



News & Record



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

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NEWS & RECORD ISSUE 40

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FRONT COVER – Michael Hilditch, surrounded by flying ladies, compares Stanley West's 1929 Pll 61XJ with Graham Tyson's 1920 SG 97AE behind, in pouring rain at the Boughton House Concours on 17th August [photo © Colin J Hughes, design Gerard Barry]

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EDITORIAL

John R. Redmill

Now autumn has arrived, after a glorious summer, and our cars return to their garages for their annual hibernation, it is time to consider what works they should have done over the winter to ensure they are in the best form possible for next year's driving, events, rallies, and so on. GXO97 needs the brakes overhauled, the wheel hubs and nuts re-nickel silvered, and a few dents straightened out. But another matter that has come up in various recent conversations is the need for our spouses, partners, or co-owners to be confident in driving our precious vehicles should an emergency cause this to be necessary. Why do few feel able to do this? Is it because we owners are too possessive about them, or are we intolerably unbearable back-seat drivers when we're not at the wheel ourselves? Perhaps we should reflect on this, and make driving our cars a more pleasurable experience for others as, in an unexpected situation, we may well be very grateful for them to drive our prides-and-joys. Some winter introductions to the steering wheel and pedals while stationary might be the way to familiarise others before venturing out in the spring; I will never forget my first driving lesson – Hyde Park Corner to Marble Arch and back, twice, in lunchtime traffic - one of the most frightening experiences of my life! Tony Dyas has retired after many years loyal and unstinting service as our Hon. Secretary, and we wish him well in his new pastimes. Ken Forbes and Michael Lyndon-Stanford have kindly agreed to join the Committee. Sadly, we have just heard of the very recent death of Betty Price, wife of long-standing member Geoffrey, whose 20/25 has for some time been in the safe hands of Richard and Margaret Boggon. We continue to encourage young people to join the club, so please help us achieve this aim by persuading them to do so; how about membership as a Christmas present to a likely young person? In 2014 and the coming years, we will need their support, as well as your continuing support, for the club to survive.

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

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SOME ALPINE REFLECTIONS

HRH The Duke of Gloucester



*HRH the President and the Chairman reflect on the Alpine tour with Jacqui Boynton of the SGA over dinner at Riva
[© Colin W Hughes]*

The Dolomites were formed millions of years ago by powerful forces that we can barely imagine. Since then, their lower slopes have been covered by luxurious healthy trees, and it is only in the last century or so that engineers have carved roads over their passes with hairpins and tunnels and grooves cut into the side of precipices. More recently, even bigger tunnels have enabled motorways to connect the various cities of central Europe.

This has left the old passes for the pleasure of enthusiasts with the challenge of winding roads, steep gradients and fabulous views. They are largely populated by motorcyclists using their horsepower to travel faster up the slopes than down, while earnest bicyclists sweat up eternal slopes with the promise of gravity when they get to the top. Then add to this community over forty large and distinguished vintage motorcars, which have elicited

delight and a sense of comradeship from fellow 'knights of the road' enjoying the employment of intelligently concentrated power against the forces of gravity.

Re-enacting an event that took place a hundred years ago was paying homage to the genius of Sir Henry and the quality of his engineering. The fact that it remains a pleasure to use his heritage in this charming way rather than to just display it in a museum would, I am sure, bring as much joy to him as all the commercial success that his company has enjoyed.

I wonder how many hundreds of people got great pleasure and excitement from seeing your cars battling up and down the mountains and feeling that they too were personally part of an historic event – an entirely benign 'haunting' that only Ghosts can create.



One hundred years apart - the James Radley car of 1913 and new 2013 model stop for coffee at Podkoren, Slovenia



"Please get out of our way, you silly cows!" – the Beach-Thomases and the Armitages are delayed leaving Leighton Hall

TOUR OF CUMBRIA

WITH THE IRISH GEORGIAN SOCIETY

Rex Vincent, and Jimmy Valentine

17th to 20th May

Once again the club was invited to join the Irish Georgians for their tour of this scenic area, and this year in scenic Cumbria our fleet consisted of 3 Silver Ghosts, 2 Phantom Is, 2 Phantom IIs, 3 20/25s and 2 Wraiths. Australian members were strongly represented; in addition to regular supporters Jeremy Greene and Delwyn Klevenow, there were Peter Jordan- Hill and Mark Herbstreit in a newly acquired 1938 Wraith [pale yellow with a chocolate-coloured moulding, rather unkindly nicknamed 'Custard' by an Irish Georgian!], and my wife Norah and I in a borrowed bright red Silver Ghost.

We have been members of the 20-GC for many years and have read with interest about previous Irish Georgian weekends but, as we are only occasionally in this part of the world, have never been able to participate. However, being over in 2013 for the Centenary Alpine Rally was our chance to offer transport for our Irish Georgian friends, and a suitable car was borrowed for the event. Being simple Australians we expected late spring weather to be showing signs of warmth but it was a cold damp trip to the Shap Wells Hotel, first built in 1833, where we found an enthusiastic crowd quite happy to jump into an open car.

We collected our passengers and picnic lunch for the day and off we motored to Leighton Hall, the first house visit of the day. Route instructions suggested a trip down the M6 with all the trucks and moderns, not fun in an open car at modest speeds, so we quickly changed to minor roads. Well rugged up against the cold air we duly arrived at the Hall and were glad of the tea and biscuits on arrival. The Hall had been the home of the Gillow family, famous for furniture manufacture, for whom it was gothicised in the 1820s. A very informative tour followed with special note taken of the Gillows furniture in the house; the supportive nature of the dining chairs and the c1800 patented extendible dining table gave us an appreciation of why the firm's furniture was such a success. Each section of the telescoping under-frame of the table had its supporting legs which lined up when the table was at its shortest with only the two end leaves, but when fully extended could accommodate over twenty diners. George Hepplewhite had been one of Robert Gillows' apprentices. We picnicked on the courtyard wall and walked the gardens before setting off along small roads to Leck Hall.



Georgian Gothic Leighton



Georgian Classical Leck

It was a lovely drive through sheep meadows to the house where we received a warm welcome from Lord Shuttleworth who has lived all his life in this neat house designed c 1800 by John Webb. Areas of this house have been transformed, in particular the front hall and staircase area, in recent years by our host, advised by Francis Johnson. The house had a warm feeling, a real home, with some fine china. Our host explained that once upon a time there was much more on display but Grandmother placed plates in an oven to warm and they all went off like rockets! The gardens were late flowering due to the long winter.



Rigmaden Park, and the view to its east

A scenic drive through small villages and then up a lovely winding lane took us to Rigmaden Park. All the properties visited highlighted the importance of house placement and position to the overall impact of the architecture. Mrs William Wilson, the owner of Rigmaden, served afternoon tea and explained how we were actually in a new Georgian structure, completely rebuilt from the empty shell of the 1825 house, built for Christopher Wilson by George Webster, by her late husband in 1991 using most of the ruined house that they had inherited. Norah and I found the outcome spectacular because of the Georgian features of high ceilings and simple decoration admitting plenty of daylight. After a wonderful start to the tour we met in the bar of the hotel for drinks and discussed the day before going into dinner.

Saturday, day two of the tour, dawned as forecast: WET, and not the day for open cars with wet covers. Two brave young men climbed into our damp back seat then we set off with hood up but not much protection. A borrowed rug was appreciated. It was a long drive to our first stops, Isel Hall and Isel church. We arrived first at the church in very wet surroundings, the local roads having turned into small rivers! We entered a beautifully kept holy place to be presented with hot tea, coffee and biscuits by the ladies of the parish, and the vicar greeted us and spoke about the support from the community that allowed repair after the excessive floods in 2009.



Isel Hall in the rain

Up the road at Isel Hall, we took a guided tour of a structure much changed over the years. The house grew from a solid square pele tower [now washed pink], built in 1388 to keep out marauding Scots raiders. An Elizabethan wing extended this and further changes were made over subsequent centuries, resulting in doorways now exiting through ancient vast fireplaces. The octogenarian owner, Miss Mary Burkett OBE, welcomed us and encouraged us to study her wide-ranging collection of felt articles from around the world.



The Valentine's 1929 Weyman Saloon 'Auntie' leads the line-up at Mirehouse

Our 'lunch stop' was Mirehouse, the 17th century manor house of the Spedding family with extensive views over Brassenthwaite Lake. The lodge of the Earls of Derby had been extended in 1790, and a new dining room added in 1833. A superb lunch was served in a restored out-building; open fires and music gave a family feel, and we were shown where to park by delightful grandchildren. The Spedding household in its heyday played host to many poets including Wordsworth and Tennyson, of whom many mementoes were in the house.



Fawe Park in the drizzle



Robin Dean's, John Redmill's and David Collier's 20/25s, all in a row

Fawe Park, on the banks of Derwentwater was our last visit for the day. This unusual house, built in 1850 of local slate-like stone, evolved over the next 20 years from an artist's retreat to a family home. The house was rented in the 1890s by Beatrix Potter's parents, and the greenhouse and potting shed inspired several of her children's books: there was even an inverted flowerpot on one of the vegetable pots, presumably left by Mr McGregor. The upper stories of the house had wonderful lake views and included a vast studio with an open timber roof and bay window looking down over the lake; all rather un-Georgian, but magical all the same.



Anthony Armitage's 1928 Pi Tourer, Anthony Beach-Thomas's 1929 PII Sedan-de-Ville, & 1938 'Australian Custard'

However, we decided to have a bad car day, first blowing a spark plug apart, and then running out of petrol on the drive leaving Fawe Park, thus blocking others from leaving. Sue Taylor came to our rescue with a can of the good stuff that quickly resolved the blocked exit issue. Moral: don't always believe 1924 petrol gauges!

That evening we were dressed in our finery for a special dinner at Lowther Castle, so all into a coach, and away we went. This enormous Gothic Revival castle had been built 1808-10 to the designs of Sir Robert Smirke for the Earl of Lonsdale, was last occupied by the famous 7th 'Yellow' Earl in 1936, and had become a complete ruin after World War 2. Our group was the first to visit this £9,000,000 restoration project now owned by the Lowther Castle & Gardens Trust, which is not yet complete. The funds have been used to stabilise the ruins of the main structure and, after drinks while a harpist played Irish tunes, our dinner took place in the newly completed café and visitor centre. It is intended to restore the gardens and display the ruins as a tourist attraction; much work still needs to be done.



We hear about Lowther Hall



She took her harp to the party and she was asked to play

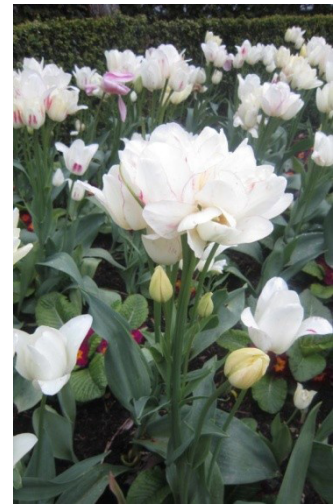


Blackwell's Arts & Crafts exterior and Living Hall

Sunday dawned overcast but fine, the temperatures still very cool for us Australians. We left the Hotel in fog for Blackwell, Bowness-on-Windermere, and the drive was quite lovely as the fog cleared, the high hills and valleys being spectacular from an open car. This fine house, built for the summer use of Sir Edward Holt in 1898 by Baillie Scott in the Arts-and-Crafts style, is blessed with some beautiful rooms with views to the lake. The central great hall, a large room with areas set aside for different activities, is in fact an early example of the now popular family living room, and the whole house is a masterpiece. The house is now owned by an Arts Trust that displays the works of a number of artists throughout the interiors. After another reviving coffee in the cafe we then left for Holker Hall.



The 'new' Holker Hall



Double tulips

One can only be impressed by this superb property. Lord Cavendish greeted us, making us all feel very welcome, and we settled into the cafe for a fine lunch before touring the house and gardens. These are the result of a disastrous fire in 1871, which had destroyed the main old house and all its Cavendish / Devonshire contents, leaving only the service wing. On the same site, a new house arose, designed in the Victorian Elizabethan style by Paley & Austin for the 7th Duke. The gardens are mainly the work of the present Lord Cavendish, who joined us for lunch and then, with his head gardener, explained the gardens and grounds which are just lovely with great displays of flowering tulips ["quite cheap when you buy them in thousands", she said!] and huge old rhododendrons. Summer bedding plants were about to be planted, also in their thousands. The house was very fine and filled with family treasures and furniture, a spectacular place to visit.





What they can't do with trees and topiary at Holker really isn't worth knowing

Graythwaite Hall loomed large, and Mr Sandys met us in the car park and explained the family history and the 1890 park-like gardens. We were then shown round the interesting, mainly 1840s and 1880s house, which again emphasised how evolution has played such a role in estate development. We enjoyed the superb family contents, and then the superb afternoon tea kindly provided by Mr and Mrs Sandys.

Then we were into the car and down the small roads to Levens Hall, which has very famous topiary gardens dating from c1690. The Hall is a very well preserved, mainly Elizabethan 'tower' of c1580 built for James Bellingham, and is the largest in Cumbria. It has very fine furniture, and the various wall coverings and colours used in these fine old houses and halls were of great interest to us, especially the Spanish leather wall coverings. The present owners, Mr and Mrs Hal Bagot, served Champagne in the Hall, after which we had supper; the noise level rose as we all discussed the visits, spectacular scenery and the fun of dodging the runners in a local marathon on the tiny narrow roads around Lake Windermere – we did miss all of them, didn't we?



Levens Hall, with everyone arriving

Monday morning had everyone busy with luggage and sorting out rides as we were all leaving the tour later that day at different times. With the Silver Ghost hood down again, we set off to Dalemain, a great example of 18th century architecture added onto yet another medieval pele tower. We had accidentally bypassed Lowther Church [others did find it with difficulty and saw the wonderful monuments to the Lowther family members] so arrived very early and took the opportunity to walk the award-winning walled gardens. The main part of the house was built in the 1730s for Edward Hasell, and contains excellent rooms of the period, with contents to match. We saw a number of interesting portraits and well preserved hand painted wallpaper. One of the excellent guides had slightly misunderstood her homework and told her group that there were Georgian features for the IGS members and two haunted rooms for the 20-Ghost Club! We also found that one of the rooms is now the centre of an international Marmalade Museum, with hundreds of jars of different recipe variations.



Waiting to see the ghosts of Dalemain



The Marmalade Museum

We settled back into the car for our next stop at Greystoke Castle, where we lined up for a group photo. The ubiquitous pele tower, built 1346, was spotted behind the main house of the 1840s and 1870s, by Anthony Salvin for a branch of the Howard family, Dukes of Norfolk and Ear Marshals of England. I am not sure that we were really welcome there – was it even inhabited? Maybe Lord Greystoke was back in the jungle re-living his Tarzan days with the present owner, Neville Howard.



Greystoke Castle above and Hutton-in-the-Forest below



After admiring each other's cars again the group headed off to Hutton-in-the-Forest, the home of Lord and Lady Inglewood. Welcomed by Lady Inglewood, we enjoyed a happy lunch in a glassed-in arcade under the 1640s Long Gallery [built by Sir Henry Fletcher] with several members partaking of local drinks, followed by an informative talk by the head guide before we entered the house. From the outside three distinct buildings show the evolution of this wonderful residence from the inevitable pele tower with its late 17th century classical centre section for Sir George Fletcher; this contains the superb carved staircase. Further interior alterations took place in the middle of the 18th century, then a huge Neo-Gothic extension was added by Anthony Salvin during the 1860s, to balance the pele tower. In contrast to many of the houses visited however, the interior is uncluttered and cohesive, not a mismatch of styles, but light and pleasant, filled with treasures of the family from the past centuries and furniture of note, the library being very fine. Due to time constraints we did not get to explore the magnificent walled garden, laid out by Sir George in the 1680s, though many of the rooms gave us a great view of it. During lunch, Marylyn was presented with a pair of Irish Georgian wine rummers as a thank-you for all her work in setting up this splendid tour for us all.



Marylyn Bacon accepts our gift



Various Australians in their charming beachwear search for the English summer

The tour finished at Wreay Church, designed around 1835 by Sarah Losh, a local lady, in memory of her parents and sister, Catherine. The church is in the 'Lombardic' style with Romanesque and Early Christian features. It is the most extraordinary building, totally personal, and without precedent – Sarah Losh was a genius, a Charlotte Bronte of wood and stone.

This was our very first Irish Georgian Tour, which we found most informing and interesting. The members ensured we had a lovely time and made us most welcome, and we record our special thanks to the Irish Georgian organisers Marylyn and Tim Bacon and of course to our 20 GC members Jimmy and Janet Valentine who tied it all together for us.

PARTICIPATING CARS:

Rex & Norah Vincent	1923	SG	Wilkinson Tourer	XR-66
Jeremy Greene & Delwyn Klevenow	1924	SG	Tourer Windover	B-1924
Anthony & Gilly Armitage	1928	Pl	Thrupp & Maberly Tourer	TY-5221
Anthony & Teddy Beach-Thomas	1929	PlI	Sedanca-de-Ville	GC-2819
Jimmy & Janet Valentine	1929	Pl	HJMulliner Weymann Saloon	UV-1923
John Redmill & Desmond Barry	1929	20/25	Park Ward Saloon	ZV-4501
John & Sue O'Dowd	1930	PlI	Dual Cowl Tourer	SC-8968
Robin Dean	1933	20/25	Salmons Tickford Cabriolet	XJ-5555
Roland Duce & Kimberley Hughson	1933	PlI	James Young Tourer	ALP-178
David & Sue Collier	1934	20/25	Hooper Sedanca-de-Ville	AYV-921
Peter Jordan-Hill & Mark Herbstreit	1938	Wraith	Hooper Sports Saloon	AFX-799
Sue Taylor	1939	Wraith	Park Ward Touring Limousine	HLL-34
Ken Fairburn & Anne Haynes	2012	RR	Ghost	2KSF

©Photograoahs John Redmill & Robert Drummond

COLIN LAYBOURN - an appreciation

Tim Forrest



Colin Laybourn, who had been a member of the Club since 1987, died on 3rd June after an extended battle with prostate cancer, aged 75. We all lost a good friend who, with his wife Joan, could always be guaranteed to arrive in style at meetings, often in one of his latest immaculate restorations.

Colin left school at 14 and immediately went to work repairing and painting motorcars and soon became very knowledgeable about both. Whilst buying supplies from Morelli Paints he met his wife Joan, whose father owned the business. Colin soon became a partner in Morelli's and later ran the company until his retirement.

This gave him a tremendous knowledge of paint that was to prove extremely useful to Colin as he began to indulge his passion for restoring Rolls-Royces. His early experience and broad skill set enabled him to do the majority of the restoration work himself to the highest standards, including building his own bodies and painting them. He also had a knack for finding the correct piece of automobilia to ensure his cars had the

right look and feel to them. Overall he restored 17 cars and several fortunate members in the UK and the US were able to acquire some of these as Colin moved on to his next restoration. The quality of his work can be judged by the fact that he won the prestigious Phoenix Trophy twice, and seven other trophies over the years.

Colin and Joan spent many months each year in the United States often with one of his Silver Ghosts or touring in one of several large motor homes. As a result he soon came to know Silver Ghost enthusiasts over there and for several years was the representative of the Silver Ghost Association in Europe.

Despite the standards he achieved, Colin was always very modest about his cars and was always tremendously helpful to those who needed advice on their own projects. His great legacy is the cars that he restored and we look forward to continuing to see these and Joan for long into the futures. The club offers its sympathies to his wife Joan, their children Michele, Jane, and James, and his five grandchildren.



Colin & Joan Laybourn drive through the Ozark Mountains, en route to Osage Beach, Missouri, in his 1923 Tourer 72NK

THE CENTENARY ALPINE TRIAL

Tim Forrest

14th to 29th June

IMPRESSIONS OF AN OUTSTANDING EVENT:

Just like the original trial 100 years ago, the 2013 Centenary Alpine Trial was distinguished by a very interesting set of participants, some extremely challenging driving, wonderful scenery, glorious weather and a sense of tremendous achievement by both the participants and their cars. In addition we had the attention of a Duke, a Prince and Countess from Great Britain, three British Ambassadors, and finally an Austrian Count and Countess to round things off. Rolls-Royce sponsored the event and brought along a number of journalists as well as a new version of the Ghost entered as a team with the original 1913 Alpine Trial car owned by John Kennedy. A full report is being produced separately so this will focus purely on a few key impressions.

HISTORICAL ACHIEVEMENT AND SURVIVAL:

The tour was shrouded in history from the outset. First there was the story of the original event itself, when 100 years ago a team of young Englishmen had within a remarkably short period of six months made the Silver Ghost capable of conquering the steep gradients, rough surfaces and extreme range of temperatures in the Alpine Trial of 1913. The cars impressed with their speed, silence and comfort. Above all they came home in the first four places each day of the event, bar the last when one car was driven into by a rival.



100 years on, achievement and survival is embodied in the key players above. The man on the left is the Margrave Pallavicini, the great-grandson of the man who organized the 1913 Austrian Alpine trials. His family's achievement has been to survive the past 100 years of turmoil against all the odds and to retain amongst other things their wonderful palace in Vienna. The car he is next to is the actual 1913 Silver Ghost that was driven by James Radley on the 1913 event and finished first on every day. It too has survived intact and went as well on this event as it did 100 years ago. Inside the car sits its owner John Kennedy, who 20 years ago single handedly researched the route in incredible detail, so enabling us to re-run the event over almost the same route 100 years on.

AUSTRIA THE BEAUTIFUL COUNTRY AT THE CENTRE OF EUROPE:

Austria is one of those countries that keeps a low profile and does not shout its credentials to the rest of the world. And yet Vienna has one of the most elegant and unspoilt cities, and it has the most wonderful scenery and mountain roads to drive. In 1913 Austria was much larger and so everywhere we travelled was part of the old Austro-Hungarian Empire, but is now comprised of Austria, Italy, Slovenia and Croatia. The tour was a timely reminder of the huge conflicts that had raged across Europe shortly after the Alpine, as we passed immense fortifications from the First World War and subsequently the concentration camps from the second. Yet amongst all this the beauty of Austria remained. The essence of this was captured for me when we were driving on a high road above a valley and were caught up with by the Rolls-Royce entourage that took so many wonderful pictures on the tour. Not only was the scenery fantastic, so was the early morning light.



SUPERB HOTELS, LARGE AND SMALL:

To those of us who remember the somewhat varied hotels on the 2007 Scottish Tour through England and Scotland, it was a revelation to find such wonderful hotels waiting for us. It did not matter if they were large or small they always seemed delighted to see us and the food was invariably excellent. Each of us had our favorites, but one was the incredible entrance to the car park at the InterAlpen Hotel, even though it was at the top of a mountain, seen here with Graham and Jane Ashley Carter arriving.





This was one of many hotels set in the middle of the Mountains, and it was a major challenge to tear spouses and navigators away from breakfast when sitting on a terrace with a view like this. The problem was repeated at several hotels with the result that several lazy mornings were spent before setting off again. Fortunately some of the beauty spots coincided with rest days such as this magnificent view at Lake Bled, where we met HRH Prince Edward, Earl of Wessex, and The Countess of Wessex.



THE PARTIES AND EVENTS:

Naturally as we were all celebrating an historic success, there were a few excellent parties. We started with a wonderful opening dinner before arriving in Salzburg two days later. After a day of rest we went to the Bishop's Palace where we had a truly outstanding dinner, an opera singer and an amazing cloudburst that sent us all scurrying home. However before that the light was perfect for some fine photographs.



Our next big party was at Riva where we met up with the RREC's tour that had just completed their first days run from St Moritz. The Club's President, HRH The Duke of Gloucester joined us for an enjoyable two days, experiencing the pleasures of two Silver Ghosts in the mountains. After a very pleasant boat trip and dinner we ended up with about 90 Silver Ghosts parked at the edge of Lake Garda watching some spectacular fireworks all provided by Rolls-Royce Motor cars. As ever the official photographer's images were pretty spectacular too.



THE CHALLENGE FOR DRIVERS AND CARS:

Of course what lured people onto this Trial, from all over the world was not the fabulous hotels and scenery but to face themselves and their cars with a genuine challenge of driving some of the longest and occasionally steepest mountain roads anywhere. Not all the wives and navigators seemed to be aware of this before we started, nor had they been told of the great navigational challenge following very minor roads with sat-navs that insisted on taking you the wrong way! Unsurprisingly there were a few long days and tired bodies and brains. But just think what it must have been like 100 years ago on terrible dirt roads covering the same distance in less than half the time we took. Of course, they were younger then!

Our first major Challenge was the Katschberg pass that had caused Rolls-Royce so much embarrassment in 1912 when James Radley's rather unsuitable car had failed to make the gradient. This time everyone climbed the pass with only a few cars getting rather warm. The first big surprise was the unexpectedly steep final climb up to the wonderful InterAlpen Hotel, but fortunately the hotel soon cooled off the drivers. The most spectacular drive for most people was the wonderful Stelvio pass. This 'king of the mountain passes' has 48 really sharp hairpins and its summit at 2758metres was the highest we went during the tour; in old money that is just over 9,000ft high. Because of the altitude and the heat most went up early in the morning when there were fewer motorcycles to evade. Here are Roland Duce and Kimberly Hughson at turn 20 in the early morning light, having emerged from the tree line with only another 28 hairpin bends to go!



All the cars reached the top without incident, with just a few managing it without having to back up on the really sharp bends. Anyone with 4 wheel brakes, larger wheels and tyres or a long wheelbase had to back up on three or four of the really sharp right-handers. Fortunately at this time of the morning few of the bikers were about, and for many of us it was as if we had the place to ourselves. This was indeed fortunate, as we inevitably had to take up the entire road to get around the hairpins. Equally fortunate was the fact that it was relatively cool and the cars were going slowly so, as far as I know, nobody had any trouble with beaded edge tyres on the ascent or descent. Virtually all the cars climbed the Stelvio including the oldest car on the trial, the 1909 Silver Ghost of Robert Gaines-Cooper. Although the oldest, it was probably the most recently restored and had just come from winning the RREC's top prize for the best Silver Ghost and the 'Best in Show' Award at their Annual Concours. This delayed its arrival on the tour, but fortunately it arrived just in time when things got interesting. Preserving its immaculate paintwork throughout, it made stately progress up the pass even if there were a few anxious looks from the passengers. Subsequently, to its credit, it also made its way up the even tougher Loibl pass.



The cars all went well and at the top the early risers had a convivial get together with a light champagne breakfast to celebrate. We then had an almost equally exciting although easier return route through Switzerland, much of it on unmade gravel roads that were more like forestry commission roads than anything. Matters were made more interesting by the occasional need to stop when the road workers were mending the road where the recent heavy rains had washed it away. There was as can be seen quite a lot of snow about but none on the actual road itself. Fortunately for those who had forgotten their passports, the border guards seemed more interested in the cars than in passports and everyone made it back onto the route back down through Italy without difficulty.



After a week of a combination of glorious coastlines and wonderful sweeping climbs over the Dolomites the next really challenging driving came as we began to climb out of Slovenia towards Austria. The first was an 'interesting' diversion that the route book rather innocently described as "Original Route via Podplece. This route has not been driven recently but is passable although may be un-surfaced in parts." It was exactly as described and rather steep just around the bend, as Georgina found!



A day later and we were up against the real challenge of the tour, climbing the infamous Loibl pass between Slovenia and Austria on a road that had never been surfaced or improved since Radley climbed it in 1913. As can be seen from the photo of Bob Kilburn's 1921 Silver Ghost approaching hairpin number 9, these were very steep on the inside edge of the bend (1 in 3½) with loose gravel surface! Fortunately it was dry and in better repair than on some previous occasions, but it was very steep particularly for the three speed cars.



There are thirteen hairpins in all, varying between 1 in 3½ and 1 in 5, so one can be lulled into a sense of false optimism until suddenly faced with a series of three hairpins all of which are steeper than 1 in 4. Here Georgina Wood, accompanied by her father Paul, is valiantly climbing the last of these.



The Narrowest Escape:

Susie and I were perhaps the luckiest people on the tour. A few weeks beforehand we went on the tour of the Malvern Hills when, on the last day, there was a click from the rear and no drive; a half shaft had broken. Fortunately I had a spare in store and so after crack testing both half shafts, everything was replaced and the car went perfectly on the tour. How easily might it instead have happened on the first day of the tour!

THE PEOPLE AND CAMARADERIE:

Although in many cases the entrants were well known to each other, there were lots of new friends to make and one of the real pleasures was that many of these were young sons and daughters of members. There was also a tremendously warming response from a variety of Austrian Motoring enthusiasts who amongst other things organized a very interesting visit to the new Porsche Museum near Salzburg on its opening day. In all an astonishing 156 members and their guests participated in the event, which meant there were a whole range of new friendships to be made. In addition of course there were the 80 or so participants on the RREC tour that joined us in Riva many of whom were SGA members, whom many of us knew.



Just as in 1913 these friendships were often formed by the difficulties that had been overcome and success achieved on route. This photo from the 1913 event shows the strong friendship built up by [from left] an English mechanic stationed at the Vienna Rolls-Royce depot, an apprentice engineer riding mechanic and a future Chairman of Rolls-Royce Ltd.



In 2013, similarly strong friendships were built up an example being Bob Kilburn [centre below] and the two P & A Wood mechanics, Mark Hews and John Ashford. Before the event they had never met, but by the end they were inseparably good friends. First they had sorted out Bob's magneto which made his car run much better than it ever had before. Then it was his tyres and, after his petrol tank had been damaged by a young Audi driver running into the rear of his car, they rigged up an emergency fuel system which worked to the end of the Rally - not only worked, but took him up the Loibl in such fine style that Bob did a dance at the top much to our delight and amusement! Bob's absolute determination to complete every part of the tour and reach the finish led to him being awarded the "Spirit of the Alpine Award" at the end of the tour.



ACHIEVEMENT AND REWARD:

Finally we all returned to Vienna for a reunion at the Kursalon where we were flagged in by the Margraf and his young daughter, and congratulated ourselves with lots of champagne. Later that evening we had dinner in the Margraf's splendidly grand Palace and were entertained by an orchestra and a member of the nearby Viennese Opera House. Awards were presented to those who had performed particularly well on the tour whether it was through the performance and reliability of their cars, their endurance or simply being classed as 'good eggs' for looking after others who fell ill or had met with some other disaster along the way. So ended a most wonderful and enjoyable tour !





A TRIBUTE TO THE ORGANIZERS AND SUPPORT TEAM:

Creating and organizing a big tour like this cannot be achieved without an enormous amount of assistance. Nick and Tim on the right decided the kind of Rally they wanted to have and where they wanted to go and stay overnight, but it was down to Ally and Michelle on the left to make it happen. Not only did they organize all the accommodation [approximately 1350 rooms in all] there were eight major dinners or events and then there was all the paraphernalia needed like route books, rally plaques, mementoes, prizes, sat-navs, maps etc. There were also a further 40 visiting journalists and Rolls-Royce Motor Cars personnel to look after as well as our various Royal guests. Also in the picture are the two Charlies who crammed an ever-increasing amount of luggage into Nick Naismith's car trailer. As well as the two mechanics previously mentioned, in the centre are Katie, Matt and Stewart who followed us throughout and are finalizing the film of the event. Not present in the photo are the two professional photographers, Fiona Richardson who took this photo and many other still photographs, and James Lipman who buzzed around on the back of a motorbike taking simply wonderful mobile shots of the cars on route. Two other people played a critical part in shaping the event. Angelika Elliott helped enormously in capturing the essence of Austria 100 years ago combined with the best of today. Andrew Ball of RRMCM saw from the outset the historical significance of the event to RRMCM and persuaded their Marketing Team to participate to the full.



You might well ask why we decided to organize such a huge event as this. The only good answer is that it was there, there was a huge demand from our members to come on it and somebody had to do it! Of course underneath it all was a wonderful opportunity to celebrate a tremendous series of achievements in 1913 and 1914 that sealed Rolls-Royce's long term success. How could we not celebrate such an event in the style that it deserved? Rolls-Royce Motor cars clearly thought so too, and we are extremely grateful for their generous sponsorship and participation in the event. It was really great that they and their potential customers recognize the significance of the heritage of the marque in their success today.

I have been asked why the event was only for Silver Ghosts. We knew from the outset that there would be a huge demand for the tour, so decided it was not practical to include all the other types of pre-war Rolls-Royces, a disappointment to some. Secondly, the event was a celebration of the success of one model, the Silver Ghost, in building the reputation of Rolls-Royce as the Best Car Makers in the World; consequently we took the decision to celebrate this only with examples of the Silver Ghost.

FAILURES TO PROCEED AND OTHER ISSUES:

This event had always carried a warning that it would be a tough event for drivers, navigators and cars and so a reasonable expectation was that the cars would be well prepared. Somewhat to our surprise this proved not always to be the case.

Beaded edge tyres and wheels:

Particularly at the start of the tour these were giving a great deal of trouble and many owners seemed to either lack the knowledge or will to change them, resulting in huge amounts of effort being required of the two travelling mechanics. The reasons given for failure were various, including poor fitting of the tyres, poorly made new rims, the hot weather and the inferior quality of some tyres and tubes. To organisers of any tour, the persistent failure of beaded edge tyres, particularly on the rear wheels, is a major safety concern. They are really not fit to use on the tougher events. As an example, should the failure occur on a downhill section, the car will have only one wheel that can slow the car and the foot brake will typically become inoperable. Secondly, if after a tyre fails the driver brakes, then the tyre will come off the rim and can roll and bounce anywhere. In one case on the tour this was into someone's front garden where a young child had been playing a few minutes beforehand. Unsurprisingly the parents were shocked and annoyed. Organisers of future tours involving demanding routes need to consider whether to ban the use of beaded edge tyres on safety grounds, at least on the rear wheels. By contrast, those on straight sided or well base tyres had hardly any problems.

Mechanical problems:

A surprising number of cars seemed to be suffering from inadequate lubrication to vital components either due to new owners not having been properly briefed about their cars or the cars had not been adequately serviced. Two examples of this were:

- severe vibration and the magneto being shaken loose by the drive shaft blocks seizing due to inadequate lubrication.

- cardon shaft between clutch and gearbox seizing due to inadequate lubrication resulting in such severe damage that meant the car could only be driven on very light load in first and second gear to the finish.

There was one incident that can only be described as most unusual, when the air valve washer in the carburettor became undone and was somehow sucked through the carburettor and into the inlet manifold eventually jamming against the No 1 inlet valve! Fortunately it was retrieved and replaced.

Also unusual was the fact that two cars had to retire from the event due to engine faults.

- a cylinder block crown plug blew (or the block failed), resulting in water loss into the cylinder and the car being enshrouded in steam;

- a main or big end bearing failed.

Electrical problems:

Various electrical problems were experienced on several cars

- a retro fitted starter motor failed;

- various problems were experienced with charging systems possibly due to non standard updates;

- an electrical fire was caused by some very old electrical cabling becoming frayed;

- several magnetos needed servicing, mainly due to the points breaking up.

Fuel Systems:

The rear of one car was run into, and damage to the petrol tank caused it to leak and require draining. A temporary supply was set up using an electric fuel pump and two temporary fuel containers.

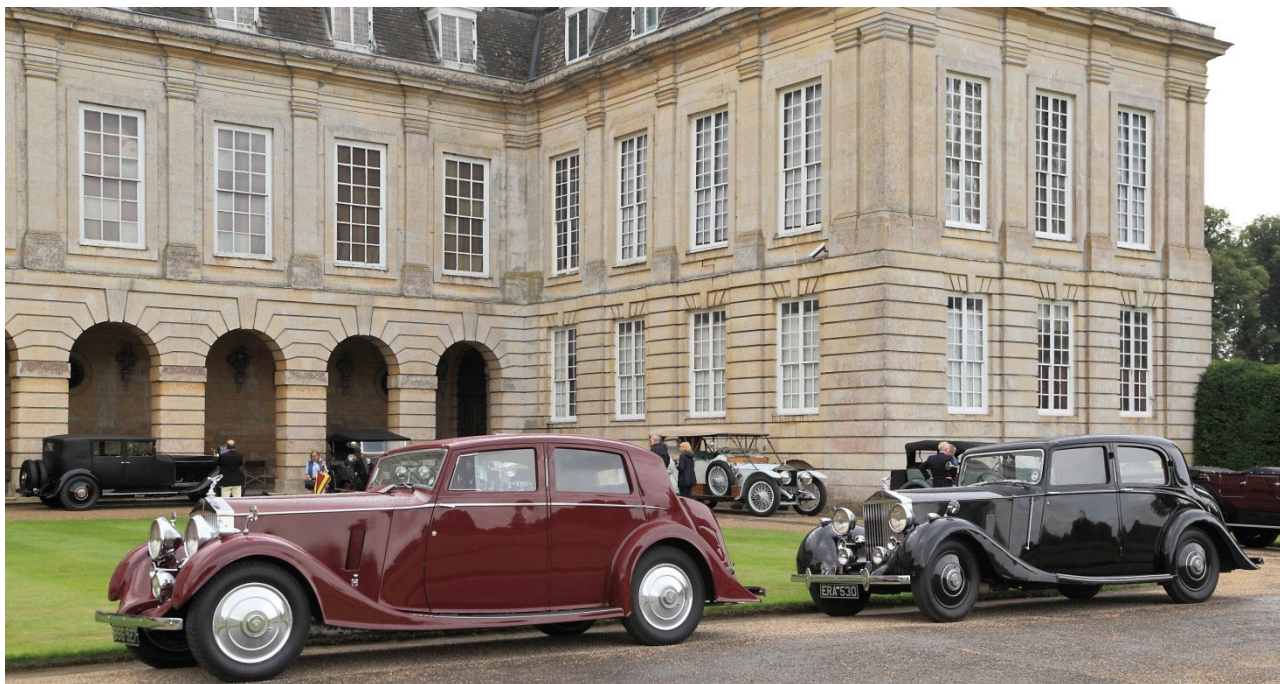
2013 Alpine Centenary Trial Entrants

No.	Name	Year	Chassis	Reg No	Colour	Coachbuilder	Body Style
1	Robert & Jane Gaines-Cooper, Paul & Valerie Wood	UK	60922	R 562	Silver Mink	Barker	Roi Des Belge
2	Bill & Jacqui Hall and Coralie Ogle	AUS	1388	29378H	Blue	UNK	Tourer
3	Nick & Jo Naismith	UK	1606	CH 722	Green	Barker	Marlborough Torpedo
4	John & Rae Kennedy	NZ	2260E	R-827	Light Grey-Blue	Radley-Morison	Alpine Tourer
5	Chris & Jill Blundell	UK	1921	LD 9053	Brown	Barker	Tourer
6	Tim & Pat Scott	JERSEY	1948	J1	Grey	Holmes	London to Edinburgh
7	Sir Michael & Lady Betty Kadoorie, David McKirdy & John Maas	HK	1958	R-8818	Grey	Tourer	Penny/Holmes
8	Keith Wherry and Marie Harland	AUS	2133	RR 1912	Black	Barker by Williams	L.E. Tourer
9	Garth Selig and Francesca Digregorio	AUS	2145	1912 RR	Brewster Green	Barker replica by Fry	Cabriolet
10	Tim & Susie Forrest	UK	2154	R 1487	Pearl Grey	Barker	Torpedo Phaeton
11	William E (Chip) Connor and Bruce Meyer	USA	2208	AH 1553	Grey	Mann Eggerton	Tourer
12	Graham & Jane Ashley-Carter	UK	2211	AX 310	Blue	Hooper	Tourer
14	Bernard & Sylvia Holmes, and Christine Turner	UK	9NA	CC371	Red/Alum	Lamb NSW	L to E
15	Terry & Liz Bramall	UK	23NA	IA4	Cream	Ferguson	Tourer
16	Georgina, Andrew & Marylyn Wood	UK	46MA	LL1524	Blue/Black	HJ Mulliner	Tourer
17	Roland Duce and Kimberly Hughson	UK	30EB	EL 2071	Silver	Barke r replica	Fast Tourer
18	Tom Heckman and Mary Jo Ashenfelter	USA	36 PB	6009	Black/Green	Brooks Ostruk	Tourer
19	Michael Zeitlin, Suzanne & Adam Zeitlin, Johnny Smetan, & Tom Dersovitz	UK	194B	R2 096	Grey	Unknown	Tourer
20	Alan, LaDel & Ivy Clendenen	USA	20UB	228 6248	Grey	Barker by Penny	Tourer
21	David, Greta & Violet Gooding, and Dawn Ahrens	USA	47GB	?	Green/Black	Barker	Tourer
22	John, Elizabeth, Tim & Clare Milverton	AUS	6TB	SV 9325	Burgundy	Houston	Tourer
23	Philip OLdman & Clive Boothman	UK	25BD	BG 957	Blue	AJC Thomas	L to .E. Tourer
24	Strone & Alexandra Macpheron	UK	27BD	LR 6389	Grey	Bridgewater	Torpedo Tourer
25	Jorge & Monica Fernandez	SPAIN	69CW	BB41SF	Blue	Rothschild	Tourer
26	William & Clare Corbett, and David & Penny Corbett	UK	60AE	79FLY	Blue	Woodall Nicholson	Tourer
27	Allan & Susan Glew	UK	89AE	R 4871	Grey	Flewitt	Tourer
28	Bryan Stringer & Johann Marais	S AFRICA	46PE	BF 6009	Blue	Barker	Tourer
29	Ashley & Adrienne Carmichael, Robert Alan & Kate Ingles	UK	47RE	PX 1780	Silver/Black	HJ Mulliner	Open Drive Limousine
30	Rex & Norah Vincent	AUS	26TE	XK 1702	Blue/Black	Arthur Mulliner	2 door Coupe
31	Bob Kilburn & Christopher Broom-Smith	UK	19CE	SC 6394	Blue/Black	Barker replica	Tourer
32	Gervase & Margaret Forster	UK	60NE	SV 6608	Yellow/Black	Lopes	Tourer
33	Sir John Stuttard and Roy O' Sullivan	UK	33LG	XF 7646	White/Blue	Park Ward/Car Mart	All Weather Tourer
34	Brian & Joan Palmer	UK	149 AG	KE 6676	Maroon	Barker	Tourer

2013 Alpine Centenary Trial Entrants

35	John & Judy Callesen	NZ	1922	100 HG	HC 3459	Ivory & black	Hooper	Tourer
36	Clayton & Helen Banks	UK	1922	34MG	JL1	Green	Hooper	Open Tourer
37	Alex & Marnie Joyce and Hilary Cumbest	SA	1922	40PG	AAO4060	Pale Yellow	HJ Mulliner	Torpedo Tourer
38	Knud Sassmannshausen and Willie Gilbertson-Hart	GERMANY	1922	35TG	XN 5167	Blue	Barker	Cabriolet de Ville
39	Albert & Monique Eberhard	SWITZERLAND	1922	35RG	EL 1743	Silver	Wilkinson	Open Tourer
40	Richard & Emily Buckingham	USA	1922	42YG	R 1922	Blue	Mulliner	Tourer
41	Nick Channing and Ruba Jurdi	UK	1922	42ZG	NN 3740	Red/Mahogany	Unknown	Skiff
42	Jonathan, Sarah & Millie Wood, and Jane Vitoria	UK	1922	68ZG	TS 3911	Green/Black	Hooper	Tourer
43	Stan & Angela West	UK	1923	314XH	BP 5157	Black	Springfield	Tourer
44	Tim Shipton & Jeremy Shipton	UK	1923	401HH	DS 7752	Green/Black	*RRCW	Piccadilly Roadster
45	Nick Whitaker and Clive Dawson-Ellis/Francis Whitaker	UK	1924	22LM	XT 1857	Grey/Black	Gill	Tourer
46	Morris Franklin and Albert Buddy Cortines	USA	1924	55EU	EU55	Cream /Burgundy	*RRCW	Tourer
47	Charles & Utg Howard	UK	1926	S317PL	SV6947	Black	Unknown	tourer
48	Doug Feeney, Jessie Boone and Maggie Newman	USA	1926	S322PL	SV6947	Green Black	*RRCW	Pall Mall Tourer
100	Rolls-Royce	UK	2013	SCA664S O5EU	R 100 GWD	Light greyish-blue	Rolls-Royce	Saloon
*Rolls-Royce Custom Coach Work								





Boughton House, with 2 1937 25/30s - Ken & Jane Forbes' GRP68 and Alan & Diana Watkins' GLP26 - and the Forrest's 1912 SG behind

CONCOURS D'ETAT at BOUGHTON HOUSE

Brian Fidler

17 August

It is always better to arrive than to merely travel hopefully. Such was the case with the Annual Concours, coupled with a visit to, and tour of, Boughton House, home of the Duke of Buccleuch. This remarkable house was a monastic building but Sir Edward Montagu, Lord Chief Justice to King Henry VIII, purchased it in 1528 just prior to the Dissolution of the Monasteries, however and began to convert it into a mansion. Most of the present building is the work of Ralph Montagu, 1st Duke of Montagu who inherited the house in 1683. Montagu was a former English ambassador to France, and Boughton House shows strong French architectural influences; in fact, it is sometimes known as 'the Versailles of England'. His son, John Montagu, 2nd Duke of Montagu, made little alteration to the house, but made sweeping changes to the landscape and gardens after his return from campaign in Europe with his father-in-law, John Churchill, 1st Duke of Marlborough. Following the death of George, 3rd Duke of Montagu, in 1790, the house passed, through the marriage of his daughter, Elizabeth, to Henry Scott, 3rd Duke of Buccleuch, 5th Duke of Queensberry. Boughton House was little used or altered from the mid-18th century, but was well cared for. Because of this it has some of the best preserved baroque state rooms in the British Isles.



David O'Connor arriving in his 1924 Springfield SG 181KF



Brian Palmer greets Stan & Angela West on their arrival

At odds with a miserable weather forecast, the rain held off and some brief peeks at the sun were noted. Brian Palmer had organised things perfectly to include a veritable giant-sized roll of corrugated paper to be placed under any of the competing cars where a history of incontinence was a factor. There was a truly wonderful selection of models, from the 1909 Ghost of Robert Gaines-Cooper which looked literally like new [and driven to and from the event] through open and saloon versions of twenties, 20/25 and 25/30, up to Nick Whitaker's PIII in burgundy and black as immaculate and tasteful as its owner. Fresh from exertions on the Alpine trial were the Ghosts of both the Forrests and Palmers, both clearly used and loved - the cars, I mean! - as well as Small Horsepower models belonging to several new members.



John Goose fits an incontinence pad under his 1934 20/25 tourer, derived from fire-damaged GFF20



Working away on Robert Gaines-Cooper's 1909 40/50 Barker



"Amazingly mine just has a huge rubber band instead of all this"



Michael Hildich's 1924 20hp Park Ward 4d 6l Saloon GH61 won the small hp award



Stanley & Angela West's 1929 P11 HJ Mulliner 4d 4l Weymann Saloon 61XJ won the award for larger horse power cars

Judging was difficult, with agreed criteria of patina, purity and a nicely used look resulting in the small hp Mersservy Silver Salver going to Michael and Linda Hilditch for their 1924 20 hp Park Ward 6 light saloon, chassis GH61 in coffee and cream, and the large hp Fred and Joan Watson Cup being awarded to Stanley and Angela West with their 1929 Phantom 2, chassis 61XJ Mulliner Weymann limousine in dignified black with magnificent Marchal headlamps. The Ladies Choice went very deservedly to Graham and Sarah Tyson with their 1920 Grey Silver Ghost chassis 97AE Cunard Tourer.

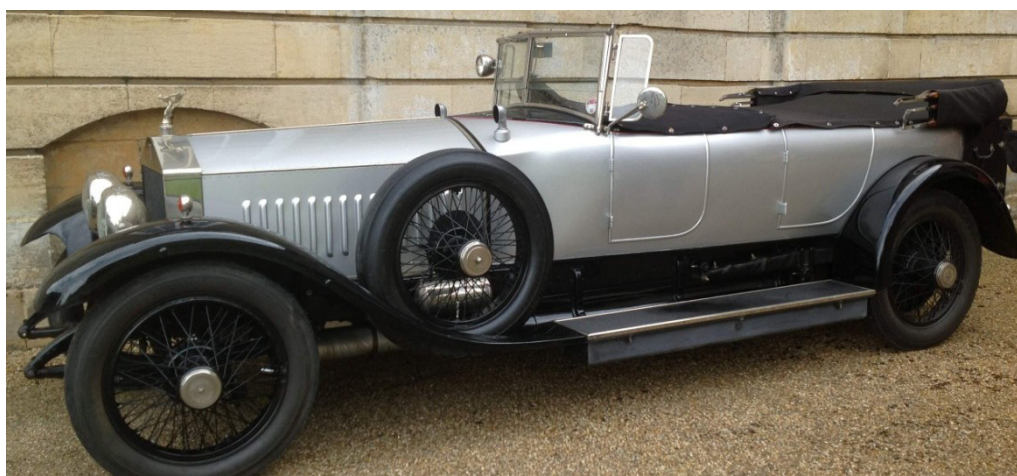


The Ladies' Choice arrives with Sarah his wife at his side in their award-winning 1920 SG Cunard Tourer



Nick Whitaker drives his elegant 1937 Plll Gurney Nutting Sedance-de-ville 3AZ168

It was great to welcome three new couples into the Membership, of whom all came in suitable cars and all of whom were a delight to spend time with. Lunch was available in the Boughton cafe as a cold buffet and was a further opportunity to socialise and talk of widgets, plugs, carburettor settings, to say nothing of cabbages and kings! More of these short local events alongside the 'grandes epreuves' are needed so that we appeal to all types and sizes of both cars and members. Ownership of a pre-war Rolls Royce should be a measure of one's discernment, not wealth, the very essence of the 20-Ghost Club.



Richard Clarke's ex-Colin Laybourn 1923 40/50 tourer 72NK



Martin Neal's 1930 20/25 Park Ward 4d 6l Limousine GLR39



Henry Fitzhugh's 1937 25/30 Park Ward Limousine GRP4 [or 4d Saloon with division]

Photographs©Colin Hughes

THE SUB-EDITOR WRITES:



After a hard day sub-editing, the Sub-Editor relaxes in the sun on the bonnet of GXO9



The splint was on for 2 weeks, a real pain

"I was delighted to receive a lovely note from Sir John Stuttard, our Chairman, after the issue of N&R39, saying that he "hadn't realised that, actually, the paw behind the throne was Freddie's. Now we know from where the talent and the brains are derived." Thank you for this much appreciated compliment!

I've had a busy summer, which included having my first driving lesson in GXO97 – hard work; I prefer lying on it - and breaking my front right leg. But I'm now fully recovered, and back to working away, sub-editing for you all."

FREDDIE

NEW MEMBERS:

NEW MEMBERS WELCOMED TO THE CLUB SINCE JUNE 2013

GEORGE W. & SUE BLENKHORN [AUSTRALIAN CHAPTER]

445 Bessie Creek Road, NAR NAR GOON, Nth. Victoria 3812

1922 Silver Ghost 70SG, Cadillac body by May Bros of Sydney circa 1916, formerly fitted to 1913 SG 2316

ANDREW C.H. & CAROLINE CRISFORD

35 Berkeley House, 35 Hay Hill, LONDON W1J 8NS



1920 Silver Ghost 40FW, Alpine Eagle torpede body by Labourdette, 4928 DG



1935 Phantom II 5KK, Kellner Sports Saloon, HXM 341

SIR MICHAEL & LADY [MARY] SNYDER

Bramdean Manor, Church Lane, BRAMDEAN, Alresford, Hampshire, SO24 0JS



1934 20/25hp GFE 16, Mulliner Sports Saloon, WS 2765

STUART WILKIE

13 York Place, Dunfermline, Fife KY12 0DA

ANTHONY STEPHENS

Elm Cottage, Furshaw Heath Road, Earlswood, Solihull B94 5JX

JOHN GOOSE

Burntwood End, Little Walden, SAFFRON WALDEN, Essex, CB10 1XE



1934 20/25hp GFE 20, Reproduction tourer, BLR 798

JOHN & MARY NARVELL

12 Ormonde Place, LONDON SW1W 8HX



1939 Wraith WEC27, James Young Saloon, 985 BGW

MARTIN & JUDITH NEAL

Thorncutts Cottage, Frigsham, Hermitage, THATCHAM, Berkshire, RG18 0XY



1930 20/25hp GGR39, Park Ward Limousine, GK 1144

STOP PRESS FOR CENTENARY ALPINE TRIAL PARTICIPANTS

The Editor has just received a communication from Mary White, Editor of the *Silver Ghost Association Tourer* with a very generous offer from the SGA Board, as follows:

“With the SGA Board’s compliments, a hard copy or low resolution PDF version of the 13-3 edition of the *Silver Ghost Association Tourer* magazine, which includes coverage of the 20-Ghost Club Centenary Alpine Tour, is available to all participants on request. To receive this, send either your e-mail or home address, stating which copy you would prefer, to: Mary White, SGA Editor, at [<mcwhite@triad.rr.com>](mailto:mcwhite@triad.rr.com)”.

COMING EVENTS:

SUBSCRIPTIONS & ADDRESSES:

Members will remember the problem with the addresses when N&R39 was sent out in June last – a computer dislocated names and addresses from each other. Nigel Hughes bulk-emailed ALL members explaining this, and stating it did not matter if the issue they received had another member's name, as there was indeed a copy for every member. Nigel now writes – “A few e-mail addresses consistently record as ‘undeliverable’ when I do a bulk mailing from <hughesn@aol.com>. These appear generally to be the e-mail addresses of companies, rather than private individuals. I have no problem with members using their company mailboxes, but they seem to be blocking mail from me”.

HE ASKS THEREFORE ANY MEMBER USING A COMPANY MAILBOX TO PLEASE EITHER PREVENT MAIL BEING BLOCKED FROM HIS EMAIL ADDRESS, OR CHANGE THEIR OWN EMAIL ADDRESS TO A PRIVATE ONE, OTHERWISE THEY WILL FIND THEY DO NOT RECEIVE 20-GHOST CLUB E-MAILS IN FUTURE. THIS IS SOMETHING THAT HAS TO BE DONE BY THE AFFECTED MEMBERS THEMSELVES.

It is presumed that all members have now paid their correct 2013 subscriptions, in their chosen currency [ST£, EUR€, or US\$]. If not, please send this, immediately to our Hon. Treasurer, Brian Fidler, The Eighth House, Vernon Avenue, Oxford OX2 9AU. Anyone not currently paying by standing order can get our full bank details [including the euro account] by emailing Brian Fidler at <brianhfidler@aol.com>. Although we would hate to lose anyone, failure to pay the correct annual amount could result in you not being considered a member of the club, with all the consequences that might entail, which includes NOT being covered by the club's insurance when taking part in club events and tours Please also send your e-mail address and any changes to your postal address, etc, **NOW** to Graham Tyson, the club's Membership Secretary, The Old Vicarage, St Minver, nr Wadebridge, Cornwall PL27 6QH, or his NEW email address <gtyson@outlook.com>. If Graham does not have these details, the 20-Ghost Club will not be able to communicate with you or, even more importantly, send your copies of News & Record with the flyers about future events, and other information, etc, including “The Roycean”! Don't forget to regularly look on the Club's website for current information and updates about events; we are being forced to rely more and more on emails and the website for communicating information to members. If you have any problems at all in doing so, please contact Graham Tyson who will help you.

EVENTS for 2014:

Please download details, bookings forms and other information for all events from the club website when available.

These will include the AGM and Dinner, Devon Spring Tour, Irish Georgian Weekend, and Autumn Concours and Lunch. The Chairman has already organized a World War 1 Commemorative Tour from 28th July to 10th August, and the flyer for this is enclosed. A Limited number of places remain – please contact the Chairman.

DATES OF OTHER EVENTS WILL BE ANNOUNCED IN DUE COURSE.

AUSTRALIAN EVENTS:

As detailed on N&R39, Keith Wherry of the Australian Chapter [and Australian representative of the SGA] has organised two follow-on “Wholly Ghost” tours in Australia, together lasting a whole month. Section 1 [‘Tasmania’] starts in Melbourne about 17th **February 2014**, then going to Tasmania for two weeks, and finishes back in Melbourne on 5th **March**. Section 2 [‘Mainland’] starts in Melbourne on 5th **March** and finishes in Sydney on 19th **March 2014**. For logistical reasons, these are being run as two separate tours. Further information, Registration Package, etc., about Section 1 [‘Tasmania’] can be obtained from Keith Drew at <keith.drew@bigpond.com>. Further details about

Section 2 can be obtained from Keith Wherry at <sgatassietour@yahoo.com>. Those accepted for the Section 1 Tasmania are guaranteed a space on this Mainland Section 2. Whilst it is not necessary to attend both Sections, most people, especially the overseas entrants, have opted to participate in both. Numbers on the Section 1 are limited to 37 rooms due to accommodation restrictions; Section 2 has, however, more flexibility not being limited with room restrictions to the same extent. Places are rapidly filling up. so if you are interested, please contact Keith Drew and Keith Wherry accordingly.

BACK COVER:

Ken & Jane Forbes arrive at Boughton [© Colin W Hughes], and Robin Dean has parked at Mirehouse, Cumbria [© John R Redmill]



Ken & Jane Forbes sweep up to Boughton for the Concours D'Etat in their 1937 25/30 Thrupp & Maberley Sports Saloon GRP68

Robin Dean's 1933 20/25 Salmons Tickford Cabriolet XJ5555 rests elegantly at Mirehouse, Cumbria

