that have enhanced the cinema experience of millions, along with giving the films themselves a sheen of grandeur and elegance, and perhaps even made the couples in the back row to look up, for a moment, from the distraction offered by their partner and their popcorn.

It is known, incompletely without doubt, that 857 pre-War vehicles, of which 431 chassis numbers are recorded, have appeared in films since Buster Keaton had the first pleasure. Since then, there are now available on the Web 570 individual screenshots of pre-War Rolls-Royces, all labelled with the film name, date, car model and date. John Fasal, for example, has a collection of stills from films. This is going to be an eclectic and desultory appreciation of but a few of them.

Actors and Actresses. “What?!” – I hear you say. These terms apply to people! Many cars appear in films, but most of them are just props and don’t perform as part of the plot or action. But many Rolls-Royces are protagonists in the story, and that is what makes them actors and actresses. So, I say, these cars *are* people, just different kinds of people. They move and they perform action roles in films, which gives them Celebrity Status. What more do you want? And they talk too. The two cars that belong to your correspondent and your Editor are constantly speaking to us as they drive us along – And we listen too – to every utterance they make. That’s how we look after them in the manner they deserve. But, you will say, “Actors and Actresses” imply that they have (a) sex, which of course they do. If you don’t

understand and appreciate this point, then, the next time we rally together, at one of our typical beautiful hotel gardens, we will sit under the rose arbour and I will teach you the facts of life regarding cars.

A few of the Golden Oldies you may well remember are:

Go West Young Man, Mae West, 1932 PII, 69WJ;

The Red Shoes, Moira Shearer, Frederick Ashton, 1933 PII, 24PY;

The Winslow Boy, Cedric Hardwicke, Margaret Leighton, 1911 40/50, 1721;

Singin’ in the Rain, Gene Kelly, Debbie Reynolds, 1927 PI, 82UF, Hooper sedanca;

The Prince and The Showgirl, Laurence Olivier, Marilyn Monroe, Sybil Thorndike, 1911 40/50, 1578 Barker limousine;

I’m All Right Jack, Terry-Thomas, Peter Sellers, Margaret Rutherford, 1935 20/25, GXK50, Windovers Brougham;

On the Beach, Gregory Peck, Ava Gardner, Fred Astaire, 1938 PIII 3DL2;

Lawrence of Arabia (1964), Peter O’Toole, Omar Sharif, Jack Hawkins, 1920 40/50, 34PE; 1921, 40/50, 18NE; 1923 40/50, 82EM; 1924 40/50, 68RM;

Death on the Nile (1978), David Niven, Maggie Smith 1936 25/30 GUL48;

Tamahine, (1963) Dennis Price, Derek Nimmo, Nancy Kwan; 1936 PIII 3AZ76;

My Fair Lady, Rex Harrison, Audrey Hepburn, Stanley Holloway, Silver Ghost;

Goldfinger (1964), Sean Connery, Honor Blackman, Shirley Eaton, PIII, 3BU168;

The Yellow Rolls-Royce, (1964) Jeanne Moreau, Rex Harrison, George C. Scott, Shirley MacLaine, Ingrid Bergman, Omar Sharif, Joyce Grenfell, 1931 PII, 9J, Barker sedanca de ville, 1929 20HP GEN45;

Jewel in the Crown (1984) and ***Octopussy*** (1983), 181RY, PII, 1934, Windovers, owned

originally by Maharaja of Rajpipla and now by Arvind Singh Mewar;

Gandhi, 1922 SG, 23TG;

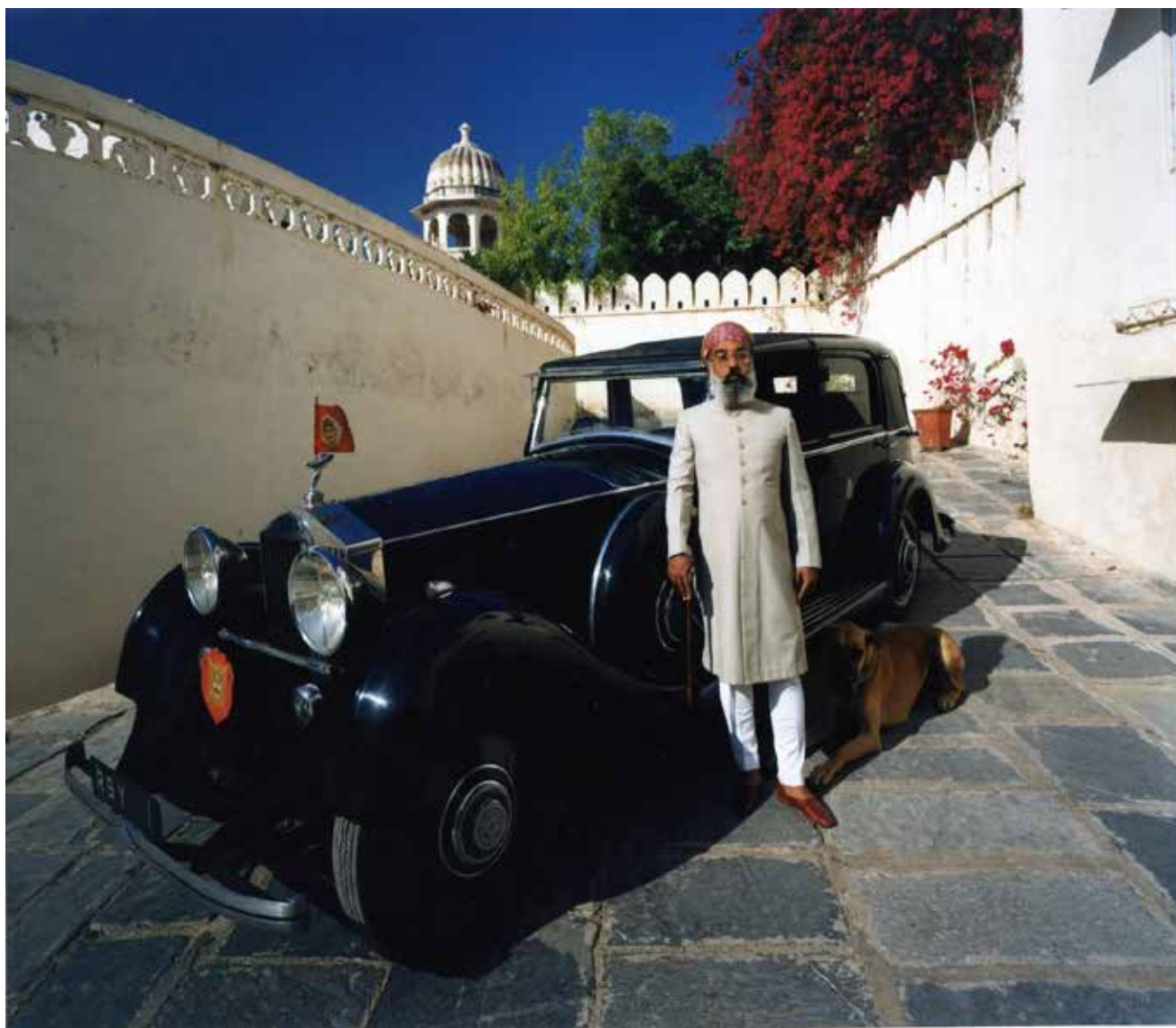
The Thirty-Nine Steps, 1908 Ghost 60939;

Dancing on the Edge, 1921 PI, 1OR;

Also, ***Tutankhamen***, 1924 Silver Ghost, 69EU, owned in South Africa by Harry Calver, ITV Mini-series, 2016; ***The Darling Buds of May***, and ***To the Manner Born***, both TV series. ***The Maharaja's Motor Car***; ***The Story of Rolls-Royce in India***. BBC.

Disappointingly, only four of the above cars, 82EM, 68RM, 1OR, and 23TG, are owned by Club members, Christopher & Margaret Cox, Lenox & Audrey Jamieson, Jimmy & Janet Valentine, and Himmat Kalsia.

181RY plays a subtle but pervasive role in *Octopussy*. He uses his dark and angular lines in a string of night-time scenes to alert us, if we needed it, that the villain is approaching, silently and in sinister mood, and first delivers Kemal's personal assistant, who is soon in bed with James Bond. Soon, James is taken to meet Octopussy, Maud Adams, who is even more seductive than the p.a. From that moment on, each of his many appearances, gliding through both day and night, signals malevolent danger for our James, who, fortunately, eliminates all of the baddies, without damaging the car, much to our collective relief.



181RY, 1934 PII belonged to the villainous Kamal Khan owned originally by Maharaja of Rajpipla and now by Arvind Singh Mewar. Photo courtesy of H.H. Marharana Arvind Singh Mewar, via John Fasal.

Tutankhamen offers an alternative to the destruction of the world as we know it. This is a South African version of how Hollywood should have done the Discovery of King Tut – telling the weepy and sentimental version of how Howard Carter and Lord Carnarvon’s daughter got along rather too well for her father’s liking, while finding the world’s greatest archaeological scoop in the meantime. Leaving aside that the Valley of the Kings was actually the Orange River in Namibia, where all the surface diggings and ancient tombs were carefully installed, it made a jolly good romantic romp. Sadly, neither Carter, the heroine, nor Lord Carnarvon came out of it particularly well, but at least the real heroine, 69EU is still on the road, thus demonstrating that cars are a lot more real than people.

It was noticeable that every time there was Romance, there was the Rolls-Royce, always on cue to deliver Daughter Carnarvon, arriving in a very leisurely luxury, just in time to dress for dinner. The heat, dust and sun were pretty authentic, however, but 69EU’s current owner assures us that she never missed a “shoot call” and ran beautifully at outside temperatures of 46°C during fourteen hour working days. At least the Pharoah’s Curse didn’t work this time. But after all the shooting, and all the romance, the Actress demanded new underwear, her seats having been bleached by the harsh sunlight.



69EU at Home after a hard day’s shoot



A Romantic Encounter in the Desert. After all, what could be more romantic than lots of sand and dead mummies?

But don’t believe all you see in films. We can hope the Romance was real, and the Rolls certainly was too, but many of the action shots for the car were “green screen”, meaning that previously filmed empty backgrounds were digitally swapped for the green background of the actual car shot, thus allowing our actress to duck some of the seeming rigours of the desert driving, and showing her in locations she never actually had the pleasure of seeing.

Back to the baddies who want to destroy the world order. In *Goldfinger*, Auric Goldfinger was an obsessive, bent on cornering the world gold supply by rendering all of Fort Knox to be radioactive, with the usual handy atomic bomb. He had a henchman named Odjob – a Korean



Odjob must have been sitting on cushions.

would weigh nearly three tons as standard, but gold is some seven times more dense than aluminium, and poor Odjob would have had a real odd job on his hands to drive all that up the inevitable mountain passes that one always gets in James Bond films. All twelve cylinders would have been working pretty hard for that one. She did look very smooth, it has to be said, as she came up the long gradients. Our Auric does redeem himself somewhat by installing a gold Flying Lady – all part of the smuggling operation, and 3BU168 thus becomes a major, indeed indispensable, actress in the plot. Fortunately, all was forgiven, and she never had to pay the prices that Auric, Odjob and the rest had to forfeit. This proves there is some justice after all, and gives us some restored faith in films.

dwarf mute who was an expert at Taikwando, decapitation by hatband, and also at driving Auric's Rolls-Royce, 3BU168. Bearing mind that the car was a division limousine with fixed seats, it is hard to see how his feet could reach the pedals. Be that as it may, our James is introduced to Auric's personal assistant, who suffers the usual fate, which is to say ends up in the usual bed with James. Personal assistants have a high mortality, and hers is to be "suffocated" by being painted all over in gold. I am reliably informed that this is not possible. She did look good, though, lying on the bed, and serving to introduce the main theme of the film – Pure Gold.

Unusually, the car plays a totally villainous role being the active agent in smuggling Auric's gold. Her contribution, to the destruction of the world's financial system is the secreting of pure gold in her petticoats. This was implausibly accomplished by replacing the aluminium wings of the car with solid gold ones, properly painted over of course, to preserve her modesty. The PIII



Goldfinger's car, 3BU168 showing AU1 Registration rather than the original CLF419.

In *Tamahine*, The World Famous Megastar Nancy Kwan, plays Tamahine, the daughter of the profligate brother of a School Headmaster in England. She is suddenly orphaned on her island of Rotawa somewhere unspecified in the South Pacific. Her upright and straightlaced uncle is obliged to take her in – to his boys school, where he is the sort of Headmaster of which childhood legends and bad dreams are made. One does not need much imagination to see what effect this has on the boys – she is the only girl in the school and is delightfully innocent with an amusing pidgin-English accent, with grammar that would drive the English Master to drink. The Masters of the School are similarly affected with the whole range of emotions I know you have experienced yourself but which I prefer not to mention. All of this is of course totally beyond the comprehension and world experience of the naïve Tamahine.

Once she “settles” into the School, she is the only pupil agile enough to climb the Chapel steeple and install the ritual chamberpot on the weathervane, as required before every Parents’ Day.

Needless to say, Tamahine was much admired by the boys down below – get it?, down below.

The whole thing becomes a glorious sendup of the tensions, pretensions and pomposity of the conventions and propriety of Minor Public Schools and of England pre-1960. The part of 3AZ76 and indeed a dozen or so of other Rolls-Royces of all ages is to highlight the overreaching social status of those who send their children to such institutions. In a very well chosen and well directed moment, the entire fleet of Rolls-Royces (and some Bentleys) swoop and descend on the School, and one is left in no doubt about the exaggerated self-impressions and snobbish condescension of all those parents. It is all carried off with the innocence and subtle innuendo that one could still expect in 1962. Dennis Price’s portrayal of the Headmaster makes me think he could have experienced this only first-hand, and Derek Nimmo brings out everything that can be nostalgically recalled about England in that period.



Tamahine, Nancy Kwan, fresh and totally innocent from her remote Pacific Island of Rotawa, is taken around Paris by Coral Browne in a 1936 PIII 3AZ76, before descending on her uncle’s boys school.
Copyright Warner-Pathe, courtesy of John Fasal.

Everyone will remember *Lawrence of Arabia*, for the Armoured Rolls-Royces, if nothing else. They presented quite a challenge to the film-makers, since there were none available for filming. The firm of Jack O'Lantern (Yes!) had four Ghost chassis, and sold them to be rebuilt. 68RM and 82EM were strengthened for the armour, and 18NF and 34PE were rebuilt as staff cars. What is not shown in the film are the tenders. These were standard Ghost chassis and there was one for each armoured car, and they carried all the petrol – extremely necessary as the armoured cars got only four miles to the gallon!

Lawrence said the Armoured Cars were “more valuable than rubies.” The acting was as stiff as a Ghost Chassis, but on the screen, they were the totally dominant feature, giving a foreboding sense of strength so that the viewer had no doubt that Lawrence was going to win the War singlehanded with only the aid of Rolls-Royce. Without the Armoured Cars, the Turks would have won, and the lasting legacy of the film is to record the their exploits and ignore the rest.



82EM and 68RM preparing to win the War in the Desert.
courtesy John Fasal. Ed: does the camel have any extra petrol?



Jack Hawkins rehearsing his Stiff Upper Lip in either 34PE or 18NE.
courtesy John Fasal

But the Superstar of Rolls-Royces is of course “The Yellow Rolls-Royce”, the actress of the eponymous film. MGM said of her – “Rolls-Royces are constantly being used by film-makers, but, whether they are pink or gold, they nearly all are this year’s model, and not one of them has ever before played the lead in a title role.” Ingrid Bergman and Art Carney actually drove her themselves and she was the subject of a mini “featurette” (*The Car that Became a Star*, 9:33, B/W) to launch the film in New York in 1964. Twenty coats of “yellow lacquer” were applied over the original pale blue. She was considered so valuable that a body-double (49JS) was manufactured on a spare R-R chassis to look the same. They even flew in separate planes to the foreign shoots.

9JS was then assigned a complete make-up team of her own, whose job often and ironically was often to make her look dusty and dirty in a very designerish sort of way. She was said to have 69,000 miles on the clock and be worth (only!) \$30,000. She was the star exhibit at the New York International Automobile Show in 1965 and even spawned a mini-fashion craze, for which a complete *haute*



couture “Rolls-Royce Collection” was designed, available in colours – wait for it – of yellow and black only. Three fashion bimbos were shown crawling over the wings, wearing “a scooped neckline inspired by the classic lines of the Rolls.” How’s that for Celebrity Status?

Throughout the plot, it was 9JS that was the platform for all acting and scene setting. Nothing happened without use of or influence by the car. For once, MGM was not exaggerating about playing the lead in a title role. Even today, in conversations with casual onlookers, the name “Yellow Rolls-Royce” often comes up.

Rolls-Royce spotters watching the film closely would notice that sometimes she had four spare tyres, sometimes three, and sometimes only two with a dickey box. She is now in California, totally restored but with some sort of electronic fuel system installed. She certainly has a lasting legacy of public consciousness. Our two 25/30s are both black and yellow, and nearly everyone who comments asks if they are The Yellow Rolls-Royce. Sadly, we have to disappoint them. However, quietly I reflect that I feel a extremely tenuous family connection. My widowed mother’s last boyfriend was the original owner of 9JS, but, alas, she missed a drive in it by at least 10 years.



9JS The Yellow Rolls Royce, 1931 Barker PII, showing her original Registration Number, YY44, not used in the film.

But if all of this is not enough, or if you are getting jaded with following the Spirit of Ecstasy around all the time, and bored with films of the same, then you could try the real thing! Ecstasy comes packaged up ready to enjoy. Just look at the picture – it is real physical Ecstasy, but within the polite and genteel decorum of the 20-Ghost Club, please don't try it openly at a Rally.

The author is indebted to many researchers for much of the content, especially to John Fasal, Bernard King and others who assisted him, as well as Harry Calver, Bryan McGee, André Blaize, and André Loubser.

I am sure this list of Members' cars in films is not complete, so if I have missed your car in a film, please let me know.



The Yellow Rolls-Royce Pill, methamphetamine, or “Ecstasy”, The Spirit thereof... has to be the inspiration. It is highly un-recommended and illegal.

This has only been a taster – in the metaphorical sense, presuming you have not yet tried the little yellow pill – but it is worth reflecting on how Rolls-Royce has penetrated not only the film world but public consciousness as well. Not for nothing did Rolls-Royce declare itself “The Best Car in the World” and then seemingly make it so, at least as far as public perception is concerned.

Pondering this further, research shows that some 857 identified pre-War Rolls-Royces have appeared in films, which is an astonishing 4% of those ever built. What more film tribute could there be than that? To return to the theme of Actors and Actresses, it is obvious that in these films the Rolls-Royces are doing just as much work, just as much acting, as the human stars. Isn't it time an Oscar was awarded for the best movie car each year? Of course, Rolls-Royce would win nearly every year.

Whilst the author has a source for every piece of information herein, the accuracy cannot be guaranteed – after all these are films, and we all know about Hollywood's approach to accuracy – a passing glance to history is enough for a good story.

MEMBERS' NEWS

New Members welcomed to the Club

Charles and Sandra Tabor, Sutton Hall, Rochford, Essex SSE 1LG. Tel 01702 545730
1924 SG chassis no. 1EM reg. GT-6932, 1930 PII, chassis no. 119W5, reg. 4228, 1932 20/25, chassis no. GMU 12, reg FTV 5, , 1935 20/25, chassis no. GAL 64, reg. UN 7189, 1937 25/30 chassis no. GAR 6, reg. no. HHF 7.
Bill and Dilys Rich, Kings Copse House, Kings Copse Road, Blackfield, Southamton SO45 1XR e-mail bill.rich@houghie.com and dilysmackinnonrich@gmail.com. Tel 02380 89338
1927 20 HP chassis no. GHJ40, Reg. YH-973
Gerald and Fran Davies, P.O. Box 2394, Gaborne, Botswana. E-mail skipboss@skphire.co.bw. Tel. +267 392 3162
1925 20HP chassis no. GSK11, reg. B406-AKR,
1929 20HP chassis no. GVO26, reg. UV4918.

Michael and Beatrice Hoare, 12 Rue Aubriot, 75004, Paris, France. Email: mhoare@wanadoo.fr
Tel 0033 6 0741 2307.
1932 PII chassis no. CL95.
Lynn and Jackie Boynton, 14830 David Drive, Ft Myers, Florida 22908, USA (Nov-May)
1397 South Glen Road, Shelby, Michigan 49455, USA (May to November)
e-mail Drb4sg@gmail.com; mobile 239 896 8957, landline 231 869 23241 (May-Nov)
1915 SG chassis no 29PD, reg. MI1915, 1922 SSG chassis no. 85BG, reg MI1922, 1926 SSG chassis no S334RL, reg. MI1926.

Malcolm Johns has been appointed President Emeritus of the Australian Chapter, recognising his contribution as founding chairman. Our heartfelt congratulations to him.

OBITUARIES

Ian Eccleston died on 23rd February aged 92. He lived in Knowle, near Solihull, and had suffered from ill health for a long time. He had a 20/25 coupe by Freestone and Webb at one stage, and a Wraith. Our sympathies to his wife Pat.

Rhondda Vassallo, died in April this year. She was well known to many 20-Ghost Club members, and especially those who participated in the Wholly Ghost Tour to Ayers Rock in Central Australia in 1996, and the 1997 Scottish Trials Re-enactment. Our sympathies to her husband Neville (and their Silver Ghost).

Richard Boggon died in February. Tim Forrest writes: aged 81, Richard was typical of many members and owners of pre-war Rolls-Royces, who are rather unassuming and discreet about their past distinguished careers. In Richard's case, he was a surgeon whose character was summarised by one of his Junior Doctors. "I got to see him at the end of his career. He was extremely firm, as one would need to be, providing an excellent clinical service dealing with the harmful effects of cigarettes and diabetes on the heart, brain and kidneys. He was one of the last of a passing breed, the true general surgeon". These general skills were to prove very useful to him when he joined the 20-Ghost Club in 2004. He had purchased a very pretty 1923 20 HP that I had previously owned. The car had "a bit of fizz", but gradually became a bit temperamental for Richard, unpredictably failing to proceed due to some mysterious electrical or carburation malady. Once on his way again, Richard then had to cope with his Australian wife Margaret's somewhat uncertain communication and navigational skills and so their arrival at their destination was always awaited with interest. In 2008, he acquired a six light 20/25 saloon just in time for the wonderful 2006 Austrian Mozart Tour. Rather to my surprise, he asked if he could tag on behind John Marsh and me on the 3-day journey out to Salzburg. His rather heavy 20/25 kept up very well, and what he lost on the ascents, he soon made up on the descents and we all arrived in Salzburg in good form. Behind a slightly forbidding countenance, Richard showed great skill and fortitude, rarely complaining, but just getting on and dealing with life's many unexpected problems.

COMING EVENTS

The following are correct at time of going to press, but may change as arrangements are progressed. Details, booking forms and other information are available on the club website.

Saturday 22 July 2017

A one day car tour and a concert at Thurgarton Priory (Roland Duce - roland@thurgartonpriory.co.uk)

Wednesday 26 & Thursday 27 July 2017

A flexible two day tour and visit to Sudeley Castle with informal Concours (Graham Tyson - gtyson@outlook.com) (currently full, but contact Graham to be put on the waiting list)

Thursday 31 August – 2 September 2017

Concours of Elegance event at Hampton Court (Tim Forrest - forresttim@aol.com)

20 August 2017

One day event in Worcestershire (Ashley Carmichael – ashley@aacarmichael.co.uk)

Monday 11 to Friday 15 September 2017

A four night tour of South East Holland (Ernest van Arendonk - E.vanarendonk@taigle.nl)

Sunday 10 September to 1 October 2017

A three week Southern Aurora Tour of South Eastern Australia celebrating the 25th Anniversary of the Australian Chapter (Sofija Virgo – virgos@airnet.co.au or UK contact: Roland Duce roland@thurgartonpriory.co.uk)

Friday 6 to Sunday 8 October 2017

A flexible two night tour of the Cotswolds and Autumn Lunch (Brian Palmer - brian@bandipalmer.co.uk)

Saturday 17 March 2018

AGM and Annual Dinner at Magdalene College, Cambridge

April 2018 (date to be fixed)

Spring Lunch at Armsworth Park House (Strone Macpherson - strone@stronemacpherson.com)

May 2018 (dates to be fixed)

40th Anniversary tour with the Irish Georgians (John Redmill and Jimmy Valentine)

6-11 May 2018

A short tour of South and South West Cornwall (Graham Tyson - gtyson@outlook.com)

Sunday 24 June to Sunday 15 July 2018

A two or three week tour of Poland and East and North Germany (John Stuttard - johnstuttard@btinternet.com)

August 2018 (dates to be fixed)

A few days in the Yorkshire Dales, with an evening at the International Gilbert & Sullivan Festival in Harrogate (Terry Bramall - terry@bramallinc.com)

Mid to late September 2018 (dates to be fixed)

A day at the Kop Hill Climb with one or two nights locally (Brian Fidler - brianhfidler@aol.com)