



News and Record



*Issue 15
March 2006*

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News and Record Issue 15 March 2006 CONTENTS

Page

191	<i>Editorial</i>
192	<i>Autumn Lunch</i>
193	<i>Isle of Man Centenary</i>
194	<i>Relaxing in Ireland</i>
197	<i>Australian National Tour 2005</i>
201	<i>Lord Mayor's Show</i>
202	<i>Awakening from Slumber</i>
203	<i>Coming Events</i>

Front cover picture

*John and Kay Marsh's PI at
Ashford Castle on the Irish
Tour*



Note:

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EDITORIAL

Roland

Thanks to the front cover picture on issue 14 of *News and Record*, I received a very interesting letter from Tim Boyd-Maunsell giving some of the history of his car, which he knows as 'Roland'. He writes: 'The history starts with a small inheritance for the original owner from his mother who, with the help and advice of Paddons, briefed Offords as to what was required. The car was delivered up to Sheffield to the Sampsons by Hugh Keller in April '36 and he stayed with them for the weekend. He is quoted as saying that it was one of the liveliest 20/25s he had driven - but how he could say that when he was running it in I do not know!

Sampson was a director of North British Stainless Steels and used it for his considerable transport throughout the war years before taking it over to Germany as his wheels after the war, when he was advising on the restoration of the Ruhr steel industry. It would have been a boon to him there.

I have my father's letters from that period when as a Colonel he worked with The War Crimes

Commission in the British and American sectors and the bane of his life was travelling considerable distances in worn out vehicles - engines, transmissions, electrical and especially punctures, as all tyres worn to nothing and no replacements available - let alone his drivers who considered it essential to get involved in the black market.

The Sampsons retired down to South Devon and on his death, the executors sold the car to the Jaguar garage in Bath from whom my cousin John

Dymock-Maunsell bought it in 1960 for £300 with some 149,000 miles behind it. It joined his Phantom 1 in his garage, later to be joined by Phantom 11, two or three other Rolls-Royces with specialist bodies and his favourite a 1952 Bentley Continental Convertible with the Mulliner body. John roped me in as a driver helper - I was marshalling at The Goodwood Pageant - and at that event Roland achieved 'best in its class'. Unfortunately I was not able to take time off for his Alpine Pass Baiting rally in July '72, but I have pictures of the cars covered in snow after being the last through

the Grossglockner before it was closed due to an unexpected storm.

John sold most of his cars in late '70s early '80s - Andrew Taylor has the P1 - and Roland went to his friend Bernard Wake who covered any number of U.K. events before being laid low by a stroke. On his death he left Roland back to John who by this time was not in the best of health - so he had a Deed of Variation established and diverted the car to me, much to the surprise of my wife and other members of his family.'

Subscriptions

Subscriptions of £35 for UK, US and European members were due on 1st January 2006. We would hate to lose you, so, if you have not sent yours in yet, please do so. Any members paying subscriptions by standing order should send in the Renewals Form if they have any changes to address or car details, otherwise existing details will not be updated.

Heroic Phoenix

I am very pleased to include a report on the Australian National Tour in this edition and my thanks go to Diana Jones for providing the material.

It is fitting that the report includes a photograph of David McPhee with his newly restored Silver Ghost 1122. We congratulate David on the heroic restoration of this car which had endured an extremely stressful existence in its later years, having been hacked about in almost every area.

While a full report on 20-Ghost Club awards will appear in our next edition of *News and Record*, we would be surprised if David was not awarded the Phoenix Trophy for this outstanding restoration.

Web site

Apologies to those who found our web site inaccessible during February. We are in process of setting up a new hosting service *NHH*

AUTUMN LUNCH

SUNDAY, 9 OCTOBER 2005



The day started well with "Indian summer sunshine" and some twenty eight members enjoying an excellent lunch at the New French Partridge Restaurant, Horton, a few miles south of Northampton.

It was gratifying that many had travelled reasonably long distances to be present. William and Clare Corbett had come up from the New Forest and stayed over the previous night to be there.

Cars present included the Ghosts of Tim and Suzie Forrest, John Marsh, William and Clare Corbett, Gervase and Margaret Forster and ourselves, along with a very splendid Bentley of Ian Scoggins. (*Was this a scouting party before an invasion? Ed.*)

We are sure all agreed that the standard of hospitality was up to "20 Ghost" expectations.

Report and Photos by Brian Palmer



Photos

Top Left: Gervase and Margaret Forster arrive with friends in SG 60NE

Top Right: The faces say it was time for serious conversation

Lower: Uncrowded parking for Forrests and Marshes

ISLE OF MAN TT CENTENARY

SEPTEMBER 2005

Not many cars get an opportunity to celebrate their centenary in a spirited way, but in September 2005, the Isle of Man Tourist Trophy race of 1905 was re-enacted.

John Kennedy drove his Rolls-Royce Light 20 26350 in the re-run of the event. John says: 'As far as notable performances go, the car is still able to do the course in the same time as it did on the original.

And this time, on the actual Centenary re-run, we had as a passenger a certain Robert W (Gus) Napier.

May not mean too much to most people, but his grandfather drove the Arrol-Johnson car which won the 1905 TT when Northey's Light 20 came second!' We congratulate John on the achievement.

TECHNICAL DETAILS

Marque & Model Rolls-Royce Light 20

Year of Manufacture 1905

Chassis Number 26350

Registration Number AX-147

(Monmouth County Council)

Cubic Capacity 4118 cc

Cylinders 4 (2 cast iron fixed head monoblocs)

Performance 100 Km/H

Fuel Consumption c. 22 mpg (c. 13 ltr/100 km)

Ignition Dual magneto and coil

Valves Mechanical overhead inlet; side exhaust

Gearbox Four forward speeds and reverse

Direct drive on third; Overdrive fourth

Wheel base (short) 106 inch (270cm)

Overall length 140 inch (356 cm)

Tyres 815 x 105 beaded edge

Brakes Hand brake for rear wheels

Foot brake on transmission

Total cost in 1905 £552. 10. 0



*'Awaiting the 3:37 from Douglas - Port Soderick, Isle of Man' Date: Sunday 18 September 2005
Photo by Robert W (Gus) Napier*



*Light 20 26350 ascending Snaefell on hill climb on TT Centenary Rally.
Date Thursday 15 September 2005
Photo by Richard Quayle, Isle of Man*

RELAXING IN IRELAND

SEPTEMBER 2005

On a beautiful sunny evening in September, a small but select group gathered at The Trearddur Bay Hotel, Anglesey heading for the relaxing tour in Ireland. In all we had three Ghosts, three Phantoms and one Thunder (manufactured not by Sir Henry, but by his namesake in the States)

The weather was bright and sunny and after crossing on the ferry to Passage East the coast road to Dungarven was spectacular. Lissmore was dominated by its huge castle in the middle of the town, owned and lived in by the Duchess of Devonshire's family, where the gardens were beautiful and well worth a visit. This castle was given to Sir Walter Raleigh by the King, who then sold it. To get



1923 SG 72 NK on the way to Waterford

WE made an early start the next day for a very smooth two-hour journey on the huge high-speed catamaran powered by 45,000hp up to 50 Knots unladen! We then went on towards Wexford – some via the wild Wicklow Mountains, testing the narrow roads, and others down the coast to Arthurstown and the Dunbrody Hotel. We were made very welcome, dinner was excellent, served on very interesting plates – so much so that once consumed the Chairman wore his on his head giving him a deserved halo for organising, what proved to be a delightful tour.



to our next stop at the Rock of Cashel – a very large ruin of a medieval cathedral and chapel right on top of a hill – we went up into the Knockmealdown Mountains and took advantage of the spectacular parking spot at The Gap! (Above)

Thursday saw a wet and misty start to our trip along the south coast to Kerry – some went via Cork to kiss the Blarney Stone but gave up as it was full of tourists. The roads were rather narrow, bumpy and lots of tractors, which made the driving rather tiring. All were pleased to arrive at the Parknasilla Hotel and be bathed in the evening sun, relax and take a walk round the water's edge (below) – no-one tested the sea bathing area, lots of promises but no action!



We continued round the delightful Ring of Kerry, spectacular views, generally unspoilt countryside and lots of sheep. At Valencia Island via a very efficient ferry we visited the dripping wet slate quarry, which is still working – in the past this quarry supplied roofing slates for the Houses of Parliament among other notable buildings across the world. There were wonderful views towards the mainland, lots of small islands and rocks – sea navigation must be very tricky.

During dinner that night a very worried doorman brought a message for Roger Morrison that his beautiful Ghost had rolled backwards down a bank from the car park into a ditch. When we got there in the dark the only thing to be seen were the headlights pointing skywards. Fortunately it was not as bad as it looked and David Robson had thoughtfully put a big rope in his 4 wheel drive Thunder for just such an occasion and gently pulled the car back up the hill – amazingly just one or two minor scratches but thankfully no major damage. (It is all too easy to forget that on cars with an outside handbrake, it is all too easy for children or others to accidentally release the handbrake. Perhaps it is always safer to put a stone under a back wheel anyway or not use the clutch stick when on a slope however minor.)

After this we all needed a relatively relaxing day although some went on a tour around the extremely beautiful Bantry Bay and the Healey Pass on the Bera Peninsular. The roads were extremely narrow and rather bumpy but as we were pottering along at a mere twenty miles per hour this was not really a problem! The driving was always interesting whether we were on minor roads or bowling along the relatively smooth N roads. As everyone was keeping to the speed limit of 60 mph on these roads we did not feel we were holding the traffic up too much.

The weather till now had been mainly warm and sunny but as we went north up the West Coast it became progressively damper! However it was a very pretty route and really enjoyable driving especially for those going out to the westernmost tip of the Dingle Peninsular.

After taking a short cut on a very efficient ferry across the Shannon river we passed through some of the vibrant and colourful fishing villages along the way including Kilkee, where everyone seemed to be celebrating Sunday afternoon with horse racing on the perfect horseshoe-shaped Moore Bay. Eventually we dropped down a steep descent to our hotel for some very welcome tea by the fire. This was a fine hotel with some lovely rooms with stunning views and good food, but the pleasure was somewhat diminished by an equally stunning bill when we left!



The next day started very wet and the enclosed warmth of the Thunder and Colin Laybourn's P1 Bus (*Above*) were in demand. The Chairman maintained it had proved a very good test of his new dual windscreen wiper system, but not all of us believed this was really what we had come for! The Burren is quite a strange area with huge limestone rocks and pavements with unique flora and not many trees; the cloud was very low so not much of the scenery was visible. This was a particular shame at the Cliffs of Moher but then this was Ireland in autumn!

Wednesday 21st September – having been shocked by our hotel bills at Gregan's Castle we all set off for Clifden, skirted round Galway City and took the coast road, across many peat bogs – interesting to see how the peat was cut and left in piles beside the road to dry.

We were made very welcome by the Proprietor and staff at the Abbey Glen Hotel, red carpet, welcome notice, tea and then a champagne reception by the owner before dinner. A very friendly place and best of all extremely good value, which evened up things after our previous night's bill! Sadly next morning Michael and Angelika left for their long drive back to Austria.

The rest of our intrepid band set off for Achill Island – another bumpy, twisting but beautiful drive with at the end a spectacular descent to Keem Strand – the most westerly point in Ireland – a very wild area with a lovely sandy beach and some of us dipped our fingers in the sea. The road back passing mysterious Loughs, through



On Sunday 18th September we all set off early for the 200-mile run to Gregan's Castle (*Above*) in Galway.



wonderful high mountain passes, peaty streams, waterfalls and lots of sheep.



The last day of touring took us across amazing countryside, through Connemara National Park, with a quick stop at Ashford Castle (Hotel of Presidential repute as Ronald Reagan stayed there).

From there we went on through the Partry mountains – a very pretty and unspoilt area round the edges of Lough Mask (Above) – personally we found this the most beautiful part of the tour.



On the way back we went to try and find the landing site of the first plane to cross the Atlantic in 1919 – we could not find the exact site but found the memorial stone commemorating Adcock and Brown and this historic event.



So to the final dinner of the tour in Ireland; this was one of many an excellent such events contributing to Anglo-American understanding of the finer points of life. Although a small tour, many commented on the fact that the size helped us to get to know each other much better than is possible on larger tours. The excellence of the food throughout the trip was another slightly unexpected surprise and as can be seen the wine had the desired effect of warming everyone up in the evenings.

After a rather a cold but mainly dry drive from Clifden to the Dun Laoghaire ferry right across the country, about 200 miles, everyone got to the ferry on time and again the sea was reasonably kind.



1914 SG 32 PB

So ended a delightful tour full of surprises; the weather at least for half of the tour had been dry and sunny, the countryside was truly beautiful, the towns were fascinating in their variety and colour and the roads though bumpy were pleasantly free of traffic and on the main roads good progress could be made. The welcome we had everywhere was very warm and friendly both in the towns and from other motorists. Despite the difficulties getting the tour organised it had achieved the objective of giving everyone a relaxing and very enjoyable time.



Michael and Angelika Elliott's 1933 PII 80MY

Report by David and Rosie Robson, (with a few additions from the Chairman)

NATIONAL TOUR SOUTHERN QUEENSLAND

October 2005

By Diana Jones



David McPhee with his 1909 SG 1122

Queensland weather “beautiful one day, perfect the next” with wonderful scenery, magnificent cars and delicious dinners had been carefully organised by the “Super Singers” Dorothy and Graham for the Annual National Tour. All the 60 plus participants had to do was turn up and enjoy it — which we did to the fullest.

There were surprises along the way, visits to vineyards with wine tastings (naturally), visit to the Tank Traps that formed part of the Brisbane Line of Defence in WW1, lunch at “The Rose Farm” amongst beds of magnificent roses, visit to a restoration workshop specialising in vintage era RR’S and Vauxhalls and a talk by the owner. The special surprise was an organ recital given by David Forward (who has a PHD in Musicology from Adelaide University) at a church in Warwick especially arranged by David Vann. This was most impressive as many of the local congregation came to hear also, then provided morning tea for us afterwards.



The three days at Stanthorpe included two lunches at wineries, the second vineyard being the site for the Dress the Flying Lady Competition. David & I had participated



in this during a 20 hp tour to Ireland in 1999 and since then thought it would be fun to include in our 20 Ghost Club Tours. Members came well prepared. As well as the annual winner's perpetual trophy won by Dean and Christine Prangley, our hosts generously presented bottles of wine to the place getters. Graham Mead and Barbara Austen were given a special mention - the judges were Brits, now running a very successful winery. This was a "have to award" they explained, see photo. A replica silver urn with "the ashes" had been presented to David and I at dinner by Graham a few nights earlier. We Aussies are waiting with anticipation for the English Cricket Team to defend the ashes in Australia later this year.

The drive to O'Reillys Guest House was well worth the not steep but long and windy road. It is situated in the Lamington National Park, was built in 1926 and became famous after Bernard O'Reilly's discovery of the crash of Stinson's aircraft in 1937 and the rescue of two survivors after ten days in the bush. Relma, Bernard's daughter gave us an interesting talk and slide presentation about this most historical area.



Dean and Christine Prangley's 1921 SG 38MG, winner of the 'Dress the Flying Lady' competition, Grapes provided by David Vann

Whilst our cars had a well earned rest activities for the next three days were, 4WD bus tours, guided walks, sunset drives and cocktails overlooking a very scenic canyon and a flying fox session (for a few daring people).

At the final dinner the Singers were presented with an engraved Club plaque with our grateful thanks. Also for Graham a 2005 Grand Prix cap signed by Sir Stirling Moss and Sir Jack Brabham and a box of paper clips for Dorothy (for their next tour) plus some other goodies and a special rhyme written, and read out by the Chairman. Each participant was given a commemorative engraved wine glass from David and I with our thanks for coming.

We are now looking forward to the next National Tour in Tumut and the east coast of New South Wales from 23rd to 28th October 2006. – Diana Jones



Australian Chairman Diana Jones presents thanks to the Super Singers' at the final Dinner



AGM 2005. The Chairman presents an engraved plaque to Malcolm Johns. Left David Vann and Right David Davis

THE LORD MAYOR'S SHOW

11 NOVEMBER 2005



Above:: John Stuttard (looking away from the camera!). Chassis number unknown

Once again, 20-Ghost Club member John Stuttard took part in the Lord Mayor's show set in the heart of the City of London. This time he got to exchange his 20/25 and 40/50 Chevaux Vapeur (Steam Horses!) for the real thing and was transported in a coach and horses in the Mayoral procession. As reported in the last issue of *News and Record*, John is now a Sheriff of the City of London and in line to become Lord Mayor next year. This has yet to be the subject of a strange mediaeval voting process, which goes roughly as follows: John is at present a Senior Alderman Below the Chair. The Court of Aldermen has already chosen John, but the City Liverymen take a vote and choose two candidates, then selecting one

by acclamation, in this case John. Their choice is then passed to the Court of Aldermen who approve the candidate they have already chosen!

Next year will therefore be John Stuttard's year for the Lord Mayor's Show and the 20-Ghost Club intends to be represented as a part of the procession.

How this will be arranged remains to be seen, since there is an entrance fee of some £4000 for a float in the procession. In the past, a float has contained about ten cars, so it is clear that places will be limited.

We will keep you posted.

NHH

Photos: Peter Golding



Roy O'Sullivan pilots John's 1921 SG 33LG



John Boothman driving John's 1934 20/25 GSF29

AWAKENING FROM SLUMBER

UK and other Northern Hemisphere members should already be thinking about getting their cars on the road, ready for the new season. Our cars were made to be used and, generally, those which are used frequently, go much better than those which only occasionally wake from slumber in the garage. However, as the lucky owner of a pre-1940 Rolls-Royce, you have an engine that is far easier to wake from its winter sleep than any other so-called classic or vintage car. Just a few simple checks will ensure an easy start first time and lessen the chances of surprise Failures to Proceed at a later date.

Before the winter storage, you will, hopefully, have drained the engine oil and refilled the sump with fresh oil. Our engines tend to suffer from condensation in the crankcase due to combustion products getting past the pistons and such condensation tends to be acid. It is therefore not a good idea to leave old oil in the engine during the winter. Some people now advocate thoroughly warming the engine once after the pre-winter oil change, to circulate the new oil before storage. Whether you did all this or not, now is the time to drain and refill the crankcase again, cleaning any filters as you go. Even that new oil you put in six months ago will have deteriorated in the meantime.

Before storage, you should have put half an egg cup full of oil through the spark plug hole into each cylinder and rotated the engine by hand to distribute it over the cylinder walls. If you neglected this, now is the time to do it. With all the spark plugs removed, this will also confirm that the engine is free. If you have a Silver Ghost, do check for engine freedom to rotate, but be aware that the un-enclosed valves stems of the SG are prone to corrosion and sticking. If you have strong fingers, or a suitable, preferably wooden lever, you can lift the valves by hand to check that they are not stuck solid. Those which were open during storage might not close. If any are stuck, they will have to be removed and the stems cleaned. In all cases, squirt oil on the stems and get things free before proceeding further. Clean the spark plugs with a wire brush, re-set the gaps if necessary. Put back the plugs and re-connect the right HT cables. Unless valves have been removed, I would advise against checking valve clearances or compression figures until the engine has been started, warmed up and run a few miles. Corrosion can form on valve seats leading to low compression and wide valve clearances and it is as well to let the valves bed in first.

Having charged your battery, switch on the battery ignition and look for a discharge current on the ammeter of 3 to 5 amps (double this for PIIIs with ignition set to 'Both') Moving the hand control from 'Early' to 'Late' and back should switch the current on and off. If no current is indicated, try turning the engine slightly by hand to close the contact breaker points. If no current flows, check all ignition wiring, and components for continuity and clean and re-gap the distributor points. If you are so inclined, disconnect the lead from coil to the centre of the distributor, place it about 3/16 inch from any metal part of the engine, close and open the contact points using the hand lever and, with ignition switched on, you should see a nice fat spark each time the current is interrupted. That checks everything but the distributor rotor, cap and HT wiring. It is worth wiping the distributor cap inside and out with a dry cloth, in case any condensation is present. Early Ghost owners with trembler coil ignition won't need to be told how to check their systems!

Now for fuel. If you are very cautious, you may have drained the fuel tank. OK, so put petrol in the tank. If you have electric pumps, simply switch on, listen for the rapid ticking, slowing down to a very slow beat as the carburetter float chamber fills and that is pretty much it. If you have an Autovac and you have drained that too, you can try priming the Autovac by closing the throttle completely and turning the engine over by hand to create enough vacuum to allow the pump to work. I usually don't bother, but instead I fill the carburetter float chamber with petrol, which allows the engine to be started and run for enough time for the Autovac to start pumping. Those with pressure feed systems, as on the majority of Ghosts, will work the hand pump like mad to raise fuel pressure and then check for fuel by flooding the carburetter.

OK, we have a free engine, we have sparks, we have fuel. Now, if you follow the instructions on 'Starting the Engine' in the handbook, you should soon have her running. Ignore the blue smoke from the exhaust. That is the oil you put in the cylinders burning off! Now, lubricate all the chassis points – owners with one-shot systems should have a good look round to make sure oil is getting everywhere it should- check you radiator coolant level and get out and enjoy your car.

NHH

COMING EVENTS

2006-7

Saturday 23 April – Spring Lunch

Spring Lunch in Hampshire with the Macphersons
Contact: Strone Macpherson 01962 735562

Early May - Dorset and Somerset tour

A relaxed tour of Dorset and Somerset based at the Plumber Manor 'Restaurant with Rooms'
Contact: David Robson 01798 851454

Circa 27-30 May - Irish Georgian Tour

The IGS tour will be based near Stroud.
Contact: Jimmy Valentine 01295 811215

24 June to 4 July – Austrian Mozartsway Tour

Wait listed. Contact: Angelika Elliott, Heidehaus, Napoleonsweise 2, A-9504 Warmbad-Villach, Kanten, Austria, angelika@elliott.at

End July- Annual Concours d'Etat

Location Compton Verney, Warwickshire
Contact: Brian Palmer 01162 862417

Sunday 13 Aug 2006 - Fawley Hill

A visit to Fawley Hill, the home of Bill McAlpine. Bill has his own standard gauge steam railway and it will be a 'Steam Day', with limited public access.
Contact: Andy Butcher, 01386 701757 e-mail: Silverghost@ukonline.co.uk

Sunday 15 October – Autumn Lunch

Contact: Palmer 01162 862417

Welcome to New Members

Terry and Michelle Shippard, 14 Hereford Avenue, Trinity Gardens SA 5068, Australia
Tel 08 8332 2553, E-mail tshipard@bigpond.net.au
1936 PIII 3AX71, Gurney-Nutting Sedan

Christopher and Patricia Lenehan, 34a Kerferd Street, Essenden, Victoria 3041, Australia. Tel: 03 9379 9672 E-mail chris@lociern.com.au
1935 PII 44UK Thrupp and Maberly Limousine

Stewart and Deborah Cole, Brick Kiln Farm, West Tisted, Hampshire SO24 0HH. Tel: 01730 828432 E-mail charlescole@cybersign.org.uk
1928 PI S197PFP Brewster Town Car

Glem and Annette Grindrod, The Forest, Wood Row, Hatfield, Broad Oak, Bishops Stortford, Hertfordshire CM22 7BX
Tel: 01279 718858 E-mail glengrindrod@Aol.com
1933 20/25 GTZ36 Kellner Sedan

Bruce and Mary Humphries, 14 Hoyt Street, Hampton, Victoria, 3188, Australia. Tel: 03 9598 7276
1927 20HO GUJ52 Martin and King Coupe

Chris Gillings, Prof and Mrs BRD Gillings, PO Box 785, Pennant Hills, NSW 1715, Australia
1926 20HP GOK36 Chassis

Morris and Linda Franklin, 5903 North Gap, San Antonio, Texas 78239-2121 USA. Tel: 210 656 0876 E-mail mef@outdrs.net
1924 SG 55EU RRCCW Tourer

Barbara Austen, PO Box 45, Derby DE1 2BT. Tel: 01283 224470
1926 20HP GYK23 Hooper Tourer

David and Elspeth Crossley-Cooke, Little Coxswell House, Nr Faringdon, Oxfordshire SN7 7LP Tel: 01367 241240
1926 20HP GOK27 Cockshoot Drophead Doctor's Coupe

Suzanne and Nicholas Finch, 7 Kingsmill, Stoke Bishop, Bristol BS9 1BZ Tel: -117 968 4101
1928 20HP GTM3 Hooper Enclosed Limousine

For Sale from The Club Shop

Ties £15.00
Nickel or Chrome Car Badges £ 25.00
Contact: Andy Butcher 01386 701757.

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



Back Cover Picture

John and Kay Marsh transport representatives of the Old Bailey Judges Golfing Society in the Lord Mayor's Show, in support of the Orchid Cancer Appeal.

The car is 1923 SG 107EM with 1910 Barker Shooting Brake Body.

What on earth does Kay's expression mean?

