



News & Record



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PRESIDENT: HRH The Duke of Gloucester KT

CHAIRMAN:

Sir John Stuttard 020 8959 1692 john.stuttard@uk.pwc.com

HON. VICE PRESIDENTS:

Tim Forrest 01428 684208 forresttim@aol.com

John L Kennedy 01344 883033 jlk@talktalk.net

COMPANY SECRETARY:

A.R.J. (Tony) Dyas 01895 632343 <adyas@gotadsl.co.uk>

TREASURER:

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

AUSTRALIAN CHAPTER:

CHAIRMAN: David Vann

VICE-CHAIRMAN: Peter Crauford

HON. SECRETARY: David Davis

TREASURER: Bruce Humphries

OTHER DIRECTORS AND COMMITTEE MEMBERS:

Nigel Hughes Technical Editor, and technical contact
Hollybank, 43a Wellhouse Road, Beech, Alton, Hampshire
GU34 4AQ 01420 89982 <hughesn@aol.com>

John R Redmill News & Record Editor

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

Graham Tyson Membership Secretary & Website Editor

The Old Vicarage, St Minver, nr Wadebridge, Cornwall PL27 6QH
01208 862951 <gtyson2@tiscali.co.uk>

Roland Duce 01636 830202

<roland@thurgartonpriory.co.uk>

Strone Macpherson 01962 735562

<strone@stronemacpherson.com>

Nick Naismith 01732 860148

<nick@nicknaismith.com>

Brian Palmer 0116 2862417

<brian@bandjpalmer.com>

Jimmy Valentine 020 7352 8503

[weekends 01295 811215]

f.valentine215@btinternet.com

For full contact details of all the above, consult the 2012 Members List

EDITORIAL

John R Redmill

This is the last issue of 2012, somewhat delayed and for which I apologise. The Nordic & Baltic Tour, organised and led by our Chairman and his wife has been the major event of the year, attracting an enormous amount of attention and publicity for the Club throughout Scandinavia, and the write-up is in two parts. As there are a few photographic issues to clarify with the second part, I have decided to put this into the next issue in January, less than a couple of months' time. That issue will also include all the relevant documentation for the 2013 AGM and Dinner, to be held at Boodle's Club, London; this will be on Friday 22nd February, and we hope many of you can be there to start next year's programme, which, as can be seen in 'Coming Events', promises to be very interesting and fulfilling. I am very pleased to report that I received a number of very thoughtful responses to my editorial in N&R36 about how you members see the future of the Club, and these will also be in the next issue - do please let me have YOUR thoughts and ideas on this topic, so we can all share them and have a useful discussion. A number of flyers are included with this issue, including the current Club Merchandise Form, just in time for Christmas present orders, David Forward's book on Silver Ghosts [obtainable from Australia, NOT the UK], the 2013 AGM & Dinner Application Form and Trophies Entry Form, and the Mid-week Malverns Tour - do apply, and we very much look forward to seeing you all during 2013.

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AN EXCURSION TO GORKI LENINSKIYE

Brian Palmer



Having decided to spend a few days in Russia, my thoughts turned to the possibility of finding the Rolls-Royces that were used by Lenin and in particular the 1920 “half track” Silver Ghost. Where better to start looking than on the Internet, where much information is available on many sites although not always accurate?

And so it was, on a fine Saturday afternoon in May, that Joan and I, accompanied by our guide Ludmilla and our driver, left Moscow and set out to find the location of this particular motorcar. Two Silver Ghosts are generally known to exist in Russia. Lenin’s “Winter Ghost the half track” is at Gorki Leninskiye, a beautiful estate and park about thirty kilometres south east of Moscow, not far from Domodedovo Airport. Built in the 18th century, it was once owned by various Muscovite noblemen, including General Anatoly Reyndot, mayor of Moscow in the early 1900s, then his widow Zinaida Morozova who was also previously the widow of Savva Morozov a Moscow industrialist. In 1918, the estate was “Nationalised” by the Bolsheviks and became Lenin’s *Dacha*. During the six years of his occupation, he survived an assassination attempt but eventually suffered a stroke and his health deteriorated. He died on January 21st 1924. Inevitably, the house and estate with all artefacts as left by Lenin became a Museum and place of pilgrimage for the Soviet faithful. Nowadays, there are not quite so many visitors as a result of the collapse of the Soviet Union. On this occasion, we were the only visitors to the house although we did see a couple of families walking in the grounds.

It was not clearly apparent where the Ghost could be seen but, eventually, Ludmilla found a lady who opened up the doors of an outbuilding for us and there it was, roped off! Although photographs were allowed it was not possible to open up the bonnet or make a closer inspection.

On returning home, enquiries were made at the Hunt House, the R-REC headquarters, also with Steve

Hubbard, and John Fasal. In the late 1980s, John had published ‘*Russian Ghosts*’, a comprehensive article detailing all Rolls-Royce cars exported to Russia both pre and post the 1917 Revolution. This particular motorcar (chassis number 16X) was on display on Stand 483 at the Olympia Motor Show. A Mann Egerton Tourer, it appears to have been ordered by a Leonid Krassin, head of the Russian trade delegation ARCOS Ltd (All Russian Co-operative Society Limited) in 1920 and delivered in 1921. ARCOS was a trading company registered in the UK with Russian shareholders, which eventually fell into disrepute with MI5. The car was converted to snow tracks at the Pytilovskiye plant, which became known as the S.M.Kirov factory in Petrograd/Leningrad, now St Petersburg. It was also said to have been converted to run on alcohol, this, apparently being more available than petrol. Also around that time, further purchases of Rolls-Royce cars were made by ARCOS. In 1922, 17KG, a Barker bodied tourer similar to our own and which became known as Lenin’s “Summer Ghost”, along with two other Silver Ghosts, Chassis 40YG and 79YG, were acquired followed by fourteen 20Hp cars and eight New Phantoms. As the 1920s unfolded it seems that the Bolshevik hierarchy was not averse to a few trappings of capitalism.

We saw 17KG, with local registration number 236, on a previous visit to Moscow. It was in good condition having been restored by the Comrades of the Likhachev Plant in the 1950s and on display at the Lenin Museum in Red Square. The museum has now been discontinued since the collapse of the Soviet Union.

A really interesting site to look up with some English text is www.lomakovka.ru/ROLLS-ROYCE-1915.html (yes – 1915!). It is believed that the car is still in Moscow and may possibly now be located through contacting the Lomokovka Museum in Moscow. I thank Hunt House, Steve Hubbard, John Fasal [and Joan of course] for their help in preparing this article.



The cars dwarfed by the enormity of Gosford Castle, Co Armagh

NORTHERN IRELAND with the Irish Georgians

Helen Banks

25th to 28th May

Well, weren't we lucky – little were we to know that the sudden hot, dry weather was to continue throughout the long week-end for our tour with the Irish Georgian Society – and then disappear for the rest of the – and to make the most northern coast of Northern Ireland feel like the Italian Riviera! We have enjoyed these tours since 1978, but this year's was extra special, as it celebrated the fortieth anniversary of the founding of the Irish Georgian Society's London Chapter.

During the Friday morning, we and 31 Irish Georgian friends gathered at our base for the tour, the Dunadry Inn, a comfortable hotel and country club conveniently only 5 miles from Belfast International Airport. It had been first built in the late 17th century as a paper mill, was a linen manufactory from the beginning of the 19th century until the 1920s, and a hotel since the 1960s. Some 20-Ghosters arrived on the Thursday, and were joined for breakfast on Friday by the remainder, who had arrived at 6.30am on the over-night ferry from Liverpool. A petrol stop en route seemed to herald the fun and laughter that epitomises 20-Ghost Club tours, when the proud owner of JL1 was asked, "Is it a kit car?" Embarrassed by the recipient's feigned distress, the attendant apologised profusely for upsetting him! That first cooked breakfast, with fried soda and potato breads accompanying the sausage, eggs and bacon, quickly brought back to me many happy memories of life in Ireland and holidays with relations in 'the North'. When we were children, 'fairs of soda' and potato 'fadge' were part of mum's weekly bake and always served with cooked breakfast. We saved the fried bread till last – as I

reminded myself each morning, it is so much better with marmalade!

So there we all were, ready and waiting for our first visit, with our itineraries at the ready to Clondeboyne, near Bangor in Co. Down, the very private home of the Marchioness of Dufferin and Ava, the other side of Belfast Lough to the city. Out in the glorious countryside, the hedgerows with sedge, cow parsley, speedwell and buttercups were in full flower but the scent not strong enough to compete with the agricultural aroma of silage! Dan Cruickshank recently described Clondeboyne as "a monument to a man whose life was like a Victorian fairy tale of adventure, and a monument to the largest and most far flung empire the world has ever seen." And indeed the house is overflowing with relics from the empire and the Marquess of Dufferin's aristocratic adventures – stuffed baby bears, Egyptian monuments, tiger skins and weaponry from India, Canada and Burma, as well as extraordinary photographic albums that document the collecting of these souvenirs. In the billiard room Lola Armstrong, the archivist, had laid out a host of fascinating letters, documents, books and photographs which catalogued Dufferin's diplomatic service throughout the world, in Syria, Russia, Turkey, Afghanistan, and India during the latter part of the 19th century. Over the mantelpiece,

Janet spotted a photo of her 'not sure how many greats' grandfather with Lord and Lady Dufferin at the presentation of the Governor General of Canada's curling trophy, an award he instigated during his tenure there. Also spotted was a lighter read – 'How to have fun on a billiard table'!



The formal gardens of Hillsborough Castle, official residence of HM The Queen, and the two thrones in the Throne Room

After a picnic lunch in the sun, we made our way west to the little Georgian town of Hillsborough, and Hillsborough Castle. This is not a proper castle, but a Georgian country house first built in the mid-18th century for the Hill family, Marquesses of Downshire. In 1922 the 6th Marquis sold the mansion and its grounds to the British Government, and became the official residence of the Governor of Northern Ireland, until the post was abolished in 1973. Since then the castle has been the residence of the Secretary of State for Northern Ireland and the official residence in Northern Ireland of Her Majesty Queen Elizabeth II. The Castle is furnished extensively with furniture, pictures, porcelain and silver donated or loaned by her Majesty the Queen, the V & A, the Ulster Museum and others; the reception rooms, including the Throne Room, were all extensively remodelled in the 1920s, and were the venue for our excellent afternoon tea kindly provided by Matthew Laird, the House Manager. The Castle was the controversial location of the signing of the Anglo-Irish Agreement in 1985, and Mo Mowlam had broken new ground, when she became the first Secretary of State, by opening up the extensive grounds of the castle to the public - and well worth seeing they are. The soft yellow of the stone, bedecked with ancient wisteria in full flower, the spacious terraces and the sweeping steps that lead down into the formal gardens, make the back of the castle so much more attractive than the official entrance, with its bullet-proof glass in plastic frames in front of the Georgian windows.

We then went the short distance to the Parish Church of Saint Malachy, one of the finest examples of Gothic Revival architecture in the British Isles. Built by the 1st Marquess of Downshire between 1760 and 1774, in the hope that the church would become the cathedral of the diocese of Down, it still retains its completely unaltered original box pews and bishop's throne - remarkable.

We very soon unravelled some of the mysteries of John Redmill's additional driving instructions. Whenever he

exclaimed, "It's very clear, you can't miss it!" we knew that extra care and attention was required. This explained the longer than expected journey to Ballyscullion Park, a beautiful house designed by Sir Charles Lanyon in the Italian Palazzo style, and now owned by Richard and Rosalind Mulholland. Over drinks and under high ceilings, Richard told us some of its history, first built in 1789 as a second bishop's palace for the Earl Bishop of Derry, then demolished and rebuilt in 1840, and its purchase in 1938 by his grandparents, Sir Harry and Lady Mulholland. An excellent buffet supper, which many enjoyed al fresco overlooking the lake and the Antrim Hills, rounded off a most pleasant evening.

We spent Saturday on the Ards peninsular of Co. Down, where our first stop was the exquisite Temple of the Winds on the Mountstewart estate, inspired by the Grand Tour that the 1st Marquess of Londonderry had taken in his youth, and designed by James 'Athenian Stuart. This utter gem of a building stands on a ridge overlooking Strangford Lough, still with a part of its semi-circle of yew trees originally planted to give the impression that there was no winter! John Hardy eloquently explained the Greek background of this delightful octagonal tower and its most elegant interiors, while staff were preparing for a wedding that afternoon - what a wonderful venue for one's most special day! We then went on to Ballywalter Park, home of the Mulholland family for over 150 years and still very much a private house. In the late fifties, the 4th Baron Dunleath considered demolishing the house, but was encouraged instead by John Betjeman, who had visited for tea, to restore it. So the long overdue process started, which Brian, the present 6th Lord, and Visbi, his Danish wife, have continued when inheriting in 1997. They have restored the interiors and, most recently, the enormous stone and glass conservatory, where we enjoyed coffee and homemade cakes, scones and biscuits, overlooking the beautiful park.



The exquisite neo-classical Temple of the Winds



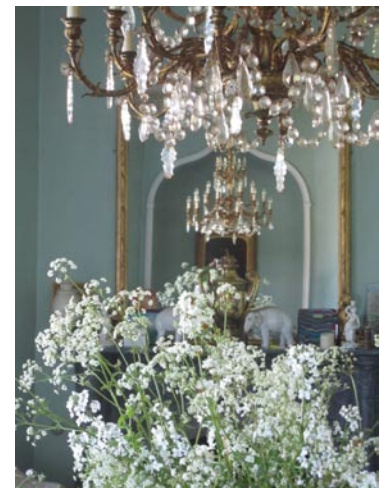
Some of the cars at Ballywalter Park, seat of the Lords Dunleath

An earlier phone call preceded our late arrival for lunch at Grey Abbey, home of William and Daphne Montgomery. Also known as Rosemount, the estate has been in the possession of the Montgomery family since 1607. The present house, built in 1762, is the third on the site overlooking Strangford Lough, a designated area of special scientific interest, and is considered to be one of the finest Georgian country houses in Ireland. Limited time dictated that we choose one of three areas as our main focus – the house, with its fine 18th century plasterwork, or the old Cistercian Abbey of 1193, with its many interesting Montgomery family memorials, or the impressive gardens where the micro climate provided by Strangford Lough means that a wide variety of trees, shrubs and plants flourish in a number of different gardens. We were made

most welcome, first with drinks and delicious canapés on the lawn, and then a delightful summer lunch in a long marquee on the lawn. The nearby Mountstewart, home of the Vane-Tempest-Stewarts, Marquesses of Londonderry, reflects the history of this family who played a leading role in British and Irish social and political life. Starting as a small Georgian house, it was elongated by Alexander Stewart, a flax merchant as he became wealthier. Remarking on the amount of unfilled space in the house, our guide, in a wonderfully Irish way, ventured that ‘sure, there is always room for a bit of space!’ After our tour, we were then very privileged to be invited into the private suite and garden of the present owner, Lady Rose Lauritzen, and her husband, for more drinks in the warm afternoon sun, before returning to our hotel for dinner.



Grey Abbey – the Entrance Front



and the Gothic Revival interior

Our journey on Sunday morning took us first to James Black Restorations Limited, a small but internationally recognised company dedicated to the restoration and maintenance of Rolls Royces, particularly Silver Ghosts. The extended garage of this couple’s modern bungalow has been transformed into a fully equipped machine shop, boasting some of the best and most modern lathes, milling machines and fabricating equipment, and decorated with Rolls Royce memorabilia. At the back of the workshop is a

most comfortable ‘sitting room’ where clients can relax by the log fire and watch the engineers at work, or peruse the literature in the large bookcase, including a glossy tome entitled ‘Luxury Toys for Boys!’ I wondered how many wives were making mental comparisons between their husband’s garages and this pristine model! Jim and his engineers are currently restoring the second armoured Silver Ghost of thirteen once used by the Irish Army against the British before Independence in 1922.



Colin Bell of James Black Restoration explains their work to some of the group, while others relax in the 'Sitting Room'



The next short stop was at The Grange in Stramore, Moyallan, where we met Walter Wilson and his impressive collection of Silver Ghosts. Behind the house and through the apple orchards, a short cut took us to the Moyallan Society of Friends Meeting House. The original meetinghouse of 1685 was replaced by the present building in 1781, and is beautifully maintained together with the surrounding burial ground, where some of the headstones have been flattened "as it makes mowing so much easier"!

Gosford Castle, just over the border in Co. Armagh, was commissioned by Archibald Acheson, 2nd Earl of Gosford, from the London architect Thomas Hopper; we had visited his Penrhyn Castle in North Wales last year. Gosford, started in 1819 in the Norman Revival style and completed in the 1850s, is the largest Grade A listed building in Northern Ireland. Used as a prisoner-of-war camp during the Second World War and then the Troubles, it was bought by the Ministry of Agriculture in 1958 that established it as Gosford Forest Park. In January 2006 a development company bought the decaying castle, which it is gradually converting into 23 private homes. Accompanied by William Montgomery, we donned hard hats to see work in progress – some wore more than one hat! - and then enjoyed coffee on the terrace of one of the

completed residences. How would this huge, grey edifice look and feel on a typical November day?

Primrose and Edward Wilson then entertained us for lunch in the courtyard of Marlacoo House, their most attractive classic late Georgian home. It was easy to imagine living very comfortably in this gentleman's house – manageable and creeper-clad, with attractive tree-filled gardens close to the lake. Primrose is a tireless worker for historic buildings on both sides of the border, and is currently chairman of the Follies Trust and also actively involved with, among others, Historic Buildings Council of Northern Ireland and Ulster Historic Churches. We then drove on to The Argory, a stunning Regency mansion built in the 1820s and substantially unchanged, set in a beautiful 315-acre wooded estate overlooking the River Blackwater. Now owned by the National Trust, the house retains its 19th century fittings, and, without electricity, has been lit by the original acetylene gas plant in the stable yard since 1906. The fascinating rooms contain a varied collection of family treasures, Victorian and Edwardian furniture, paintings, books and clothes, and a unique cabinet barrel organ dating from 1824, still in working order.



Trunks to the wall at Grey Abbey



Weather vane at Stramore



Radiators at The Argory

And finally so to Castle Upton, only about 5 minutes from the hotel and home of Danny and Anna Kinahan, who kindly offered us champagne and canapés. A fortified gateway in the wall at the centre of the village leads up to the castle, the core of which is a tower house of 1611 with walls up to five feet thick and where Robert Adam was employed in 1783 'to modernise the house and give the

exterior a castle air'. The castle had been sold by the Upton family early in the 20th century, and the subsequent owner had re-roofed the main building, which had ruined Adam's romantic skyline; Adam's additional wing was also became a ruin. Sir Robin and Lady Kinahan had bought the estate in 1963 and restored the castle most sympathetically. Their most notable achievement was the rebuilding of the ruined

wing, which now contains an elegant ballroom, deliberately sparsely furnished to accommodate wedding parties and a variety of corporate events. The stable block is a copy of Roman style fortifications, now converted into living accommodation. The mausoleum, designed in the form of a triumphal arch by Adam, is now in the care of the National Trust. Peter and Anne Verity had travelled with Jeremy Green and Delwyn Klevenow, a pleasure that

included some responsibility, since Anne was asked to attend to Youssarian's every need. Youssarian, kitted out in a DJ especially bought for his overseas trip, was a soft toy gift from Delwyn to Jeremy, who is obviously a fan of the science film 'Meerkat Manor' from Animal Planet. It seems that the meerkat has usurped the position of the faithful koala which we first met in South Africa some years ago!



Jeremy Greene at work in Gosford



Green harps and crowns at Mountstewart



Clayton Banks in the sun

Monday's whistle blew for an earlier departure, to fit in the final three houses and a leisurely drive along the North Antrim coast, renowned for its wonderful views that did not disappoint. Although the heat-haze prevented us from seeing Scotland, the dramatic Antrim coast, the sea flat calm under a clear blue sky, and the glorious sunshine, seemed almost like Italy! A starter switch problem meant the Fosters were unable to join us; they took a trip back to Jim Black's works. In Jim's absence abroad, his right-hand man, Colin Bell, who had to go to a funeral, dropped everything and stayed until the last minute working against the clock to establish the problem and organise the repair. His young trainee then completed the work to Colin's precise instructions. Helena, the delightful secretary, who had entertained us the day before on our official visit, rustled up cups of coffee and chatted to Margaret to alleviate the boredom! How very fortunate to have such highly skilled and helpful Rolls-Royce people just half an hour away from the hotel. There has been a castle at

Glenarm, seat of the Earls of Antrim, since c1260, as we discovered from Terence Reeves-Smith who met us at the steps to the grand entrance. Suffice to say that over the centuries, it fell victim to clan battles, invading Scots and devastating fires, the last in 1929, when the main body of the house was badly damaged by a fire that was apparently started by the housekeeper keeping a fire constantly going in her bedroom to warm a featherless parrot. This persuaded Angela Antrim, the next countess and a professional sculptor, to give the hall new vigour, by sculpting the gods of the nine planets. However, due to the war, she found she could not finish the work and instead painted the reconstructed rooms with interpretations of fairytales and classical mythologies. Another fire in 1965 led to the demolition of the servants' wing, with the exception of the kitchen, the only room in continuous use since the seventeenth century. The castle is now the home of Randal, Viscount Dunluce [son of the 14th Earl of Antrim], his wife Aurora, and their family.



Glenarm Castle, with the cars in front



Dundarave, with some of the cars

Sir Malcolm and Lady Macnaghten, of Clan Macnaghten, provided us with an excellent lunch at Dundarave, their exciting country house in Bushmills. The baronetcy was created in 1836, the 1st Baronet being a judge of the Supreme Court of Madras and Calcutta. The house, set in beautiful parkland, was designed in 1846 by [Sir] Charles Lanyon, has been described as by far the grandest 19th century house in north Antrim. It is reminiscent of a London Club – and Downton Abbey! Wine was taken at this final leisurely lunch, prompting Sue Taylor to divulge that, after 15 minutes on the road, her navigator and passengers would be asleep – as usual! Their siesta would be short as Benvariden, our last house, was not far away. This estate, in existence since the 1630s so one of the oldest in Northern Ireland, has historic connections with both Glenarm and Dundarave. Lord Antrim originally leased the land in 1636 to Daniel Macnaghten, whose descendant, John Macnaghten, was hanged in 1761 for

shooting wealthy heiress Mary Anne Knox, while trying to abduct her. At his execution, the rope broke and in a vain attempt to avoid being forever remembered as ‘Half-hanged Macnaghten’, he climbed the scaffold for a second attempt. Despite his efforts, the nickname stuck! In 1797, Hugh Montgomery, one of the founding partners of the Northern Bank and ancestor of the present owner, also Hugh Montgomery, bought Benvariden, and extended the house considerably, creating the delightful entrance hall, and adding twelve bedchambers and a ballroom. Most of the planting and landscaping of the mature trees was carried out over the next twenty years. The cobbled stable yard is an unusual diamond-shape and contains a tea room converted from a former stable, where we enjoyed home made scones before a quick tour of the walled garden, one of the finest in Northern Ireland and cultivated without interruption since 1788.



Benvariden – the entrance front

It was there that our group exchanged farewells and speculated on next year’s venue. Would it be possible to come up with a trip even better than this, with aspects that satisfied such a variety of interests? Maybe gently teasing the Irish writer, Peter suggested we come back and do the

same tour backwards, whilst David Collier wondered if the Irish Army might like to join us in their Amoured Silver Ghost! We offer our sincere thanks to John, and also to Jimmy, for the enormous amount of work it takes to ensure the success of these trips and we very much look forward to the next – wherever it might be!

©Photographs by John R Redmill & Nicholas Thompson

‘OUR HARRIET’ WITH A DOUBLE RR

Susan Collier



Harriet in the 1960s, in her black livery

We have owned Harriet, our 1934 20/25 Hooper-bodied Sedan de Ville, for over a third of her life now; credit must go to 20-Ghost Club member Nicholas Taylor for introducing us to Rolls Royces and helping us to choose her. Nicholas drove us in his 20/25 on our wedding day in 1987, and my comment to him then that David would prefer to ride up front, rather than in the back with me, prompted the invitation for him to drive it around the reception hotel's car park. The seed was sown! It was not until six months later, when reviewing some photographs, did David even realise I had still been in the back of the car when he drove! Harriet arrived from Porters of Kensington on our first wedding anniversary, and has brought us immeasurable fun and friendship ever since.

Thanks to the RREC archives, we have copies of the original order for the car for Miss Rosie Neumann of 146 Piccadilly, London W1, a prestigious address, sadly now occupied by the modern Intercontinental Hotel; the Neumann family house stood between Apsley House, by the entrance to Hyde Park, and the former home of the then Duke and Duchess of York. Rosie Violet Neumann was born on 25th July 1896, to Sir Sigmund Neumann, an associate of King Edward VII, and who had been created a baronet in 1912 by George V.

A visit to the Imperial War Museum in London led us to the chance finding of some rare colour film footage of the London Blitz attributed to Miss Rosie Neumann. The museum archive is in possession of a number of films taken by her, as she was a talented amateur photographer, and with privileged contacts, she made films that raised funds for the



Harriet in her new colour

war effort. Her rare colour footage [made possible by her wealthy background] of the Blitz and dogfights over the channel are apparently still much in demand by modern day filmmakers.

In 2007 we received a letter saying that BBC4 was to make a series of documentaries entitled 'The Thirties in Colour', telling the history of the 1930s through colour travelogues from amateur filmmakers who travelled the world. Episode 2 was to be about Rosie Neumann, and they were anxious to recreate her journeys in her Rolls Royce! In exchange for a pub lunch and a digitalised copy of her film footage with splendid views of a youthful Harriet as well as her owner, we were happy to contribute to a day filming in Cambridgeshire. Even though most of David's TV debut ended up on the cutting room floor, a full 45 seconds making it to the screen, it was all good fun.

We were delighted to meet Rosie's great-nephew and family at his home in Royston, when they shared a number of anecdotes of Harriet's former owner with us. Never marrying, she lived for many years in the Dorchester Hotel, where she frequently entertained family and friends. Evidently very elegant and smart, she would never venture out unless properly attired with hat and gloves, etc, and the denial of a 'coming out' ball by the start of World War 1, unlike her elder sister Sybil, in part fuelled a lifelong rivalry with her sibling, particularly when it came to new hats!

Rosie had two chauffeurs, Fennymore and Shaw. On her deathbed she informed her great-nephew she had no fear of dying, as she knew Shaw was

waiting on the other side with her hat and gloves ready to take her for a drive. Her great-nephew surmised that Shaw had only predeceased his mistress in order to gain some solitude!

We know from the original order form that Harriet was originally painted all black with white line detailing, with black interior woodwork, pewter stringing, and white leather in the front; she must have looked very stylish and appropriate for the 1930s. When we bought her, she had been shipped back from Florida, and was ivory with black wings. This latter colour scheme led to the memorable comment by a landowner on our first IGS/20-Ghost tour of "Oh! Your car matches my Friesian cows, but I bet she doesn't produce half as much s***!". Maybe that is what promoted our programme of restoration, Harriet duly being re-wired, re-sprung, repainted and re-upholstered – a familiar tale to many of you with similar cars. As David said, "the purchase price is merely the down payment".

We had fun tracking down the correct tools for the indentations in the tool tray, but a replacement hand held microphone was especially elusive. Even an advert in the motoring magazines only prompted one solitary response. A late night call from California asked us, if we located one, to ask if the vendor had two! Eventually Beaulieu came up trumps there.

Over our years with Harriet we have continued Rosie's travelling adventures. We have an especial fondness for the Irish Georgian Society / 20-Ghost Club weekends, which are a huge privilege and tremendous fun. We were fortunate to be able to visit Ireland on both the 40th and 50th anniversary tours, and this year thoroughly enjoyed the venture to Northern Ireland. Through the cars [we also have a veteran car interest] we have made some deep and lasting friendships, and have ventured as far away as New Zealand three times for rallies. We are sure Rosie Violet Neumann, Harriet's original owner, would approve.



Harriet in the 1960s, with an unknown chauffeur



Harriet at her present home with her present chauffeur [David]



The cars on display in Copenhagen's Tivoli Gardens

NORDIC AND BALTIC TOUR – 1st to 21st July

PART 1: Esbjerg to Stockholm

Elspeth Crossley-Cooke and Sarah Tyson

*A bevy of old Rollses there came
To Nordic Lands, wind, sun and rain.
By the wayside some fell -
Lack of petrol-oh hell! -
But to keep going was their simple aim*

At last the great day arrived - the start of the much-anticipated Nordic and Baltic Tour, meticulously organised over more than a year and then led by our Chairman, with the more than capable assistance of his wife Lesley. A total of seventeen cars participated, and what a cavalcade these proved to be. Our route covered over 1,500 miles through Denmark, Sweden, Latvia, Estonia and Finland [although a couple of cars popped into Germany inadvertently]. The tour surpassed our very high expectations in every detail, with a perfect number of cars, wonderful ambience, fascinating driving - and huge fun. Despite John and Lesley Stuttard's exhaustive reconnaissance and research, which resulted in excellent and detailed "idiot proof" route guides and maps, navigating methods also

included inspiration, maps of various scale, sat-navs and occasional raised voices.

The group was made up of eleven Silver Ghosts [1913-24] - the Holmes, de Boers from the Netherlands, Corbetts [who joined at Stockholm], Tysons, Palmers, Stuttards, Forsters, Banks, Mathesons from Australia, Duce, and Whitaker; one 1926 20HP - Crossley-Cookes; one 1927 Phantom I = Forbers; three Phantom IIs [1930-3] = Macphersons, Keunings from Switzerland, Elliotts from Austria; one 20-25 - Fidler's [who joined at Copenhagen]; and Roy O'Sullivan [mechanical back-up!] in John and Lesley Stuttard's Range Rover.



Sir John ready to lead the party on board the ferry, with David Crossley-Cooke behind

Fifteen of the cars met at Harwich for the night ferry to Esbjerg, Denmark, and after a smooth crossing to Denmark we drove straight to Ribe and set the standard of sight-seeing, visiting Ribe Cathedral, followed by open air relaxed lunches, in the old port of Sonnebrun. Our accommodation included castles, such as Broholm, where we drank tea on the lawn as swans and cygnets sailed

elegantly through a passage in a water lily filled lake; monasteries, including Bosjökloster and Vadstena, founded 1350 by Sweden's only Saint; a Kro, or country inn; a 'state of the art' eccentric modern glass hotel, where the famous designer, Kjell Engman, explained his thoughts behind the whole concept; and the "functional" Copenhagen Island Hotel – what variety.



Lined up against the wall at Broholm Castle, and ready to go

We visited cathedrals, including Ribe, Roskilde where most of the Danish Royal family are buried, Copenhagen, and Stockholm; Helsingor – the Elsinor of Hamlet fame; car museums including the Sommer Car Museum where founder Ole Sommer showed his collection, and Sparreholm Castle Car Museum. Art Galleries included the Louisiana Contemporary Collection with its great sculptures, and the fascinating Viking Ship Museum and magnificent Vasa Museum showing the famous Vasa that had sunk on her maiden voyage in 1628, was lifted from the sea in 1962

almost intact, and was been housed in her own museum in 1990, and been seen by over twenty million visitors. Denmark is immaculate, intensively farmed with huge farm buildings, smiling hospitality, and beautiful villages with thatched beamed cottages. Originally the thatch was seaweed, but now mainly straw is used, with the roof ridges held down by wooden cross bar struts. Many buildings are painted in "Falu" red, the dark red ochre so popular all over Denmark and Sweden, originally for protection and now historically and very prevalent.



As John gives instruction to some



others loll about, having tea on the lawn

In Copenhagen our cars were displayed in the Tivoli Gardens, with the Stuttards, Mathesons, de Boers and Tysons giving endless early morning

T.V. interviews, and where large crowds from Denmark, Sweden and various Cruise ships came to see them.



Clayton Banks with hangers-on in front of Broholm Castle



Cars in front of the Clock Tower of Ledreborg Palace



Has anyone seen our cars – they must be somewhere?



Egeskov Castle across its lake

Then, the long trip over the bridge from Denmark to Sweden proved to be scarily windy. But back on terra firma in Sweden, we drove through colourful towns, with more intensive farming and “Falu” red buildings in the flat countryside, until we finally reached Stockholm, the “Venice of the North” where several escaped for enjoyable trips on tourist boats. The Swedish roads were clear and excellent. Klaus and Luus saw a “loose moose” in a forest. Huge stork nests balanced precariously on

telegraph poles and chimneys, with storks strutting through fields. In towns we had to come to terms with the local procedure at zebra crossings, which is if a pedestrian even considers putting a foot in the road, vehicles have to stop instantly. When one old lady asserted her rights, Ken Forbes slammed on his brakes just in time, and heard her muttering in Swedish [which she confirmed afterwards in English] “if one has to be run over, it might as well be by a Rolls Royce”!



John & Lesley's car is admired in Eksjö and they are given a cavalry escort



It was re-assuring and helpful to have the technical support of Roy O'Sullivan in the Stuttard's Range Rover, PFTP [Permanent Failure To Proceed] being avoided and often replaced by TFTP [Temporary FTP], with minor problems en-route including fuel and water "vaporisation" - running out in other words - being solved. Talk floated around about problems with starters, carburettors, dynamos, brakes, clutches and a certain person whose large new oil can flew off the running board at a roundabout. As confidence - or was it tiredness? - crept in, some doubling their daily journey by returning for a suitcase left in a hotel, and lost

shoes were not the only items which had to be posted to England.

A magnificent mystery tour around the Stockholm docks "following our leader" in a search for the Riga terminal initially amused and finally annoyed the local buses, as our turning and reversing cars blocked roads in every direction while we drove backwards and forwards in ever decreasing and somewhat desperate circles as if performing a private gymkhana but no, we did not miss the boat!

It was decided that the write-up of this epic 3-week tour, the most important Club event of the year, should not be placed on just one pair of shoulders, this being too much of a burden for anyone. Elspeth Crossley-Cooke, Sarah Tyson and Clare Corbett very kindly agreed to share the responsibility of doing this for News & Record, and have done this in two parts, each in its own distinctive style and manner, for everyone's enjoyment.



The cars leaving the Villa Kaellhagen



The Mathesons in their SG, with the Riga ferry behind

THE PARTICIPATING CARS & OWNERS, MOSTLY 'EN BATTEAU':



Our leaders, John & Lesley Stuttard, in their 1920 SG Park Ward Tourer XF.7646



William & Clare Corbett's 1920 SG Woodhall Tourer 60AE



Fokko & Helene Keuning's 1933 Pll Barker Sports Saloon 47MW



Clayton & Helen Banks's 1922 SG Hooper Tourer 34MG



David & Elspeth Crossley-Cooke's 1926 20HP Cockshoot Doctor's Coupe GOK47



Gervase & Margaret Forster's 1921 SG Lopez Tourer 60NE



Nick Whitaker's 1924 SG Gill Tourer 22LM



Bernard & Sylvia Holmes's 1913 SG LE Lamb Tourer



Roland Duce's 1913 SG LE Replica Tourer



Klaus & Luus de Boer's 1914 SG Labourdette Torpedo 23UB



Brian & Wendy Fidler's 1934 20/25 HJ Mullwel 67GWE



Brian & Joan Palmer's 1921 SG Barker Tourer 149AG



John & Jeanne Matheson's 1924 SG Smith Waddington Tourer 64EU



Graham & Sarah Tyson's 1920 SG Cunard Tourer 97AE



Michael & Angelika Elliot's 1933 Barker Phantom II Continental



Ken & Jane Forbes's 1927 PI Robinson Tourer 95LF



Strone & Alex Macpherson's 1930 PII Hooper Dual Cowl Tourer 62GY

©Photographs by Elspeth Crossley-Cooke, John Stuttard, & Graham Tyson, amongst others

CHANGING OF THE AUSTRALIAN GUARD:

David Berthon

At the AGM of the 20-Ghost Club Australian Chapter held on Thursday 27th September during the 2012 National Tour at Milawa in North-Eastern Victoria, the long standing Chairman Rory Poland stood down after five very successful years in the role, handing the reins on to the former Vice-Chairman David Vann. Rory's easy manner and consultative style have guided the Club well during his period of office, and he leaves the Chapter in very good structural and financial health. Rally participants showed their sincere appreciation at the AGM for Rory's and his wife Lizzie's hard work during his tenure, and wished them many more years of happy period motoring behind the wheel of the Mistress, their much-loved 1937 25/30 GRO4 Martin and King saloon. Happily, he has agreed to stay on as a member of the Committee.



David Vann accepts the Chairmanship from Rory Poland so Rory can spend more time with The Mistress

With David as Chairman, the Australian Committee consists of Peter Crauford [Vice Chairman], David Davis [Secretary], Bruce Humphries [Treasurer], and members David Berthon, Peter Jordan Hill, and Rory Poland.

The new Australian Chairman, David Vann, is a Queensland businessman with many years' involvement in a number of Brisbane organizations, including The Uniting Church, The Organ Society of Queensland, and the Rolls-Royce Owners Club of Australia, to which he was awarded Honorary Life membership in 2002. He established The Sir Henry Royce Foundation in 1997, and in 2005 was elected Chairman of the Trustees. In 2009 he created the company SHRF Management Pty Ltd, a wholly owned company of The Sir Henry Royce Foundation, to enter in to an ongoing lease for Studley Park House in New South Wales, this will be used as a gathering place for car clubs and a centre for a collection of the works of Sir Henry Royce, to be available to students of mechanical engineering and members of the public both within Australia and overseas.



The UK Chairman and Committee look forward to enjoying the continuing good relations and mutual co-operation with Australia, and sharing events and tours whenever geographically possible.

Members will be interested to hear that the Australian Chapter continues to grow, and now has nearly 110 members.

WE ALSO PARTICULARLY WELCOME THE FOLLOWING NEW MEMBERS IN AUSTRALIA:

IAN & SUSIE MAITLAND 12, Lunar Place,
BRIDGEMAN DOWNS, Queensland, NSW
1935 20/25, GLG74, Thrupp Maberly Limousinee,
RRO35

HUGH & CHERIE CRAUFORD, P.O. Box 69,
CASTERTON, Victoria, 3377
1934 20/25, GRC 24, Park Ward Sportsman's Saloon

COMING EVENTS:

SUBSCRIPTIONS & ADDRESSES:

Members are reminded that their 2013 subscriptions will become due in January 2013, so should be ready to pay this in their chosen currency [ST£, EUR€, or US\$] to our Hon. Treasurer, Brian Fidler, The Eighth House, Vernon Avenue, Oxford OX2 9AU. Anyone not currently paying by standing order can get our full bank details [including the euro account] by emailing Brian Fidler at <brianhfidler@aol.com>. Although we would hate to lose anyone, failure to pay the correct annual amount could result in you not being considered a member of the club, with all the consequences that might entail, which includes NOT being covered by the club's insurance when taking part in club events and tours. Some members have informed Graham Tyson, the club's Membership Secretary, of their address changes. If you have moved recently, please send your new postal and e-mail addresses, etc, **NOW** to Graham, at The Old Vicarage, St Minver, nr Wadebridge, Cornwall PL27 6QH, <gtyson2@tiscali.co.uk>. REMEMBER, if he does not have these details, the 20-Ghost Club will not be able to communicate with you or, even more importantly, send your copies of News & Record with the flyers about future events, and other information, etc. Don't forget to regularly look on the Club's website for current information and updates about events; we are being forced to rely more and more on emails and the website for communicating information to members. If you have any problems at all in doing so, please contact Graham Tyson who will help you.

EVENTS:

Please download details, bookings forms and other information for all events from the club website. The following are correct at time of going to press, but may change as arrangements are progressed.

Friday 22nd February 2013:

2013 AGM and Dinner at Boodles Club, St James's Street, London SW1 [Susie Forrest]

Tuesday 23rd to Friday 26th April:

Mid-week in the Malverns
[Ken Forbes]

Friday 26th April:

Spring Lunch at Armsworth Park, Hampshire
[Strone Macpherson]

17th to 20th May:

Annual Tour with Irish Georgian Society
Cumbria [Jimmy Valentine]

Friday 16th & Saturday 17th August:

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

Saturday 21st & Sunday 22nd September:

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

Friday 11th to Sunday 13th October:

Autumn Weekend Tour of Norfolk
[Helen Banks & John Redmill]

DATES OF OTHER EVENTS IN 2013 WILL BE ANNOUNCED IN DUE COURSE

There is already a waiting list of eligible Silver Ghosts for the 1913-2013 Centenary Alpine Trial to be run from 12th to 29th June, but members can contact Tim Forrest or Nick Naismith if they wish, in case there have been any last-minute cancellations.

NEW MEMBERS:

NEW MEMBERS WELCOMED TO THE CLUB:

ROBIN LODER

Beech Mill, BATTLE, East Sussex, TN33 9QU
1924 20hp, GMK4, Myres & Burnell Doctor's Coupe [was Saloon], DN 6513

DR PERTTI & MRS KAISA NIKKILA

Ranta-Nikkilantie, TOIJALA, 37800, Finland
1921 SG, 127LG, Hooper open tourer, MR 342

HENRIK FREDERIKSEN

Lyngsbækgårdvej 8, 8400 EBELTOFT Denmark
1910 SG, 1513, balloon body
1912 SG, 1605, Regn no. A499, Roi des Belges
1914 SG, 54PB, Boattail tourer

JAMES & CAROL BLACK

2B, Old Road, BALLINDERRY, Lisburn, Co. Antrim BT28 2NJ
1913 SG, 2358, Barker & Co
1919 SG, 5PP, Tourer, Henri Chappron of Paris
1926 20hp, GOK49, Cockshoot pick-up [modified]. CJ8878
1932 PII, 66JS, Sedanca by Fernandez & Darrin, 902 YUL

MICHAEL & INGA LYNDON-STANFORD

Wingfield Castle, DISS, Norfolk, IP21 5RB
1929 PII, 20WJ, 6-light Limousine by Rippon Bros, A2389

BACK COVER: The cars at Hillsborough Castle, official residence of HM The Queen, during the tour of Northern Ireland in May

