



NEWS AND RECORD



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Front Cover Picture

*Chess Ferrier's 1924 SG
54RM Cockshoot Limousine
at speed on the Spittal of
Glenshee
Photo: Colin Hughes*



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EDITORIAL/TECHNICAL

More on Petrol Caps

My confession of stupidity over loss of a petrol cap struck a chord with Andrew Sington. He writes: "I regret to admit that you are not the first (and probably won't be the last) to make this particular mistake.

Prior to taking possession of 'UK-2' (1926 20hp Thrupp & Maberly Tourer), it was run by my father from 1959 to 1986. When he first acquired UK-2, it had a non-standard petrol cap and the inevitable occurred - when filling the tank he would put the cap either on the folded hood or on the top of the Brexton trunk. The inevitable happened in Portmadoc and so I had to sort it out.

The only way ahead was, as in your case, to acquire a suitable chunk of brass and have it 'turned' and then suitably plated. To avoid a repetition of this exercise, I have also attached a leather strap so that should I forget to replace the thing (which I have), it won't go far. HIGHLY RECOMMENDED."



For those who want to use something less obtrusive, I would recommend heavyweight nylon fishing line.

Tyres

If you take a close look at the picture of 120EU on page, you will see that she is currently wearing 33x5 tyres on the front and 7.00x21s elsewhere. The wheels were rebuilt in the May 1964 by the then owner John Hampton, who wished to use the car regularly but was unable to find 33x5 tyres. Dunlop's rebuilt the wheels using the original hubs and new 21" rims. I am a strong believer that if you want a car to behave as the designer intended, then you should keep it to the original specification. I decided to have two wheels rebuilt to take the original size 33x5 tyres so that I could try them out before committing to all six. In part, I expected that 33x5s would be smaller in diameter than 7.00x21s, since 21 plus two times seven equals 35, whereas 33x5s are expected to be 33 inch diameter. If they were indeed smaller, this would significantly affect the gearing of the car when they were fitted to the back wheels. Well, in the words of the song 'I ain't necessarily so'. With Goodrich 33x5 tyres on the rebuilt wheels, the

overall diameter is 35 inches, the same as the 7.00x21s. Of course, the motivation for the change was to achieve lighter steering, the 33x5s having a smaller footprint than the 7.00x21s. The steering of a Ghost will never be light at parking speeds, but once on the move, the steering feels much more precise.

The original owner's handbook for the 1925 40/50HP Silver Ghost Type makes no mention of wheel balancing and the 1925 parts catalogue shows no balance weights. I decided to fit balance weights in the manner of later 40/50HP chassis types and I am glad that I did so, as the 33x5 tyres and tubes seem to be well off balance, partly due to the use of a long, large diameter tyre valve assembly in solid brass. Even with a full stack of ten lead washers opposite the tyre valve, one of my wheels is still well off balance and this can be felt some of the time at 50mph or above.

The bottom line is that I will get the other four wheels rebuilt to 33x5. A major bonus, to me at least, is that the whole appearance of the car is transformed by the proper size wheels, the car looking much lighter and better proportioned. Also, 33x5s are cheaper than 7.00x21s.

News and Record, (for the record)

As you will already have seen, this is another bumper issue of News and Record. I am sorry you have had to wait so long for it, but I decided that we should wait to include the report on the Irish Georgian Tour as this was a very special event and fully subscribed. My sincere thanks go to Ian Scoggins and Helen Banks for their sterling work in writing the report and to the several photographers who supplied me with pictures. A great time seems to be had by all, despite the weather which decided to compete with last year's Scottish Tour for dampness.

Gossip

Ian Scoggins writes that he found some water leaks round the windscreen of his 25/30 during the Irish Georgian tour and decided just to put it into the shop for a new rubber surround in time for the Concours. Some time and several hundred pounds later he tells me he has a new windscreen pillar for his trouble. It's the old story of 'seek and ye shall find', but watch out or you will find more than you bargained for. We hope you will make it to next year's Concours Ian.

Brian Palmer put his SG in for a check when he found oil round one of the valve covers. Some time later, after discovering appallingly severe wear to piston rings, he is well on the way to a complete engine overhaul. We look forward to seeing you back in a 'proper' Rolls-Royce again after a period of driving a round nosed model on the Irish Georgian tour.

NHH

SPRING LUNCH AT THE MACPHERSONS

Saturday, 26 April 2008



Part of the paddock with Michael Sapsford's 42GX in the foreground



Peter and Rosemary Phillips' 1912 Rippon Style Tourer 1979 and Ian and Pat Eccleston's 1939 Wraith HJ Mulliner Sports Saloon WEC76 accompanied by a hairy sports car

Once again we were blessed with fair weather and a good turnout of cars for the Spring Lunch at the home of Strone and Alex Macpherson. This has not been the driest of years and the entrance to the paddock was a little slippery. Ever thoughtful, Strone reserved space on the tarmac area for pre-1914 cars but, in the event, a bale of straw scattered at the paddock entrance solved the problems and parking became the usual 'where you like' system. Lunch was the familiar shepherd's pie, washed down with excellent Champagne and followed by sticky pudding.

It was good to see some cars which were new to your scribe at least. Bernard and Sylvia Holmes brought

their 1913 replica London-Edinburgh tourer, chassis 9NA, looking resplendent in red with polished aluminium bonnet and this was my first chance to see Michael Sapsford's concours winning 1930 PII Barker Sportsman's coupe 42GX. Unlike last year's concours when the top was up because of heavy rain, Michael had the top down, transforming the appearance of the car.

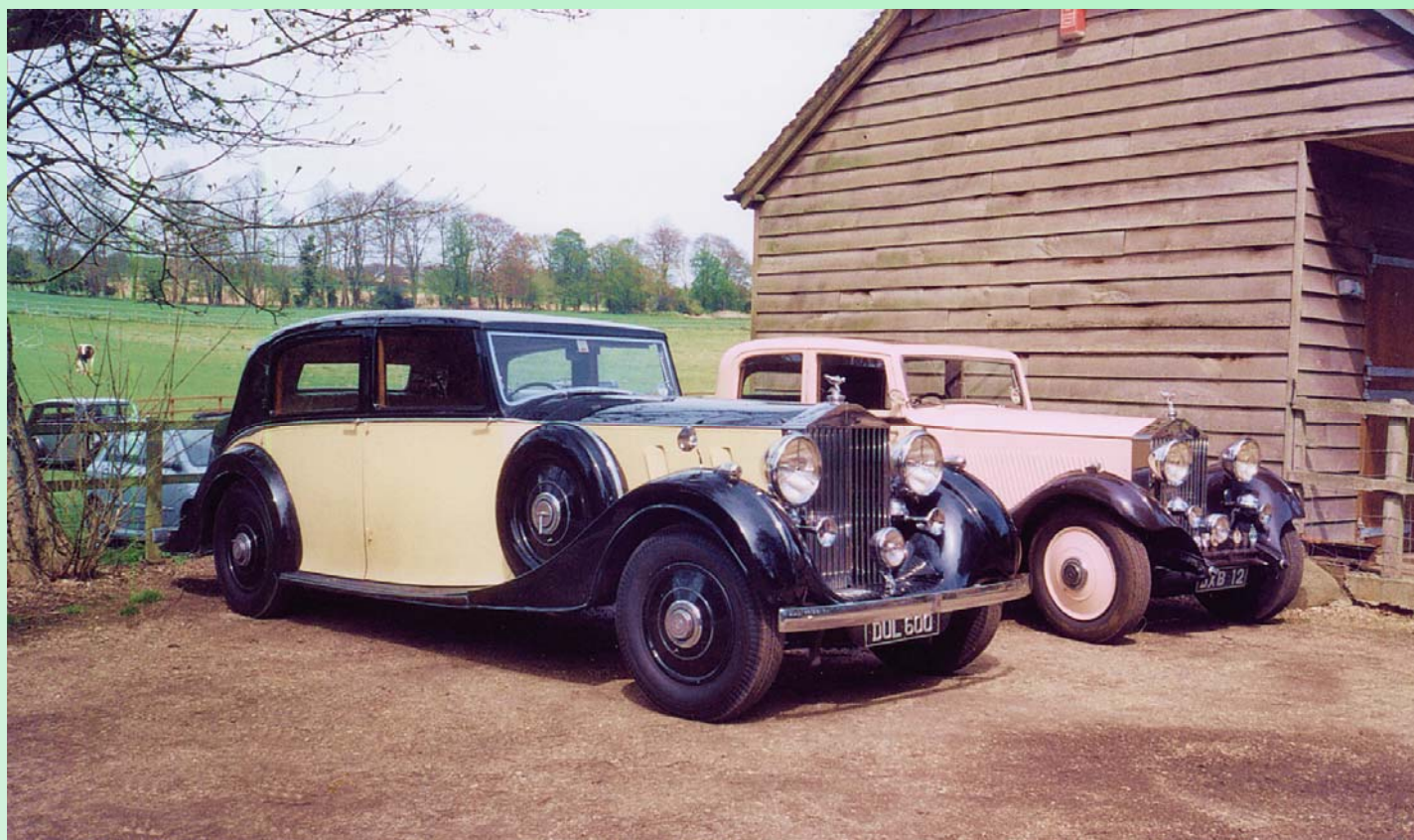
Our sincere thanks to Strone and Alex for their generous hospitality. They are now entitled to a rest, so who will volunteer to host us next Spring?

NHH

Photos: Nigel and Ann Hughes



L to R Strone and Alex Macpherson's 1914SG Bridgwater Tourer 27BD, Bernard and Sylvia Holmes' 1913 SG L-E Tourer 9NA, Gervase and Margaret Forster's 1921 SG Lopes Tourer 60NE, Nick Channing's 1922 SG Tourer 42ZG, David and Rosie Robson's 1912 L-E tourer 2079



Roland and Jane Horton's 1937 PIII Park Ward Sedan 3BU48 hiding Sir John and Lesley Stuttard's 1934 20/25 Barker Sports Saloon GSF29

GREENWICH AND MORDEN COLLEGE

28 May 2008

The National Maritime Museum at Greenwich is one of Europe's finest museums, dedicated to visual displays of the contribution that the sea and ships have made to the success of the United Kingdom over centuries. The Museum is part of the Maritime Greenwich World Heritage Site.

On a bright and fine day in late May, 14 pre-war Rolls-Royces and one Derby Bentley (an interloper caused by the late renovation of a Ghost that belonged to the same owner) purred through Greenwich town centre. After a short distance, they parked in front of the Queen's House, built in the 17th century and designed by Inigo Jones. The museum has the most important exhibits in the world on the history of Britain at sea, comprising more than two million items, including maritime art (both British and 17th-century Dutch), cartography, manuscripts including official public records, ship models and plans, scientific and navigational instruments, instruments for time-keeping and astronomy. Its British portraits collection is exceeded in size only by that of the National Portrait Gallery and its holdings relating to Vice-Admiral Horatio Nelson and Captain James Cook, are unrivalled.

After a generous welcome by the staff from the Museum, members of the 20-Ghost Club enjoyed a cup of coffee prior to a whistle stop tour of the museum and its main exhibitions. It was a taster for a return visit.

The cars then drove in convoy the short distance to nearby Blackheath to visit Morden College, where members of the Club were entertained for lunch, via the good auspices of Sir John Stuttard, who arranged the day's outing and who is a trustee of Morden College. The College was founded by philanthropist Sir John Morden in 1695 as a home for "*poor Merchants... and such as have lost their Estates by accidents, dangers and perils of the seas or by any other accidents ways or means in their honest endeavours to get their living by means of Merchandizing*".

The College, which resembles an Oxbridge College was built to a design attributed to Sir Christopher Wren, but largely carried out by Edward Strong, his master mason. The original trustees were members of the Turkey Company, followed by directors of the East India Company, followed by Aldermen of the City of London. It was described by Daniel Lysons in *Environs of London* (1796) as: "*A spacious brick structure, with stone coins and cornices, forming a quadrangle, which is surrounded by piazzas. Over the front are the statues of Sir John Morden and his lady. In the hall are their portraits, and that of Queen Anne. In the chapel are the arms of Sir John and Lady Morden, and a record of benefactions to the College since the founder's death.*"

Morden College now has some 330 residents.

Two of the residents are Geoffrey and Betty Price who have been members of the 20-Ghost Club since the 1950s. It was a particular pleasure to see them again and a nice coincidence that "their car" (a 1936 20/25 Park Ward saloon, chassis number GTK25) was present - driven and well looked-after by its present owner, Richard Boggon, with Margaret looking after him.

The Clerk to the trustees, Major-General Iain Mackay-Dick, and the Administration Officer, Bill Heelan, had kindly arranged lunch for 20-Ghost members and their guests in the main quadrangle, with tables and chairs neatly placed around the cloister-like surround, under cover. It was an excellent lunch, with convivial company, followed by a conducted tour of the College, which astonished all who visited the establishment.

The quality of the welcome and the care at Morden College was matched only by the quality of the cars, which were much appreciated by the residents.

Article supplied by by Sir John Stuttard



Photos by Janet Gannon of
Morden College

1	2
3	4
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7	8
9	10



1. Colin Laybourn's 1912 SG 1937
Laybourn Limousine

2. Sir John Stuttard's 1934 20/25
GSF29 Barker Sports Saloon

3. Michal Sapsford's 1923 20HP
GA11 Hooper 2-Seater with Dickey

4. Andrew Taylor's 1926 PI 20TC
Park Ward Limousine

5. Richard Boggon's 1936 20/25
GTK25 Park Ward Saloon

6. Ray Lockett's 1912 SG 1861
Barker Torpedo Cabriolet

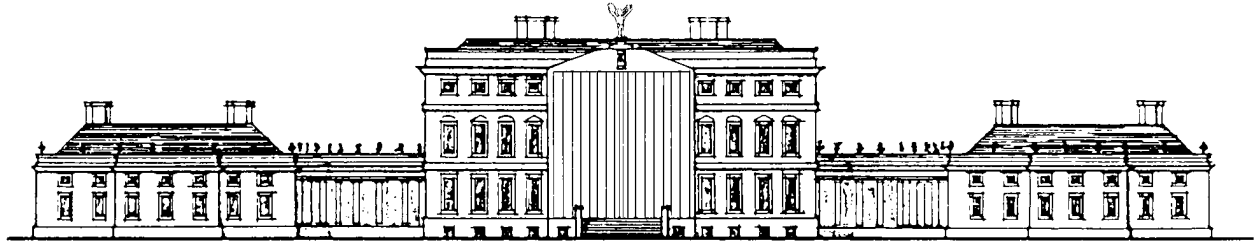
7. Clifton Spencer's 1924 20HP
GDK70 Park Ward Landaulette

8. Strone Macpherson's 1930 PII
62GY Hooper Dual Cowl Tourer

9. Sir Brian Williamson's 1927 PI
65LF Cooper 4-Light Saloon

10. Tim Forrest's 1912 SG 2154
Barker Torpedo Tourer





20-GHOST CLUB AND IRISH GEORGIAN SOCIETY GOLDEN TOUR IN IRELAND MMVIII

Every year the Irish Georgian Society and 20-Ghost Club join forces for a tour around Georgian houses in a selected area. This year, 2008, is the 50th Anniversary of the founding of the IGS by Desmond Guinness, so the tour was an extended tour in Ireland.

The main tour involved a week in Eire with 15 cars, but before this there was a pre-tour for 3 days visiting houses in Northern Ireland and 7 cars took part. We stayed in Killyhevlin Hotel, Enniskillen which is on the shore of Upper Lough Erne. By the time we reached the hotel some of us had driven nearly 500 miles so we had a pleasant evening relaxing and getting ready for the next day's fairly early start.

detail we noted lovely personal touches such as the library where, on winter evenings, his father used to sit and polish the leather books, and the study with a worn patch in the carpet in front of the most comfortable chair where the Duke sat in the evenings in front of the fire.

A distant relative had been Sir William Hamilton, husband of Emma Hamilton, and there were many beautiful pieces of furniture, busts etc which had been brought back from Italy by Sir William. The house is the only surviving house that has been completely decorated by David Hicks and the overall effect was striking.

We ended our tour in the State Dining Room which has been made "less intimidating" by tall units designed by David Hicks to break up the vastness of the room.

The Duke served us superb Chablis and wielded the corkscrew himself. Someone was heard to comment on the convenience of screw-top bottles and the Duke's shoulders were seen to twitch! Throughout there were exquisite touches. The table laid for family lunch with the spoons laid bowl facing downwards in the old manner. On a side table there were bowls of fruit and four place settings with silver gilt fruit knives, forks and spoons-all with the ducal crest. This was a memorable visit and made for a great start to our tour.

After we left the house, and we were quite reluctant to leave, we had lunch in a nearby golf club. Here we had our first reminder that Ireland and potatoes are closely associated. Some of us ordered a round of sandwiches and were surprised that they came with a big dollop of mashed potatoes.



Our first and only house for the day was Baronscourt - home of the Duke of Abercorn. We parked in front of this magnificent Palladian mansion and a tall and charming man walked up to us and introduced himself to us as James Abercorn. He then showed us round his house. In addition to all the history and architectural

The next day we drove NW to Lissadell House on the coast near Sligo, a rather gloomy house with a sad history. As John Cleese would say-“There’s enough material there for a conference”. The house is famous as the childhood home of Constance Markievicz. Constance was one of the leaders of the 1916 rising, was sentenced to death, reprieved, and later elected to Dail Eireann as Minister for Labour, thus becoming the first woman minister in a European democracy, and finally she became the first woman to be elected to the House of Commons (where she declined to take her seat).



The house has been bought by an Irish couple with 7 children and in a very determined way they are restoring the house to its former glory. The 2.2acre walled kitchen garden is a delight with 140 varieties of potatoes. The head

gardener was able to talk about the pros and cons of each variety. Apart from their edibility a major factor seemed to be how long they lasted on a supermarket shelf.

On day 3 we drove south east to join the main tour, via a visit to Bellamont Forrest which is a small (everything is relative!) Palladian mansion. Here we had an entertaining lunch seated round a large table with our host and we were then free to roam around the house. Apart from the house a main attraction were the 5 dogs including 2 Irish Wolfhounds. They all lounged in front of the huge fire in the hall and were normal, soppy family pets. We were a bit taken aback when the housekeeper told us that the day before they had

gone out as a pack and come back with the head of a deer!

This pre-tour was organized by John Redmill who is Chairman of the London Chapter of the Irish



Georgian Society and also a member of the 20-Ghost Club. He drove his 20/25 with verve and shepherded us around with enthusiasm and panache. We soon learnt to respond to the whistle!

As a pre-tour it was a great success and brought us comfortably up to cruising speed for the main tour.
Ian Scoggins

GOLD TOUR in IRELAND

Wednesday 11th June

Those of us who travelled from Holyhead on Wednesday 11th June crossed a calm Irish Sea in bright sunshine arriving on time and without event. Not far from the port, we were first introduced to the reality of the Irish Roads’ Programme! We were soon to discover that every major road in and around Dublin is subject to ‘improvements’, generously funded by Europe – indeed that Dublin is one huge building site!

Carton House, the seat of the Fitzgeralds, Earls of Kildare and now one of Dublin’s finest hotels, was home to us during our stay and the base from which we toured each day. Dinner on our first night was held in the dining room of the old house, the Morrison Room, recognised as one of the greatest interiors of Richard Morrison, fashionable early 19th Century architect. The earlier reception gave us the opportunity to meet friends old and new and, for those like us whose first Irish Georgian trip this was, to meet the London Chapter and a few Dublin members, not least our leader, eminent Irish architect John Redmill. Special guests were Kevin B Nowlan, Irish historian, and the Knight of Glin, who was unable to attend to the obvious disappointment of the Irish Georgians.

Thursday 12th June

Ireland had been basking in warm sunshine before our arrival, weather which was set to hold for the length of our trip, according to a familial Irish source! Nevertheless, not long after joining the quiet N3 dual carriageway to Navan, towards Ardbacchan and travelling at a comfortable 50mph, we became increasingly concerned about the welfare of our three trusting passengers, one of whom in particular, dressed in fine London linen, had completely disappeared under the travelling rug! Before embarking on the tour of the house, two of our three had found alternative, covered transport for the return journey! ereafter, the open cars were the choice of the Irish Georgians only on a 'needs must' basis! Perhaps David and Elspeth Crossley-Cook's 1926 20HP Cockshoot Doctor's Coupe proved an exception, with members of the IGS vying for a seat!

The site of Ardbacchan, near Kells in County Meath, has always been considered sacred, even in pre-Christian times, and for hundreds of years was residence to successive Bishops of Meath. Intended to reflect the resident's prestigious status within the Episcopal hierarchy, the house was built on a scale that made plain how princely the Bishops of Meath used to be. w it is surprisingly un-grand and comfortable, beautifully restored as a family home by its current owners, David and Hon Sarah Maher. much enjoyed a warm welcome with coffee and homemade cakes and



were delighted to be able to wander unescorted all over their home and down to the churchyard in the woods, with its medieval church.

At Headfort House, our next stop, we were served lunch in the Great Hall, later ballroom and currently school dining-room. The reception

rooms at Headfort are the only rooms in Ireland designed by Robert Adam that still exist, thus



explaining why we should include this Preparatory School in our visit. Restoration work currently being undertaken by the World Monument Fund will benefit from any surplus from our tour. Much research surrounded the precise shade of green for the plasterwork and a panel had already been painted in the eventual choice. There were a number of ladies who spent time over lunch questioning the decision of the experts!



The British Ambassador, David Reddaway, entertained us admirably at Glencairn, his Dublin residence, granting us a much longer party than scheduled. We were welcomed as though to a private party and had the pleasure of meeting his lovely Iranian wife who inspired the poet in David Collier to remark later that she 'irradiated Iranian iridescence'



Friday 13th June

In 1655, Tullynally Castle was gifted to Henry Pakenham in lieu of payment for his army service and its name changed to Pakenham Hall. It is now occupied by Hon Thomas Pakenham, 8th Earl of Longford, and his wife Valerie, who, in 1961, reverted to using the original name of Tullynally. We were welcomed by a huge log fire in the vast two-storey hall, with its Gothic vaulted ceiling and niches holding family crests. Before lunch the Earl and his wife showed separate groups round the reception rooms of this grey, battlemented castle, the first house in the British Isles to be fitted with central heating. He was delighted by the interest shown in the vast variety of trees in the gardens and clearly spent longer than his wife had planned on this activity. When she had escorted her group to lunch in the conservatory, converted to a café and open to the public, she mounted the golf trolley that is her means of transport around the estate and headed off down the garden, calling "Tom, Tom, no more trees! I've told you.....! Hon Tom Pakenham is an arborist and Anglo-Irish Historian - and author of a number of prize-winning books.

Ballinlough Castle is unique in Ireland in that it is

still owned and lived in by descendants of an Irish Roman Catholic family. Extensive restoration works continue, which include the extension of the magnificent gardens and lake. We arrived at Ballinlough Castle shortly after the results of the Lisbon Treaty Referendum were announced. Sir John Nugent made known the No result with undisguised pleasure, saying that he would be able to have the dog in the house whilst his wife served us a cup of tea – and adding that perhaps the Irish would have to give back all their motorways!

Due to its rescue by its founder and honorary president Desmond Guinness, Castletown House,



the largest of all the Irish Palladian houses, will always be associated with the Irish Georgian Society, even though it is now owned by the Irish State. This was the venue for a guided tour followed by an evening reception and informal buffet supper. Ken Fairbairn's arrival in his 1932 Phantom II was heralded by the throaty groan of its brakes. Earlier, for reasons best known to him, he had emerged from a building site in a cloud of yellow dust. If this caused the security guards to exchange glances, Gervase Forster's late departure via an unauthorised exit, following self-inflicted engine pressure problems, resulted in two Silver Ghosts being politely escorted off the premises!

Saturday 14th June

On Saturday, we were free to do as we chose. William and Clare Corbett's intention to play a round of golf at Carton was quashed when they were asked for 100 euros a head! Like many of us, they chose instead to take the train into Dublin, where, in Bailey's, we savoured the preparations for Bloom's Day, 16th June. There was a special



offer on Burgundy, 'for the day that's in it,' in memory of Joyce's Leopold and Mary - and kidneys on toast and gorgonzola sandwiches on the menu. Bewley's in Grafton Street, struggled to find us a table for tea at 4.50pm – 'sure we're still serving lunch!'

Sunday 15th June

Lucan House, one of the most Italian of Irish houses and fittingly for 50 years the Italian Ambassador's residence, was the venue for our picnic lunch, where the Ambassador's elderly mother watched proceedings from her bedroom window!



It was appropriate that the Irish Georgians should celebrate the 50th anniversary of their society at Leixlip Castle, home of their founder and Honorary President, Desmond Guinness. The fifteen Rolls Royces, displaying small koala bears, greetings from Australia from Jeremy Greene in his 1924 Silver Ghost Windovers Tourer, parked



on the rolling lawns outside the castle so that the many invited IGS members and local people might enjoy the spectacle. After a tour of the house, we spent a very pleasant afternoon at the celebratory

Garden Party, eating and drinking amongst a motley crew of Georgian Society members, many dressed-up for the occasion, some eccentrically.



Mrs Anne Hamilton had been a guest at the garden party and arrived back at her home, Hamwood House, rather later than we did! The interior of Hamwood remains much as it would have been 100 years ago. The Hamilton daughters, whose father bought the house in 1880, were taught by William Orpen who had painted his portrait. A number of their paintings are on display throughout the house.

By now comment about Irish roundabouts had become commonplace. One, en route to Tullyally, had seemingly disappeared since John had printed the driving instructions, allowing 1922 Silver Ghost Hooper JL1 to take in the peat bogs West of Mullingar! I am told that the Collier's always opted to leave roundabouts on the exit to Dublin whilst Jeremy Greene continued to circumnavigate them until another familiar car demonstrated the correct exit! Jeremy, who had joined the tour equipped with state of the art Australian Satellite Navigation, quickly ascertained that Irish roadsigns defeated even that!

Monday, 16 June

Before our visit to Aras an Uachtarain, the home of the President of Ireland, we were to drive past Farmleigh, also in Phoenix Park.

Former home of Edward Cecil Guinness, 1st Earl of Iveagh, Farmleigh became Ireland's official residence for visiting dignitaries. It has been carefully restored by the Office of Public Works and since 2001 has had specific times when it is open to the public. At 10.15am, John Redmill led a resplendent procession of fourteen Rolls Royce motorcars – and 'a Bentley of some kind' bearing Brian and Joan Palmer - towards the locked gates.



John had arranged for the gates to be opened to allow us to drive the circuit passing the front of the house and straight out again. Unfortunately, the guard had not been informed; he would have to contact Security; he couldn't get hold of Security! Entrance being refused, a patient John Redmill explained that we would have to turn round and that would pose some difficulty. The guard obligingly opened the gates to make the task easier and the procession of cars turned round using the intended circuit!



Until 1922, Arus an Uachtarain, which means home of the president, was used as official residence of the Viceroys who oversaw British rule in Ireland. Until 1938, it was home to the Governors General, the Crown's representatives but subsequently the Irish Government adopted it. Because of its vice regal history, they only reluctantly agreed to its current use. Mary McAleese used to be a working journalist so there was no formality when she met us in the State Reception Room, formerly the dining room.

Before greeting each of us individually, with a warm handshake, she chatted anecdotally about her historic residence. She recalled the visit of an old man of modest means from *Co. Mayo* who remarked that his fireplace was very similar to the Italian dyed marble example of Scaglioni's work in the State Room. Upon explanation of its history she remarked in a characteristically Irish way, "I had to get him a chair and a glass of water!" She



mentioned the handmade carpet, its garishness not a hit with all of us, with the Celtic symbols including Eire's national emblem, the harp. One of our guides added to the carpet story by explaining that the President hadn't actually seen the new carpet when she agreed to meet a group of kindergarten children, one of whom became over excited by the occasion and was sick just as the President was due to enter! Staff carefully positioned themselves to disguise the problem! The Elliott's immaculate 1933 Phantom II and the Forster's pristine 1921 Silver Ghost Lopes (Portugal) Tourer were the two chosen for the photo-call on either side of the entrance to the house. Spotting the lofty William Corbett spoiling his symmetry, the official photographer amused us by shouting, "Those with altitude to the side please!"

Mrs Kate Sweetman entertained us to lunch at Annesbrook, the country house which was chosen as a stop-off point for George IV in 1821, when he was journeying to visit his mistress at Slane Castle. We lunched in the ornate banqueting room specially, if grudgingly, built in the King's honour, with its marble gothic fireplace and coved ceiling covered with plasterwork combining rococo, classical and Gothic motifs - now sadly in need of extensive and expensive restoration.



Above: Annesbrook

We spent the afternoon at Slane Castle, those damaged areas now faithfully rebuilt following a disastrous fire in 1991. Current owner, the Earl of Mount Charles spoke to us in the beautiful pillared hall and told us something of the history of the house and how he has very successfully brought it into the 21st Century, instituting the pop concerts for which it is now renowned and building two new rooms for use as a conference and event centre. Interestingly, he has also had a newspaper column and has stood for the Dail, reversing the mid-20th century trend of the Anglo-Irish to retreat from public life or even to leave Ireland altogether.



We were to call at Stackallan, the home of Martin and Carmel Naughton, on the way back to Carton, and to spend an hour or so seeing their beautifully restored house and enjoying the new features to their extensive gardens. They recounted some amusing anecdotes from their

staircase, the largest in Ireland and resembling that at Althorp; his modest upbringing in Co. Westmeath, the search in order to return to the house the original furniture, silver and porcelain; buying a garden at Chelsea Flower Show for his wife's birthday and taking up his mother's suggestion that if he wanted a good heating business, he ought to buy Dimplex – which he did and which has since made him one of Ireland's major philanthropists. Refreshments were served in the stable courtyard, from what resembled a traditional village pub! Bountiful servings of mouth-watering canapés accompanied by Gevrey-Chambertin 2004 and a premier cru Chablis resulted in a much later than anticipated return for dinner! Throughout our tour, we were overwhelmed by the hospitality extended to us but this friendly couple's generosity was quite extraordinary.

Tuesday 17th June

Tom and Mary Alexander had been looking for some time for a renovation project that would present a challenge. They certainly found it when they decided on Gloster, a 13 bay two storey house



which was bought by the Silesian Sisters and converted to use as a Convent School. Since 2000, this brave couple have gradually rescued and repaired a house that was in appalling condition. Mary, who continues her professional life as a lawyer, told us, "We don't play golf!" She talked of this project as their hobby and how they look forward to sharing it with the local community. Tom, for instance, an expert on Baroque music, intends to use the old school chapel as a concert hall. Our arrival here was rather later than intended and a phone-call alerted John Redmill that the Earl of Rosse was not best pleased since lunch at Birr Castle would therefore be delayed.

Only five cars were driven to Birr Castle, the rest



of us travelling by coach and walking from the road to the front of the house where our disappointed host awaited our arrival. Explanations and profuse apologies were made but only the timely arrival of Ernst Arendonk, the Gerard Depardieu look-alike in his 'green projectile,' brought a smile to the Earl's face! (Dutch couple, Ernst and Anne were much enjoying their first tour with the club and had told us how delighted they were by the warmth of the welcome members had given them.) The Earl and Countess of Rosse served us a hot lunch in their dining room. They had brought out many of their oldest and most treasured pieces for us to see, an interesting piece of silver on each dining table and other pieces throughout the rooms we had been shown. We learned that rather than being cross about our late arrival, he was in fact disappointed

because he had arranged for us to visit the library in the town. Time being short, before returning to the coach, one group walked to the giant telescope built by the 3rd Earl, a distinguished astronomer, the other to the most attractive Georgian-planned town on the edge of which stands the castle, its garden and demesne considered amongst the most splendid in Ireland.

Marianne Faithful occupied the quaint old Shell House, perched beside the River Rye in Carton's parkland. This was the venue for a farewell reception on our last evening. Ken 'without clutch' Fairbairn, making reference to 'Smith with the Gates,' added a personal tribute to John Redmill for helping him resolve the problem that he had experienced a day or two earlier. John had found him Jim Bolland, 'the only man in Ireland with the tools to do the job and the willingness to do it outside his own front door – behind which were 70 classic cars!'

Our thanks go to Jimmy Valentine and John Redmill who, between them, organised a most interesting and thoroughly enjoyable tour - and to our hosts and hostesses in the many magnificent houses we visited, who certainly confirmed the reputation of the Irish as a friendly and hospitable people. We look forward immensely to joining the IGS on the next one!

Helen Banks Photos; Gervase Forster and Ian Scoggins

Photos of the Garden Party Copyright of John Weigel







ANNUAL CONCOURS D'ETAT

MANSFIELD COLLEGE, OXFORD

20 JULY 2008



Early arrivals at Mansfield College, Colin Hughes' 'Small HP' winner 1931 20/25 GOS8 in the centre

The 20-Ghost Club Annual Concours took place on a perfect sunny, warm July day. Our thanks go to Brian Fidler who had arranged for us to use the quadrangle of Mansfield College, Oxford, as our venue. Access from the road was easy and the quad has a large circular lawn at the centre, around which we could display our cars.

This year, the judges were Ian Scoggins, winner of the 'Small HP' class last year and Nigel Hughes who was standing in for last year's 'Large HP' winner Michael Sapsford, who was sadly unable to attend. Judging followed the well tried formula of 25% of the marks going to each of Exterior, Interior, Chassis and Engine.

There was an excellent entry, with a much higher than usual proportion of 'Small HP' cars. The winner of the Fred and Joan Watson Trophy for the best 'Large HP' car was Nick Naismith with his 1911 SG replica Tourer. Nick also took the Ladies Trophy, judged by a card vote. Colin Hughes won the 'Small HP' class with his 1931 20/25 GOS8 Park Ward Saloon. (Nigel let Ian do the judging for that one!)

Brian Fidler had arranged for an excellent lunch to be provided by the college, so there was no need for picnics.

If there had been a prize for the most unusual accessory, it would have gone to Jo Wootton for a completely absent petrol tank. See below.



Readers may recall that her car was victim of a disastrous fire in the Pyrenees which destroyed the rear end of the car, with the petrol tank at the heart of the blaze. During the rebuild, the tank was refurbished, but subsequently, flakes of tin and debris were being released from the interior, causing fuel filter blockage. The car came to the Concours with a jury rig of petrol cans on the back seat, pausing several times on the journey to fill up. We look forward to seeing a brand new tank in due course.

Nigel Hughes

Photos: Colin Hughes



1	2
3	4
5	6
7	

1. Brian and Wendy Fidler's 1927 20 HP GAJ15 Brewster Salamanca
2. Tim and Susie Forrest's 1912 SG 2154 Barker Torpedo Tourer
3. Digby and Margery Wills' 1932 20/25 GBT81 Barker Sedan
4. Andy and Val Butcher's 1931 20/25 GNS60 Barker Sedan
5. David and Jane Else's 1928 20HP GKM30 Binder Four Light Saloon
6. Nigel and Ann Hughes' 1925 SG 120EU Barker Tourer
7. Jo Woottonj's 1925 PI 10UMC Hooper Tourer



1	2
3	4
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1. Gervase and Margaret Forster's 1921 SG 60NE Lopes Tourer
2. John and Rae Kennedy's 1905 Light 20 26350 replica Isle of Man TT Tourer
3. Nick and Jo Naismith's 1911 SG 1606 Barker style Tourer by Lamb
4. Graham and Gilly Adams' 1919 SG 51TW Flewitt Tourer
5. Andrew Taylor's 1927 20HP GAJ42 Hooper Tourer
6. Richard and Margaret Boggon's 1936 20/25 GTK25 Park Ward Saloon
7. Ian and Pat Eccleston's 1939 Wraith WEC76 HJ Mulliner Sports Saloon



1	2
3	4
5	6
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1. John and Susan O'Dowd's 1930 PII 98GN Replica Tourer
2. Graham and Jane Ashley-Carter's 1927 PI 26EF Replica Torpedo Tourer
3. Nigel Hughes and (inverted) Ian Scoggins get down to serious judging
4. Gervase Forster preparing his mascot for lunch
5. Colin Hughes receiving the Messervy Trophy from Tim Forrest
6. Nick Naismith receives the Ladies Trophy, with Brian and Wendy Fidler applauding in the background
7. Nick Naismith received the Fred and Joan Watson Trophy



50 YEARS AGO?

Andrew Ayres was sorting through some old pictures when he came across these. The 'Cat and Fiddle' picture, top left contains from left to right AX201 chassis 551, C-4047 Adrian Garrett's Chassis 558, The 'Auld Lady', chassis 557 and JB-3, which I recall belonged to Jack Barclay in the 1950s. During the Centenary Scottish Tour last year,

Adrian Garrett mentioned that he had been on the 50th Anniversary Scottish Tour and I am wondering if the picture was taken then. Can anybody spot the location of the picture of AX-201 on the moors? And who are the people in the picture taken outside the Nightingale Road factory?

Finally, there's the picture (left) which looks to me like Hythe Road. Who are the people and what was the occasion? The drum-type headlamps suggest to me that the car was a Springfield Ghost.

NHH

Photos: Rolls Royce Limited



COMING EVENTS UK 2008

7-13 September 2008 – Normandy Gardens

A tour of gardens and/or battlefield sites in Normandy, with an option to add a Loire valley extension. For details, see the Club Web site members section. A last minute booking may still be possible. Contact: Strone Macxpherson 01962 73 5562

Sunday 12 October – Autumn Lunch

The Autumn Lunch will be at Hartwell House, Aylesbury. Flyer enclosed. Contact: Brian Palmer 01162 862417

UK 2009

Angelika Elliott and Roland Duce are busy putting together an Eastern European Tour for 2009. Dates and details will be available soon. Meanwhile, if you may be interested, please contact Angelika: promichael@elliott.at

Australia 2008

September 12 – Strathalbyn

A day tour has been arranged by David Prince to the Strathalbyn region, South Australia. Contact: princed@ozemail.com.au

Australia 2009

October 10-15 2009 - National Tour and AGM

Welcome to New Members

Tom and Lauren Colbert, 120 White Park Road, Ithara, New York 14850, Tel: 607 257 4498. e-mail tomc@inteprop.com
Associate

Charles and Diana Bush, 44 Dalry Road, Darlington, WA6070 Australia. Tel 08 9299 6514, e-mail charlie.bush@caseih.com
1927 PI 34UF 7247-KO Martin and King Saloon

Nathan Clements, 41 Lawson Road, Henley Brook, WA 6055, Australia. Tel 08 9296 0887
1929 PII 98WJ KM23632 H J Mulliner Weymann Saloon
1933 PII 86PY 35DERBY H J Mulliner Weymann Saloon

FROM THE CLUB SHOP

Ties £15.00

Brass, Nickel or Chrome Car Badges £ 25.00



NEW!

Cufflinks £35.00 pair, Lapel Badge or Ladies Scarf Pin £20.00 ea

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

For Sale

7.00 X 21 Tyres

Thanks to the decision to rebuild the wheels on 120EU, I have three unused 7.00X21 Michelin Tyres and tubes for sale. Price £150 each. Buyer to collect please.

Contact Nigel Hughes, Tel 01242 890118 or e-mail Hughesn@AOL.com



Back Cover Picture:

Jeremy Greene's 1923 SG 41 EM Windovers Tourer poses outside Glencairn, with Sue Taylor's 1939 Wraith WHC77 Park Ward Touring Limousine in the background, with the UK Ambassador David Reddaway CMG MBE and Bill Halson.
Photo: Jimmy Valentine

