



News & Record



The Magazine of the 20-Ghost Club
the Oldest Rolls-Royce Car Club in the World

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PRESIDENT: HRH The Duke of Gloucester

CHAIRMAN:

Sir John Stuttard 01747 853570 <johnstuttard@btinternet.com>

HON. VICE PRESIDENTS:

Tim Forrest 01428 684208 <forresttim@aol.com>

John L Kennedy 01344 883033 <jlk@talktalk.net>

COMPANY SECRETARY:

Ken Forbes 01675 442529 <kforbes@meteorgroup.co.uk>

TREASURER:

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

OTHER UK DIRECTORS AND COMMITTEE MEMBERS:

Ashley Carmichael Website Editor

Stone Lodge, Withybed Lane, Inkberrow, Worcestershire
WR7 4JJ 01386 792592 <Ashley@aacarmichael.co.uk>

Nigel Hughes Technical Editor & Database Manager

Hollybank, 43a Wellhouse Road, Beech, Alton, Hampshire
GU34 4AQ 01420 89982 <hughesn@aol.com>

John R Redmill News & Record Editor

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

Graham Tyson Membership Secretary

The Old Vicarage, St Minver, nr Wadebridge, Cornwall PL27 6QH
01208 862951 <gtyson@outlook.com>

*FOR FULL CONTACT DETAILS OF ALL THE ABOVE,
PLEASE CONSULT THE CURRENT MEMBERS LIST*

AUSTRALIAN CHAPTER:

CHAIRMAN:

Peter Crauford

VICE-CHAIRMAN:

Peter Wilcox

HON. SECRETARY

Richard Shenfield

TREASURER

Bruce Humphries

NEWSLETTER EDITOR:

David Berthon

Roland Duce 01636 830202

<roland@thurgartonpriory.co.uk>

Michael Lyndon-Stanford 01379 384748

<ingals@echointernet.net>

Strone Macpherson 01962 735562

<strone@stronemacpherson.com>

Nick Naismith 01732 860148

<nick@nicknaismith.com>

Brian Palmer 0116 2862417

<brian@bandjpalmer.com>

Jimmy Valentine

020 7352 8503 [weekends 01295 811215]

<f.valentine215@btinternet.com>

Members will see that there have been some changes in both the UK Committee and the Australian Committee since the last issue of *N&R*. Ashley Carmichael has kindly taken over responsibility for our website, so Graham Tyson can concentrate on Membership matters. At the recent Annual Meeting in Australia, David Vann decided not to seek re-election, and Peter Crauford was elected Chairman. Peter Wilcox has taken over from David Davis as Secretary, and David Berthon is the Newsletter Editor. It is very healthy for the committee of every club and organisation that new members join and bring time, new ideas, and enthusiasm to its work and to share the responsibilities and duties with the others; this benefits everyone and the club as a whole. It is also healthy that these changes continue.

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THE EDITOR REMEMBERS

DIGBY WILLS



Digby Wills and GX66 - with Ashley Wills driving

Members will be very saddened to hear of the peaceful passing of Digby Wills at the end of August, just three weeks before his 96th birthday, and the club's condolences are offered to Margery, to whom he had been married for 72 years, their daughter Joy, son Ashley, and family. Digby and Margery joined the club in 1969 and subsequently he served for some years as committee member and Editor of the club's magazine.

Born in Aldeburgh, Suffolk, just before the First World War ended, Digby joined the army at the beginning of the Second World War, and went off to France where he survived the evacuation of Dunkirk in 1940. The following year, he met Margery Perry, whose father finally allowed them to marry in May 1942. But soon after that, Digby was sent off to Egypt, and narrowly escaped death at El Alamein, then to Sicily and Italy, where he found himself in the middle of another tank battle at Anzio in early 1944. Posted back to Cairo, he was put into the Photo Air Interpretation Unit just as the war was about to end. Back in the UK, he returned to the advertising world and, in 1951, set up his own agency which soon had an impressive list of important clients, including Saab, Beechams, and Panadol. The company prospered and he sold it on in 1966. Too young to retire, and interested on cars, he began to involve himself in Rolls-Royces, buying two wrecks - a 20hp and a body-less Ghost. Eventually the 20hp was sold so an ugly and uncomfortable 2-seater body could be bought for the Ghost, but soon the family insisted that be replaced with something better. In 1984, a most handsome 20/25 Barker-bodied Sedan-de-ville was identified for sale in Jersey. Digby and Margery went there, for him to drive it and her to vet it, and by April this most elegant vehicle was theirs; it is now in Ashley's careful custody. It had been built in 1932 for a Miss Gladys Ermytrude Matthew who

lived in Devon, then a Commander Billingham of Putney, before going to Paul Winter in the Channel Islands. Digby was always immensely proud of this stunningly beautiful car which, as the club became an important part of their lives, he and Margery brought to many club events, as well as several Irish Georgian tours. In the early 1990s his failing eyesight began to make driving difficult, and it was then that he granted me the huge privilege of driving GX66 on a number of the IGS tours - with him and Margery sitting in the back! As some of you already know [N&R29, June 2010], it was his encouragement and trust that fostered my interest in the marque, which led to my eventual purchase of GXO97 and involvement in the club, for which I have always been most grateful.

By then they were living in a lovely apartment close to the Albert Hall, with GX66 below in the underground car park. In more recent years they moved to Lane End, near High Wycombe, close to Joy in Marlow, and Ashley and his family near Chinnor. Digby always maintained his interest in the club; at his funeral in Hendon on 16th September, some of his car-related incidents were recounted by Ashley, whose first memory was of his father going backwards up a hill in a Model-T Ford.

Digby was courteous and calm, seemingly unruffled by anything [even my driving], and had a gentle sense of humour - and of authority too, that was worn very lightly. He had an active and interesting professional life, and a very happy family life, even though that included nearly drowning them all on various sailing and pedalo expeditions. Although not able to attend club events in recent years, he will be very much missed by countless members, not least by me to whom his and Margery's kindness, trust and friendship were very much valued.



We arrive at Flitwick Manor

2014 CONCOURS D'ETAT & WEEKEND IN BEDFORDSHIRE

Brian Palmer

June 15th to 17th

Our event was to begin in the afternoon of Friday June 15th starting with a much-anticipated visit to The Hunt House, the Headquarters of the R-REC at Paulerspury, near Northampton. Unfortunately, this had to be postponed due to the funeral service for the late John Marsh taking place at the same time [Obituary in *N&R42*]. Many of our entrants attended John's funeral and afterwards faced a difficult journey from John's village near Stourbridge in the heavy traffic to be with us for the weekend at the Flitwick Manor Hotel.

As often happens, the organisers were becoming a little anxious regarding numbers as the date grew nearer, but were delighted with the final entry of 18 cars and were particularly pleased to be joined by six of our Australian members, Graham and Dorothy Singer driving S/G 53PB [loaned by Graham Meade] with John and Wendy Wagstaff and Bill and Jacqui Hall driving their magnificent S/G 2145 1912 R. Fry & Son Cabriolet. The driving distances were modest from Flitwick on the Saturday and opportunities were taken to visit the historic houses of Woburn Abbey, Wrest Park and the Houghton House ruin, all within a radius of less than 20 miles; some even pulled in all three! As on previous occasions, the Flitwick Manor Hotel took the best possible care of us with outstanding dining and service and is to be highly recommended for anyone wishing for a relaxing stay over.

Sunday dawned and, with fingers crossed for a fine day, we set off for Old Warden and although the weather remained dull for most of the time it stayed dry. Thus all went well, and we were able to conduct our light-hearted Concours in good time before the Flying events started at around 2pm. For any readers who may not know, Old Warden is the home of the Shuttleworth Collection of historic aircraft, mostly airworthy and also includes veteran and vintage cars. The oldest of the aircraft date from the earliest days of flying including names such as Avro, Bristol, Bleriot, Sopwith etc. and many were used in the film 'Those Magnificent Men in Their Flying Machines'. This particular Sunday was a 'flying day' when, subject to favourable weather conditions, even the oldest aircraft could be seen flying. We were made most welcome by our hosts and allocated a display area close to and parallel to the runway, an unexpected bonus that also gave pleasure to many of the day's visitors.

Our 'Not too serious' Concours duly took place with the Messervy Trophy being awarded to Ken Forbes for the best small horsepower car GRP 68 25/30hp 1937 Thrupp & Maberley Sports saloon. The Fred and Joan Watson Trophy was awarded to Gervase Forster for 60NE SG Lopes Tourer, and the Ladies' Choice went to Bill Hall with SG 2145 R. Fry & Son 3-position Cabriolet. All in all, it was a most pleasant weekend, as always.



Anthony Armitage with Dorothy & Graham Singer



All toe the [party] line at Old Warden



One of the 'Flying Machines' – a Westland Lysander



Some examine 120EU with new owner Johnathan Woods, while others look up at 'Those Magnificent Men in Their Flying Machines'



Gervase Forster, a very happy Fred & Joan Watson Trophy winner, with Ken Forbes, Kimberley Hughson & Joan Palmer

BEAUTY & ELEGANCE IN THE PAST



OUR MOTOR EMPORIUMS
No, you're wrong. The one on the left is the buyer, trying to strike the right attitude of humility before the beautiful young man of the shop



Very Rich Man (after minor accident) 'Ah! I thought so—a distinct dent. Now the question arises: what make of car shall we have next!'

‘JEEVES’, MY MOST LOYAL WRAITH



Susan Taylor

It is a truth universally acknowledged that a single lady in possession of a good fortune must be in want of a Wraith. My apologies to Jane Austen, but I think the attributes of such a Rolls-Royce model are to be admired and are perhaps not appreciated as much as they might be.

The grey Rolls-Royce Wraith 1939 WHC77, with registration HLL 34, was originally owned by Sir Ian Walker-Okeover, Lord Lieutenant of Derbyshire. Club member and family friend Derek Silcock then purchased it with 5000 miles on the clock from P. & A. Wood, after which it was often seen at Club events including the Club's 25th Anniversary gathering at Kensington Gardens and the visit to Japan in 1979. Despite the many miles travelled by sea on the latter occasion, the car still actually had a

very low mileage – just 17,000 when it came into my ownership in 1982. One could say it was hardly even run in, and in our early travels it did not seem to have the power expected from the size of the engine underneath the bonnet. However over the years the output has improved and the car now cruises happily at 55/65 mph with more to spare.

The Coachwork by Park Ward is described as a Touring limousine. The refinements of picnic tables, electric division, rear heater, opening windscreen, sunshine roof, map light, bonnet and scuttle vents, vanity mirror, cigar lighter and boot space all help make the car an extremely comfortable and practical machine which, if done sensibly, can be parked in the street or public car park.



Both sides of Jeeves's engine



75-year old paintwork is precious

The paintwork is by and large original, and is now in that thought provoking stage - of whether to conserve the existing or restore as new? To employ Botox and teeth veneers or grow old with charm and grace? The upholstery is original but within the last couple of years the stitching on the seats squabs has required attention. The electrics were a different matter as age does not improve wiring and safety aspects become paramount. The sticking of the barrel regulator became a frequent problem which resulting in a lack of charging. Help - no fuel pumps, no lights....! The fuel system itself has presented problems over time - dirt in the system blocking the flow of fuel and, through lack of use because of the low mileage, the fuel gauge would stick and alarmingly jump from 8 gallons to near empty. Yes, I know some other RR models have a gauge outside on the petrol tank but one gets used to modern comforts! With the problems now resolved I work on an average of 15 miles to gallon.

'Jeeves' is a delight to drive and has featured in a number of television dramas - in darkest night with trains in steam at the Severn Valley Railway and

Richard Todd as the owner and "murderer", and in "Dalziel and Pascoe" on the Stiperstone Hills in Shropshire with 'Jim Carson' [Downton Abbey's butler] as the passenger. In 2009 Nick Walker [sadly now deceased] set about writing a book - *Rolls-Royce 20hp, 20/25,25/30 and Wraith In Detail*. He needed pictures of a Wraith and his request resulted in numerous simply brilliant colour photographs taken by Simon Clay. These photographs only help highlight the design style of the late 1930s.

The Touring limousine coachwork may not be considered at the height of jaw-dropping elegance as some other RR models but I for one like to tour in comfort, and the space and practicality make it absolutely ideal for me. And you know why? If I want to spend hours cleaning bright work and wheels, putting up hoods and fitting side screens, worrying about where to fit the luggage, getting blown to pieces, soaked or roasted, I have the answer..... I'll just use one of the other 10 Rolls-Royce motorcars my brother Andrew and I own!



The elegant interior, front and back



Tyne Cot Cemetery

WW1 CENTENARY

OUR COMMEMORATIVE TOUR

John Stuttard

August 2014

At the outbreak of the First World War, the British Army had little by way of motorised transport, preferring instead to rely on more traditional means - the horse. Word spread about this parlous state of affairs to the Royal Automobile Club in London. Within two weeks of the outbreak of War, 25 members of the RAC had volunteered their cars and either themselves, or their chauffeurs, as drivers, and landed in France on 22 August 1914. Of the 25 cars, at least 11 were Rolls-Royce Silver Ghosts. The owners included such luminaries as Baron James de Rothschild and the Duke of Westminster. In addition, seven further Rolls-Royce owners signed up, almost simultaneously, to join the King's Messenger Service, conveying messages from the British Expeditionary Force back to London and vice-versa. Millicent, Duchess of Argyll, lent her Rolls-Royce car to the Red Cross, while a Mr AH Briggs lent his car for the use of General Lord Rawlinson.

Of particular note was the 600 kms dash, in October 1914, from Fere-en-Tardenois in France to Antwerp, by Major Bridges in a Rolls-Royce Silver Ghost for an audience with King Albert of Belgium. His mission was to seek to persuade the Belgian Cabinet not to evacuate the city in the face of the German advance. His feat succeeded in delaying the evacuation by just four days, but this gave valuable time for the Entente Powers (also known as the Allies) to help secure the Western Front, which then froze for four years in the area around the town of Ypres, known subsequently as the Ypres Salient. Also in October 1914, under the watchful eye of Winston Churchill, then First Lord of the Admiralty, 18 Rolls-Royce armoured cars were built for the Royal Naval Air Service with crews largely drawn from the Royal Marines. Thus the Rolls-Royce marque featured prominently among the motorised vehicular transport used in the early stages of the First World War in support of the British Forces.



Major Bridges' heroic drive – a contemporary account



Liege City Hall

Because of this connection, the 20-Ghost Club organised a commemorative tour of the First World War battlefields and some related Belgian cities in August 2014, to mark the Centenary of the outbreak of WW1. No fewer than 20 Veteran and Vintage Rolls-Royces took part and, as is their wont, they attracted enormous interest from civic leaders, the media and the general public. The fact that Great Britain had declared war on Germany in 1914 because Belgium's neutrality had been compromised is not forgotten by the Belgian people who greeted the British cars and their occupants with a memorable and enthusiastic welcome. Through the auspices of David Colvin, former British Ambassador to Belgium, the Club was introduced to the Belgian Tourist Office who effected introductions to the Mayors of Ypres, Tournai and Mons, as well as the Governor of Liege and the Director of the Waterloo Museum. The Tourist Office also produced professionally written daily bulletins based on the tour's programme of activities.

Thus followed Mayoral receptions, special parking arrangements in town squares, privileged access to City Halls and a Police motor bike escort from our hotel outside Liege to the Place St Lambert for a special "British Afternoon", two days before the official meeting of Heads of State on 4 August. The Queen was represented at this latter Liege gathering by the Duke and Duchess of Cambridge, who also attended a special ceremony at the St Symphorien



John Stuttard speaks at Mons Town Hall

cemetery at Mons later that day. On the previous evening the British Ambassador to Belgium, Jonathan Brenton, gave a splendid reception for our tour at the magnificent British Residence in Brussels' Rue Ducale. Belgium Television featured the cars on more than one evening's main news.

Among the 20-Ghost Club's 20 vehicles were 11 Silver Ghosts, one of which had seen service as a staff car in Flanders in 1915. And, among the participants, there were three Americans, two Australians, one Dutchman, two Swiss and 36 from the UK. Many had ancestors who fought in the War and brought with them accounts of their military service, with tales of valour and of tragedy. The Australian couple had lost no fewer than four great-uncles and one British couple had lost two grandfathers, with no known grave. For them the tour was akin to a pilgrimage. Looking back, the legacy of the First World War is one of waste and destruction on a massive scale. There were over 16 million deaths and 20 million wounded, ranking it among the deadliest conflicts in human history. The British Empire suffered around one million deaths and these included many Australians, Canadians, Indians, South Africans, New Zealanders as well as some 1,500 men from the tiny fishing villages of Newfoundland. On the first day of the Battle of the Somme, 1 July 1916, the Allies suffered 60,000 casualties, the worst day in the history of the British Army.



They came from the US and Australia



Padre Paul giving a briefing at one of the British cemeteries



Kollwitz at 'The 1914 Christmas Truce'

To help us through this misery, the Club was fortunate to have been introduced to Padre Paul Wright, the Senior Chaplain at Sandhurst, who has guided many groups of Army officers around the battlefield sites. Apart from explaining the logistics of the military actions, he related very many stories of human suffering and compassion. Cleverly, his choice of the first place to visit in the Ypres area was not a British but a German cemetery, at Vladslo, containing the remains of over 25,000 German soldiers; his aim was to show that the suffering affected all involved. And this was poignantly captured in the stone images of a grieving couple, Karl and Käthe Kollwitz, who lost their youngest son, Peter, now buried in front of the statues, sculpted by his mother, a well-known artist. Padre Paul took the group to Nimy Bridge over the canal to the north of Mons where the first

encounter took place between the BEF and the German Army on 23 August 1914. There, the first two VCs of the War were awarded – to Lieutenant Dease and Private Godley for manning a machine gun post on the bridge as they sought to halt the German advance. Talbot House [or Toc H] in Poperinghe holds a very special place in the minds of very many British soldiers as a place of calm and tranquillity for those fighting on the Front in the nearby Ypres Salient. Founded by chaplains Neville Talbot and Tubby Clayton in 1915, Talbot House was a Club House for soldiers of all ranks, a haven of rest, with a large garden and a chapel in an upstairs room where it is estimated that no fewer than 100,000 men went to worship and take communion before being sent to the trenches and, for many, certain death.



Sculptures of Karl & Kathe Kollwitz at Vladslo German Cemetery



Padre Paul talking about the Kollwitz sculptures



At the site of the Battle of Mons



John Stuttard being interviewed by TV



John Stuttard reading Binyon's 'For the Fallen' at the Last Post Ceremony and leaving the Menin Gate with Lesley Stuttard

In Ypres, Padre Paul's guiding included a tour of the city's old, and now restored, walled fortifications, designed by the French 17th century military architect, Vauban. Ieper, as it is now called, is also the home to tasty Belgian beers and a short stop to the Kazematten Brewery preceded a most moving visit to the Menin Gate to participate in the Last Post Ceremony which takes place every single evening at 8.00pm. There we laid wreaths, provided by Padre Paul, and, as Chairman of the Club, I was asked to recite the haunting *Ode of Remembrance*, the second stanza of Laurence Binyon's 1914 poem 'For the Fallen'; this was one of the most moving experiences of my life –

*They shall grow not old, as we that are left grow old
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning,
We will remember them.*

Visits followed to Tyne Cot Commonwealth War Graves Cemetery, designed by Sir Herbert Baker, where 12,000 dead are buried, including those who died at nearby Passchendaele; the trench layout at Sanctuary Wood; and Ramskapelle, where the Belgian Army held up the German advance by flooding the countryside near the Yser River. Situated in Northern France close to the attractive Ardennes region of Belgium, Sedan has been invaded many times over the centuries. It has a massive fortified castle, part of which has been turned into a rather zany hotel, where the rooms were once officers' quarters. The city is perhaps best known as the site of the battle which ended the Franco-Prussian War of 1870 and Padre Paul

took us to the hillside, known as La Marfée, on the southern side of the city. There, the Prussian king, Wilhelm I, his prime minister, Otto von Bismarck, and the chief of the Prussian General Staff, Helmut von Moltke, all watched the defeat of the French Army, culminating in the abdication of Napoleon III and the end of the Second French Republic. Sedan is the site of one of the last major cavalry charges in history, when the French Chasseurs charged hopelessly and helplessly into the jaws of the well-engineered Prussian artillery.

The historian Geoffrey Wawro described the scene thus: "The Prussians stared in disbelief; they had two entire infantry corps with 144 guns deployed along this face of the triangle, all within range of the French attack and with perfect visibility. Fusiliers ran back to the shelter of their rifle companies and formed lines. While the Prussian artillery gunned shrapnel and canister into the French horse, the Prussian infantry delivered three aimed salvos, each bringing down a wave of cavalry, and then shifted to *Schnellfeuer*, individual rapid fire. Colonel [actually General] Gaston de Gallifet led his 3rd Chasseurs d'Afrique and the remains of the Division in a second and third attacks, these too were shattered, the last at 3 pm. By the end, the French horses did not so much charge as pick their way gingerly over the piles of fallen mounts and men. Watching from Frénois, King Wilhelm sighed: "Ah, les braves gens." Closer to the slaughter, sergeant Oskar Becher of the Prussian 94th saw only senseless butchery: "There were heaped up bodies everywhere, yet one looked in vain for a single intact, undamaged corpse; the men had been mutilated by the fire".



Marfee cemetery

The name of the Somme was forever etched in the hearts of countless widows and spinsters whose loved ones fell in the terrible slaughter of the largest battle in human history. In just five months, from July to November 1916, there were over one million casualties. As we toured Vimy Ridge [the Canadian Memorial] and Beaumont-Hamel [where so many Newfoundlanders perished], Padre Paul explained that the Battle of the Somme has been a much-discussed event in the annals of war and the role of General Haig was similarly controversial. Churchill criticised the Army's conduct in a Cabinet meeting of August 1916 but was unable to offer an alternative. He would have preferred to delay the first use of tanks, while Haig was anxious to use them, perhaps prematurely because they were not fully tested, in seeking to advance the British position in September 1916. The museum under the main church in Albert is worth a visit for school parties or grandchildren to introduce them

to the tragic circumstances of the First World War; its lifelike images of the trenches are most instructive.

Our final visit was to the Thiepval Memorial, a Memorial to the Missing of the Somme, designed by Sir Edwin Lutyens. It bears the names of more than 72,000 officers and men of the United Kingdom and South African forces who died in the Somme sector before 20 March 1918 and have no known grave. Over 90% of those commemorated died between July and November 1916. Here our WW1 tour concluded with a moment of short prayer, led by Padre Paul, to all those who had fallen in this awful tragedy. At this moment in time, 100 years since the outbreak in the sunny days of early August 1914, it is important that we do not forget the sacrifice made by millions and that we make the next generation even more aware of the horrors of war and conflict.



The cars at Hotel Chateau le Fort, Sedan



The site of the 1870 battle above Liege

© Photographs for both articles by Henry Fitzhugh, Rosemary Jeffries, John Stuttard, and others



Those who gave
with life and limb;
Those who remained
to care and pray;
Those who lost future life
and family;
Those who worked and
supported all;
Years 14 to 18 were like
none before.
We will remember them.

Susan Taylor ©



Look, there's me [!] with an Ecstasy of Rolls-Royces, a Beatitude of Ghosts, and a Fantasy of Phantoms, at Thierry Dehaeck's reception

IN FLANDERS' FIELDS - OR FRACTURED FRENCH

Grace

August 2014

I have never been abroad before. At the age of 77, and after a winter spent in a Rehab Clinic, my mistress Rosemary and her chauffeur Henry Fitzhugh asked me to run them through Flanders and Northern France. Before this, I spent my entire life with a succession of chauffeurs taking an aging widow from Park Lane to Angmering. After she died aged 97, I then spent 50 years in Berkshire. Now at last, Life is getting Exciting!! Apparently my mistress and her husband and friends want to see and understand the First World War, which of course happened long before I was built.

Setting off with great hopes, getting onto the underwater train was a bit of an experience – driving up the slope and down that overly narrow carriage. Upon disembarkation and for good reason my mistress and driver immediately sought solace in *endive* [a cheap bar] for a bit of Dutch Courage. Not only do the French drive on the wrong side of the road, I quickly learned, but France is on the wrong side of the English Channel – which the French insist on calling *La Manche* [*La incapable*: clumsy fool, oaf, or clot] – and that often leaves them quite isolated in fog. I like to see where I'm going – I think I carry my 2½ tons well but have no power steering. I pulled into the first petrol station in France and was most disappointed! It was all automatic – not a man in sight. Where are all those strapping young pump attendants of bygone days who really knew how to fill up a girl?

I was relieved to find the group assembled in Ypres was of the utmost conviviality – totally informal, and always welcoming and interested in each other – especially with neophytes such as my mistress and chauffeur. The entire Tour proceeded in that vein,

even after some arduous days of driving after which some seemed near collapse. The first thing I realised about the members of the 20-Ghost Club is that they are totally in love with us, their cars. There is never any conflictual choice with their wives because the good ladies – the human ones, not the cars – have the sense to know who comes first. At least the men never elope with their cars – they always take their wives along too or, if not them, their *Hors de Combat* [WAGs]. This answers the inevitable French question “*Quelle heure est elle?*” (whose broad is that?). So, here we are in France, with nothing but Rolls-Royces and a jolly good excuse for driving the beautiful cars and wives around in style. I have never been with such a crowd. Compared to the other cars, tarted up in black and yellow I feel like the Whore of Babylon. And I am the youngest! I can still flash the flesh and of course I am looking forward to being ogled.

It wasn't long before we began to see the horror of what the war was about. We had the extreme and rare privilege to be accompanied by Padre Paul Wright, the Senior Chaplain of Sandhurst, and soon to be the Queen's Chaplain. He brought to bear his thirty-six years research on the sites and events of WWI in a remarkable series of sixteen lectures progressing day by day. It seemed odd at first, but we began at Vladslo German Cemetery and saw a rather different approach to glorification and remembrance, with a suggestion of Valhalla not far below the surface. From there we went to see the 'Old Railway Station' on the edge of the Yser River, a pivotal place in Belgian history. It was here the land was flooded by the Belgian Army to deter German advance, and thence to the remaining coastal fortifications of both wars.

The next day we saw the full suite of personal stress and horrors of war. The remarkable Talbot House, the home of Toc H founded by Revs. Tubby Clayton and Neville Talbot, served as R&R for all ranks of the British Army. Touring it started to bring home how exhausting and wearing years of war actually were. The Chapel upstairs was a haven of peace for the poor troops, and Paul made the most of it for his moving lecture. Seeing the execution post where 346 were shot at dawn, mostly for desertion and within earshot of Talbot House, was almost too much to contemplate. Finishing the day at Tyne Cot, the largest military cemetery of the war was nearly unbearable – even a century on. At Nimy Bridge, we saw and understood the first

British action of the war – where two VCs were earned.

In the following days, Paul gave us eight more lectures, each at a different location. It is to his credit that virtually everyone attended all of them with quite some driving in between. By the end, it became clear how carefully chosen the places were. We came to understand the continuity of wars from the Franco-Prussian to WWI and WWII, including how actions by Germans at Bazeilles in the first led to atrocities in the last. The visit to Vimy Ridge and its impressively moving Canadian Monument gave a whole new perspective on sacrifice and why Canada was so anxious to be active in WWI.



These few pictures of The Cloth Hall in Ypres, before the War, after the War, and now, are all that is needed to tell what it was like.



French's – my Second Cousin Twice Removed



Bridges's – my Great Grand Uncle

But how *could* these humans allow such a thing to happen, and drag many of my brother and sister Rolls-Royces into it? At least eighteen Rolls-Royces were immediately donated to the war effort – like my relations which carried Lord John French, the British C-in-C through the trenches for the entire war, and Major Tom Bridges, who drove overnight to try to persuade the King not to surrender Antwerp. I can't forget another 18 of my relations that were built as armoured cars – they must have had a tough time of it!

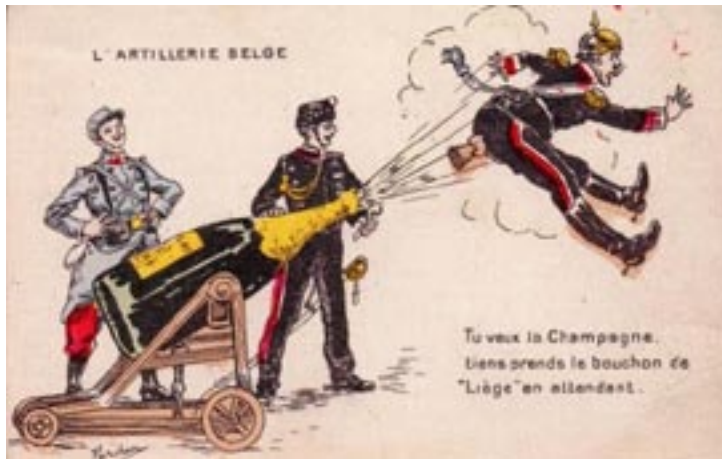
Answers have been clouded over time by the War Poets, Blackadder, and *'Oh! What a Lovely War'*, losing sight of the fact that every country involved went to war to achieve known and realistic objectives. But none of them understood the aspirations and suspicions of the others. The Assassination of Arch Duke Ferdinand and his wife was not really the cause – they were disrespected in both Germany and Austria. But the Germans thought they could help the Austrians sort out long standing terrorist problems in the Balkans with, as the Kaiser put it, a “short sharp war before the Russians know it's happened”. This was a time when warfare was still considered an arm of diplomacy. He persisted in this delusion, resisting his Generals' demands for a larger war, for the first month of the crisis. But the Russians, with good reason, were deeply suspicious of Prussian militarism. The Austrians intended only to occupy Belgrade for a few months to teach the Serbs a lesson, but their military had no plan for partial mobilisation and insisted it had to be all or nothing. Crucially and fatefully, at this point the Russians egged on the Serbs to reject parts of the Austrian Ultimatum. So when the Austrians finally moved far more divisions than were needed to subdue Serbia, the Russians, who had been weak and badly out-manoeuvred in the earlier Balkan

Winter Crisis of 1912-13 and were seeking to re-establish some policy in the region, partially mobilised in the South. The Germans, still believing that they could pull it all off before Russia woke up, were taken by surprise, but then, following a badly executed peace initiative of the Foreign Secretary Edward Grey, Germany responded by moving to a state of partial readiness. Russian intelligence over-interpreted this as a full mobilisation, so Russia immediately fully mobilised and declared war.

The Prussian military then tried to force upon the Kaiser their long-held strategy to sort out the Russians, and after a bitter argument between the Kaiser and Moltke the Younger, his Chief of General Staff, Germany declared war and implemented the Schlieffen Plan to invade Belgium, conquer France in 40 days, and then turn east to Russia. From Austria's first move, all of this happened in four days. The Asquith Government, being vexed by the Irish Home Rule Bill then in Parliament, had earlier thought that a German walk-through of Belgium would not be enough to provoke war and so had largely left it all to Grey in the early days of the crisis. But they woke up when Grey revealed he had, several years before, given the French a secret undertaking to protect the Atlantic Coast if they were attacked, in return for the French protecting the Mediterranean. Two days later the Cabinet decided to pursue Britain's centuries-old policy, ever since Louis XIV, of fighting on the Continent to maintain a balance of power with no single country dominating Europe. Neither Germany nor France nor Austria could be allowed to be an outright winner. The resistance and invasion of neutral-by-treaty Belgium provided a cast-iron pretext, and war was quickly dressed up as defence of both Belgium and France.



Tyne Cot Cemetery



To the French, *le champagne et les suppositoires* were the solution to any problem The Mannekin Piss-es on the Kaiser

That's how the balloon went up. Some thought it would be over quickly but it wasn't. The Belgians put up an unexpectedly fierce resistance, flooding a large part of the Yser River valley, and the twelve forts around Liège held out for two weeks. This came to be known immediately as the "bouchon de Liège", playing on a quadruple pun of *liège* meaning "cork" in French and the similarity of Liège to *siège*, a siege and a "seat", and hence "bouchon", a cork bottle stopper – please don't ask me to explain this – it's embarrassing for an old lady – you can work it out for yourself! The Krupp cannons outgunned the artillery of the Belgians, but at least they could see a funny side to it all – playing on the French addiction to suppositories – becoming a continuing theme in the black humour that supported the beleaguered Liègeois.

The Germans had allowed forty-eight hours to take Belgium, but the resulting delay allowed the French and British to group and organise, thus stalling the German eastward advance. When the French dug trenches on the Marne a few weeks later, killing any last hope for Schlieffen, it all quickly descended into long Trench Warfare, never before imagined in a European war. Each side tried to outflank the other until they both reached the sea. In spite of, or because of, the extreme bloodshed in the first battles, John McCrae, a year later sitting in the back of an ambulance and writing *In Flanders Fields*, asked us to carry on the fight. The poem was used as propaganda for further recruitment and selling War Bonds. Today, very few understand all this, but it was the same then – neither the soldiers on the ground nor the public back home had any idea what the war was actually about, even to the very end and afterwards. Even today, much is still debated by those who care to understand. For all that highbrow analysis, I'm sure I heard my driver mutter that if Joseph Heller (*Catch 22*) were writing a novel now, it would have a plot line that had WWI staged so that Flanders

could have a flourishing tourist industry. Nonetheless and in spite of all that human stupidity, I was gratified to see that proper respect was being paid for all the suffering and devastation. The ceremony at the Menin Gate brought tears to my headlamps and I could see the same in my by now familiar human companions and the huge throng that attended. The local *Pompiers* [Fire Brigade] play *The Last Post* every evening and have done so since 1928 with the exception of WWII when it was done at Brookwood Cemetery. Several of our party laid wreaths, and Sir John Stuttard read the lesson in church and the moving *Ode of Remembrance* at the Last Post Ceremony at the Menin Gate on the night we were there.

Since we were there nearly exactly one century from when it all happened, the official commemoration and hospitality were everything that respect and memory could demand. Sometimes it did, however, get a bit OTT. I expected the proceedings *en plein air* [lit: full blast, flatulence, fig: a windbag], so I reckoned we were in for some long speeches extolling the Glories of The French Revolution, the Accomplishments of William the Bastard (sometimes William the Conqueror), how Napoleon had Europe's interests at heart, how General de Gaulle won World War 11 singlehanded, the trouble with all those Anglo-Saxons, etc, etc, etc. I expected it to last so long that it would be a case of *C'est pour rire* [sore bottom]. But was it like that? No. In fact, the Mayors of Tournai and Liège were the perfect expression of hospitality, goodwill and good cheer, the latter with a visit to the City Hall where President Hollande was coming two days later, as well as a Police Escort, with 5 motor bikes both coming and going. It was wonderful cruising through all the red lights – I got so used to it my driver had to restrain me afterwards.



Here we are, courtesy of the Mayor of Tourmai and straight through the red light, Liege Police guarding us all the way



Thierry Dehaeck, speaking at the reception he gave at Ypres



May I press you to a vol-au-vent, Thierry?

Just outside of Ieper, Thierry Dehaeck, a very welcome new member of the 20-Ghost Club, gave us a champagne reception and welcome to his car collection. Suffice it to say that a collection of around 30 exquisitely restored classic cars, including many British and of course Rolls-Royces, was on show and all in roadworthy concourse condition. Not only did he have the cars, he had a lawn the size of a football pitch on which to display all of us.

In Liège, the day was declared 'The British Afternoon' and the Place St Lambert was roped off for a solid line of all of us, and the crowds soon assembled, making us feel like movie stars. We soon attracted a dozen or more locals who dressed in Edwardian costume, and six military officers dressed in authentic WWI uniforms. They described themselves as a living museum. It was like being in a time warp, all quite an experience for an old lady!

On the way to Brussels, we had the great opportunity to visit Waterloo, which shows how much this ground has been fought over in modern times. We had an astonishingly thoughtful and well organised tour laid on by the Belgian Tourist

Office, with complete and comprehensive explanations of how the battle had been won and lost. We could see it all from the top of the conical pyramid, the 75m Butte de Lion, erected as a monument. After that, walking over the very turf at which the battle had turned at last gave a complete explanation of why Napoleon lost, when he was so confident of victory. It was a major turning point of European history.

A few days later, the Mayor of Brussels organised a private tour of the City Hall, not normally open to the public at all. His office, and indeed the individual offices of his *twelve* [yes!] Deputy Mayors were extravagant models of the best decor of the 18th century, all intact, highly restored and even included a work by Breugel. The whole place would stand up to any palace in Europe. (No photography for fear of theft.) In fact, Brussels really did us proud – the British Ambassador even closed the main road in front of the Embassy for us to park and laid on a special reception [no photography of the Union Jack flying, for no known reason].

The Hotel Amigo, the swankiest in Brussels, proved an unexpected challenge. Not only were the roads we needed bollarded off after our maps were prepared, but the underground car park was so crowded with oversized Rolls-Royces that only six of my brothers and sisters were left unobstructed. On the morning of our departure my long-suffering relatives and I all had to jockey for position, a shocking sight and strain for an old lady like me. Shouts of *Je m'en fâche* - [I'm bloody pissed off! - in the classic language of Molière] and *Je m'en fiche* [I couldn't give a damn!, as Racine might not have said] and *Dieu et Mon Droit* [By God, I'm Right!] and in riposte *Honi Soit qui Mal y Pense* [honestly, I think you make me sick!]. I've never heard anything like it

- imagine saying things like that in front of an old lady! Oh, well, *Autre Pays, Autre Moeurs* - [the French do everything their own bloody way!]. I'm not sure, but I think that's what they said - I learned my French on the factory floor, and that was 77 years ago! As the English say when swearing in polite company, "pardon my French".

All of the hotels they wallowed in were wonderful in some way peculiar to themselves. Cuisine lasted the entire evenings, and we all felt like coming back another time. One in particular looked like a fairytale castle, especially graced with us Rolls-Royces



The cars at Chateau d'Hassonville



Others were a bit different



Our pathfinder arriving at another hotel; Strone & Alex Macpherson's car can always be recognised by the extended radiator cap

The Belgian Tourist Office pulled out all the stops to guide and aid us through the entire countryside. Françoise Scheepers somehow magic-ed up a local TV crew at every major town, and delivered a 4-page bulletin, specially printed in English, of WWI "news" and comment that was appropriate to the locale we happened to be in, and had these delivered day by day, including gastronomic

suggestions that were simply mouth-watering. After the eleventh blowout dinner, I realised it was going to be *déjà vu*, all over again. Perhaps the drivers need a bit of *a la carte* [on the wagon, suffering from the Wrath of Grapes] to sort them out, but they won't do it, I know

What *did* they do? Went in deep for a Grand Medieval Banquet, complete with Minstrels, no less – typical!



The 20-Ghost Club hard at work touring



Allegedly George Simenon slept with 10.000 ladies



and chips with everything.....

Paul's visit and lecture at Sedan explained how badly the French lost the Franco-Prussian war of 1870 and we paused at the hillside of La Marfée, where Wilhelm I, von Bismarck, and von Moltke the Elder watched one of the last cavalry charges in history, when the French charged the ranks of Prussian artillery, and were cut down to a man and horse, leading to the abdication of Napoleon III and the end of the Second Republic. Even more importantly, it laid the foundations for the French response to Germany in 1914, a visceral lust for national revenge, with such words actually carved on monuments at Bazeilles.

By now, Paul had given us an overview of four wars that had passed over this country. It was only now that we could see how all the wars and battles were interlocked, and should, in my view, be seen as one war with intermissions. Fittingly, we finished the last day of the Tour at Thiepval, the monument to 'The Missing of the Somme', that is to say, those tens of thousands whose bodies were never found and whose names are on the monument. By now we were aware that one couple on the Tour lost four great-uncles with no known graves, and another couple lost two grandfathers. Paul gave us a superb and sensitive lecture on the spot about how badly the Battle of the Somme had gone for the British,

and we finished with a short memorial service appropriate to how we all felt. It is hard to say it was a "happy" ending, but it was moving, appropriate, and in a way uplifting, and I know they were all glad to have done it.

For me, the Tour certainly ended happily. I was especially gratified that I ran so well – all that Rehab paid off – and I was certainly impressed by the mechanical state of the other cars. Our mechanic Roy O'Sullivan was travelling with us, so I relaxed and felt pretty confident. I wanted to tour for another week. As far as I was aware, there was not a – Heaven Forefend that it be called a Bre***own – I won't even say the word in R-R company. That would not be solved by the drivers' mechanics but by their analysts [*une crise de nerfs*] or marriage counsellors [*le conflit de mariage*].– What is the French for Failure to Proceed? Was this *refus d'avancer* or *refus de démarrer*? No matter – I will not fail to proceed to the next Tour – I am looking forward to running it already!

**Love to all my relations and you wonderful drivers
and navigators Grace**

WW1 TOUR 2014 CARS & PARTICIPANTS:

Year	Model	Body style	Coachbuilder	Chassis	Reg No	Owner/passengers
1913	Silver Ghost	Tourer	Ferguson	23NA	IA-4	Terry & Liz Bramall
1914	Silver Ghost	Tourer	Brooks/Ostruk	36PB	6009	Tom & Mary Jo Heckman
1914	Silver Ghost	Tourer	Houston	6TB	SV-9325	John & Elizabeth Milverton
1914	Silver Ghost	Torpedo Tourer	Bridgwater	27BD	LR-6389	Strone & Alex Macpherson
1919	Silver Ghost	Tourer	Burnett & Reynes	94 NE	XO-4485	Brian & Wendy Fidler
1920	Silver Ghost	Tourer	Cunard	97AE	CE-454	Graham & Sarah Tyson Philip & Daphne Gough (3 to 10 August)
1920	Silver Ghost	Tourer	Wilkinsons of Derby	39EE	U-5694	Rosalind & Bryan Fitton
1920	Silver Ghost	Open Drive Limousine	HJ Mulliner	47RE	PX-1780	Ashley & Adrienne Carmichael Bob & Kate Ingles
1921	Silver Ghost	Tourer	Barker	149AG	KE-6676	Brian & Joan Palmer
1921	Silver Ghost	All Weather Tourer	Park Ward/Car Mart	33LG	XF-7646	John & Lesley Stuttard Padre Paul Wright (27 to 31 July, August 1, & 6 to 10)
1921	Silver Ghost	Tourer	Lopes	60NE	SV-6608	Gervase & Margaret Forster (3 to 10 August)
1924	Silver Ghost	Tourer	Gill	22LM	XT-1857	Nick Whitaker and Alex Joyce
1926	Phantom I	Cabriolet de Ville	Barker	57YC	YR-2648	Michael Joy & Sally Whittet
1928	Phantom I	Tourer	Thrupp & Maberly	65CL	TY-5221	Anthony & Gillian Armitage
1929	Phantom II	Limousine	Rippon	20WJ	A-2389	Michael & Inga Lyndon-Stanford
1933	Phantom II	Continental Sports Saloon	Barker	47MW	AM-2040	Fokko Keuning
1934	Phantom II	Continental Limousine	Hooper	121RY	AYV-929	John & Kathy Deane
1935	Phantom II	Drop Head Coupe	Gurney Nutting style	167TA	778-UVF	Albert & Monique Eberhard
1937	25/30	Enclosed Limousine	Park Ward	GRP49	RD 753	Henry Fitzhugh & Rosemary Jeffreys
1939	Wraith	Cabriolet	Thrupp & Maberly	WRB9	1-OA1-510	Thierry Dehaeck & Anne Delmulle (29 July to 6 August)
	Volvo				LA06HGE	David & Caroline Colvin, [former British Ambassador to Belgium]
	Range Rover	Technical Support			R242DNM	Roy O'Sullivan, Engineer

SOME ADVICE ON WHEELS:

Nigel H Hughes

LOOSE WHEELS - ALL CHASSIS WITH DUNLOP WIRE WHEELS

As the handbook says, running with a wheel even slightly loose will result in irreparable damage to the wheel and hub. In fact, in time, it destroys the hub threads, splines and the teeth on the sliding barrel that locks the wheel nut. Unworn threads have flat tops but worn threads can become so thin that they are razor sharp. Beware using an unprotected finger to wipe grease round worn threads or you may get severe cuts to your fingers. The splines provide location for the wheel, but should not carry the driving and braking loads from the hub. These loads are primarily transmitted through the conical section on the inner end of the wheel centre and the mating conical section of the hub. The wheel must be tight enough to ensure that the conical surfaces are in tight metal to metal contact and do not move relative to one another. Besides trouble caused by inadequate tightening of the wheel nut, a problem arises when repainted wheels are first fitted. In many cases, paint is put on the conical surfaces of the wheel hub. Paint also appears on the splines, but, as long as this does not prevent the wheel being fitted, it is not a big issue. Paint on the cone is not strong enough to transmit the necessary load and will rapidly wear away, leaving the wheel loose. Scrape all paint from the cone on the wheel hub before fitting. It is wise also to remove paint from the narrow conical section on which the wheel nut bears.

REMOVING AND RE-FITTING WHEELS - ALL CHASSIS WITH DUNLOP WIRE WHEELS

The owner's handbook describes the basics of the process and will not be repeated here. The tools required are the wheel spanner and a mallet. If you have an original R-R rubber mallet it is of course ideal in terms of weight and material. If you have a pristine one for concours purposes only, you may not wish to use it. I have found that the best alternative is an aluminium and plastic hammer, available from Thor. Using an ordinary steel hammer will certainly damage the wheel spanner, if not the wheel nuts. The aluminium deforms, spreading the load of impact and protecting the spanner surface from damage. Most of the wheel nuts on our cars have been re-plated, some several times. The polishing involved rounds off the groove into which the levers on the spanner fit. This results in the spanner tending to fly off the wheel nut when the hammer is used. In bad cases, it may be best to get new wheel nuts, available from our specialist restorers. Also, some wheel disc retaining rings are a bit proud. In bad cases, it can help to remove these before working on the wheel nuts. Generally, it is important that one hand is used to hold the spanner and take up slack in the required direction while using the hammer in the other hand. Use of gloves is advisable in case your aim is not all it should be. Watch out for your wheel discs too. In removing a wheel, after depressing the locking barrel with the spanner, start with the aluminium hammer surface and switch to plastic once the nut begins to turn. When replacing the wheel, use the plastic surface first, using hammer strokes of about 6 inches with a 'holding blow', meaning you hold the hammer onto the spanner at the end of the stroke, rather than letting it bounce. When you feel that the spanner no longer turns on each blow, release the sliding barrel and take a close look at the serrations on the barrel and wheel nut. If you are very lucky, they will match up, the barrel will slide out to lock the nut and you are done. Generally the wheel nut needs to be moved to line up the serrations. If the nut is only just past the right spot and you have been firm with your holding blows, it is permissible to back off the wheel nut slightly. A tap or two with the aluminium hammer surface will do it. Otherwise, use the aluminium surface to tighten the wheel nut further until the serrations line up. Occasionally, even when everything appears to be in line, the sliding barrel refuses to come out flush with the wheel nut. In this case, try removing the wheel spanner and bouncing the sliding barrel with the plastic hammer. That should do the job. I have found that with hubs in unworn original condition, the fit of brand new wheel nuts is very snug or even tight on the sliding barrel. Therefore, always check this before fitting the new nuts to the wheels and, if necessary, ease the serrations of the nut with a fine file, to achieve a good sliding fit.

WATCH OUT FOR THAT PLATING

The Dunlop Wheel Spanner is a clever device, but it can inflict damage to the precious plating on wheel nuts and the sliding locking barrels of hubs. Some have advocated gluing a thin layer of felt around the inside of the spanner, to protect the nut. The problem here is that this will absorb the mallet blows, reduce the feel of the spanner and make it more difficult to achieve the required tightness of the nut. The next best thing is to ensure that spanner and nut are scrupulously clean, as otherwise grit can become embedded in the plating. However, as regards the locking barrel, which has to be depressed by cup in the centre of the spanner, damage occurs because the spanner is hardly ever concentric with the barrel and the cup shuffles over the sliding barrel as it is rotated. The cup exerts considerable pressure and scuffs the plating on the barrel. It is helpful to have a small piece of yellow duster or similar to place between the cup and the barrel. This prevents damage to the plating. Do not try to use the whole of a duster, as it will end up wound tightly round the spanner.

JUST TIME TO ORDER YOUR CHRISTMAS PRESENTS!

"ROLLS-ROYCE MOTOR CARS: STRIVE FOR PERFECTION" – book review by ANDREW TAYLOR

Edited by Andreas Braun, photographs by Johannes Riedel

ISBN 978-3-7774-2193-3

Published Hirmer in association with BMW AG May 2014 180 pages 200 illustrations

May 2014 was the anniversary of three extremely important events - 150 years since the birth of Sir Henry Royce, 110 years of Rolls-Royce and 10 years of Rolls-Royce production by BMW in Goodwood. This book tells the story of the Rolls-Royce company from 1904 to date, and was produced to coincide with the first major exhibition of Rolls-Royce motorcars at the BMW museum in Munich. It is an interesting publication with all models of Phantoms well described and illustrated. The pre-war Coachbuilders' colour illustrations are particularly fine, being reproduced on similar paper to that used in an original coachbuilder's brochure. The photography is both stylish and detailed showing both the internal and external features of different models e.g. the cocktail cabinet in the rear of the Phantom VI, and the rear interior of the Phantom 111. I would buy this book not so much as a 'must-have' but for the huge range of new photographs and not just the rehashing of those previously published. The design drawings of current models also show the wealth of design variation available to the present customer.

Quiz question - can you spot a young Roland Duce?

Andrew Taylor is a present & past owner of P1, P11, P111, [P1V engine], PV & PVI amongst other models.

"OLD CONTEMPTIBLE – THE HISTORY OF SG-2095" –

book review by JOHN REDMILL

Charles Howard August 2014 by The Lavenham Press Ltd, Suffolk 45pages

ISBN 978-0 9930085-1

Only available direct from Charles Howard, via his website www.charleshowardbooks.uk, [ST£20.00 including p&p.]

This is a surprisingly charming book in both content and presentation, and the huge amount of love that the author, a member of the 20-Ghost Club, has for SG-2095, his 'Old Contemptible', shines through virtually every page. It's a lovely story too, so what more could any reader want? Howard, now semi-retired, has spent a lifetime dealing in and restoring many types of pre-War motorcars, having been a specialist in Chinese porcelain, and his story starts when, in 2008, he discovered a 1912 SG, 2095, original registration R-1493, that had spent over half of its life in Celina, in the depths of Ohio, USA. Its body was much later than the chassis, and the bonnet had a plaque recording the car's service in WW1. Intrigued by what this could mean, Howard acquired it, and set about researching its history – and a fascinating story it turned out to be, and he brings together all the contemporary RR records, wonderful photographs, and anecdotes, helped by daughter-in-law of the first owner, Barrington George Dashwood Stopford. He, a curious and rather eccentric young man who died in 1930 aged only 41, sold the car in about 1914 to William Carlile, who immediately had the car re-bodied as an ambulance, and off to the war it went. In 1927 it was given a Salmons limousine body by Carlile who, the following year, was created a baronet in recognition of his work in helping form the Imperial War Graves Commission. Howard then describes how he decided to replicate the 1912 body as part of his restoration of the car, and his photographs of all this are excellent. I thoroughly enjoyed the whole book, even though I would have preferred it to be 'vertical' in design as is usual [the horizontal format means that, somewhat annoyingly, it will stick out of the shelf], and commend it to all RR lovers, particularly owners and 'aficionados' of early Silver Ghosts.

John Redmill has a 1929 20/25, and knows absolutely nothing about Silver Ghosts.

CLUB SHOP SPECIAL OFFERS:

The Club shop has a range of items for sale, including popular car badges and Club ties with the 20-Ghost Club logo, but sales of other items have been slow. It has therefore been decided to offer some special discounts to clear these stocks, which will not be re-ordered. Now is your chance to grab some bargains before they all go!

Everything is pictured on the Club website and available by contacting Sue Glew at AJ Glew on 01386 700987 or by email at info@ajglew.co.uk

Solid silver cuff links	WERE £35	NOW £25
Solid silver lapel badges	WERE £20	NOW £10
Navy Fleece Scarf	WERE £17	NOW £10
Navy Fleece Body Warmer	WERE £28	NOW £20
Old-style Club Tie	WERE £10	NOW £1



COMING EVENTS:

TO JUNE 2015; EVENTS LATER IN THE YEAR WILL BE ANNOUNCED IN DUE COURSE

The following events details are correct at time of going to press, but may change as arrangements are progressed. Full details, bookings forms and other information for all the events below are now available on the club's website, so the paper flyers enclosed with this N&R are considerably edited and reduced versions to minimize the club's printing costs. If members do not have access to the website and would like more information about any event, they should contact the relevant event organiser for further details and a booking form – see 'Contents' page for contact information.

Saturday 28th February:
AGM & Annual Dinner, Cambridge
[John Stuttard]

Friday 15th to Tuesday 19th May
Annual Tour with the Irish Georgian Society
Southern Ireland [John Redmill]

Thursday 23rd to Sunday 26th April:
Weekend Tour of Hampshire & Wiltshire
[Strone Macpherson]

Tuesday 19th to Tuesday 26th May:
Tour of Southern Ireland
[John Redmill]

Saturday 25th April:
Annual Spring Lunch at Armsworth Park House
[Strone Macpherson & Brian Fidler]

Monday 22nd to Thursday 25th June:
Chalke Valley Festival & Tour
[John Stuttard]

SILVER GHOST WORKSHOPS - JUNE 2015

Roger Cockfield has arranged for member Graham Mead to host a series of three one-day workshops on the Silver Ghost. While these are intended to be for members of the East Midlands Section of the RREC, Roger has specifically asked that 20-Ghost Club members be notified, and confirms that all will be welcome to attend. Graham Mead has had a number of Ghosts for over twenty years, is very knowledgeable on maintaining and driving these cars, and is keen to impart this to other enthusiasts. The other instructors are John Eastwood who has owned, used and maintained 21 Rolls Royce & Bentley cars over 54 years, Roger Cockfield, who has owned a 20/25 for 25 years and now has a 20hp, and Martin Carnell who has owned a 20/25 for 15 years and also has a Silver Dawn. The themes are how to get the car started, how to keep the car running [ie how to deal with a failure to proceed] and hopefully how to stop the car.

The workshop will give hands-on experience at dismantling and, hopefully, re-assembling a variety of components for the Silver Ghost. Components available include a post WWI engine, rear hub, autovac, carburettor, distributor, clutch, water pump and side steering tube. Identification of likely faults and rectification for each of the components will be covered. There is no substitute for actually taking a component apart yourself, compared to watching someone else do it. These workshops provide a meeting place for enthusiasts to discuss maintenance problems and hopefully find solutions. The East Midlands Section is especially fortunate in having one of the leading experts on the history, maintenance and driving of the Silver Ghost in Graham. Everyone has to start from near zero knowledge on the old cars; these workshops will provide an ideal opportunity to get to grips with the pleasure of owning and running the Silver Ghost.

The proposed dates are Monday 17th, Tuesday 18th, and Wednesday 19th June 2015 [being the three days at the start of the week of the Annual Rally], starting at 10.00am and finishing at 3.00pm every day. Attendees can choose whether to come on one, two or three days, and which days they prefer. Numbers are restricted to 20 members per workshop. There is a nominal charge of ten pounds [£10] per day.

For further information about the workshops, contact the organiser, Roger Cockfield, at [<roger-cockfield@hotmail.co.uk>](mailto:roger-cockfield@hotmail.co.uk)

THE 20-GHOST CLUB LIMITED
**IMPORTANT MESSAGE ABOUT COMMUNICATION OF THE ANNUAL
REPORT & ACCOUNTS AND STATUTORY NOTICES:**

The cost of printing and postage has increased dramatically in recent years and the Committee has considered how these costs can be reduced, without reducing the enjoyment of the Club's activities and communications. With the widespread use of email and website access nowadays, we have an opportunity to reduce costs and ensure speedy communication by circulating Statutory Notices and the Annual Report & Accounts by email to Members. These will also always be posted on the Club Website, so they will be easily found for future reference and be available to anyone who does not regularly access email. As you will be aware, event flyers are already circulated by email as well as printed versions being distributed in News & Record.

The Committee is aware that a small number of Members do not use email and may not have alternative website access. Arrangements will be made for them to continue to receive paper copies by post, if they wish.

If you are content to access Statutory Notices and Annual Reports & Accounts by website/email, it would be helpful if you would e-mail your confirmation, putting **20 GHOST YES** as the Subject with the words **"YES TO WEB/E-MAIL FOR STATUTORY NOTICES AND ANNUAL REPORTS & ACCOUNTS"** and include your name and address to Ken Forbes krf@draytongroup.co.uk as soon as possible and no later than 31 December 2014. It would be helpful to receive your e-mail of confirmation so that we know that you are happy and, as important, so that we check we have your up to date e-mail address in our records.

If you do not have access to e-mail or the Club's website and it is essential for you to receive paper copies of the Club's Statutory Notices and Annual Report & Accounts, please complete the attached form and return it to the Company Secretary, Ken Forbes, at the address shown below by 31 December 2014. Please only do this if it is really important to you.

Email or Website posting is already approved by Companies House as a method of communication and our own Articles of Association will need to be updated to reflect the change. An Extraordinary General Meeting (EGM) will be held on Thursday 8 January 2015 at Harris Manchester College, Oxford to formally approve the addition of email and website posting. Notice of this is set out below:

NOTICE OF EGM:

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of The 20-Ghost Club Limited will be held at Harris Manchester College, Mansfield Road, Oxford OX1 3TD on Thursday 8 January 2015 at 10.30, for the purpose of approving the following Special Resolution:-

"That the Articles of Association of the company be amended to permit the distribution of accounts and annual reports of the Company and Statutory Notices to members by e-mail or by posting on the Club's website as a valid alternative means of communication, as required by Article 20, through the following amendments:

Article 20.2 Add the words 'or by email or by posting on the Club website' at the end,

Article 20.5 Add the words 'that an email was sent to the last known email address or posted on the Club's website or' after Proof

Article 20.5 be renumbered Article 20.4."

Your co-operation in agreeing to receive formal Notices and Annual Reports & Accounts by website/email will help contain costs, keep subscriptions down and help with the smooth running of the Club. If you have any questions about these new arrangements, do please contact me – email preferred!!

KEN FORBES Company Secretary

The 20-Ghost Club Limited

Email krf@draytongroup.co.uk

182, Old Station Road, Hampton in Arden, Solihull, B92 0HQ

5 November 2014

Registered Number 5224632