



News and Record



Issue 3
March 2002

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Cover Picture

Strone and Alex
Macpherson's 1930 PII
62GY, pictured at Lower
Slaughter Manor during
last year's Cotswold
Weekend

Note:

Opinions expressed in any articles, letters or editorials may not be construed as being necessarily those of the 20-Ghost Club. Although the Club, its editors and contributors of all articles always endeavour to produce accurate information, illustrations and advice, they cannot be held responsible for any loss or damage caused by acting upon such information.

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EDITOR'S NOTES

20-Ghost Web Site

In case you have not yet found it, the 20-Ghost Club now has its very own Web Site. The address is www.20-ghost.org. The site is intended to be viewed by recent

I will maintain the Web Site, largely using material already available from *News* and *Record* and from Committee members. However, as with *News* and *Record*, it is your site and I will be very pleased to receive



versions of Web Browsers and at a screen resolution of at least 800 X 600. It contains a number of pictures which may be slow to download. This is to enable the images to be of reasonably high quality.

The purpose of the site is to publicise the existence of the Club and to give news from significant events. I also contains a "Members Only" area which requires password access. The current password is "Frosty". The password will be changed from time to time and changes will be notified in *News* and *Record*. The members area contains an events list. The intention is that, in the future, the Web Site will be the main channel for keeping members up to date on breaking news on events. However, for the time being, and until the vast majority of members have Internet access, the main medium for detailed reporting of Club activities will remain *News* and *Record*.

comments and suggestions on its development.

A word is needed on what the site will not contain. There is no intention that the site should be truly secure. Therefore there are no plans to enable purchases to be made by credit card transactions through the site.

E-Mail Addresses

We plan to make some club announcements by e-mail. It is of course much easier to change an e-mail address than a home address and we are finding that it is very difficult to keep an up to date list of members' e-mail addresses. Please let me know of any changes.

News and Record Format

News and *Record* is a colour publication and we intend to make the best use of the available space. The sharp-eyed among you will notice that we have reduced the

page margins and allowed some of the illustrations to reach the edges of the page. We will also include more pictures if possible. This depends very much on you. Good, sharp photographs, preferably in 6" X 4" format are always welcome.

Brooklands

Our Annual Driving Tests will again be at Brooklands on 28th April. As usual the boys from the Charterhouse Motor Club will conduct the tests. We now have to pay to have safety services on standby when we use the test hill. The cost will be covered by the Club, so come along and storm the hill like Alister and Molly Reid in 94NE, above. My thanks to Andy Butcher for the photograph. The application form is being mailed separately, so why not fill it in and send it off as soon as you get it.

Farewell

By the time you read this most club members will be aware of the sad death of Brian Wootton. He had a major cancer operation on his jaw in the middle of last year which was thought to have been successful, but tragically that was not the case, and he died on the morning of Sat 12th January 2002.

His funeral was held in the town of Mere in Dorset, at the parish church of St Michael the Archangel. Many of his friends were present and even the Reverend David Linaker could not resist commenting on the proliferation of Rolls - Royce and Bentley motor cars parked around the church.

We were invited to join Jo and her family for refreshments after the funeral, and it was a great tribute to Brian, and source of comfort for her to have so many friends around her at a very difficult time. A full obituary notice is on page 34.

Nigel Hughes

THE BUXTON GILBERT AND SULLIVAN WEEKEND

16-19 August 2001

In early August 2000 Tony Dyas telephoned Graham Mead to finalise arrangements for the Derby Historic Weekend. Tony planned to arrive at The Izaak Walton Hotel a day early to make sure that the hotel arrangements were in place. Graham invited Tony and Vivien to stay the night and make an early visit to the hotel on the day of the weekend. This looked a very jolly way to start! A few minutes after the arrangements had been made, Graham telephoned Tony to say that he and Barbara were going out to see the Derby Gilbert & Sullivan Company perform *Iolanthe* in the Gilbert and Sullivan competition at the Buxton Opera House and invited Tony and Vivien to join them.

The performance of *Iolanthe* was outstanding and the Derby Company were awarded First Prize in the competition. Thus it was that, over the 2000 Derby Historic Weekend, Graham and Tony hatched the plot for the Buxton Gilbert & Sullivan Weekend in 2001.

Thursday 16 August was pleasantly sunny and we gathered at The Palace Hotel in time for an early dinner followed by the Derby Gilbert and Sullivan Company's excellent performance of *The Mikado*.

The following day we followed Graham's tour of North Derbyshire, taking in beautiful precipitous valleys and spectacular moorland together with the Snake Pass and the climb to Holme Moss. The route was made more challenging by a couple of (deliberate?) mistakes on the route instructions and by a road closure on the Derwent Valley road. Having got lost on the moors, we stumbled across a pub at Stannington serving excellent grub. It even supplied "School Puddings" – Syrup sponge

and custard, chocolate sponge etc for only £1.50 a shot. Marvellous.

Fiddle Pub. We chose Haddon Hall, a remarkably original and



John Cockayne points out the features of his engineering shop

On Saturday, another of Graham's challenging and spectacular routes took us to the outskirts of Sheffield, where we visited John Cockayne's restoration business at Coldwell Engineering. This gave Jimmy Valentine, with a full load of admiring(?) passengers, an opportunity to try out a Phantom III

attractive Tudor House, with a superb Long Gallery. It was raining hard by the time we reached the hotel for our final dinner where Graham was properly thanked for making such excellent arrangements and given a basic course in detecting the difference between left and right.

Sunday dawned brighter and dry. Graham had suggested some local



which John was offering for sale. It seems that Jimmy has the knack of stimulating wheel wobble when nobody else has experienced it.

The return route to Buxton gave us options of visiting Chatsworth, Haddon Hall or the famous Cat and

spots to visit, but we decided to head for home, having an excellent run apart from one very heavy shower.

Thanks for an excellent weekend Graham and Tony.

Nigel Hughes Photos: Nigel and Ann Hughes



Cars parked for the visit to Coldwell Engineering



The magnificent ceiling of the Buxton Opera House



A sample of the Beautiful Derbyshire Countryside

Participants and their cars

	Year	Chassis	Type	Registration No.
Tony and Vivien Dyas	1909	1179	Silver Ghost	R 749
Tim and Susie Forrest	1912	2121	Silver Ghost	R 2121
Richard and Yvonne Hensby	1912	1888	Silver Ghost	DS 8986
Michael and Linda Hilditch	1920	50RE	Silver Ghost	MH 2245
Nigel and Ann Hughes	1925	120EU	Silver Ghost	XY 6932
John and Rae Kennedy and two guests	1913	2260E	Silver Ghost	R 827
Strone, Alexandra and Philip Macpherson	1914	27BD	Silver Ghost	LR 6389
Graham and Barbara Mead	1914	53 PB	Silver Ghost	BD 3577
David and Barbara Morgan	1919	30PP	Silver Ghost	PN7
Brian and Joan Palmer	1926	GCK74	20HP	YR 890
Stephen and Philippa Southall	1920	89AE	Silver Ghost	R 4871
John and Lesley Stuttard	1921	33LG	Silver Ghost	GP 6800
Peter and Polly Vacher	1922	35TG	Silver Ghost	XN 5107
Jimmy, Janet and Sibella Valentine	1929	IW25	Phantom I	UV 1923
Brian and Jo Wootton	1925	104EU	Silver Ghost	ES 5540

THIS IS MY STORY

Part Two

Geoffrey Price provides the second instalment of his article written as by GMK54

As I approached the roller blinds guarding the entrance to the august establishment, they began slowly to rise and the uniformed attendant waved me in. Stationary, we were approached by a brisk young man wearing an RAF tie and with the look of an ex fighter pilot about him. My owner was invited to step out and discuss the reason for his visit. That completed, two men with a large wheeled basket removed my mascot, carpets removable seats and items such as silver flower vases which were wheeled away for safe keeping. The work of stripping down the rear brakes, relining them and skimming the drums took two days. I was then collected by my owner, who, while waiting for me to be driven to the reception area, had been ushered into the owner's waiting room. This, well supplied with magazines of the Horse and Hound and Country House variety, was a decidedly up-market model compared with the adjoining drivers' waiting room with its hard seats and copies of Tit Bits and the like.

A brisk Mr Jack Sumpter (he of the RAF tie and Head of Reception) expressed the hope that my owner would be well satisfied with the work done on me and proffered the account. That was an alarming moment. I watched the pallor spread over my owner's face as he staggered and clutched at my Silver Lady for support. Mr Sumpter seemed not to notice this behaviour or the shaking hand that wrote the cheque. Now, the roller blind rose and we were on our way.

A visit to a VSCC meeting at Silverstone was my next piece of excitement. A friend of my owner was a member of that club (he had a Lancia Lambda) and arranged the visit. There, I learnt of the newly formed 20-Ghost Club.

My owner was away looking at other cars and I, in my well polished state was happy to attract the approving inspection of two gentlemen who I understood were a Mr Jack Frost and Mr Fred Watson, committee members of the 20-Ghost Club. This club was for owners of at least one pre-1940 Rolls-Royce, not that that qualification in its self made membership possible. As I subsequently learnt, membership was by invitation only; to apply for membership meant an automatic black ball.

Fortunately, my owner had been taught to be cautious and, on returning to his motor car and being approached by the two gentlemen, he was restrained in his reaction to their suggesting that he might be interested in attending a Club event as a guest and meeting other members of the committee. Of course, it was me the two gentlemen were really interested in. I heard them remarking on my clean appearance and freedom from blemishes, apart from the unfortunate absence of glass from one side light, which was later the reason for a visit to the Birmingham headquarters of the Joseph Lucas company, makers of my lamps.

My owner telephoned the company with a story of how his father had, as a boy, been taken by his father to have a Lucas 'King of the Road' acetylene cycle lamp serviced by old Mr Lucas. I think that this story was a waste of time. All that was needed was for the Lucas people to know that I, an elderly Rolls-Royce motor car was well able to make the journey to Birmingham and to have them see what was required. I think that my owner had not yet appreciated the great respect generally shown to me and also the interest that I attracted. At Lucas, the manager Mr Spilsbury

was most anxious to help. He explained that the Company had no identical lamps, such quality being no longer achieved. However, he promised to arrange for the London depot to visit my owner and offer a suitable pair for replacement. Two Lucas gentlemen duly arrived, showed great interest and respect and, from several lamps offered, my owner chose a pair and was much gratified to hear that there would be no charge.

It was now that a letter from Mr Watson, the honorary secretary of the 20-Ghost Club arrived, not with an invitation to join the Club, but with one to take part in a rally to be held by the Club in Kensington Gardens to mark the coronation of Her Majesty Queen Elizabeth II. This was obviously a very special occasion for the Club. So my owner and his wife embarked upon an intensive cleaning programme. The event was to be a Concours d'Elegance, an event of which my owners had had no experience. They were determined that I should look my best.

When we arrived at the rally, it was a gloriously sunny July day. I felt quite comfortable among the magnificent collection of my fellow Rolls-Royces. Not that I expected to win a prize. Oh dear no! I overheard people talking about the great London to Edinburgh Silver Ghost of Mr Watson, which had won a reliability trial of 1907 (*the original Silver Ghost won a Gold Medal in the 2000 mile Scottish Trial from Glasgow in 1907 and almost immediately undertook a 15,000 mile trial between London and Edinburgh, under RAC supervision. The London-Edinburgh model of 1911 is a different story. Ed.*) and of the Lord Lonsdale's yellow 'top hat' 20 hp, which shone in an 'as new' state.

PICARDIE TOUR

September 2001

While much of this tour involved the Battle of the Somme, it was truly a memorable and enjoyable French Tour in terms of traffic-free scenic roads and excellent refreshment.

Our organizer John Kennedy started his instructions, delivered by e-mail, by implanting in our minds the date 1st July 1916, when at 7.30 am, 14 British Divisions climbed out of their trenches along an 18-mile front and marched steadily towards the German defences. By the end of that first day, 57,000 men had fallen, 19,000 of them killed, with minimal gain.

On landing at Calais, we proceeded as instructed to Albert (after an inadvertent tour of the back streets of Calais) where we were to stay for three nights in the unpretentious but most hospitable Hotel Royal Picardie.

In Albert we toured the Basilica topped by a golden Virgin which survived for three years until the end of the war in a precarious horizontal



206metre long tunnel 10 metres underground and displaying vignettes showing the life and conditions of soldiers in the Great War.

Around Albert we visited and paid our respects at some of the war graves and memorials including the Tiepval memorial inscribed with the names of 87,000 British dead having no known grave. We also toured the tunnels and trenches at the Canadian battlefield memorial at Vimy Ridge, the South African memorial museum at Delville Wood, the Newfoundland Memorial at Beaumont Hamel with its shell craters and trenches and the spectacular Lochnagar crater some 90 metres across and 30 metres deep, dwarfing a long wheelbase P 1, and created by tunneling under a German position, digging a chamber and filling it with explosive.

Visiting Péronne we were impressed by the vast Historical Museum of The Great War.

An overnight stay in Arras involved reversing over the pavement up a narrow alley from a small square

Lochnagar Crater with P1 peeping over the top

obstructed by strategically parked cars into the hotel courtyard. Some toured the maze of tunnels and



John Kennedy directs Clayton Banks in Arras chambers beneath the main square

while others arrived too late for the tour and took the lift to the top of the tower of the Town Hall to admire the views of the two Flemish-style squares restored after severe shell damage.

We then enjoyed our first train ride along a metre-gauge built to supply the front line and switchbacking up the hillside to the plateau above. The line survived by conveying sugar beet to the local factory. The steam



Janet Valentine t Beaumont Hamel

position after being hit by a German shell in 1915. We also visited the Musée des Abris set out in a

train was a veteran of the Great War and proudly displayed a bullet hole in one of the carriages.

There were two other underground sites of interest. The Dragon's Nest – a limestone quarry in the side of a ridge along which runs the Chemin des Dames – was occupied by both sides, at one period simultaneously with a brick wall between them. Unfortunately a modern lighting expert had recently been allowed to indulge himself, resulting in a total lack of *ambience*. The other site, the “underground city” of Naours had housed up to 3,000 people in times of strife from the Hundred Years' War onwards in its three levels of interconnecting labyrinths of caves and chambers.

Our studies of the Great War ended with a visit to the Armistice Museum at Compiègne with its *Wagon Lit* restaurant car replacing the one in which the Armistice had been signed and which the Germans had removed in the Second War.

Our stays in the Chateaux Hotels of Barrive and du Landel (at Bezancourt) provided opportunities to visit Rheims and Monet's garden at Giverny and to visit Saint-Valery – sur-Somme where we queued with most of the inhabitants of Paris for our Sunday lunch of *moules* before embarking for a trip on the *Chemin de Fer de la Baie de Somme* steam railway. Your Hon. Secretary and your correspondent almost achieved their lifelong ambitions to be engine drivers by standing on the front platform of the front carriage for much of the trip.

The tour ended with an overnight stay at the Hotel Clery near Hesdin l'Abbé before driving to our channel crossing. We are most grateful to John and Rae Kennedy for organizing such a memorable and enjoyable tour.

As we returned home, on 11th September, we were to discover that that date was to acquire historical significance equal to that of 1st July 1916.



Above: The cars at Barrive

Picardie Tour People and Cars

Clayton Banks	1922 SG	34MG	JL 1
Martin Dawson and Eva	1924 SG	85TM	PX 777
John and Rae Kennedy	1913 SG	2260E	R 827
Jimmy and Janet Valentine	1929 PI	10R	UV 1923

Article and Photos: Jimmy Valentine

VINEYARD TOUR

30 September 2001

As Halfpenny Green was somewhat remote, we met at John & Kay Marsh's Lawnswood House for coffee and biscuits at 10.30am, after which three Ghosts and two Phantoms moved off for the vineyard some 4 miles away. Waiting for us was a very nice 20-25 and also a modern to complete our numbers.

Martin Vickers soon had our group motivated for a quick walk round the vineyards explaining the various ages and types of grape to us as we went.

We were then ushered into a sampling lecture room. We soon had our first rather dry white wine to taste. There were in all 4 white wines and 4 red wines plus a surprisingly good Rose. It was soon

obvious why the first measure appeared to be rather sparing, especially for those who had to drive these beautiful machines.

A quick run through the history of the vineyard and an exit via the shop where orders were taken completed our visit.

Lunch was at the Bellman's Cross at Shatterford where we sat down to a rather extended three course lunch which continued till after 1700 hours, leaving our guests from a distance a drive in the dark with heavy rain.

Our thanks to Andrew Taylor for arranging such an interesting and tasty event.

John & Kay Marsh

HALFPENNY GREEN VINEYARD TOUR

30 September 2001

This day had been arranged by Andrew Taylor and as the location was somewhat remote, it was agreed to meet at John & Kay Marsh's Lawnswood House for coffee and biscuits at 10.30am, after which three Ghosts and two Phantoms moved off for the vineyard some 4 miles away. Waiting for us at the vineyard was a very nice 20-25 and also a modern to complete our numbers.

Martin Vickers soon had our group motivated for a quick walk round the vineyards explaining to us as we went the various ages and types of grape. Incidentally, it was an early season and picking had started on the 1st October.

We were then ushered into a sampling lecture room with slides and were handed glasses as we entered. We soon had our first rather dry white wine to taste, Martin explained to us its characteristics. There were in all 4 white wines and 4 red wines plus a surprisingly good Rosé. By the time a small portion of each wine had been consumed, it was obvious why the first measure appeared to be rather sparing, especially for those who had to drive these beautiful machines.

A quick run through the history of the vineyard and an exit via the shop where orders were taken completed our visit. Just in case any of you didn't get the full name and address of the vineyard I set it out below:-

The Halfpenny Green Vineyards
Upper Whittinere Farm
Bobbington
Stourbridge
West Midlands
DY7 5DU

Tel: 01384 221122

Lunch had been arranged some 12 miles away. A cross-country route was taken which led us to No Man's Green where the county boundaries of Worcestershire, Shropshire and Staffordshire met. Unfortunately the mist obscured the views to the Clee Hill.

The Bellman's Cross at Shatterford were awaiting our arrival and we sat down to a rather extended three course luncheon which continued till after 1700 hours, which left our guests from a distance a drive in the dark with heavy rain.

Our thanks must go to Andrew for arranging such an interesting and tasty event.

John & Kay Marsh

BRIAN WOOTTON



Brian was born in 1935 in West London and his father ran a car and van hire business close to Heathrow Airport and it was here that he gained his interest in motor cars. However, his ambition had always been sea orientated and at the age of 15 he joined the Merchant Navy on a bulk carrier which took him to Australia where the ship

plied for hire around the Australian coast for some two years, mainly carrying bulk coal and iron ore. On returning home, he was due to do his National Service, which he did in the Royal Navy. On completion of his National Service he got a job driving a crew bus between London and the airport collecting and delivering pilots and crew. This gave him the opportunity of finding his way into the workings of the airport, and in the 1960s with a business partner, he acquired two Ford Thames Traders, and started collecting and delivering freight around the airport. This business developed into packing, freight forwarding and airport car parking.

It was during these early days that a vehicle fitter who subsequently worked for Brian, told him of an abandoned Rolls Royce 20/25. Brian acquired the car and being a hands-on man, restored it. He joined the RREC and was a founder member of the Surrey section and worked very closely with other members to restore the Silver Wraith power driven cut-away engine that had been on Rolls Royce display stand at the Motor Show. The engine is now on display at the Hunt House.

In 1979 he was interviewed by the committee of the 20-Ghost club (that's what happened in those days!) and invited to become a member. He joined the committee of the club and worked tirelessly organising a wide variety of events including latterly taking over from David Martin in running the Brooklands Test Day and a truly memorable rally from Plumber Manor taking us around the beauty spots of Dorset.

Brian and Jo enjoyed travelling in their cars. They had taken them to America, Japan, South Africa, Australia, New Zealand, including many tours in the British Isles and Europe. He was such an energetic man, turning his hand to keep his cars on the road, rebuilding the barns and a fishing lake on his recently acquired farm in West Knoyle. He enjoyed making the covers for his cars, including leather work, and was an expert in naval knots. He taught himself to use his lathes, and became an avid polisher. He rescued the records and drawings of Hooper the coachbuilders which are now held in the Hunt House. He collected musical boxes which he repaired and he learnt marquetry. Brian was a big man in every way, gentle and quiet and it is difficult to believe that such large hands could manipulate such intricate work. He had great patience but was not to be taken advantage of. He made friends easily and quickly, and integrated thoroughly into the West Knoyle community where he will be greatly missed.

We will all have our lasting memories of him. Personally, I can still see him slightly squeezed into the driving seat of his Silver Ghost with a contented smile on his face. He will be deeply missed by all that knew him, and our condolences go to Jo and his family.

Graham Adams

Editor's note. I am delighted to report that at the Club Annual Dinner and AGM, Brian was awarded the Stanley Sears Trophy for meritorious service to the Club.

NEW MEMBERS

We are pleased to welcome as new members:

Name	Address	Year	Chassis Type
Sir Brian Williamson	London	1927	Phantom I
Paul and Dorothy Hesse	Kirrawee NSW, Australia	1925	Phantom I
		1939	Wraith
Roger and Julie Hayne	Port Melbourne, Victoria Australia	1929	20hp
John and Marjorie Wilson	Templestowe, Victoria Australia	1934	Phantom II

COMING EVENTS 2002

UK

Saturday 13 April. Maintaining our Cars Seminar
10.00 a.m. to 4.00 p.m. at Broughton's of Cheltenham. Your chance to try out simple lubrication and maintenance tasks on your car, under expert supervision.

Sunday 28 April. Driving Tests at Brooklands
These will include use of the Test Hill, for which the Club will pay

14 - 24 May. Round England Tour
The Club is organising a Round England Tour to be based on some four locations. Members may join for all or part of the tour and it is hoped that members local to the main centres will come and join in for a day or two.

25 - 28 May. Irish Georgian Weekend
The Irish Georgian Society tour will be based on Cheshire for the first time.

R-REC Annual Rally
22 - 23 June

18 June Royal Ascot Ladies Day
A Get in & Go organised by John Kennedy

14 July. Annual Concours d'Etat

The Club Annual Concours will be held at The Royal Hospital, Chelsea.

27 July. Hampshire Get In & Go
Strone and Alex Macpherson invite us to Pimms and light Lunch at Armsworth Park House, Old Alresford

16 - 18 August. Derbyshire Weekend
This will be based on the Peveril of the Peak, a Heritage Hotel in Dovedale

6 October. Autumn Lunch
at Brockencote Hall near Kidderminster

SALES AND WANTS

Rules

The Club is happy to accept classified advertisements from members, though not at this stage from the Trade. Advertisements may be for any item related to the cars which make their owners eligible for membership. Where items are offered for sale, a required price must be given.

For Sale from The Club Shop

Ties £15.00 Car Badges £ 25.00
Contact: Andy Butcher

Alpine '93 Videos £20.00 Back numbers of Record and News and Record £2.50 ea. Contact: John Kennedy

Wanted

Hooper Tourer coachwork in any condition, either on or from a late Silver Ghost or early New Phantom. Ideally I would prefer the body only, but would consider purchasing a complete car.

Graham Mead. Tel 01283 224470

Trophies Awarded at the AGM

Alpine	Anthony Armitage
For the greatest mileage with regard to the age of the car	
Woodmansee	Nick Channing
Highest Silver Ghoat mileage	
Small Horsepower	Brian Palmer
Highest 20 hp mileage	
Harding Rolls	Tony Dyas
Most noble performance	
Stanley Sears	Brian Wootton
Meritorious service to the Club	
Fred and Joan Watson	Michael Hilditch
Concours, Large Horsepower	
Messervy	Not Awarded
Concours, Small Horsepower	
Ladies Trophy	David Robson
Concours, Most Attractive Car, judged by The Ladies	
Dymock Maunsell	Brian Palmer
Driving Test winner	
Fergusson Wood	Strone Macpherson
Best participation by new/young member	
Fergusson Wood Photographic	Nigel Hughes
Best photo published in News and Record	
Phoenix	Phil and Andrew Taylor
Most interesting restoration	
Harry Watson	Andy Wood
Engineering accomplishment	



*Back Cover
Anthony Armitage
With PI 65CL at the
top of the Albula Pass
29 August 2001*

