

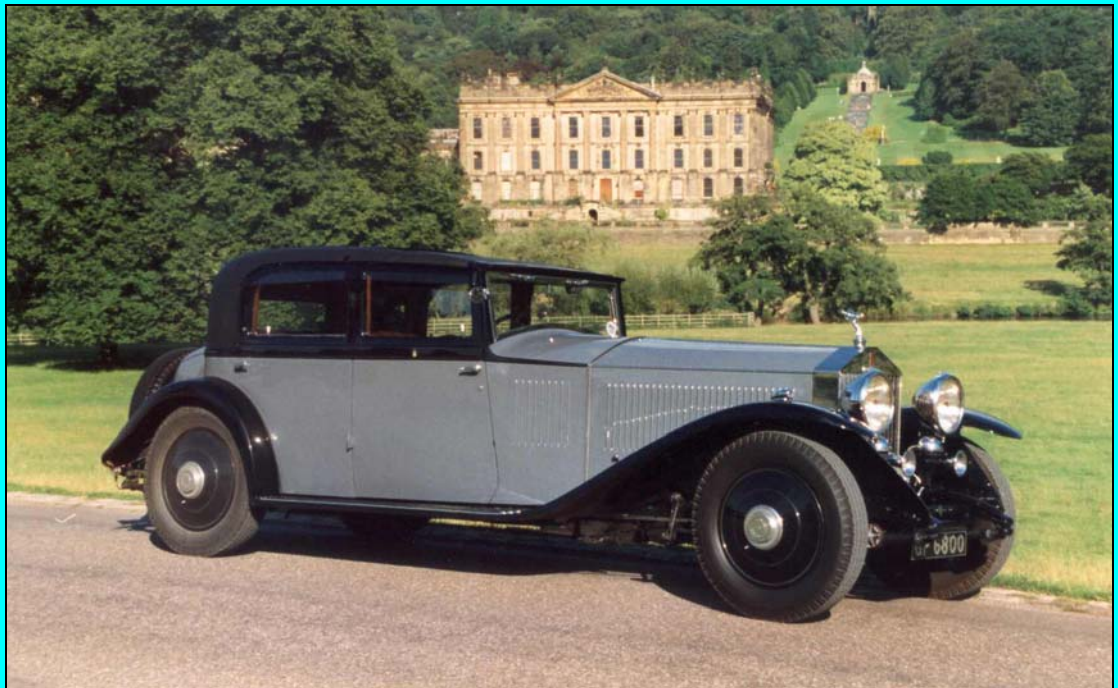
The 20-Ghost Club Record



Volume 40

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Issue 68



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Contents

Page

- 1 Chairman's Message and Editorial
- 2 AGM and Dinner, 18 February
- 3 Visit to Shropshire at Much Wenlock 12-14 May
- 5 Irish Georgian Tour of Dorset 27-29 May
- 8 Champagne, Alsace and Lorraine Tour 4-16 June
- 12 Arctic Recce 27 June-19 July
- 16 Concours at Loseley Park 9th July
- 17 Derby Historic Weekend 18-20 August
- 20 Brooklands Driving Tests 30 April
- 22 The President's Scottish Tour 12-29 September
- 25 The 8th National Tour of the 20-Ghost Club
Australian Chapter 14-22 October
- 27 Trophies and Awards
- 28 Coming events
- 29 Welcome to New Members

Note:

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FROM THE CHAIRMAN

On your behalf, I would like to extend a warm welcome to Nigel Hughes and to thank him for taking on the Editorship. Please support him by supplying all material that you think might be of interest to your fellow members – car histories, adventures, technical tips, lots of photographs, suggestions for events and even complaints. It's your club: let us have your views.

I hope that you enjoy reading the full reports of the events held in 2000 and that 2001 provides you with safe and enjoyable motoring

Jimmy Valentine

EDITORIAL

This will be the last edition of The 20-Ghost Club Record in its present form. It is perhaps fitting that the last Record should be that of the Millennium year.

The aim of the Record has been to provide a detailed account of the meetings of the 20-Ghost Club in the form of a high quality production, as far as possible in colour. However, it has become a largely retrospective document and it has to be admitted that its publication has sometimes been very late.

It was decided that the Club needed a more immediate means of communicating with its members, to ensure that they are regularly reminded of what the Club has in its planned programme and also to provide rapid reports of meetings. This need gave rise to the launch of the Newsletter, which has been very well received.

As you will have seen in the Newsletter, we are changing to a new format of publication to be called the News and Record. The plan is to publish the News and Record at least three times a year. As far as possible it will be a colour production and will be of International A4 size and around twelve pages, depending on availability of material and cost.

For content, we will be looking for reports of meetings, while they are still fresh in the minds of writer and readers alike, and for high quality colour photographs. Historical articles, reports of restorations and personal accounts of experiences on tours will be very welcome as will hints and tips on overcoming the problems encountered in running our 60 to 90-year old vehicles on today's fuel and lubricants and in today's road conditions. As well as traditional reports, we will be very happy to publish correspondence and to include classified advertisements on behalf of members

To reduce costs and editorial work, I will be assembling the News and Record on computer. A great deal of effort can be saved if articles are only typed once. I would therefore urge writers to prepare their articles on computer. They should then be sent to me either on floppy disk or by e-mail, preferably as an attachment in "Word" or "Rich Text Format", though simple e-mail text is also very acceptable. Good quality photographs in print form are welcome, though if contributors are able to do so, the ideal is to send pictures in electronic form as JPEG images at not less than 200 dpi. If you have a digital camera with resolution of 1024x768 pixels or greater, then I will be ecstatic to receive the digital picture direct by e-mail.

My e-mail address is HughesN@AOL.com

Nigel H Hughes

2000 AGM and Annual Dinner



The Annual General Meeting and Dinner of the 20-Ghost Club was held at Boodles Club, St James's on 18th February 2000.

At the AGM, the Chairman, Jimmy Valentine reviewed the highlights of 1999, including the tour of Northern Spain and the Pyrenees, which he described as including "enormous mountains and magical scenery". He requested more support for the Irish Georgian tours, saved in 1999 only by the presence of "modern" Rolls-Royces. He reported that the Cotswold tour had been well received, including the visit to the highly original Jacobean Chastleton House, which he described as "spooky".

Jimmy then went on to outline the programme for 2000. He is seen on the left describing Lord Elgin's planned Scottish tour.

Boodles Club, as ever, provided an excellent setting for the Annual Dinner. The President, Lord Elgin, presented the various Club Trophies. Here, John Stuttard receives the Fred and Joan Watson trophy awarded for the best large horsepower car at the Concours d'Etat, which was held this year at Chastleton House.



VISIT TO SHROPSHIRE AT MUCH WENLOCK

12 - 14 May 2000

Most of us know about Much Wenlock, but few of us had stayed there and it turned out to be a hidden jewel. More surprising was the weather, which was warm and cloudless throughout the trip. Once clear of Stourbridge, the approach from the south (everyone avoided the motorway) makes good driving and we arrived to find the historic Raven Hotel had a secluded car park just perfect for our eight cars. The hotel owner was plainly pleased to see us and always attentive. It seems that the forerunner of what we now know as the Olympic Games was first established at Much Wenlock and The Raven played its part.

Review of the programme revealed that we were dining each evening at The Raven, which was well arranged with food and drink to a high standard. Moreover, the main part of the dining room accommodated our party to perfection, with tables for four or six. Everyone moved around which meant that we got to know each other better, this being no reflection on our close friends of course.



The cars were all great motors and apart from Tony Dyas who suffered from electrical/battery problems with which he coped with calmness and dexterity, there were no motoring dramas.

Left. Graham listening. Its OK honestly.

We began by visiting the Ironbridge Gorge Museum for a private tour and we came out with a profound respect for the industrial skills of our forebears. As they developed their ideas, it was fascinating to realise how often they altered or overbuilt their furnaces and factories, diverting rivers (all without Government interference) to produce something of a botch-patch that we now admire and list for preservation!

Next we went on to the Coalport works. Most of us thought we knew how pottery was made, but the quality of this fine china was very impressive and certain operations of manufacture were very interesting and, to a surprising degree, timeless. All this however was at considerable cost to the health and indeed life of the workers. There were at least five ways to die in employment, ranging from scarred lungs from the furnace to silicosis from dust, not to mention lead poisoning and diseases from the polluted river water! It made dinner that night all the sweeter.

Then we went on to Blists Hill Victorian town, where one can experience the atmosphere and very way of life of a whole Victorian community. Attractions include a nineteenth century steam operated pithead, a squatter's cottage, a chemist and many other Victorian shops, a school house and a Bank, where you can obtain Blists Hill's own legal tender.

Then we made our way back to our hotel and, before dinner, we were invited to drinks at Alan and Annie Henn's, great chums of John and Kay; a charming town house with galleried dining room, all beautifully converted from an old garage. Alan was also very generous and included an opportunity of trying English Champagne (sic) emanating from the vineyard of his son-in-law from Herefordshire. This was acknowledged to be an acquired taste (!) There was little doubt however as to its alcoholic content and it was fortunate that all we had to do was to cross the street for our evening meal, which may have influenced the



The group enjoying Ann and Alan Henn's Hospitality in their lovely garden at Much Wenlock

location of the aperitif or the choice of The Raven – either way it was a great success as proved by the subsequent dinner. Be that as it may, the programme of events was conducted in exemplary fashion with punctual starts and relaxed timing sufficient to sit down for a while instead of being at full Marsh gallop. This must have been catching because I was twice ready to go before John, which astounded him.

On Sunday, some of us visited the Priory 300 yards away. Walking around adorned with headphones we were all fascinated by the history of the ruins. Realising the time, we had to shake ourselves out of the 14th century and on in convoy to Wenlock Edge and the gardens of Preen Manor, dated 1150, where we visited twenty three individual and beautiful gardens which were quite breathtaking.



Left: Tony and Viv Dyas enjoying the gardens

We took wine on the lawn with the present owners and restorers Ann and Philip Trevor-Jones who had obviously spent most of their waking hours in the garden. One wonders what the rest of John's school friends have done with their lives? Perhaps one day we shall enjoy another instalment.

Sunday lunch was at the Cholmondley Hotel, right on the river Severn, proving to be an admirable choice; so good in fact that most of Shropshire joined us with consequential effect on service, as distinct from the menu which was good. After the main course, John and Kay were thanked as deserved for a brilliant weekend. Then one or two with long distances to go slipped away. With an eye on a 4 pm kick-off at Villa Park playing Man.United, the Phantom simply flew to Solihull down the motorway, which was clear so only the first ten minutes were missed. By half time, I wished we were back at Much Wenlock.

Ken Fairbairn

IRISH GEORGIAN WEEKEND

27-29 May 2000

Recently, Irish Georgian Spring Weekends have tended to be in Ireland or the far North meaning a three-day safari before one even starts which is difficult now I earn a proper living with normal, short holidays. This year, however, they have had mercy on us and we were to be in Dorset so there was no doubt Jane and I were very eager to go.

There were 10 cars: Jeremy and Breda Green in the 1924 Ghost. Jimmy Valentine in a 1929 PI, Derek and Helen Allan in a 1929, and John and Barbara Squire in a 1930 20 h.p. The PII's were represented by John and Susan O'Dowd (1930), and Ken and Rita Fairbairn (1932). The 20/25s were Jane and I in our 1933 and David and Stephanie Martin, who have seen the light, in their new 1936. Susan Taylor brought her 1939 Wraith and Meriel O'Dowd, temporarily carless, was in Jimmy Valentine's 1954 Silver Dawn, "Niece".

We kicked off at Kingston Lacey. It promises much from the outside but is a gloomy Victorian Barrack inside. The National Trust pulled out all the stops for us and there were very extensive tours but I managed to slip quietly away to concentrate on the Egyptological side. The obelisk at the bottom of the garden is the earliest to have been imported to Europe and played a key part in the decipherment of hieroglyphs.

High Hall is a half scale replica of Kingston Lacey, and, having been left alone, much more attractive. With its lower ceilings, original panelling and modest scale, it has the warmth of a lived-in house. Mrs Susan Gibson gave us an entertaining tour and we were able to stand on the lawn at the rear of the house doing one of those wonderful architectural puzzles.

After lunch it was Deans Court. Though the house is essentially Georgian it was heavily Victorianised in the 1870s and parts of it feel Scottish baronial as a result. It has fine gardens which Sir Michael and Lady Hanham continue to improve, and these and they are set in an essentially 18th Century landscape.

And so on to Kingston Russell which was rescued from dereliction just before the First World War and sorting out what is and what is not original provided hours of fascinating fun. We had the great privilege here of being able to wander through the house and gardens unaccompanied. The interior has a sensational Chinese room where the wallpaper is in effect a giant painting of Chinese scenes, and a long gallery of wonderfully exotic bamboo-effect plasterwork. The gardens were a delight - a whole series of rooms to explore and admire as the weather stayed mercifully clement.

This was not the case at our next house, Wolfeton. Here Captain Thimbleby is attempting to restore a much maltreated monster which has origins going back to the early 1500s. The house is an amazing mixture of periods with at least three gigantic areas, too big to be called simply rooms, built for display. We had supper in the Great Hall which has a remarkable amount of surviving carving. There are some smaller rooms with a more intimate feel but there is no doubt that Wolfeton can be extremely gloomy, an effect heightened by the rain. One left Wolfeton full of admiration for Captain Thimbleby and the years he has spent dedicated to it.

Day 2 began at Milton Abbas. The great barrack which is Milton Abbey House now houses the school. It's an imposing house in the early Gothic style but no one could call it comfortable. It was built for show by a man who was extremely rich and determined to let everybody know it. His great rooms work well for a school, and it must be a privilege to study the romantic poets in what was once a grand bedroom with wonderful 18th Century views. The medieval part of the site - the Abbots Hall and the Abbey - are tremendously impressive. The Hall has recently been very successfully refurbished and refurnished and the Abbey, too, is rather less forbiddingly cold and damp than I remember it - flooded with light from its late medieval windows.

And so on to Encombe. After the architecturally pure buildings which we had visited, the front at Encombe was more sprawling, relaxed and mixed. It is a house which has been added to over the years so that it seems to have settled comfortably into its site. Mr Scott welcomed us in person and we came to feel at home in a succession of undoubtedly grand but somehow friendly rooms. The Great Dining Room is perhaps an exception with its giant gold plates setting off ancestor Lord Eldon's great seals of office. We were able to wander the grounds around the lake and admire the comfortable rear of the house, the rolling lawns and the waterfall.

The visit to Encombe was enlivened by an emergency rescue. Fate has not been kind to David Martin's 20/25. Alas for David, his 20/25 marooned him again this year. This time it was the clutch. I went to the rescue and I can testify that everyone involved behaved with a British sangfroid which was a credit to all. It was in Encombe, too, that Jimmy Valentine discovered that his new leather roof had developed an inconvenient mind of its own. Anyway, soon we were all back on the road again to Smedmore which is two houses, or even possibly three, put together in a long T shape, set, too, in extensive walled gardens which were a particular delight. It was another house that was friendly rather than grand and with its warm stone and Georgian proportions it exuded great charm.

We next transferred to one of the oddest sights which one has seen in a series of Irish Georgian weekends: Eastbury a fragment of what was once a vast Vanbrugh mansion. In its heyday it looked very much like Blenheim and was partly the creation of that eccentric show off Bubb Doddington. The house cost a staggering amount of money but was so big that no-one could afford to live in it and it was taken down within a generation. What we saw was a great Dorset sight - sweeping views on what had become a perfect spring evening. The remaining house is pretty grand in itself but is only one part of what was one wing, the stables.

We had one more visit and that was to Chettle. Not so grand of course but entertainingly baroque. Here Mr and Mrs Bourke have split the house into units and were just about to have a garden fair so we saw just the dizzying double staircase and the three great state rooms.

Supper at the Castleman Hotel - a distinguished house in its own right - was a splendid meeting of business and pleasure. One was welcomed into a galleried entrance hall of the early 1700s - lowish, with panelled portraits - and took one's coffee after a lucullan dinner in a drawing room which would not be out of place in Balmoral. It was fortunately furnished with capacious armchairs.



The line-up at Athelhampton

Day 3 began at Athelhampton where Patrick Quick himself took us round the maze of little rooms, staircases and galleries which surround the Great Hall at the centre of the great medieval house. One of the great glories of Athelhampton is its gardens. One can wander from room to room admiring the fountains and the plantings, or traverse the alleys to stand on the banks of the river as it sweeps round the house over waterfalls artfully constructed to look natural.



Minterne

From there we went to another house whose garden is a glory, though quite different in style. Minterne (above) sits above a geological anomaly which allows it to have a stream-filled, hidden valley packed with rhododendrons and azaleas. Lord and Lady Digby were enthusiastic and charming and the weather allowed us to wander through a landscape that would not be out of place in the foothills of the Himalayas. The house itself looks sort of Jacobean but is the result of a decision taken in 1907 to sweep away the preceding house, with its problems of drains and dry rot, and make a statement. The result is an Edwardian pile which conjures up that extraordinary, brief idyll before the First World War. Here we had lunch in the sort of atmosphere where one expected Edward VII to come round the corner at any moment.

Our final house was Mapperton, a warm, hamstone building bathed in the afternoon sunlight. Like Mapperton, it hangs over another great Edwardian garden but this time quite differently treated. The valley is regularised into terraces with orangeries, flights of steps, architectural yews and a great canal.

As usual we had seen the most extraordinary variety of houses: the grand, the correct, the lush, the decayed – one-offs and slow growths - all of them adding up to a weekend of tremendous fascination. These expeditions are quite hard work and occasionally difficult but we keep returning, and we are not alone. I remember one member of the party a couple of years ago swearing forcibly that she would never, ever, go on another of these Irish Georgian weekends; yet here she was having a great time in Dorset. If you hadn't been on one of these crowded three day expeditions then you are definitely missing something.

CliveCarter

CHAMPAGNE, ALSACE AND LORRAINE TOUR

June 2000

90th Anniversary of Charles Rolls Channel Crossing

On Sunday afternoon June 4th 2000, the majority of participants gathered at The Woolpack in Chilham to renew or make new acquaintances over a tasty meal in congenial surroundings. Monday dawned grey and overcast. Away we all went towards Dover encountering mist prior to arriving on Marine Parade at Dover for a viewing of the Charles Rolls statue and photo call with Donna Sowerby from the Dover Tourist Office and the Deputy Mayor of Dover. Donna had organised a very welcome cup of coffee for us all at the nearby Churchill Hotel. As we gazed out to sea, many of us wondered what it must have been like for Charles Rolls flying in his little plane 90 years ago, almost to the day. He circled Sangatte and dropped a message before returning to Dover, the first aviator to perform this feat. André Ruinart, a friend and fellow aviator awarded a cup to commemorate this achievement.

Soon it was time to make our way across the Channel to Calais where we found that it had been raining. A quick view of the Channel Tunnel entrance before the rain set in for the rest of the day. The suggested tour some of the WWI battle sites was abandoned by many of us as we decided to drive to our overnight stop. The accommodation was simple but the food was tasty and the hotel staff helpful and charming.

Tuesday, June 6th dawned grey and overcast. Soon we were bowling along a very pretty route on local byways in the general direction of Reims where we had an appointment with Jennifer Mansuy of Chateau Ruinart. By the time we had dribbled into the allotted parking area the sun was blazing and so it was to remain for the rest of our time in France. The President of Chateau Ruinart appeared cradling a magnificent silver cup, the very one that had been awarded to Charles Rolls by the Ruinart family all those years ago. The promise made on our last visit ten years ago had been kept and this was the result. The cup was located in the guardianship of The Royal Aero Club and arrangements made for its appearance - an historic highlight for all concerned. Jennifer conducted us on a private tour of the cellars and crayères (which resulted from the Romans mining chalk blocks for building) followed by a champagne tasting. We retired to our hotel, the luxurious L'Assiette Champenoise to prepare for a sumptuous banquet arranged and hosted by Jennifer and Baron Roland de Calonne. Each course was complimented with an appropriate champagne. As we progressed from Foie Gras with a compote of figs to a delicate fish wrapped in pastry and served with a champagne sauce, to roast breast of guinea fowl, to wonderful local cheeses and finally to a selection of desserts the champagnes became more and more delicious. The jewel being Dom Ruinart Rose 1986 - a champagne only for very, very special occasions.

Many people took advantage on Wednesday to do some car maintenance, to sightsee in Reims, to use the leisure facilities at the hotel and generally relax. Drinks on the sunny terrace prior to a simple set course dinner rounded off our stay in Reims

We had been advised that an early start was required so that we had plenty of time for the long drive from Reims to Riquewihr in Alsace. By 9 am on Thursday there was not a Rolls Royce to be seen in the grounds of the hotel. It was a glorious day for motoring along a route recommended for bypassing any busy built up areas, and passing through some stunning countryside. There was a steady climb, at first unnoticeable and then for a few kilometres a real pass. It was only on the descent that the climb was apparent as the road seemed to go down into the valley forever. Finally, the turnoff for Kaysersberg came. We awarded ourselves a drink in the main square where we noticed a stork family had taken up residence on the special platform. The baby minding stork was observed catching the last few rays of sun before attending to its duties. On to our destination, Riquewihr where we were to stay four nights at Hotel de la Couronne, a mediaeval coaching

inn. As this hotel does not have a restaurant we were able to explore the delights of the local establishments of which there were several excellent examples.

Snaking through the vineyards of Riquewihr we could see from our cars truly panoramic views of the surrounding countryside and of those tending the vines as well glimpses of the amazing walled village. Back into the village for a photo call outside Hugel's office before entering to hear and see how to fit a modern production line into, around and under a mediaeval village. David Ling, our entertaining host gave us a wonderful insight into the history of the Alsace region as well as the long history of the Hugel family and their wine making activities. We all had much more appreciation for the wines we were encouraged to taste at the end of the tour. Needless to say, the afternoon was spent putting the world to rights in one of the many restaurants by most while a few prepared their cars for the days to come.

A special dinner had been arranged for us at the Hotel Le Sarment d'Or. The chef had worked closely with David Ling and together food and Hugel wines had been chosen not only to compliment each other but to showcase the best of Alsace dining. A truly memorable meal.



Saturday 10th June did not dawn clear and sunny. Instead most of us awoke to a thunderstorm taking place over our heads. It had several running to the car park in an amazing variety of attire to ensure all was secure. By the time we were due to leave for a gentle drive through some of the neighbouring villages to Eguisheim all was well with the gods and the sun was shining. We parked our cars around St Leon fountain with its attractive backdrop of the Château. Before long the good burgers of Eguisheim were out in full force and a news team from the local television company were filming. We were officially welcomed by the Deputy Mayor, Mimi Ling with a

'vin d'honneur' before retiring to the Château. After a snack lunch we were on our way to visit the Musee National de l'Automobile Collection Schlumpf at Mulhouse. This was a highlight for some.

The idea of staying in a much visited tourist village but being somewhere else during the day, especially the weekends worked extremely well. Sunday, 11th June was no exception. The morning was spent exploring Colmar while in the afternoon both drivers and navigators were awarded a rest as a vintage steam train took the strain to a jetty where a boat was waiting to collect passengers for a cruise on the Rhine.

Right: Gervase Forster in 60NE races the Blue Train?





The time had come for the cavalcade to move up into the mountains. Monday 12 June was hot. Most drivers took the short journey leisurely, stopping for a picnic en route. All arrived in time to watch the shadows lengthen and six little FIAT 500 sail across a field. (They were so tiny that their wheels were obscured.) Everyone voted the pink gingham one - 'très chic'.

Tuesday 13th June was a day to laze away if desired. Some caught local transport for a day out in Strasbourg, others tackled the walk up the mountain to view the temples silhouetted

on the skyline, others explored points of interest from the First and Second World Wars.

There were two points of interest on our route to Rugby on Wednesday 14th June. The first was the amazing Plan Incliné de St-Louis-Arzviller. This is a boat lift. It was inaugurated in 1969 to replace a section of canal with 17 locks which took whole day to negotiate. It is quite bizarre seeing a boat being hoisted almost vertically and then when appropriate gates opening to enable the boat to sail off at a much higher level.

The second point of interest proved more elusive and it was only the most tenacious that were rewarded with an inside view of life in (or under) La Ligne Maginot. Imagine all the facilities needed to sustain a village underground but one that was at war. Kitchens, dormitories, a ventilation system, lighting, communications - both internally and externally, operating theatre, dentists chair all were accommodated within miles of tunnels.

The long haul back to England had to be tackled. The first leg finished at Bazeilles, near Sedan on Thursday 15th June and took us through mainly industrial areas. It had been decided to have our gala dinner on Friday evening 16th June in Cambrai to give a free weekend for leisurely travel back to base.

The Château de la Motte Fenelon made us very welcome. We enjoyed drinks and canapes on the terrace in the warm evening sunshine before our delicious banquet was served in an elegant private dining room.

Farewells said and most were on their way for England after a most enjoyable tour that contained more than just a challenge for drivers. In fact, there was something of interest for every participant.

Rae Kennedy

Photos: John and Rae Kennedy

Following Page: Some of the cars on the tour

Top Left Mary and Doug White 29LK

2nd Left Lee and Pam Wolff S210PK

3rd Left Brian and Jo Wootton 104EU

Bottom Left Strone and Alex Macpherson 62GY

Top right Jimmy and Elaine Soens 128EM

2nd right John and Rae Kennedy 2260E

3rd Right Bernard and Sylvia Holmes 71RY

Bottom Right Ian and Anne Scoggins 100HG



A RECONNIASSANCE TRIP TO THE ARCTIC

The Club is always on the lookout for possible new areas for major rallies and this is why John and Kay Marsh teamed up with Graham and Gill Adams for a trip to Finland from 27th June to 19th July 2000. John takes up the story:



Santa admires John's "sleigh" on the Arctic Circle

This trip was very disappointing due to bad weather. There were 18 ½ days of periodic rain out of the 20 and the terrain is virtually flat so that one never had to change gear from morning to night, except to start and stop, and continuous driving for 200 miles became very boring. On the other hand, it was a terrific experience. The hotels and food were very good, as were the ferries. We covered 3515 miles with only very minor problems – mainly oil leaks.

The journey to Harwich was uneventful along M6 and A14. The ferry was one of the DFES Line, departing at 4 pm with a scheduled crossing time of 22 hours. The ferry was of a good standard, but unfortunately, during the night, a gale blew up, making the boat extremely uncomfortable. The boat had been in for a refit, with tanks fitted either side. This, the Captain told us, made the boat very uncomfortable in certain seas and many of the passengers and crew were not well enough to leave their cabins. We docked on time, leaving at 8.15 Danish time heading for Skibby on Route 6, which was virtually up to Motorway standards, to Helsingør where we boarded another ferry for the 20 minute crossing to Helsingborg, north of Malmö in Sweden. We then took the E4 to Jönköping and arrived at our hotel north of Granna. This was an extremely easy journey on dual carriageways and we were able to average 50 mph.

On 29th, we took the E4 to Stockholm, again a good road. That evening we took the overnight ferry Silja Line for Turka. This involved weaving our way through thousands of small islands, the course being well plotted with buoys where the most skilled navigation was required. This again was an excellent ferry. They did not have commodore rooms, but the deluxe cabins were very adequate. The food was outstandingly good and the sea was flat calm all the way. Breakfast was served from 6 am, a traditional meal of good quality and we landed at 8 am Finnish time, which is an hour forward from Swedish time.

Leaving the docks at 8.15 am, we headed out on route 8 for Pori, a super easy run of 100 miles, arriving at 11.30 am. We drove around for some time trying to select a good hotel with its own parking. This took us to a holiday resort, that was quite busy, and not suitable, so we came back to Pori to the Sokos Hotel which had excellent underground parking.

On 1st July, we headed north on route 8 to Vassa. We then had a choice of routes, one being straight up route 8, the other being the coast road 660, which we decided to use. Again the route was rather uninteresting because there were miles and miles of trees obscuring the sea and coastal views and the surface was very poor due to snow damage. However, we came across some small holiday homes dotted around. Finding our way back on to Route 8, we arrived in Vassa. Again we had difficulty selecting an hotel and finally settled for Best Western which was run by a very helpful lady director/manager. This was a very well appointed four star hotel with sauna, swimming pool and Jacuzzi and a very good a la carte menu at night.

The next day we spent exploring and came across a number of oarsmen who were waiting for the fog to clear so that they could continue their race from Sweden to Finland and back. This was in fact with five man rowing boats and is an annual event. I believe there were 33 crews taking part. We had a very nice luncheon by the bridge from the island where we watched the fog coming down once more.

On 3rd July, arrangements had been made for us to visit the world-renowned Swan boat building business at Jakobstad, some two hours north of Vassa. This was a terrific experience. We were told that the boat size was still increasing. We saw 80-foot boats at two million being built and then we were taken to a different part of the works to find 112-foot craft. No price was mentioned for these, but it was said that this size of craft was being built for the Americans and they now had a waiting list of three years.

On leaving Swan, we travelled along route 8 to Oulu, but unfortunately, the heavens opened for the rest of the journey and we came into Oulu like drowned rats and had difficulty in finding an hotel.

The morning of the 4th was brighter and warmer and we proceeded on the E75 to Kemi and then took the inland route northeast on the 926 for 70 miles to Rovaniemi. Once again we met a very heavy storm and found the road to be almost deserted and, in places, extremely bumpy. We arrived just in time for a late lunch at the Oppipoika.

On the morning of the 5th, we set sail early to go into Santa Land, which was only about five miles from the hotel and exactly on the Arctic Circle. We were most fortunate in getting into Santa's Grotto just before 11 o'clock. We had our photographs taken with Graham and Gilly and the Spirit of Ecstasy before Santa agreed to come outside and have his photograph taken sitting in the Phantom straddling the Arctic Circle.

We spent the rest of the morning shopping in the many stores and finished up with lunch in the restaurant before going to the Husky kennels which were most interesting and informative. They put on a show for us and we made our way back to the hotel.

The next day, we did a bit of sightseeing, ending up at a small Gait rose restaurant in Pello where they made specialist food for weddings, office parties etc. This was about 60 miles from our hotel and we returned by a different route.

On the 7th, we made an early start for Kwasomo onto the Route 82, which again was a flat uninteresting road, which took us north of the Arctic Circle at Kemijarvi. We then turned south for the first time, heading back down the west side of Finland near the Russian border. We spent one night in Kwasomo before moving on to Kajaani on the E 63, again a flat main road through the forest. I don't think we changed gear for 10 hours. This brought us to the Sokos Hotel in Kajaani.



The next day was very overcast and foreboding, but we found a green route to take us round the large lake called Ulijanni, but the trees obscured the views of the lake. We arrived back at the hotel as the rain started to come down and enjoyed a small lunch before having a look around the town.

On the morning of the 11th, the sun was shining with no cloud in the sky. We set sail at 8.30 am for Kuopio on the E 63, due south for 112 miles. This was an excellent main road with many sections dual carriageway and again it was not necessary to change gear. Arriving in the town in time for lunch, we had difficulty in finding an hotel before eating. After lunch we took a trip on the huge lake Callabesi in hot sunshine for two hours. Again, we used a Sokos Hotel.



On the 12th, we made an early start for Heinola, 200 miles south. The roads followed the same pattern of being very straight with an excellent surface and a small amount of traffic. Unfortunately, we had a severe storm and the roads were partially under water. We were however able to average 45 mph. We had booked into the Best Western on the lake for three nights. The weather was unkind with heavy showers. On the 14th, we discovered a route through the lakes west of Heinola in Lahti and had a splendid lunch at a ski resort before heading home for Heinola.

On Saturday morning the 15th, we were all up early, in fact before breakfast was served, which meant that we were able to make our way along Route 54 from Lahti to Forssa and then Route 10 to Turku, again running into very heavy rain with thunder and lightning. We arrived at Turku at lunchtime where we caught the

overnight ferry to Stockholm, arriving at 7 am Swedish time. We enjoyed a good crossing with excellent food, having breakfast before we docked.

Today, Sunday 16th, was to be our longest journey of the trip. We found our way out of Stockholm and joined the motorway system E 20-4, covering 247 miles before lunch. Traffic was light, but again we ran into heavy rain that slowed us down, in places the roads being under water. However, we made exceptionally good time, stopping only for nature, coffee and fuel, arriving at a very nice Best Western hotel out in the country before lunch, where we enjoyed a fantastic smorgasbord luncheon. The rain continued for most of the afternoon, which gave us the opportunity to rest before another 200 mile plus journey on Monday.



We visited Vrigstad early, heading for Malmo, southwest for the new bridge that was only opened on the 1st July. We took the secondary roads through the agricultural area and it was unfortunately very overcast and windy when we crossed the bridge, which is 15 kilometres long and costs a toll of the equivalent of £25. This brought us into Copenhagen, Denmark, where the roads became very busy. We had difficulty in finding our hotel in Taastrup, another Best Western. This was one of the very few dry days.

On Tuesday 18th, we had only 70 miles to do to the ferry terminal. This took us via another terrific engineering bridge of 24 kilometres to Odense and on to Esbjerg, where we arrived at 3 pm, before the ferry terminal was open. A very good overnight crossing landed us at Harwich at midday on the 17th, to be greeted by sunshine and warm weather (AT LAST) and 196 miles further on we arrived home at 4 pm.

John Marsh

ANNUAL CONCOURS AT LOSELEY PARK

9 July 2000



The Annual Concours was held at Loseley Park near Guildford on 9th July. Loseley Park is the home of the More-Molyneaux family, having been built by Sir Charles More in between 1562 and 1568 to receive Queen Elizabeth. Such Royal Visits were a mixed blessing as the cost of entertaining the complete Royal entourage could be sufficient to bankrupt the "lucky" host. We trusted that the visit of the club had no such overtones. In any event, the house survived and contains much of interest.

As had become all too familiar during the "summer" of 2000, the weather was heavily cloudy, threatening to rain at any moment. However, this did not deter 20-Ghost Club members who show remarkable tenacity in the face of a potential soaking, even when their cars are devoid of weather equipment. In the event, the rain more or less held off, an umbrella nevertheless being evident in the picture above.

Judging any concours can be very difficult and the gathering of fine cars offered no exception on this occasion. In the event, the Fred and Joan Watson Trophy, for the best Large Horsepower car went to David and Barbara Morgan's 1919 Silver Ghost 39PP, with a tourer body by Colin Laybourn. Keith Jay, who had come all the way from Cyprus, won the Messervy Trophy for the best Small Horsepower car with his 1927 20HP Coupe Cabriolet by Windovers. Adrian and Sylvia Garrett had travelled from their home in the balmy North Island of New Zealand to attend with their 1907 Silver Ghost 588 with Roi des Belges body by Gladiator. Their efforts were rewarded by the award of the Ladies Choice Trophy.

Susie Forrest

DERBY HISTORIC WEEKEND

Or was it Staffordshire?

18 - 20 August 2000

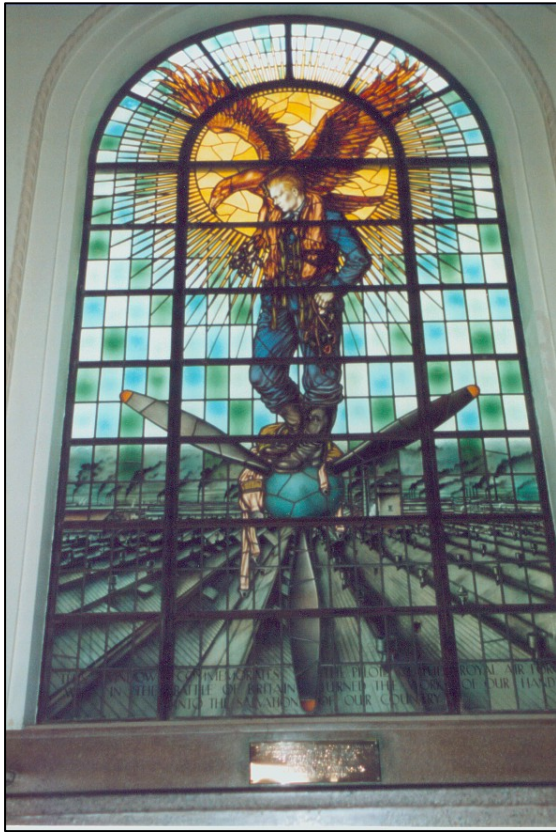
In the winter of 1907/08, a new factory was built in green fields on the outskirts of Derby at a location now known as Nightingale Road. So began the history of large-scale production of the World's most famous car, the Rolls-Royce Silver Ghost and, later, the World's most famous aero engine, the Rolls-Royce Merlin.

Believe it or not, the factory is still there. Even more incredible, it is still used – not for the production of Ghosts, Phantoms or Derby Bentleys, but for jet engines, such as the Trent, used today by manufacturers of commercial aircraft. In a single-storey workshop, with its concertina roof, the visitor feels on the one hand to be in a time warp and on the other to be at the forefront of aeronautical technology. Scientists, engineers, politicians, defence chiefs and airline executives come from all over the globe to examine the world's most advanced jet engines in a century old building.



And so it was that, on a wet Friday afternoon in August, sixteen pre-Second World War Rolls-Royce cars arrived the Sir Henry Royce Centre in Derby before driving the short distance to the “Holiest of Holies”, Nightingale road. Welcomed by Richard Haigh, the Chief Executive of the Rolls-Royce Heritage Trust, the drivers and their passengers, members of the World's oldest Rolls-Royce Club, were given a guided tour by the Factory Services Manager, Malcolm Lowe. He advised that it was not a good idea for anyone to put his or her hand in a swarf bin!

The location of Sir Henry's old office, with the remains of a fireplace and chimney, were clearly visible. The factory floor, once the humming assembly area for Silver Ghosts and then Phantoms, now contained machines turning parts for the huge engines that power the worlds largest aircraft. In the original front office block, bronze statues of Charles Rolls, Sir Henry Royce, Claude Johnson and Lord Ernest Hives grace the public areas. Dominating the hall is a stained glass window dedicated to the plots of the Royal Air Force who “turned the work of our hands into the salvation of our country”. The design is of an airman, shrouded by an eagle, standing on the spinner (the front cone) of a Merlin propeller, as used in the Hurricanes and Spitfires of the Battle of Britain. It is a place of history, a museum in a living factory, commemorating the excellence of a great name, Rolls-Royce.



The visit to Nightingale Road was a fitting start to a weekend planned by Graham and Barbara Mead, owners of some magnificent pre-First World War Ghosts, who live in the nearby Derbyshire town of Hartshorne. Fellow 20-Ghost members Tony and Vivien Dyas, had taken bookings and arranged reservations at the Isaak Walton Hotel in Dovedale at the southern end of the Peak District National Park. The hotel was named after the famous author who wrote “The Compleat Angler”, based on fishing in the river Dove. The short journey from Derby to Dovedale took the cars through Ashborne, best known these days for its bottled water, and up Swinscoe hill, used in the 1920s and 1930s for testing Rolls-Royce chassis.

The Isaak Walton is in a stunning location and, when the rain and mist cleared on the Saturday morning, the wild and alluring hills of the area could be appreciated. It was a great place for a walk, as Kay Marsh and her dogs found out. They also seemed quite at home in the Marsh’s 1923 Silver Ghost with its Barker shooting brake body, supplied originally to HRH the Prince of Wales. But first, a pre-dinner lecture by Mike Evans, Chairman of the Rolls-Royce Heritage Trust, on the early life of Henry Royce, the days before Cooke Street, Manchester and the early history of the Company at

Nightingale Road. From his initial success at manufacturing electrical cranes, Royce’s life was traced to production of his first car, amid a hard-working lifestyle, devoid of pleasures outside work, going, on occasions, for days without proper sleep or a cooked meal. The lack of fulfilment in his marriage was either one of the drivers or a consequence of his devotion to work. But this emotional shortcoming was filled after his illness, by Nurse Aubin, his dedicated companion in later life, who lived with him at Le Canadel in France and also at West Wittering. This did not however prevent Royce from secretly continuing to see his wife who lived in a neighbouring Sussex village. But, his enthusiasm for work influenced those who worked with him and led to a somewhat strict attitude to employee benefits, at least by today’s standard. Two stories are worth repeating. When the new factory at Derby was completed in 1908, the workforce transported their personal possessions and their families from Manchester, finishing work at Cooke Street at 5.00 pm on Friday and starting work at Nightingale Road at 6.00 am on Monday. Then, in 1910, when The Honourable Charles Rolls died in a flying accident, (the first person to be killed in a plane) the employees paid for a memorial plaque that was mounted on the wall of the works canteen. In these enlightened days of Social Chapter and European Human Rights, such practices seem old-fashioned, yet they produced an emphasis on quality and perfection that created a brand that is the envy of the World.

Saturday’s drive through the Peak District National Park was glorious – not because of the grouse, but their habitat had turned the most wonderful colours of dark brown and purple. The start was onerous for some, not least David and Barbara Morgan who suffered an overnight puncture, joining others who carried out minor fettling over the weekend – John and Rae Kennedy with a flat battery and Gervase and Margaret Forster, also with a flat tyre. But the scenery and company were far from flat. Joining us for their first rally were Brian and Joan Palmer, new members, in their newly acquired 20 horsepower tourer, fresh from attention at Ristes Motor Company.



*Surely Graham is not planning to overtake John **here***

Actually, most of the morning was spent in Staffordshire, which gave something of a lie to the description of the weekend. However, by late morning, after a hill top view of Macclesfield and Jodrell Bank (in Cheshire), we were firmly back in Derbyshire. A brief stop at another historic monument, the Cat and Fiddle pub on the Macclesfield to Buxton Road, was followed by lunch in one of the attractive villages near Bakewell, of tart fame. Actually, we chose Tideswell, which is closer to Buxton, mainly because it gave us the opportunity of seeing the church of St John the Baptist, better known locally as the “Cathedral of the Peak”.

Built largely in the 14th Century, the church gained its name because of its size – the tower dominates the small town. Of particular interest is the church’s magnificent woodwork, which dates from all periods. After spiritual uplift, it was time for mortal sustenance, which was provided at a nearby hostelry. Derbyshire excels in many things and, in particular, it does a good line in steak pie and chips with mushy peas and. After God’s own country of Yorkshire, it brews a fairly drinkable beer. Sights in the afternoon included Castleton, known as the setting for Sir Walter Scott’s *Peveril of the Peak* and also as a potholing centre for the nearby limestone caves. The carefully mapped route also took us to Eyam, the village where almost the entire population was wiped out during the Great Plague brought from London in a piece of cloth. The vicar persuaded villagers not to visit neighbouring areas, so containing the plague to Eyam with disastrous results for the village as well as to the vicar and his family. Later in the afternoon, the cars skirted the Chatsworth estate, prompting some to visit the house, where the cars felt even more at home.

Back at the Isaak Walton for dinner, the Chairman of the 20-Ghost Club, Jimmy Valentine, thanked Graham Mead and Tony Dyas for their part in organising the weekend. He also presented Graham with the Alpine Trophy. This is a glass and silver decanter which was one of a pair awarded by the Archduke Leopold Salvador of Austria to Rolls-Royce after the Austrian Alpine trials in 1913. The decanter was given to the 20-Ghost Club some years ago and is presented annually to the member who has driven the most miles in his car in the previous year, relative to the age of the car. In Graham’s case, he drove his 1923 Silver Ghost 3PK on a rally in South Africa and then in Australia and New Zealand. He won more than the trophy when he arranged for the decanter to be filled with “the best port in the house” and then circulated around the dining room.

The good weather continued on the Sunday when the cars simulated the factory’s test route for chassis back to Nightingale Road for a photo call. Then on to The Mill Wheel at Hartshorne for lunch, followed by a private view of Graham’s cars in his splendidly laid out garage complex and afternoon tea provided by Barbara.

Thanks again to Graham and Barbara for arranging the weekend’s rally. Having demonstrated that there is more to Derbyshire than Rolls-Royce cars (as if this isn’t enough), he is currently planning an encore. Graham has suggested that next time it should be based around Buxton at the time of the Gilbert and Sullivan festival, continuing the tradition that the 20-Ghost Club is not just about cars, but good company, good food (and wine), nice countryside and “culcher”. And for those to whom the *Mikado* does not appeal, there are other interests – nearby Holmfirth is the location for *Last of the Summer Wine*.

John Stuttard

Participants in the Derby Historic Weekend and their cars were:

Year	Type	Chassis	Reg No.	Body	Participants
1909	SG	1179	R749	Roi des Belges	Tony and Vivien Dyas
1912	SG	1888	DS 8986	Roi des Belges	Richard and Yvonne Hensby
1912	SG	2018	R 1462	Phaeton	Bill Handcock and George Ball
1913	SG	2260E	R 827	Tourer	John and Rae Kennedy
1914	SG	53PB	BD 3577	Salamanca	Graham and Barbara Mead
1919	SG	30PP	PN 7	Tourer	David and Barbara Morgan
1919	SG	51TW	AC 4444	Tourer	Graham and Gill Adams
1920	SG	50RE	MH 2245	Tourer	Michael and Linda Hilditch
1921	SG	60NE	SV 6608	Tourer	Gervase abd Margaret Forster
1922	SG	66HG	NRL 342	Tourer	Christopher Leefe and Ian Rowe
1923	SG	107EM	VA 2343	Shooting Brake	John and Kay Marsh
1924	SG	85TM	PX 777	Tourer	Martin and Eva Dawson
1925	SG	104EU	ES 5540	Tourer	Brian and Jo Wootton
1926	20	GCK74	YR 890	Tourer	Brain and Joan Palmer
1929	PI	I OR	UV 1923	Weymann saloon	Jimmy Valentine and Patricia Watson
1931	PII	50GX	GP 6800	Saloon	John and Lesley Stuttard

Brooklands Driving Tests

30 April 2000

After what seemed to be several weeks of very wet weather, to have a dry sunny day for the 20-Ghost Club Annual Driving Tests was unexpected and vary welcome. The participants were:

Keith Jay – 20h.p. GHJ40, Andy Butcher – SG 25AE, Adrian Berry – P II 52GN, Philip Tombleson – 20/25 GFT34, Valerie and Sue Norwood – SG 4PK , Alister Reid – 20 HP 66H5, Nick Channing – SG 42ZG and Paul Curtis – 20/25 GSK43.

As usual, when the tests are held at Brooklands, the first was the stop and start on the test hill watched by a number of interested spectators. The second test was driving forward weaving through cones some way up the banking and then reversing back through them in the same manner – a timed event. The third test was doing a series of loops up and down the banking into “garages”, with the last reversing section to see how far up the banking in reverse the cars would go. Fortunately, the steepness of the banking caused wheelspin which prevented the cars from disappearing over the top! All cars and drivers performed very well.

The overall winners were: 3rd, Alister Reid, 2nd, Andy Butcher, with the Dymock-Maunsell trophy being awarded and presented to Nick Channing.

As usual, the driving tests were arranged, laid out and expertly conducted by Simon Fielder and his very helpful, competent and pleasant team of young men from the Charterhouse Car Club. We expressed our thanks and appreciation on behalf of the 20-Ghost Club for the splendid job they did once again.

Andy Butcher



*Paul and Tony Curtis
show that the test hill
holds no terrors for their
20/25*

*Andy Butcher prepares to lay a
patch of rubber in reverse on the
banking*



*Nick Channing receives the
Dymock-Maunsell Trophy from
Brian Wootton*

Photos Val Butcher

THE PRESIDENT'S SCOTTISH TOUR

18 - 29 September 2000

When we flew from Vienna to London on September 16th to pick up our PII at Hofmann's in Henley, the British petrol crisis had reached its climax. At that time, it was hard to believe that during the two weeks to come we would drive more than 2000 miles without even once having to queue up for petrol. On the contrary, the fuel crisis had cleared the roads for us.

A carefully planned tour introduced us to Dumfries and Galloway, took us to the Isle of Skye, along the scenic West Coast, across the highlands to Caithness, deep into Perthshire and Cleish. Indeed, it was a route worthy of the Millennium and together with the choice of our accommodation clearly showed the noble signature of the organisers.

What started in Cally Place Hotel, Gatehouse of Fleet, with nine cars ended in Nivingston Country House, Cleish, and was best described by Jimmy Valentine as a "travelling house party". A total of eighteen persons allowed us to enjoy breakfasts and dinners on one table and standards of houses and kitchens were so high that every evening was surpassed by the next, for example the cuisine of Claire McDonald at Kinloch Lodge. Indeed, we should have followed Ken Fairbairn's suggestion to make dinners "black tie" events more than just twice. John Kennedy proved a most reliable sommelier, choosing the wines to the satisfaction of all and even Bill Handcock got used to having his dinner late.



None of us will forget Ackergill Tower, (left, Photo "J" Valentine) the quintessence of a Scottish castle on the sea, at the entire disposal of our party: the stuff of which Agatha Christie films are made.

The decision of the organisers to structure the tour around five locations, each with an average length of stay of three days proved a success. Such days were dedicated to driving on hand picked routes at leisure, allowing us to explore the regions in detail, according to personal preference, with visits to all

kinds of places of interest: Dundrennan Abbey, Blair Castle, The House of Bruar, Dunvegan Castle, John o'Groats, the Old Course at St Andrews or the Old Pulteney Distillery in Wick, where we were most generously presented an individually engraved whisky decanter of Caithness Crystal. (Right, Lord Elgin receives his decanter from the distillery manager. Photo "J" Valentine)

Changing locations meant distances of up to 300 miles, much to the joy of drivers and their cars. Navigators would enjoy breathtaking views from Applecross Pass and the beauties of the Scottish countryside along the West Coast to Ullapool and down the East Coast between Wick and Dornoch, not to forget the mountainous sections of the



Grampians between Nairn and Rattray with their skiing areas and Royal residences.

The greatest joy and privilege of all was Lord and Lady Elgin's invitation to Broomhall for the final dinner. It was a most touching moment for all members of the party to be welcomed by our President, his Lordship, on the steps of his ancestral home. Thank you for the splendour of your regal hospitality which entirely reflected the grandeur of the President's Scottish Tour

Michael and Angelika Elliott

The participants of the Presidents Scottish Tour 2000 and their cars were:

John and Kay Marsh	1923 SG	VA 2343	Barker Shooting Brake	107EM
Gervase and Margaret Forster	1921 SG	SV 6602	Lopes Tourer	60NE
Ken and Rita Fairbairn	1932 PII	KF 234	Freestone and Webb	
			Continental Sports Saloon	74MS
John and Rae Kennedy	1913 SG	R 827	Radley-Morison Alpine Tourer	2260E
Jimmy and Janet Valentine	1929 PI	UV 1923	H J Mulliner Weymann Saloon	1OR
Bill Handcock and George Hall	1912 SG	R1462	Barker tourer	2018
Lord Elgin	1920 SG	5840	Henri Labourdette Coupe	42EE
Michael and Angelika Elliott	1933 PII	AGN333	Barker Drophead Coupe	80MY
Andrew Taylor`	1939 Wraith	HLL 34	Saloon	WHC77
Clive and Jane Barham Carter	1954 Dawn	MSR 333	Saloon	SRH84



2260E at Glen Docherty, on the long haul from Skye to Wick. Photo J Kennedy

Postscript: Personal matters allowed Andrew Taylor only to participate briefly. Our party enjoyed the temporary company of Antonia, Lord Elgin's daughter, David, father-in-law of Lord Elgin's son as well as of John Kennedy's sister and brother-in law.



The line-up of cars at Ackergill, with the staff also lined up to greet us

20-GHOST CLUB AUSTRALIAN CHAPTER

Eighth National Tour, Margaret River, Western Australia, 14 - 22 October 2000



The field of cars at the Leeuwin Estate Winery, Margaret River, Western Australia

The Western Australians are renowned for playing as hard as they work and their hospitality is legendary. This tour was no exception. Sydney to Perth is 4000 kilometres or 2500 miles, or about London to Athens as the crow flies. This makes it quite expensive to ship a car for a six day tour and the West Australians were very generous in lending vehicles to fellow members or taking them as riders. Mark and Merilyn Babidge lent their 1924 Ghost 69EF to the Gillings and Bill and Jacqui Hall drove the Fry's 1934 PII 132PY. John Vawser and Bryan Inder rode with Val Keogh in her 1927 PI 48UF. Two cars, the Ely's PI and Richard Knight's Silver Ghost drove the 3500 kilometres across the Nullabor from Melbourne. Ten of the other cars were shipped from outside Western Australia. Incidentally, our members are always only too happy to carry any overseas riders who may care to join us on a tour. Those of us who can boast of owning more than one car can sometimes make a car available for an overseas visitor. As the interstate members arrived in Perth they were whisked off to lunch, to someone's home or to a winery for the afternoon as a prelude to the Welcome Dinner. Because of the Olympic Games in Sydney, the eastern states were already on daylight saving time. Some of us who flew to Perth were still feeling the effects of the four hour time difference and were unable to party as long as we would have liked.

Next day we travelled south through Burekup, Boyanup and Ballingup on our way to Bridgetown. This is "up" country. The suffix indicates a place of water and therefore of meeting in the local aboriginal language. The parking lot at Nelsons Hotel was our first opportunity to have a good look at the cars. Maurice Brockwell's impressive Silver Ghost 40EU was still wearing its South African Wholly Ghost Tour logo. His navigator, Kevin Cochrane was proudly wearing the souvenir T-shirt. There was quite a bit of envious sighing over Roger Fry's 1934 Phantom II 132PY. Bryan Harper's 65LK has had a bit of pampering at Fry's and drew some very complimentary comments. The Walkers' PI 50OR looked as elegant as ever. The next day we entered the tall timber country with its towering Karri, Jarrah and Marri trees. Rhondda and Neville Vassallo were riding with Maria and Brian Tilbury in 71UF, their lovely 1927 Phantom I. We met up with them and the Princes in GUK21 at the Diamond Tree Tower, once a fire-watching platform built at the top of a giant Karri. None of us was prepared to climb to the top. We travelled through the Tingle forests known as the Valley of the Giants and nerved ourselves to do the 600 metre long Treetop Walk. At times it is forty metres above the forest floor and the solid steel frame and walkway seems safe enough but it SWAYS !



David Prince's 1926 20 HP GUK 21

The next day we turned back to the west again, 118 miles through Normalup to Pemberton where Gryphons Garden Café had been arranged as our stop for a light lunch. Some of us were late in leaving on the next 90-mile leg through Nannup to Busselton. Arriving at the beautiful Geographe Bayview Resort at sunset made it all worth it. We Easterners enjoyed the novelty of seeing the sun set over the ocean. There was some concern that two Ghosts had not turned up by the time we were ready to go in to dinner. The Latimers' 2316 and

McDermott's, 1520 had had some minor problems which were fixed at the roadside and they all arrived in time for the main course.

Left: Max Latimer's 2316



The three days at the Geographe Bay Resort gave everyone many options. But today was the day of the Dress-the-Lady competition and so there was quite a lot of scrounging, borrowing and

purloining of suitable materials together with the inevitable allegations of bribery, rigging and sabotage. However the Margaret River wine growing region was temptingly close and most of the men were anxious to go tasting at as many wineries as they could fit in before lunch. Bryan Inder was particularly keen. He took quite a few bottles home to Sydney and friends sampled some from a "\$2000 bottle" at Christmas. (\$2000 was the cost of his fares there and back!) During lunch the mascot contest was judged to have been won by Patricia Davidson and Judy Rowe on 75NG and the grounds of the winery were another chance to line the cars up for a group photo. There was more of the same next day but our last night was to have a Caribbean theme. Most of us had been forewarned and we gathered around the bus looking like colourful motoring identities. This final dinner was the perfect time to say thank you to Liz and Rory Poland, to Val Keogh and to Cheryl and Julian Walter for their organisation of yet another great 20-Ghost Club tour. The next morning twenty-five of us left on the Indian Pacific for points East. But that's another story.....

Photos and article: Margaret Gillings

TROPHIES AWARDED AT THE AGM

The trophies won during 1999 were presented by Lord Elgin at the AGM dinner held at Boodles Club on 18th February. Awards were as follows:

The Alpine Trophy, for the car covering the highest mileage during the year, dependent also on its age
Graham Mead

The Harding-Rolls Trophy for the member who has achieved the most notable performance in a Rolls-Royce car
Andy Wood

The Stanley Sears Trophy for the member who has contributed most by meritorious service to the Club
David Martin

The Fergusson-Wood Trophy awarded to new or young members who have been involved in most Club activities during the year
Strone Macpherson

The Fergusson-Wood Photographic Trophy awarded for the best photograph of a car to be published in the Record
Nigel Hughes

The Fred and Joan Watson Trophy awarded for the best large Horsepower car at the annual concours
John Stuttard

The Messervy Trophy awarded for the best Small Horsepower car at the Club annual concours
Andrew Taylor

The Small Horsepower Trophy awarded for the small horsepower car which travels the longest distance during the year.
David Jones

The Woodmansee Trophy for the Silver Ghost covering the highest mileage during the year
John Marsh

The Dymock-Maunsell Trophy for the winner of the annual Club driving test. Not awarded due to cancellation of the event.

Coming Events 2001

UK

Tuesday 19 June

Ascot Get In and Go

Club cars will be parked in the centre of the racecourse. Advance purchase of tickets for Car Park, Enclosure and Tattersalls is essential. Contact John Kennedy: 01344 883033

Tuesday 19 - Friday 29 June

The Welsh Tour

10-day tour of Wales timed to coincide with the Ludlow Festival
Contact: Kay Marsh 01384 273061

Wednesday 20 June

Annual Concours, Langoed Hall, S. Wales

At a magnificent country house hotel set on the banks of the river Wye
Contact: Kay Marsh (as above) or Susie Forrest 01428 684208

Saturday 30 June- Sunday 1 July

RREC Annual Rally and Concours

Thursday 12 July

Rural Life Museum Near Farnham, Surrey

Meet at Botley House, the home of Tim and Susie Forrest in Chiddingfold, followed by a tour through the rolling countryside to lunch at the Donkey Pub. Then on to the Rural Life Centre, a museum with 40,000 artifacts from rural life between 1800 and 1960, including some excellent farm machinery and an arboretum. Contact Susie Forrest: 01428 684208

Saturday 28 July

Armsworth Park Hants Get In and Go

Meet at Armsworth Park House, the home of Strone and Alex Macpherson. Arrive around noon for lunch at 1.00 pm. For those with sufficient energy, after lunch there will be an optional tour of some of the fine country houses in the surrounding countryside.
Contact Strone Macpherson: 01862 735562

Friday 3 - Sunday 5 August

Gloucestershire Vintage Weekend

Touring the Cotswolds and attending the Vintage Prescott Hill Climb
Contact Andy Butcher: 01386 701757

Thursday 16 - Sunday 19 August

Buxton Gilbert and Sullivan Weekend

A few places still available. Contact Tony Dyas: 01895 632343

Monday 3 - Wed 12 September

Tour of Picardie

This tour explores the First World War battlefields around Arras and Naours in Picardie, Northern France where, in 1914, 25 gallant Rolls-Royce owners, including Radley and the Duke of Westminster, put their cars at the disposal of the commander of the British forces and his staff. As well as visiting the battlefields and fortifications, we will attempt to retrace some of the epic

journeys carried out by the cars “to see and hear things at the very pivotal points of danger” while the Germans advanced towards Paris.

A separate flyer on this tour will be sent out before June.

Contact: John Kennedy: 01344 883033

Sunday 30 September Stourbridge Vineyard and Wines Get In and Go

Meet at Lawnswood House, home of John and Kay Marsh for coffee, thence to a tour of the vineyard at Half Penny Green, followed by sampling of the fine English wines produced; lunch available. Contact Andrew Taylor: 01386 792918

Sunday 14 October Autumn Lunch, The Lamb Inn, Buckland, Oxon

A good lunch in a warm and cosy inn to end what will hopefully have been an excellent summer's driving. Contact Jimmy Valentine: 0207 352 8503 Weekends: 01295 811215

Australia

22 July Winter Luncheon

Contact Bill Hall: (H) (02) 9498 6854

15-24 February 2001 International Tour: World Heritage areas of Tasmania

Organised by Keith and Robyn Drew

Welcome to New Members

Michael Rust Bellvue	Perth, Western Australia	1929 PII 61WJ
Alan and Victoria Campbell	Bell Canyon, California, USA	1925 Springfield Silver Ghost 199MK
Kenneth and Susan Chung	North Adelaide, South Australia	1926 20 h.p. GUK76
David and Jane Else	Upper Colwyn Bay, North Wales	1928 20 h.p. GKM30
James and Eileen Hand	Stourbridge, West Midlands	1923 Springfield Silver Ghost 112JH
David and Wendy Hemingway	Haverfordwest, Pembrokeshire	1923 20 h.p. 77A7
Bernard and Sylvia Holmes	West Horndon, Essex	1933 PII 71RY
Max and Michelle Latimer	Victoria, Australia	1913 Silver Ghost 2316
Bill and Diane Magee	New Hampshire, USA	1913 Silver Ghost 19MA
Douglas Magee	Connecticut, USA	1914 Silver Ghost 29AB
Millard and Maggie Newman	Florida, USA	1907 Silver Ghost 60547
Michael and Cynthia Sierra	Florida, USA	1911 Silver Ghost 1671 + 2 others
Brian and Joan Palmer	Narborough, Leicestershire	1926 20 h.p. GCK74
Michael Tree	London, England	1936 25/30 GHL19
Malcolm and Catherine Twitchett	Henley-on-Thames, Oxfordshire	1921 Silver Ghost 94HE
Ken and Jane Wessel	Ohio, USA	1914 Silver Ghost 26GB
Nick Whitaker	London, England	1933 PII Continental 92MY
Doug and Mary White	North Carolina, USA	1923 Silver Ghost 29LK
Lee and Pamela Wolff	Ohio, USA	1924 Springfield Silver Ghost S210PK
Peter and Eleanor Young	Ilmington, Warwickshire	1911 Silver Ghost 1582 + 1926 20 h.p. GOK27

Glorious Scotland



Jimmy and Janet Valentine's 1 OR at Plockton