



News & Record



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

Issue 42 June 2014

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Sheer pressure of space in this issue has meant that a review of *Rolls-Royce Motor Cars*: "Strive for Perfection", published by Hirmer, and 'New Members and Their Cars' have both had to be held over to issue 43 of News & Record – the Editor apologies to the new members and Hirmer Publishers for this which is unavoidable.

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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A MYSTERIOUS DISAPPEARING DIVISION

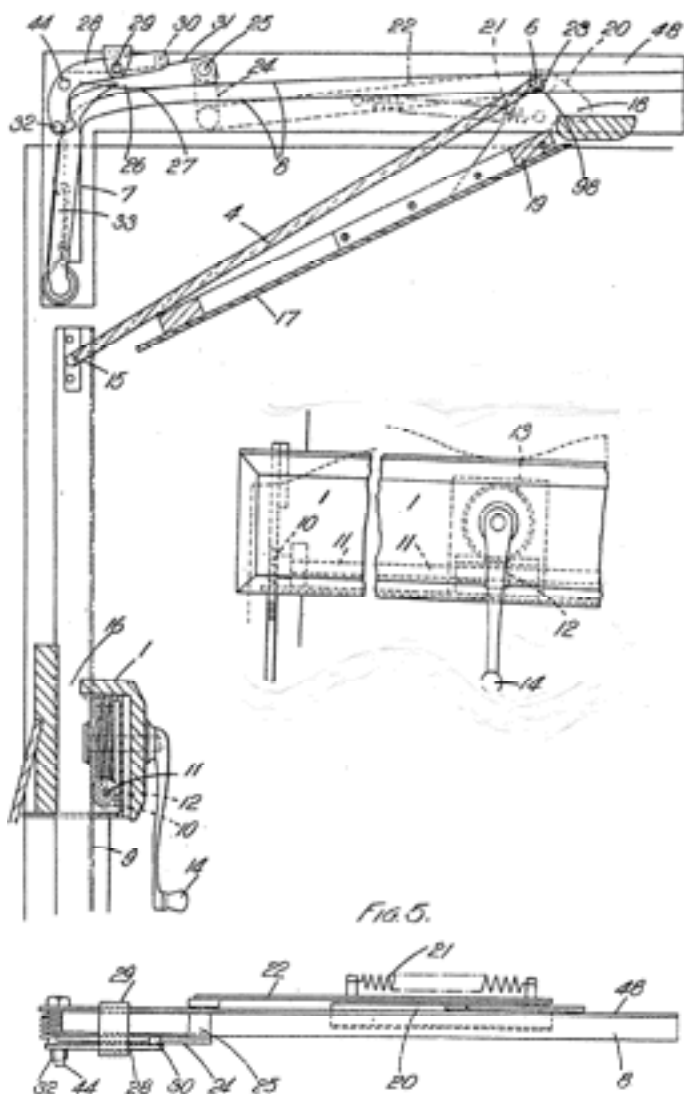
Henry Fitzhugh

I doubt you've ever seen a Park Ward Disappearing Division – there are only about 43 of them. What's more, if it was "disappeared" at the time you came across a Rolls-Royce that has one, you couldn't have seen it anyway. First, by sheer luck and ignorance, and second by chance and design, my wife Rosemary and I are in possession of two, one for each of us.

"What *are* they?" I can almost hear you asking. Well, division limousines are not uncommon, for those who could afford a chauffeur and wanted social privacy at the same time. Most would have a means of opening the glass, either sliding downward or sideways. But Park

Ward came up with an extremely ingenious alternative – one that disappears into the roof.

How do they work? The window partition works from a crank handle on the division and its positions of down with closable gap, half way up, and fully disappeared are shown below. The sequence of operation is, if coming down, the door in the roof opens, the glass partition glides forward and curves downward, meets the woodwork of the division and stops vertically. It can then be opened another inch to allow a gap to instruct the chauffeur.



Park Ward DD Patent drawing [BP 476117]



Screen disappeared into the roof



Screen in flight halfway down



Screen down, with gap open

This division is a Park Ward speciality, covered by British Patent 476117, filed on July 16, 1936. In the best of Rolls-Royce traditions, oversupplied with at least 98 major parts, it is easy to see why Park Ward charged £90 for the option, worth £5400 today. Park Ward made 14 disappearing divisions for the 25/30 4-Light Touring Limousine including our first car, Emily [GRP4], and 28 for the 25/30 6-Light Enclosed Limousine including Grace [GRP49]. As expected, the disappearing divisions began to appear frequently in late 1936, just after the patent had been applied for, and continued into late 1937. Then interest seems to have tailed off – was it too expensive to sell well? In late 1937 it is noticeable that several began build as “division into roof”, but that was later crossed off the Finishing Instructions.

But the disappearing division was expensive, so what was the advantage? To answer this question, we have to look at our two 1937 25/30s carefully. GRP4 is a 4 light “Touring Limousine”, with a shortened interior. There is real advantage in the extra foot-room afforded by the fact that the division does not have to go vertically to the floor, but is allowed to curve forward under the front seats, thus giving valuable room in what would otherwise

be a more cramped interior, as well as picnic tables on the back of the division. GRP49, on the other hand, is a 6-light “Enclosed Limousine”, and while being exactly the same overall length, has so much room inside that it is not even possible to extend one’s feet from the back seat to the division. Concealed footrests can instead be folded out for passenger comfort.

There must have been some other reason than legroom why GRP49 has the disappearing division. The clue comes easily with the list of interior fittings, which included the original Bakelite picnic set for four with cutlery, food boxes and two thermos flasks, the silver and crystal decanter set for four, ladies’ vanity set and gentlemen’s smoking set, one occasional seat, five ashtrays, and two footrests to boot. These add so much to the division that it could not also contain a descending glass window, which had to go elsewhere. When Mrs Devenish, a grand lady of whom much more below, was commissioning her car with Park Ward, we can just imagine the conversation: “Well, if Madam requires all that, we shall simply have to put the division in the roof!



Emily – GRP4



Grace – GRP49, repainted, and her interior restored

But what kind of people were interested in such uncommon cars? GRP4 was built for stock, but quickly sold by The Car Mart to a certain Charles Alfred Hopkins. He was a 'London hotel proprietor and estate dealer', and also an admirer and friend of Sir Winston Churchill. As an appreciation of 'the Architect of Victory', he gave Churchill a country mansion, Kippington Court, near Sevenoaks. This fit of enthusiasm apparently did not quite suit the Churchills, who wanted to move back into Chartwell. Hopkins, so far as can be determined, is not one of the anonymous group of friends who later clubbed together and gave Chartwell to Churchill. Kippington Court was soon given by Churchill to the British Legion as a convalescent home. Hopkins could hardly object, and the handover is recorded in a British Pathe newsreel. We have been unable to prove that Churchill ever rode in GRP4, but at least we have a cine film of her first owner.

Mrs Helen Devenish, on the other hand, specially commissioned GRP49 only 23 days after GRP4. Mrs Devenish's birth name in 1866 was Levina Hillam, the daughter of a bank clerk. She married in 1888 Matthew Devenish, the head of the Devenish Brewery empire in the West Country. He was 30 years older, a widower with a son Arthur and a daughter Annie nearly the same age as Levina. The two ladies got on famously, even going on holiday together. Soon, Levina and Matthew had a son Reginald, but he tragically died in 1894. Matthew then died in 1903, leaving Levina £4.1 million in today's money. She went to live with her stepson, a Major in the Royal Field Artillery who died in the War in 1916, leaving a further £¼ million in today's money to Levina. She became known as Helen, and then bought her first

Rolls-Royce 20hp [GEN17] in 1929, with its registration RD753. Matthew's will had left his widow a large chunk of Devenish company shares, which were recapitalised in 1936. This probably gave Helen a windfall out of which she treated herself, at age 71 and living in Park Lane, London, to a new Rolls-Royce – GRP49, and retained the registration RD753. From her will in 1963, it is clear she lived a long and lonely life, eventually dying in Angmering, with thoughts of her little Reginald. We wonder if the registration 'RD' was retained in his memory. Her long list of bequests included endowment of the "Reggie Devenish Cot" at the St Mary's Hospital for Children along with his 'watercolour portrait', and £1000 to the London Spiritualist Alliance, who probably helped her commune with her dead son. She lived to be 97, had some 60 years of widowhood, and left GRP49 to her chauffeur, who immediately sold her to John Hawthorne from whom we bought her.

And how did we come by GRP49? When we saw her at a rally in May 2013, John demonstrated not only the disappearing division but all the other accoutrements as well, and then said he was 87 years old and couldn't drive any longer. We immediately thought we should do the decent thing.

Now we all know how hard it is to keep good chauffeurs these days, so what is the point of having a division at all? Well, it makes a good talking point at Club events, and it certainly keeps us a bit warmer in the front in the winter when we only rely on engine heat. And it offers a touch of class and good place to hang all sorts of comforts. Long live 'division limousines' – we wouldn't be without them!



This operation is perhaps best carried out when the rear seat is unoccupied, to avoid any possibility of passenger injury



Georgina Wood and Katie Forrest, with John Ashford, Mark Hews and Charlie Naismith

THE 2014 AGM and DINNER

21st February at The Travellers' Club London John R Redmill

For those of you who think AGMs are invariably dreary affairs to be avoided at all costs – well, you're probably right in most cases. We've all been to some rear horrors in our time. But to have such an event in a fascinating venue, with a spirited and concise address from the Chairman who whips through the agenda as he drives his own car, followed by a lovely dinner with many jolly companions – what more could anyone want? So for those members who haven't attended any of our annual AGMs – that's what you miss, so do consider giving it a try next year – you'll be very pleasantly surprised, I'm sure. This year the AGM was also well patronised by the new Young / Family Members for the first time, an encouraging trend that we all hope continues to grow and prosper.



Members listen as the Chairman speaks

The Travellers' Club in Pall Mall was the venue, not for the first time, and we certainly hope not for the last; it dates from the early 1830s when Sir Charles Barry created a suitably Italianate setting for those returning from their Grand Tours in Italy and beyond, so is entirely appropriate for the 20-Ghost Club. Convivial drinks started the occasion, and it is enjoyable to see so many friends in their glamorous finery, rather than oil-stained motoring gear. Then the AGM itself; the Committee arranged itself to face the assembled membership, and Chairman Sir John Stuttard welcomed everyone present to this the 10th AGM since the Club became a limited company and the 64th since the Club was formed, noting apologies for absence from a number of members, including the President, HRH The Duke of Gloucester, Tony Dyas, and the new Chairman of the Australian Chapter David Vann. He then recounted the Club events since the 2013 AGM, which included an April weekend based in Kidderminster, organised by Ken and Jane Forbes, which was followed by the regular Spring lunch at the Macpherson's estate in Hampshire, then the annual joint tour with the Irish Georgian Society at the end of May, thanks to Jimmy Valentine and John Redmill - wonderful houses and gardens, disappointing weather unfortunately. Two one-day events were held during the summer - Roland Duce arranged a "Get Up and Go" in Nottinghamshire, and Brian Fidler organised a day with the VSCC at Prescott. The two final events of the 2013 season were a September weekend tour of Buckinghamshire, including the Kop Hill Climb, organised by Gervase Forster, and Helen Banks's and John Redmill's October weekend in Norfolk, with visits to Houghton Hall, the Muckleburgh Tank Museum, Sandringham, and Elveden Hall; we were very pleased that the President was able to be with us for two days of that weekend.

But of course the major event of the year was the Club's 2013 Centenary Alpine Trial, recreating the event of 1913, in which 48 Sliver Ghosts participated. Tim Forrest and Nick Naismith were thanked for all their work arranging this event, together with Angelika Elliott for all her vital input, and Rolls Royce Motors; a full account was published in *News & Record* 40. There was much amusement as the Chairman talked about "Humping of Bags" and "Rear Shunts" that had taken place during this event, and Tim Forrest was invited to speak about the International Historic Motoring Award that the Club received in November following this event, showing the award itself to the members. Profound thanks were also offered to Treasurer Brian Fidler for recovering the last outstanding monies from the "wretched" Icelandic Bank in the Isle of Man, Editor John Redmill for continuing [with Deputy Editor, Freddie, his accident-prone cat], to produce stunning issues of *News & Record*, and membership Secretary and Website Editor Graham Tyson for revamping the Club's website. 22 new members have joined this year, and we have also introduced the concept of Family membership to encourage the next generation – the results are already extremely promising. Thanks were also offered to Tony Dyas who has stepped down as Company Secretary, and to his successor Ken Forbes who has also joined the Committee, along with Michael Lyndon-Stanford. This Report was then formally adopted, as were the Financial Statements, and then the Elections of Directors, the Committee Members, and the Hon Treasurer were duly held, all correctly proposed and seconded from the floor by members. Events planned to this year was briefly mentioned, including the late April weekend in Devon arranged by Graham Tyson, the joint tour with the Irish Georgian Society – in Norfolk, but visiting different houses to those seen in October, again organised by John Redmill and Jimmy Valentine, a June weekend by Brian Palmer to Northamptonshire, including a Concours D'Etat at the Shuttleworth Collection, and a two-week tour in August of Flanders and Northern France, to mark the outbreak of the First World War, again organised by our indomitable Chairman. The year will be rounded off by a weekend touring Sussex in early October by Tim and Susie Forrest. The AGM was formally closed with thanks to all present and those who were not able to attend, and the invitation to all to join in the many and varied activities of the Club, the oldest Rolls-Royce club in the world.



Nick Whittaker decides to sit between John & Mary Narvell



Ken & Jane Forbes

We then moved upstairs to take Dinner in the sumptuous Library and, seated at a number of round tables, we all enjoyed smoked salmon, duck with autumn berries, apple tatin, wines, coffee and great company, Toasts were made to HM The Queen and other members of the Royal Family including our Hon President the Duke of Gloucester, and to The Immortal Memory of the Hon Charles Rolls and Sir Henry Royce. The various awards and trophies were presented, after which the evening concluded and we all melted away like Ghosts into the winter darkness.

Photographs © Colin W Hughes



Andrew and James Banks [sons of Clayton and Helen] and their wives Deborah and Anna



the Menu Card



The Chairman announces the Awards and presents Charlie Naismith with the Brian Wootton Aviator Mascot



THE 2014 TROPHIES AND AWARDS:

THE ALPINE TROPHY is one of two cut glass decanters originally given by the Archduke Leopold Salvador of Austria as one of the prizes in the 1913 Austrian Alpenfahrt. It was won by CC Friese and subsequently presented to the Club by Rolls-Royce Limited. It is awarded each year to the owner of the car that achieves maximum marks based on the highest mileage coupled with the age of the car. It was awarded to John Kennedy for his achievements on the 2013 Centenary Alpine Rally where he drove 6,580 miles, and accepted in his absence by Rally organisers Tim Forrest and Nick Naismith.

THE WOODMANSEE TROPHY is a pair of book ends, in solid brass, the very last of the original "Silver Lady" mascots cast from the actual sculptor's moulds by Charles and Jo Sykes in 1939. These bookends were awarded by Rolls-Royce to Webster Woodmansee in 1957 at the Silver Ghost Jubilee Rally and subsequently given by Webster to the Club to be awarded annually to the owner of the Silver Ghost with the highest mileage. This was not awarded this year.

THE SMALL HORSEPOWER TROPHY is a Rolls-Royce mascot and piston presented to the Club by Clive Carter in 1997. It is awarded annually to the owner of a small horsepower car with the highest mileage, but was not awarded this year as no entries were received in time.

THE HARDING ROLLS TROPHY, which was originally won by Charles Rolls, is presented to the member who, in the opinion of the Committee, has produced the most notable performance with an eligible Rolls-Royce motorcar. It was awarded to John Kennedy – Strone Macpherson accepted it in his absence.

THE FERGUSSON WOOD PHOTOGRAPHIC TROPHY is awarded for the best photograph or photographs taken recently by a member and published in the Club magazine. For consistently excellent photographs of many events this was awarded to Colin W Hughes.

THE FERGUSSON WOOD is awarded to a young member for meritorious service; this year it was awarded to Young Member Tim Milverton for driving his father's car in the Alpine Rally, and was accepted on his behalf by Young Member Katie Forrest.

THE STANLEY SEARS TROPHY, given to the Club by Stanley Sears in 1962, is awarded to the member who, in the opinion of the Committee, has contributed most by individual meritorious service to the Club. For recovering all the monies 'lost' in Iceland, it was awarded to Brian Fidler, our Hon, Treasurer.

THE DYMOCK MAUNSELL TROPHY is awarded to the Club's Best Driver. For sheer quantity, as well as quality, the Committee has awarded this trophy to Brian Palmer for driving all the way to Austria and back, as well as completing the Alpine Rally and many other tours during the year.

THE BRIAN WOOTTON AVIATOR MASCOT, presented by Jo Wootton in 2003 in memory of her late husband, is awarded to the person who, in the opinion of the Committee, made an outstanding engineering or technical contribution in the year. It was awarded to Charlie Naismith, a new Young Member, for all his work on the Alpine Rally.

THE HARRY WATSON TROPHY, presented by Patricia Watson in 2000, in memory of her husband, is awarded to the member who, in the opinion of the Committee, made an outstanding engineering or technical contribution in the year. It was awarded to Nigel Hughes for all his technical articles written for *News & Record*.



Brian Palmer is given the Dymock Maunsell Trophy



Brian Fidler richly deserves the Stanley Sears Trophy



Nigel Hughes receives the Harry Watson Trophy



Kate Forrest accepts the Fergusson-Wood Trophy on behalf of Tim Milverton



Is Fokko Keuning plotting something with his sons Rogier and Taeke, Nick Naismith, and Kimberley Hugheson – a revolution, perhaps?



Chaos in a narrow Devon lane, as the combined forces of the 20-Ghost Club take on an unsuspecting horse box!

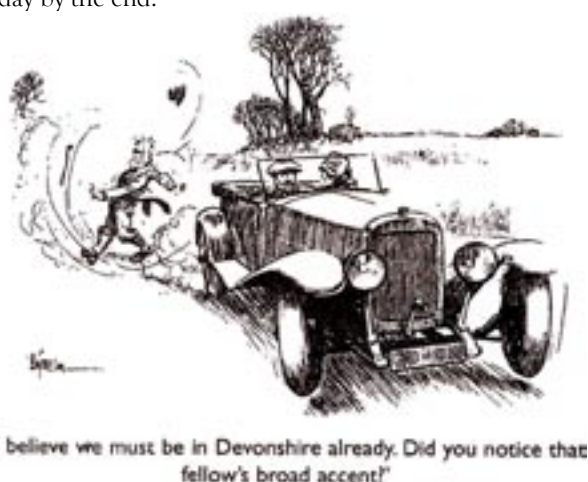
CREAM TEAS & BORDER CROSSINGS or MID-WEEK IN WEST DEVONSHIRE

Henry & Rosemary Fitzhugh Tuesday 22 to Friday 25 April

Having meandered our way down from 'Lunnon' [I have to use the correct accent 'for to be' in the right mood] to deepest West Devon, we assembled and began at Lewtrenchard Manor, grandly Jacobean from 1620, set in its own estate on the River Lew. Its interior boasts a Long Gallery replete with ceiling mouldings grand enough to justify the journey there on its own. The Dining Room has even more, walls as well as ceilings, and then room after room of cosy panelling and lit fireplaces. No doubt it was this romantic setting that inspired the owner, who was both Squire of the Manor and Parson of its Church, to marry a local mill-girl whom he sent away for an education befitting a Lady of the Manor. Their story is thought to be the inspiration for *Pygmalion*. The education must have worked and they must have been happy as they had 15 children. A dinner worthy of the surroundings, a good night's sleep in the quiet of the country, and a very hearty breakfast primed us to set out eagerly, armed with truly superb maps and instruction prepared by Graham & Sarah Tyson, the quality of which is demonstrated by the fact that no one at all got lost. We had yet to experience the superb organisation they put into the whole rally, but that was plain as day by the end.



'Brenda' owned by Graham Tyson, our Dear tour Leader, outside Lewtrenchard



Thanks to Graham & Sarah's pre-planning, the drenching rain of the early morning cleared as though by miracle, just in time for all of us to negotiate the narrowest bridge possible. By the time we got to The Garden House, the sun was shining on a truly remarkable 10 acres sloping thorough its own valley, by this season a riot of wildflower colours, acers and rhododendrons in full show, all on multi-levels making the best use of angles and perspective. The buffet lunch laid on for us somehow had, it struck me, the same approach to cuisine as gardening – a riot of different colours of salads, pies, meats, all laid out with the same flair as the garden itself.



David Crossley-Cooke, Anthony Armitage & Fokko Keunig inspect CE454



The Crossley-Cookes' GOK47 on Dartmoor

Thus fortified, we proceeded to Cotehele, in Cornwall. Crossing into Cornwall was much easier than we expected, given that Cornwall is not part of England, according to many Cornish men and women. The Cornish language is now having a revival, and indeed has now been accepted as a Recognised Minority Language in the EU. Alas, I had no chance to practice my Cornish – Modern, that is, not Late, Middle, or Early – but maybe that is a good thing as the only word I know is “Temptasyon”. You can see the pitfalls there. There are so many small tin-pot countries in the EU that we just were not sure of our welcome, and dared not ask the colourful rustics lounging about. So we were expecting Border Controls. After all, the County, or Country if you prefer, was governed by the Stannery Parliament and Stannery Court ever since 1337. The Parliament has not sat since 1755, but nonetheless the Lord Chancellor had to reaffirm in the UK Parliament in 1997 that no treaties were in operation between England and Cornwall, and the matter came up again in 2007. With some relief, we made it to Cotehele, the ancestral home since 1353 of the Earls of Edgcumbe [sometimes Edgcombe as I noticed from the many family portraits adorning the ancient rooms] plus the industrial remains and history of that part of Cornwall. This included orchards, cider presses, mills, and indeed an entire working quay on the River Tamar.

Next on the route it was Scones and Cream Tea at the Endsleigh Hotel. The Cream for the Tea is thicker in Cornwall than in Devon – everyone agrees that. But amongst the four in our car a loud argument broke out – should the scones be spread with jam first [the Cornish manner] or cream first, as is customary in Devon? We could not agree which was proper since we were so near the border, and it was brought into stark relief when arrived a scone the size of a Whopperburger®. This important matter must be sorted out before any more rallies are scheduled in these counties, or countries. We did not get to the scones until nearly 5pm, and we all wondered if we could possibly take on board a dinner like we had the first night. But, the cuisine dispelled any idea that we were already full, and so we had another grand dinner with no difficulty putting it away. Blissful slumbers, followed by a lovely bright morning – what more could we ask for our beautiful cars?

Our next destination, Fursdon, is even older, dating from 1201 with the first Walter de Fursdon arriving in 1259. Remarkably, it is still inhabited as a private house by the Fursdon family, who bear a remarkable family resemblance throughout their entire pictorial history. What was charming about it was that it was, and is, always a family home where all the furnishings are part of the comfort and the old is wonderfully blended with the new.



Stanley & Angela Wests' Pll approaches Fursdon to join the Adams' 51TW with new wheels, the Tyson's 97AE, Fokko's 47MW, & the Armitage's Pl



The Forster's SG 26TE at Cotehele



The Valentine's UV1923 and the Crossley-Cooke's NE7996 have a chat outside Fursdon

A pleasant and sunny lunch at the Fisherman's Cot on a riverbank put us all in a good mood, and a good thing too, because as soon as we set out, all of us except Fokko obeyed a route closed sign and were forced down a lane narrower than anything heretofore. Needless to say, encounters with oncoming traffic, including a horsebox that scraped the hedges on both sides, forced us to assume the privileges of Rolls-Royces and get the oncomers to do the reversing. A truly superb lady driver reversed a horsebox 100 yards without ever needing to stop or realign!

Eventually we got to Downes House, another private home, dedicated as a shrine to the memory and accomplishments of General Sir Redvers Buller VC, the Hero of the Zulu War. In fact, the house was a true and comprehensive museum of a neglected period of colonial history, which we enjoyed very much as a time capsule of a bygone age of military triumph, bombastic and confident Victorian celebrations of conquests, and the ability of a very effusive culture to show its appreciation for one Hero.

There followed the most scenic drive of the whole Rally – a return to home over the whole of Dartmoor. Fortunately, the weather was far kinder than forecast, for which all of us, and particularly those in open cars, were both surprised and grateful. Bleak and beautiful it was, with altitude up to 1500 feet, and we were glad it was spring and not winter.

This got us home with no difficulty, almost in tears at the prospect that the rally was over, except for one more grand dinner, at which we all expressed our appreciation to Graham & Sarah for organising such a stimulating and scenic tour. We really enjoyed our first rally with the 20-Ghosts and appreciated everyone's efforts to make us feel welcome. It will certainly not be our last and now we are looking forward to the next rally in Flanders!



Henry & Rosemary Fitzhugh's 25/30 GRP49 crosses Denham bridge



The Tyson's SG 97AE [Brenda] being admired



William & Clare Corbett's SG 60AE on Dartmoor



EVERYONE SEEMS TO LIKE RED THIS WEEK!

Gilly Armitage, Henry Fitzhugh, Elspeth Crossley-Cooke, Nigel Hughes, Anthony Armitage, Sarah Tyson, Inge Lyndon-Stanford, Janet Valentine, Graham Tyson, Anne Hughes, Brian Palmer, Wendy Fidler, David Crossley-Cooke, Jimmy Valentine, Joan Palmer, Michael Lyndon-Stanford, Clare Corbett, Fokko Keuning, Jane Forbes, Brian Fidler, Ken Forbes, William Corbett

LIST OF CARS & PARTICIPANTS:

Graham & Gill Adams	1919	Silver Ghost	Tourer - Black	Flewett	51TW	AC-4444
Anthony & Gillian Armitage	1928	Phantom I	Tourer - Aluminium	Thrupp and Maberly	65CL	TY-5221
William & Clare Corbett	1920	Silver Ghost	Tourer - Blue	Woodall Nicholson	60AE	79-FLY
David & Elspeth Crossley-Cooke	1926	20hp	Doctor's Coupe - Green	Cockshoot	GOK47	NE-7966
Roland Duce & Kimberley Hughson	1914	Silver Ghost	Tourer - Silver	Replica	30EB	EL-2071
Brian & Wendy Fidler	1921	Silver Ghost	Tourer - Burgundy	Burnett & Reynes	94NE	XO-4485
Henry & Rosemary Fitzhugh	1937	25/30hp	Limousine - Yellow	Park Ward	GRP49	RD-753
Ken & Jane Forbes	1937	25/30hp	Sports Saloon - Maroon	Thrupp & Maberly	GRP68	BSG-527
Tim Forrest	Tim	is sadly with	us for one evening only	as Susie is unwell	we wish	her well v soon
Gervase & Margaret Forster	1920	Silver Ghost	Dr's Coupe - Blue/Black	Replica	26TE	XK-1702
Fokko Keuning	1933	Phantom II	Sports Saloon - Black	Barker	47MW	AM-20-40
Michael & Inga Lyndon-Stanford	1929	Phantom II	6-Light Limousine- Ivory	Rippon	20WJ	A-2389
Willi & Leonie Meier	Willi	& Leonie	have sadly had to cancel	as Ristes have failed	to finish	their car in time
Brian & Joan Palmer	1921	Silver Ghost	Tourer - Maroon	Barker	149AG	KE-6676
Nigel & Ann Hughes will possibly be in a modern	1934	20/25hp	3 Position Drophead Coupe	H.J. Mulliner	GWE67	BLM-789
Sir John Stottard	NO	PROPER	MOTOR CAR	SHOCK, HORROR	John is	in a <i>modern!!</i>
Graham & Sarah Tyson	1920	Silver Ghost	Tourer - Grey	Cunard	97AE	CE454
Jimmy & Janet Valentine	1929	Phantom I	Saloon - Blue	H.J. Mulliner	10R	UV-1923
Stanley & Angela West	1929	Phantom II	Sports Saloon - Black	H.J. Mulliner	61XJ	GC4690

Photographs © Elspeth Crossley-Cooke, Nigel Hughes, Graham Tyson, and Rosemary Fitzhugh



LINE UP AT LEWTRENCHARD

JOHN MARSH REMEMBERED

Tim Forrest



John Marsh died peacefully on Sunday 1st June after a short illness, aged 83. After a moving tribute for his wonderful and varied life at a Thanksgiving Service at Wordsley, his wife Kay and the family gave a reception for his many friends at John's superb home, Lawnswood House.

Although John joined the 20-Ghost Club late in his life, the number of Club members present at the Service was an indication of the impact he'd had. Like many members, I first met John on our first event in the Club, a practice run for Alpine 93 in Cumbria. Unknown to me it was his first rally too. Typically he was up at crack of dawn and was just finishing washing his car as I came down to lubricate mine. John immediately offered me bucket and sponge in case I too wanted to wash my car.

This warmth and friendship was typical of John. He had a gift for making new members feel welcome and put people at ease on any event they were on. Typically, on a freezing cold morning in the Australian Outback, John and Kay made sure that our two girls were tucked up and warm in the back of their wonderful Silver Ghost shooting brake "Woodie".

Committee Meetings at Lawnswood House could never be equalled, as there was always a roaring fire to greet us as we came into the house and after the meeting there would be some marvellous piece of roast beef or lamb that John had personally selected for us, together with a wonderful spread of vegetables and puddings that Kay had prepared.

With their great friends Graham and Gilly Adams, John and Kay organised some fabulous tours for the 20-Ghost Club. They always spent many days and weeks personally carrying out reconnaissance trips to ensure everyone had a tremendous time.

One of John's characteristics was a love of challenge and this was embodied in his tours. North Devon meant travelling the steepest and longest hills available, combined with the narrowest of lanes and the deepest of fords across bumpy bottomed rivers. A tour to Spain meant staying in the most interesting of paradors in remote places, linked to some of the most spectacular climbs up and down the Pyrenees. John also loved driving fast and so following him in "Woodie" was always an interesting experience, as he always seemed to be disappearing over the horizon!

His sense of fun and his indomitable spirit in fighting the debilitating effects of diabetes never left him. He rode his horses and drove his cars until his physical abilities made this impossible but, assisted by Kay, he would still attend meetings and events whenever feasible. His ability for mischief never left him including an uncanny ability to find ice cream in the unlikeliest of places - a lovely man and true gentleman who will be greatly missed by his family and many friends in the Club, and particularly by Kay.



IS YOUR CAR SECURE?

Nigel H Hughes

The latest News from the Federation of British Historic Vehicle Clubs (FBHVC) contains some worrying statistics, which I summarise here for everyone's information.

Thefts of Classic [pre 1986] cars have risen dramatically in the last few years. The cars are believed either to be stolen to order for unscrupulous private collectors or to be broken up for hard-to-find spares. While the majority of the thefts relate to 1980s 'hot' hatchbacks and saloons such as the Escort RS2000, stolen cars have ranged from 1933 to 1986 in date, and have included Rolls-Royces, Porches 911 and Jaguar E-Types. From June 2013 to April 2014, 243 Classics were stolen, none of which have been recovered to date. The Midlands and South East of England feature heavily in the areas where the thefts occurred. Some rare models are particular targets – there were five thefts of Ford Escort RS Turbo S1 in a six-week period. One owner of a beautiful Escort RS2000 lost his vehicle during the Classic Motor Show at the NEC last year while it was parked unattended in the main car parks.

While each of our Pre-1940 Rolls-Royces is an unique individual, pretty much instantly identifiable, we should still be concerned about the possibility of theft, both of the car as a whole, and of readily removable parts, such as mascots, lamps, etc. The fitting of a tracking device guards against cars either being driven away or loaded onto a trailer, while the security marking of components can deter their theft. The article below by Graham Tyson describes one approach to fitting a tracker. Members may have read about Smart Water as a means of coding valuables to deter theft. This is normally invisible but, when applied to an item, is visible under ultra-violet light. The spots of the material contain microdots giving the identity of the owner.

FBHVC recommends use of a similar product called SelectaDNA. This was developed for trials bikes and is proof against rain, mud and exhaust heat. Each DNA code is unique to the vehicle to which it is applied, and the data is held on a central database to which all police forces have access. The level of traceability is very powerful in deterring a criminal from touching a SelectaDNA-marked vehicle. Lord Montagu has applied SelectaDNA to all his cars, and even the most inexperienced home mechanic can apply the material. There is no annual subscription for use of the system. FBHVC has negotiated a special price for its members; the 20-Ghost Club is a member of FBHVC and therefore all club members may access this offer. An order form is included with this edition of News and Record.

FITTING A TRACKER

Graham Tyson

When I was having my restoration carried out I installed a very ingenious little device that I hid where it is impossible to find without tearing the car apart. It is small Tracker that is actually designed for those with dementia and can be slipped into their pocket by a family member or carer. The way it works is simple - which is good!. One buys the device for a price that from memory was around £120 and then a SIM card one can purchase for a few pounds, and that is all – no costly monthly fees or other costs for its lifetime. It can be activated from a mobile telephone and set to send an alert if the car is moved more than a pre-set distance, be it 1 yard or 1000 yards, whatever is decided. At that point it automatically sends its longitude and latitude coordinates to the mobile telephone and one then goes to Google Earth where those coordinates are put into the search box, and it can then be tracked basically anywhere in the world that Google reaches with pinpoint accuracy.

One can even send it a signal to turn on its microphone so that one can listen in to any conversation, although I doubt that would be possible with mine due to where it is hidden. The unit can also be turned off, turned on or the pre-set distance changed by commands via the mobile telephone.

The drain on the car's battery is very small; however if the car is not used for about a month it will flatten even the best battery. In my case I bought a marvellous intelligent trickle charger from Lidl for £15.99 and keep that hooked up whenever the car is in the garage, thereby keeping the battery in tip top order at all times.

These devices can be bought via the Internet, but I purchased mine from a company in Taunton called VanBitz [01823 321992] who are involved in auto security. Their staff are extremely helpful and very knowledgeable; so if you decide to call the company please mention this piece in N&R!



Thomas Stuttard and his family in 58UE

THE STUTTARD FAMILY ROLLS-ROYCES

John Stuttard

When I was encouraged, in 1989, by my veteran and vintage car-owning uncle, Tommy Boothman, to acquire a vintage Rolls-Royce or Derby Bentley, Lesley and I hadn't realised what we were letting ourselves in for.

Apart from deriving enormous pleasure from owning not one, but three, of these special machines, participating in tours and events has generated a new group of very agreeable friends. This has also led me to discover some fascinating information about the once wealthier branch of the Stuttard family and its obsession with Rolls-Royce. The Stuttard family name is first recorded in Northumberland in about 1000 AD. Those that could read the weather forecasts went north to sunny Scotland and became Stoddarts. Others of us moved south, to the damper Pennines, and became poor weavers and, in a few fortunate cases, wealthy cotton mill owners. The name "Stuttard" is derived from "stott herd", after the chaps that bred working horses or stallions. So ownership some millennium later of Rolls-Royces is clearly the result of understanding horse power and the best driving machines.

The wealthier branch of the family hailed, as I did, from northeast Lancashire – specifically on the edge of the Pennine moors near Colne and the 19th century town of Nelson, which was named after our great naval hero. They migrated from poor weaving to large-scale textile manufacturing. In the 1830s, James Stuttard founded a cotton manufacturing and spinning business in the small village of Fence, near today's Nelson. This was expanded by two of his sons who opened factories in Sabden, under Pendle Hill, and at Swinton, near Manchester. They flourished financially in the late 19th century, with grand houses - Lawnswood at Swinton Park and Read Hall near Padiham. They had a seat on the Manchester Cotton Exchange and, as the Lancashire cotton industry enjoyed a golden era and reached its peak in 1912, they lived comfortably and in style, as benefits any successful mill owner.



Read Hall, Padiham, Lancashire



Brae Cottage, Knutsford, Cheshire, with B64AH and 58UE behind

Their offspring, with plenty of money to spare, had a passion for owning and driving the best cars in the world. Between the two world wars, James's two grandsons, Henry Harrison Stuttard [born 1884] and his brother Thomas Ayrton Stuttard [born 1885] tried hard to replicate the adage "from rags to riches and back to rags in three generations". They acquired weekend cottages in North Wales, a gentleman's motor yacht named Enola, fine furniture, and horses for their children, and they were members of the Royal Anglesey Yacht Club. To cap it all, they owned no fewer than 10 Rolls-Royces and one Derby Bentley in the period between the two World Wars. Indeed they were great fans of the larger horsepower Rolls-Royces and also of the 20HP, the workhorse of the northern and, I daresay, also southern, Welsh and Scottish towns. Almost every year Henry and Thomas would visit the Motor Show in London and often purchase the latest model, but usually second hand, taking account of the depreciation in value after a few months had elapsed. Savvy Northerners would always spot the financial benefits of buying an ex-demonstrator or a car that was one or two years old. But they were also discerning collectors, acquiring, in 1926, a 1905 Light 20, now owned by one of the 20-Ghost Club's Vice-Presidents, John Kennedy. Their association with the marque reached near obsessional levels when, from 1934 to 1939, Thomas rented Brae Cottage, the house built for Henry Royce who had lived there from 1898 to 1908, prior to moving Rolls-Royce to Derby.

Of the 11 cars made at Derby by Rolls-Royce and which were owned by the Stuttards in the 1920s and 1930s, I have been able to trace seven, which statistically demonstrates the longevity of these magnificent machines. I would be most grateful to hear from anyone who can help me find the remaining four.

1905 LIGHT 20 – CHASSIS No 26350:



26350 as discovered at Brae Cottage in 1945



and as rebodied and restored, now owned by John and Rae Kennedy

26350 is a four cylinder Rolls-Royce Light 20, one of only three surviving examples of the early 20 – two Light and one Heavy. The third such car to be built and the first production model, it is one of the earliest surviving Rolls-Royce motor cars. First registered by Charles Rolls in December 1905, it is similar to the two prototype cars that he and Percy Northey drove in the first Isle of Man Tourist Trophy Race in September of that year. This model, the only true early sports car made by Rolls-Royce, was raced in Ireland, the Isle of Man and the USA between 1905 and 1907, enabling Rolls-Royce cars to gain an early reputation by taking second place in the 1905 Isle of Man Tourist Trophy race, winning the 1906 Isle of Man TT Race and also winning various sprint races at Empire City Track, New York and Ormond Beach, Florida. Rolls himself drove the cars on many of these occasions and also beat the Monte-Carlo to London record in a Light 20 in May 1906.

This car never raced. The chassis was completed on 6 December 1905 and sent to Barker & Co for the fitting of a Roi des Belges body. Costing £552 for the chassis, and £213 for the body, trimming and painting, 26350 was registered AX147. The car was delivered to Rolls-Royce premises in Conduit Street, London W, on 26 January 1906 and its first owner was Charles H Benton of The Terrace, Knutsford, in which area it remained until acquired by Thomas Ayrton Stuttard in 1926. At that time Thomas was living at Moseley Hall, Knutsford, a house he rented before moving to Brae Cottage in 1934. In 1939 Thomas acquired the freehold of Moseley Hall, but this was soon requisitioned for a Roman Catholic school that had been forced to move from the Channel Islands to escape the German occupation. So Thomas spent most the war years in Conway, North Wales where he and his family were able to avoid the war-time bombing. 26350 remained at Brae Cottage and was put on blocks, a common practice during the war, when petrol was hard to come by and thirsty Rolls-Royces became impractical to drive. In any event, by 1939 Thomas was driving two other cars, a 1920 Silver Ghost and a 1934 3½ litre Bentley [see below]. His 1905 Light 20 was 34 years old and, undoubtedly, not as easy to drive. It is possible that he just left 26350 behind at Brae Cottage when he moved out in 1939.

Then, in 1945, Errol Punt, Sir Henry Royce's wife's nephew, who was brought up in Knutsford, heard about this early Rolls-Royce car which had been stored at Brae Cottage. He and the great Stanley Sears, a founding member of the 20-Ghost Club, discovered 26350 in the garage underneath the 1920s extension of the cottage. Sears undoubtedly saved it from probable destruction, owning it and restoring it until 1983. During his ownership, 26350 was rebodied in 1953 by Harrington, with an Isle of Man Replica body. After a brief spell in Oklahoma from 1983 to 1987, 26350 was returned to the UK and is now in the careful and treasured ownership of John and Rae Kennedy, who have completely overhauled the engine and the running gear. John reclaimed the original registration number, AX147, as the car was not registered when found by Stanley Sears. In 1990 the car travelled to France to take part in 80th anniversary commemoration of the first two-way non-stop flight across the Channel - by Charles Rolls - and was received with great interest at Sangatte, near Calais, where Eurotunnel held a reception to mark the occasion, then at Reims, where the champagne firm of Ruinart, who had presented Rolls with a cup in 1910, held a special dinner at their historic cellars to commemorate the event. On at least seven occasions, including September 2005, when both the car and the TT were celebrating their centenary, this Light 20 has taken part in commemorative runs of the Isle of Man Tourist Trophy races. It is still capable of speeds of up to 60 miles per hour (100 Km/H).

During 2002, the car took part in the Windsor Jubilee celebrations and was then the first early Rolls-Royce motorcar to visit the new Rolls-Royce factory near Goodwood. In November 2002 it had a special invitation to participate in its first ever London-Brighton Run, where it finished in a running time of some three and a half hours in spite of difficult traffic conditions. On 4th May 2004, 26350 was present at the special lunch held at the Midland Hotel, Manchester, to commemorate the centenary of the first meeting between Charles Rolls and Henry Royce. In September 2005, the car again visited the Isle of Man, this time to celebrate its own centenary along with the centenary of the Isle of Man TT. Again the car traversed the original route, this time with the grandson of John Napier, who drove the Arrol Johnson to victory in the original event in which a Light 20 driven by Percy Northey came in as runner up. The car returned to the Isle of Man in September 2006, to celebrate the centenary of the TT win by Charles Rolls in a sister car. In January 2007 26350 travelled to America to drive along Ormond Beach in Florida, celebrating 100 years since the Rolls-Royce win in beach races with a sister car in January 1907.

1911 SILVER GHOST – CHASSIS No 1826:

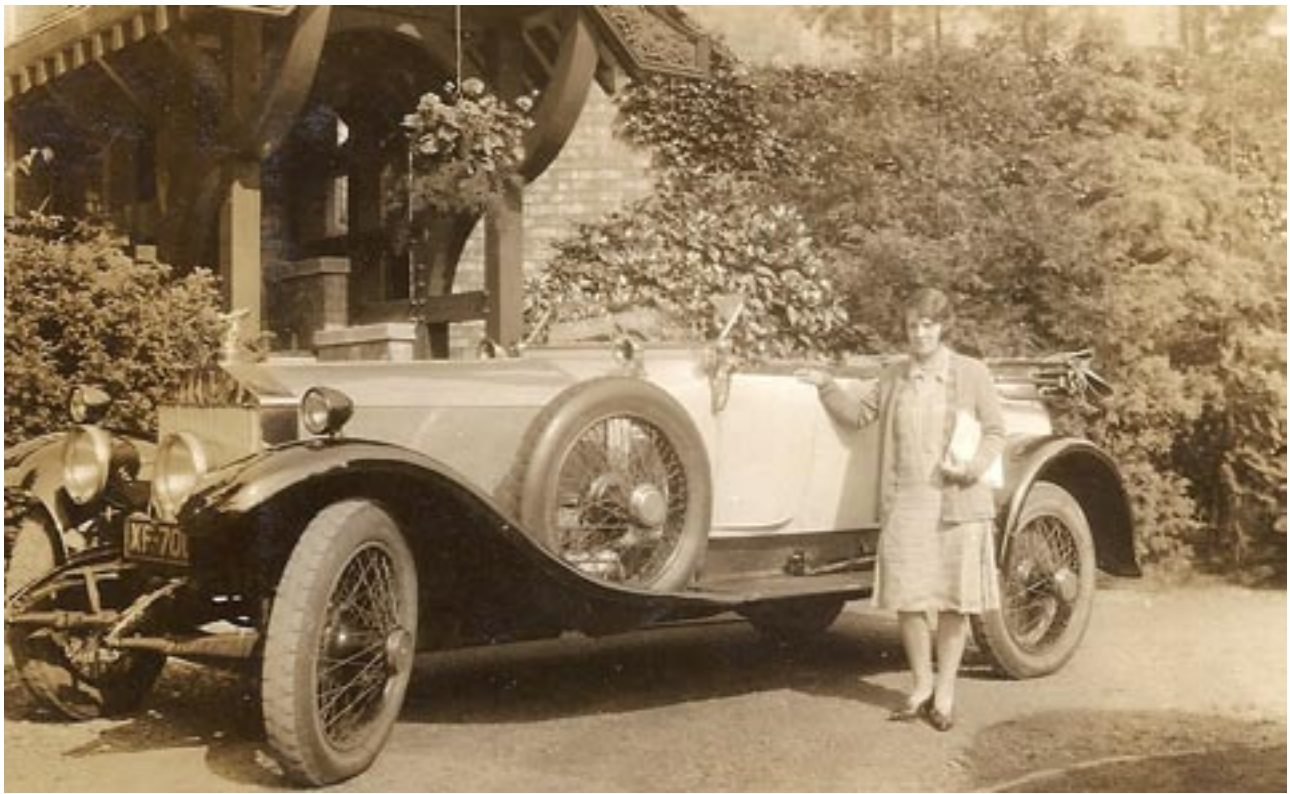
1826 was built in November 1911 and delivered in February 1912 to Chas Thomas Milburn, colliery and ship owner, of 130 Fenchurch Street, London EC and Milburn House, Newcastle-upon-Tyne, and with a home in the country - Compton Manor, Kings Somborne, Hampshire. It had a long chassis and was described as "London Trials" with an Open Tourer body by Stocken & Co of Fulham. Henry Harrison Stuttard acquired the car in 1925, when he was living at Heath Grange, Knutsford. Rolls-Royce records at the Hunt House indicate that he might have sold the car in 1933. It is believed that 1826 is now in the United States. Can anyone help discover its whereabouts or advise who owns it?

1920 SILVER GHOST - CHASSIS No 4CW:

On test in March 1920, 4CW was a high-speed model with an Alpine Eagle chassis and "C" rake steering. Given an open tourer body by the Cunard Motor & Carriage Co Ltd, the car was delivered new in July 1920 to D.H. Simmons of London W1 after a French client cancelled his order via Auto Rolls-Royce, France. In 1921, the car was sold to E.J. Charles [Engines] Ltd and then to E. Berry of Leyland. The chassis cards show that, at some stage in the 1920s, 4CW was owned by Henry Harrison Stuttard and then, in November 1928, it was acquired by H. Marchington of 68 Mosley Street, Manchester, a business address in the same street as James Stuttard & Sons. The last entry in the chassis records is February 1934 when a set of seven wire wheels were ordered. Can anyone help discover its present whereabouts or advise who owns it?

1920 SILVER GHOST – CHASSIS No 58UE:

58UE was on test in October 1920 and possesses a "high speed" or "speed model" Alpine Eagle engine. It was delivered to Barker & Co in January 1921 and fitted with a torpedo touring body before being registered (XF 7007) in the name of Thomas Ayrton Stuttard of Eversley, Parkfield Road, Knutsford in May 1921. His business address is shown in Rolls-Royce records as 61 Mosley Street, Manchester, which was the office of James Stuttard & Sons, cotton manufacturers and spinners. The car was later registered at a different address, namely Brae Cottage when he moved there in December 1934. When Thomas lived in Conway during the war years, 58UE was laid up, initially at Higginbottom's Garage on the Conway quayside and then at Vernons Garage, Llandudno, to whom Thomas gave the car after the war, in lieu of rent. In August 1951, 58UE was sold for £40 to Harold Wood who ran the Heath House Private Hotel in Llandudno. It was later owned from 1952 by Macdonald Nicholson of Birmingham, from 1963 by Mary Broughton and from 1972 by Rex Broughton, both of Macclesfield, by Gerald King of Boar's Hill, Oxford, from 1974, and from 1976 by Mr PJ Evans of Birmingham. Then in 1977 it was acquired by 20-Ghost Club member, Jens Pilo of Coldham Hall [since 2002, of Rookwood Hall], Bury St Edmunds, Suffolk, who has derived much pleasure from driving 58EU in many countries on many continents, including a mini Alpine Tour in 1995 and then the Centenary 2013 Alpine Tour.



58UE at Moseley Hall with Marion, wife of Thomas Ayrton Stuttard



58UE in the Dolomites



and with Jens Pilo, the current owner

1921 SILVER GHOST – CHASSIS No 54AG:

54AG was on test in February 1921 and despatched to Park Ward for the fitting of a coupe cabriolet body. It was ordered by The Clyde Automobile Co of Glasgow for Henry Harrison Stuttard and delivered to him in May 1921 to his address, Ringway Lodge, Ringway near Altrincham, with his business address being the same as his brother, namely James Stuttard & Sons in Manchester. From 1925, Henry Stuttard lived at Heath Grange, Knutsford and then, from 1931, Park Lodge, Deganwy, North Wales, where he had a weekend seaside cottage. 54AG was sold in November 1935 to funeral directors, Messrs Thomas Porter & Sons of Dingle, Liverpool [who are still in business today], presumably after Henry Stuttard had acquired, earlier that year, a new 20/25 [see below]. After this, there is no trace of the car. Can anyone help discover where it is today?

1922 20HP – CHASSIS No 43G7;

43G7 was the first of three 20HPs that the Stuttards owned. An early 20HP Goshawk (the 35th on test in November 1922), the chassis was despatched in January 1923 via Harwich to Holland where it was used by the Algemeene Garage as a trials car. Fitted with a landaulet body by an unknown coachbuilder, 43G7 returned to the UK in November 1923 to be sold to Thomas Ayrton Stuttard, then of Eversley and later of Moseley Hall. The car, registered MB3823, was used by his brother, Henry Stuttard, who is shown in Rolls-Royce records as responsible for repairs in 1924 and 1926. In July 1928 the car was sold to Dr Spero of Hyde Park, London W2 and in 1930 to Major C Sinauer of Bedford Street, London W1. It was then owned in 1937 by Dr Laing of Limpsfield, Surrey and in 1949 by Frederick P Winterbotham of Pembridge Square, London W2. Frederick, who often drove the car to his country house in Abersoch, North Wales, lent the car to his great-nephew, Alan Hickling, on his going up to Cambridge.



According to Alan, the car wouldn't start one day, so his great-uncle left it in the garage and went out and bought another one. The log book shows Alan as the keeper on 17 November 1958 and, in a letter, Alan says he was given the car by Frederick Winterbotham in 1959. After driving 43G7 at Cambridge, the car came with him on his various service postings with the Royal Navy Fleet Air Arm. Alan used the car as his every day transport, travelling often between London and Scotland, where he was posted. He wrote, later, that it was utterly reliable and that the only breakdown occurred when he exceeded the car's advertised top speed – he was travelling at about 65mph, with the wind behind him, when the piston came in two. He managed to drive another 60 miles to his destination, demonstrating that a Rolls-Royce is designed to get one home. It was shortly after this, in 1965, that the engine was rebored. Despite periodic repair, 43G7 has later been described by one of Alan's friends, Neville Pugh, as being in a “very used condition” during Alan's ownership in the UK in the 1960s. What Neville remembered most about the car was “a bullet hole in the rear door, which was explained by Alan as the result of a party that got a bit out of hand”. When he emigrated to Australia in 1970, Alan brought the car with him and used it initially at RANAS Nowra and then in Canberra. He left Australia for Canada in 1978 and the car passed to Bob McCullough, an old friend who was also in the RN Fleet Air Arm. Bob, then living in Canberra, embarked on a major restoration, finishing the work in 1984. During this time the car was painted forest green with black wings. At some earlier point, perhaps in 1928 when Dr Spero acquired the car, 43G7 was fitted with a very attractive Salmon Tickford cabriolet body, which it sports today. A member of the 20-Ghost Club, Ian Wall of South Australia, acquired the car from Bob in 2000. In January 2001, 43G7 appeared on the front cover of the RROC of Australia's South Australian Newsletter, *Southern Spirit*, under the headline “Car of the Month”, and the issue included a fascinating and very full article on the car, written by Ian, detailing its history and ownership over the years.

1926 20HP – CHASSIS No GZK70:

Thomas Ayrton Stuttard acquired his second 20HP on 4 December 1926 when he purchased GZK70 from Mr Lionel Windover, who had used the car for demonstration purposes. Off test in April 1926, the car was fitted with a Windovers $\frac{3}{4}$ coupe body and a dicky seat. The ownership records kept at the Hunt House by the Sir Henry Royce Foundation show TA Stuttard living at Brae Cottage when he acquired the car and then living at Doones, Deganwy Road, North Wales. GZK70 was sold by Thomas Stuttard to Barker & Co in December 1927, perhaps in part exchange for another 20HP [GYK3] which he is known to have purchased that month. Barkers sold the car to Colonel Concannon of Paddington, London, after which GZK70 had several owners in the UK before it was acquired by Tony James of Towcester, a prominent member of the Rolls-Royce Enthusiasts Club.

1926 20HP – CHASSIS No GYK3:

Off test in August 1926, GYK3 was initially used by Barker & Co as a demonstration car, possessing a three position all-weather cabriolet body with an unusual “wood grain” finish. Carrying the registration number YR5025, the car was acquired by Thomas Ayrton Stuttard in December 1927, perhaps in part exchange for GZK70.



GYK3 at Lawnswood, with Thomas Ayrton Stuttard at the wheel



GYK3 at Moseley Hall in the late 1920s

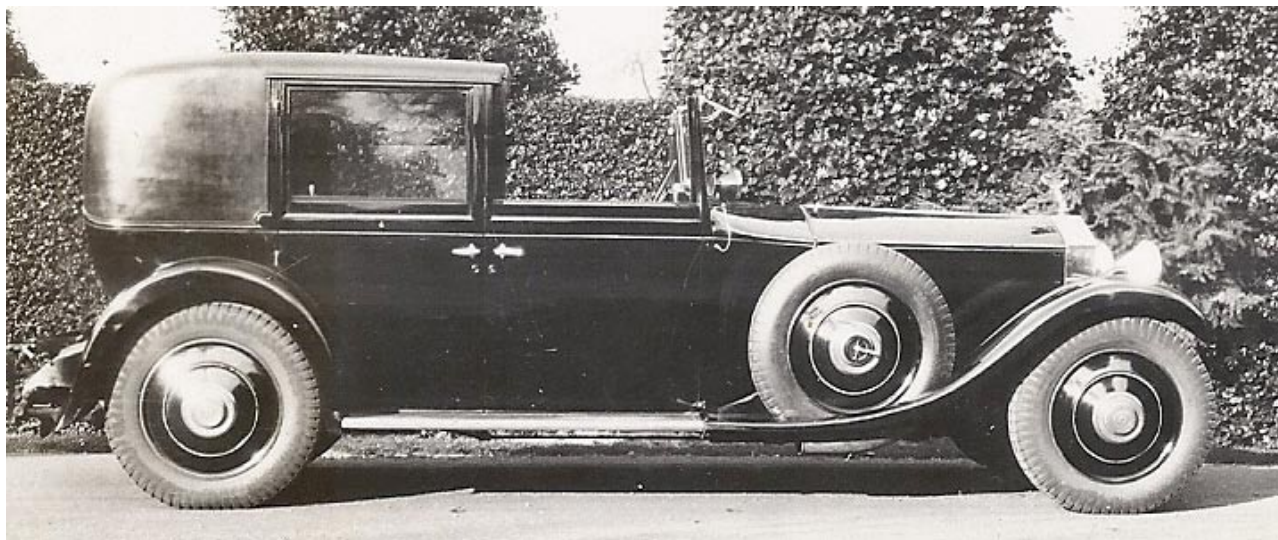


GYK3 outside the Stuttard office in Manchester, March 1936

It was recorded, briefly, in May 1930, in the ownership of his mother, Annie Margaret Stuttard, who died later that year. Then it was owned by Lucy Stuttard. Born in 1882, Lucy was one of four Stuttard sisters, three of whom were discouraged from marrying by their strict Victorian father. Lucy kept her car at Lawnswood, where the car was maintained and driven by the family's chauffeur, with the wonderful name of Blinkhorn. In 1938, Lucy was taken seriously ill, being stretchered out of the family home, but she recovered at her weekend cottage, Tree Tops at Roewen in the Conway Valley; she died there in September 1970. Following Lucy's illness, GYK3 was increasingly used by another of Lucy's spinster sisters, Constance, until she died in 1965 and the car was sold. Since then, GYK3, which is featured on page 269 of John Fasal's book of the 20HP, has had a number of owners, including Major A.J.T. Whitmore of New Inn Farm, Newthorpe, South Milford, Leeds, Yorkshire, from 1968 to 1988 or even 1990, Clive Sherwood of Bromsgrove, from 1990, David O'Connor of Kirton, Boston, Lincolnshire, from 1998, and then Sven Ljungstrom of Sweden [who, together with brother Olle, helped the 20-Ghost Club in 2012 on the Nordic and Baltic Tour]. Recently the car has been in the Dordogne, in France. Currently with a French registration number, GYK3 is for sale by Vintage & Prestige of Grays, Essex.

1929 PHANTOM II – CHASSIS No 24XJ:

In October 1931, Thomas Ayrton Stuttard acquired a second large horsepower Rolls-Royce when he purchased 24XJ, a Sedan de Ville bodied by Thrupp & Maberly.



24XJ outside Moseley Hall, Knutsford, Cheshire

On test in October 1929, the car was ordered by Rootes of Devonshire House, Piccadilly, London W1, for their customer, Mrs Heathcote of Green Street, London W1. She is recorded as the owner of the car in February 1930, with the registration number GC 2859. Thomas bought 24XJ from her but owned the car for just a short period and drove it sometimes to Doones, his other weekend retreat in Deganwy, North Wales. It seems that he liked changing cars – buying a new one, or more often a demonstrator or an almost new car, and then selling them within a year or two. In the case of 24XJ, Thomas owned the car just two years, perhaps preferring an owner driver tourer or saloon to a limousine. We're not sure of the reason for 24XJ falling out of favour with Thomas, but it was acquired in September 1933 by Captain S Herbert of Hill Street, London W1. Rolls-Royce records show that, in February 1939, 24XJ was sold by Jack Barclay Ltd to Messrs Alpe & Saunders, the London coachbuilders who specialised in making hearses. The car is shown in the accompanying photo as a hearse. Many Rolls-Royces passed through their hands and presumably 24XJ undertook the final journey for many clients of a local undertaker. For the increasing number of owner drivers who did not want a chauffeur, or couldn't afford one, limousines went, sadly, out of fashion. After 24XJ's service carrying coffins, the trail turns decidedly, perhaps naturally, rather cold. Can anyone help discover where it is today?



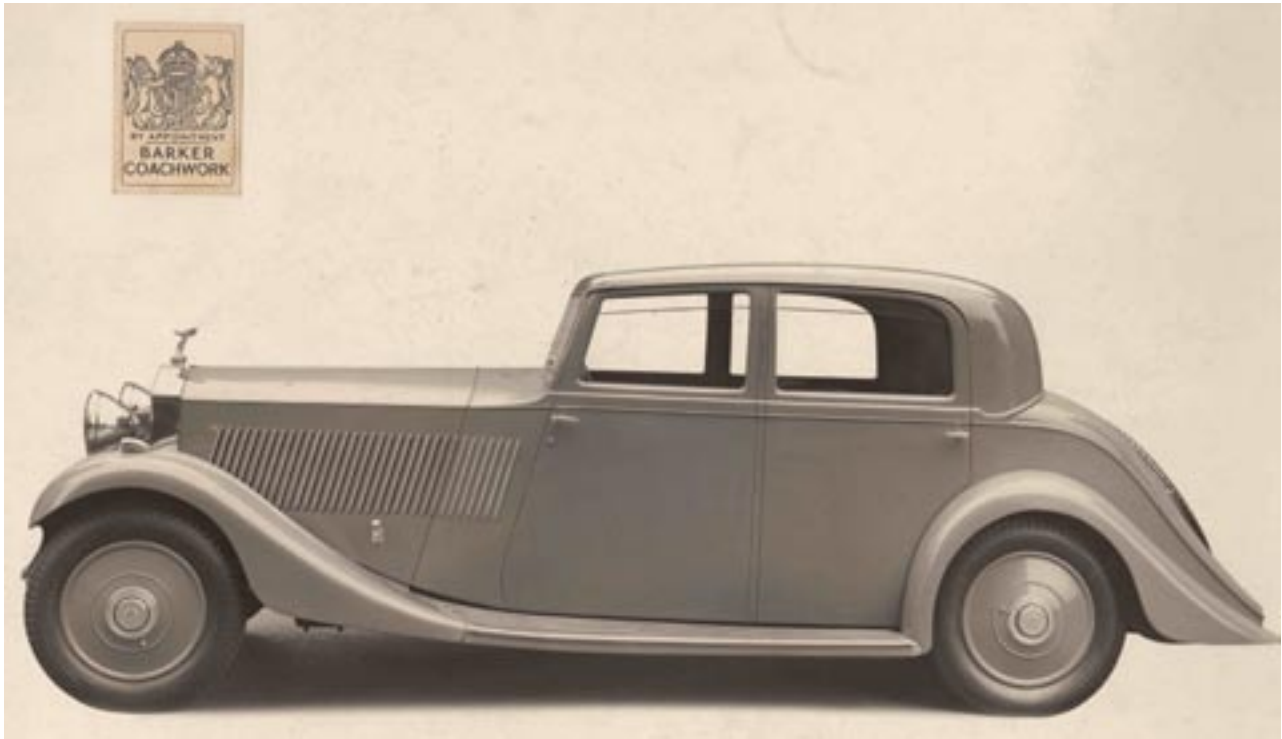
24XJ in North Wales in 1932



and later.re-bodied as a hearse, current whereabouts unknown

1934 20/25 – CHASSIS No GSF29:

The 11th Derby car made by Rolls-Royce to be owned by the Stuttards between the wars is GSF29, a 20/25 that I had the pleasure of acquiring in 1989. Off test just before Christmas 1934, on 20 December, GSF29 was delivered, with its Barker Sports Saloon body, to Henry Harrison Stuttard's Welsh home, Park Lodge, Deganwy, North Wales, on 22 February 1935. Reminiscent of the eye catching preproduction Phantom II Continental 26EX, GSF29 had a powder blue livery and light blue leather interior - after all, this was the age of high fashion when there was a move away from the sombre dark blues, dark greens and maroons that had graced Rolls-Royces in the 1920s. One imagines that the 20/25 replaced Henry Stuttard's Silver Ghost (54AG) which he had sold in 1935. After all, a car with synchromesh on all but first, one-shot chassis lubrication system and servo assisted brakes was, surely, a lot easier to maintain and to drive than the 1921 model. And, in Lancashire and in North Wales, it rains a lot, so a closed Sports Saloon, with a sunshine roof for these few summer days, is infinitely preferable as an everyday car to a 14-year-old leaky coupe cabriolet.



Original photograph of GSF29 by Barker

After Henry's death in September 1939, GSF29 was laid up during the war, owned briefly by Henry's son, Denis, and then sold soon afterwards. The next recorded owner was Mrs EW Andrews in Durham (1958) and then Mr FS Bedford in Sheffield (1966) who painted the car silver prior to his daughter Meg's wedding in July of that year. GSF29 was sold at an EJ Brooks auction in Oxford on 22 March 1969 for £650 and, it is believed, left for the US shortly afterwards. Returning to the UK 20 years later, in 1989, in a ghastly mustard coloured livery, GSF29 was offered for sale at Sotheby's in Dargate, Kent as part of the auction of a car museum. I bid, and bought, the car on the spot, for £19,000, liking its curvaceous rear end and its louvered bonnet, without appreciating that the car was, as I found later from Richard Barton of the R-REC, "a very attractive car but rather tired" and the electrics were "positively dangerous". The mechanical parts of the car, including the engine and chassis, were completely overhauled and restored in 1989/90 by Ristes Motor Company of Nottingham. In 1992, the interior woodwork, upholstery and carpets were restored, or replaced, by Ristes, with materials similar to those used in 1934. In memory of the first owner, we christened GSF29 "Harrison" and the car has been known as such for the last 20 years.

Apart from being a very friendly car, Harrison is also a very reliable car, completing many long motor tours:

- the 1992 and 1994, the Rallye Monte-Carlo for Voitures Anciennes, organised by the Automobile Club de Monaco
- the 1993 and 1995, the Italia Classica in Italy
- in 1997, the 10,000 mile Peking to Paris Motor Challenge, completed without any mechanical problem. The only real difficulty was the surface of the roads which resulted in eight punctures and three ruined tyres, so my wife, Lesley, kindly brought a spare to Istanbul, while another was sent by DHL to Isfahan only to arrive a day after we left. This spare 20/25 tyre is now in the tender care of the delightful Hotel Shah Abbas, should you ever need one when touring Iran). At the request of the editor of the weekend edition of the Financial Times, the car was painted 'FT pink' for the tour, keeping its existing brown wings. Harrison still wears this livery of chocolate and pink which, incidentally, were Winston Churchill's racing colours
- the Rolls-Royce Enthusiasts' Club tour of Jordan in 1999
- the Rolls-Royce Enthusiasts' Club tour of Finland in 2000
- the 20-Ghost Club tour of Normandy in 2008
- the 20-Ghost Club tour of Holland in April 2011



GSF29 - 'Harrison' - at Bam, Iran, in 1997

In 1990, Harrison attended a garden party at Windsor for Her Majesty the Queen Mother. The car has been in the Lord Mayor of London's Show on five occasions - 1991, 1992, 2002, 2005 and 2006. While in Jordan in 1999, Harrison was part of the Concours at Jerash, a function attended by HRH the Jordanian Queen Mother and the then HRH Prince Abdullah, now His Majesty the King. In 2002, Harrison participated in the parade of Rolls-Royce cars at Windsor Castle in front of Her Majesty Queen Elizabeth and HRH Prince Philip to commemorate the Queen's Golden Jubilee. Harrison is a popular choice of the brides of my friends, perhaps because he is salmon pink, against which the bride's gown shows up very well in the wedding photos.

1934 3½ LITRE DERBY BENTLEY – CHASSIS No B64AH:

Thomas Stuttard enjoyed buying new cars, particularly those produced at Derby by Rolls-Royce. So, it was natural that, in time, he would acquire a Derby Bentley. On test in February 1934, B64AH was despatched to Barker & Co for the fitting of a saloon body for Miss Dorothy Paget, the daughter of Sir Almeric Paget, Lord Queensbury, and a legendary racehorse owner who did so well at the Cheltenham Gold Cup. She owned Rolls-Royce cars as well as supporting Birkin Bentleys. A societal animal, she was known for employing only women in her household - except for one male gardener - and she was quite large in stature. Perhaps because the cabin of the 3½ was small, she did not take delivery of the car and, thus, the first owner of B64AH, registered as AYY 321, was Thomas Ayrton Stuttard of Brae Cottage, in June 1934. During the war, the Bentley was laid up on blocks in another family cottage, Plas Dolydd, in the Sychant Pass between Conway and Penmaenmawr in North Wales. After the war, when the family moved back to Lancashire - to Burnley and then to Clitheroe, close to their ancestral roots - the car was used by Thomas's son, John Ayrton Stuttard, while he attended OTC at Eaton Hall. But, sadly, the Bentley was sold, in June 1959, for £260, to a Midland Bank Manager, Henry Leach, who also lived in Clitheroe. He parted company with the 3½ in 1971 at a Christie's auction at Beaulieu. The car was shipped to America in 1976 and was owned, from 1986 by Bob Gluckin of Randolph, New Jersey and named "Beatrice". She was acquired in 2001 by Dennis Frick, now of Lewisberry, Pennsylvania, who has been lovingly restoring the car over the last 12 years.

THEIR LEGACY:

I wonder if, in 1921, when the two Stuttard brothers acquired their first two Rolls-Royces [both Silver Ghosts] they imagined that they would be so taken by the marque and its reliability as to purchase many more long-legged Phantoms and 20HPs, culminating in the 20/25 (Harrison) that I now own. And would they have thought it possible that one of their cars [GSF29] would have driven not just from Lancashire to the North Wales coast and back, but from Beijing to Paris and all stations on the way. Perhaps it goes back to their ancestral roots; they knew a good horse when they saw one!

AND NOW:

I have also owned 50GX, a 1931 Barker bodied Phantom II Continental Saloon, which won the R-REC Concours in 1994, the R-REC's Best of Show in 1996, Best in Class at Pebble Beach in 1996, the Concours de Restoration in Monaco also in 1996 and the 20-Ghost Club's Fred and Joan Watson trophy for the best large horsepower car at the 1999 Concours at Chastleton House [see front cover of The 20-Ghost Club's *Record* Volume 40, Issue 68 in 2000].

In addition to owning GSF29, I currently enjoy driving 33LG, a 1921 Silver Ghost with an all-weather touring body by Park Ward, ordered by Car Mart, and owned initially by the Maharajah of Porbander. This car has participated in both the 2003 and 2013 Alpine Tours as well as tours in Malaysia, New Zealand and in many European countries [see a two page article about 33LG in The 20-Ghost Club Newsletter Issue No 3, dated February 2001].



33LG, with John and Lesley Stuttard, on the Pordoi



33LG, with Pesi Shroff in the back c1960?

'MOTOR SPORT' OCTOBER 1975

COYS OF KENSINGTON

1921 Rolls-Royce Silver Ghost
two-door Sporting Cabriolet by Park Ward

This fine car is attractively painted white with heavy wings. The interior is finished in navy leather. The body is exceptionally neat and compact and has a pronounced Vee windscreen and instrument panel to match. The chassis and body are fully restored and the car is mechanically excellent. £18,500.

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33LG for sale in 1975



WORTHY OF ITS COMPANY. The M. G. Super Sports Salondie, seen above between an open 10-12 h.p. Rolls-Royce and a 20 h.p. enclosed car of the same make, forms an extremely attractive companion to the larger vehicles. This fine fleet is the property of Mr. T. Ayrton Stuttard, of Mossley Hall, Knutsford, Cheshire.

The Autocar, 21st May 1926 – 58UE on left, and 43G7 on right



The cars in front of Raynham Hall, seat of the Marquesses Townshend

SEEING KENT IN NORFOLK

WITH THE IRISH GEORGIAN SOCIETY 24th to 26th May

Sue Collier

For those members who were not able to attend the club's 'Very Flat' tour of Norfolk last October, John Redmill kindly organised a completely different Irish Georgian version this May. So, on a rain-drenched Saturday morning [oh how familiar that sounds!] 28 members of the IGS and 13 cars from the 20 Ghost Club assembled at the same Knights Hill Hotel just outside Kings Lynn for this annual joint event. There was the usual nice mix of cars - 4 Ghosts, 2 Wraiths, 4 Phantoms and 3 20/25s. The saloons proved particularly popular for the passengers on that rainy morning. The car numbers proved unlucky for first timer Rolf Kuhnke in his elegant 1934 Gurney Nutting Sedan Coupe. He had only had the car for a few days and he had a puncture. However, Anthony Armitage rode to his rescue in his shining armour [aluminium bodied P1, actually], ably assisted by David Collier. The wheel replaced, we left him to follow on, only to learn later that he had further problems resolved by a new membership for the AA!

The rest of the party proceeded through torrential rain and misty windscreens [Rainex does help!] to visit the recently built Hilborough House, home of the widow of Hugh van Cutsem, a close friend of the Prince of Wales. Designed by classical architect Francis Johnson of Bridlington, it was built by Norfolk craftsmen between 1996 and 1999, sadly after Johnson had died, and modelled somewhat on Raynham Hall, which we were to visit later that day. The house has a Roman Doric style portico and a central octagonal cupola of which I am sure Prince Charles approves. The gardens were designed by Arne Maynard and were immaculate with topiary, colourful alliums and roses. The brave few who entered the beech maze managed to extricate themselves to join the more timid of the group, who had opted to go straight for coffee in the hunting lodge. It was at this point that it became the ever-gallant Nick Whittaker's turn to ride valiantly to the rescue of Derek Allan's passengers as his Silver Ghost 1920 had temporary sparking plug problems.



Hilborough gardens in the rain



Nick Whittaker's P111 at Oxburgh

We then went on to Oxburgh Hall, managed somewhat frostily by the National Trust. Lady Paston-Bedingfeld greeted us, as her husband Sir Henry 'had gone to the Post Office'; it was his grandmother who had rescued the property from being sold off and then gifted it to the National Trust. Surrounded by a moat, it has a Tudor gatehouse reminiscent of Sissinghurst, wonderful chimneystacks, and later buildings designed by A.W Pugin and J.C. Buckler. There was an excellent exhibition of early wallpapers discovered at the property, some by Crace and Co. As he was late arriving, the aforementioned gallant Nick did not realise we had been refused permission by the National Trust to park in front of the house, so his was the only Rolls Royce to be seen from the top of the gatehouse.

From Oxburgh we travelled to Raynham Hall from where John Redmill had received a call asking us to park at the tradesman's entrance to the side of the house. No slight was intended though, quite the opposite, as the Marquis and Marchioness Townshend wanted us to be able to enter the house without feeling we were making everything wet, and they both greeted us warmly and arranged for all our dripping wet coats to be dried in the nearby laundry. Raynham is one of the earliest classical houses in the country and notable as one of William Kent's finest works [hence the pun in the title], the details of which were admirably explained to us by the Marquis and Marchioness who led us around the house in two groups. There have been few changes since Kent's day, but they are embarking on a restoration programme, which will include the only William Kent kitchen in the country! The house held particular memories for Nick Whittaker, who as a child remembered his father hunting there. He recollected a mural in the basement painted by the former Marchioness in the 1950s, featuring his father, and was delighted to see it still in existence. We were then treated to a delicious buffet lunch in the magnificent black and white Marble Hall, following which the sun came out and we were able to rescue the cars for an official photograph by the grand entrance with Lord and Lady Townshend and their lovely little dog 'Bob'.



Lord and Lady Townshend with KF6766 and SC8968



Reflections in the moat at Hindringham

Our last call of the day was to another moated manor house, Hindringham Hall, built for Martin Hastings, a courtier to Henry Fitzroy, the illegitimate son of Henry VIII, on an ancient site with pre-existing 12th century fishponds which supplied fish and eels to nearby Binham Priory. Not wishing to become fish food ourselves or risk a second soaking of the day, we cautiously crossed the bridge over the moat one by one as it is reputed to date from 1538, and a little shaky – like some of us. Charles and Lynda Tucker, who bought the house some years ago, took us round both house and garden, then rewarded us with a delicious tea and cakes in a bucolic English scene, before we returned to the hotel for dinner.

Sunday dawned bright and sunny and, with no further Rolls Royce casualties, we proceeded to Houghton Hall. This house was the personal creation of Sir Robert Walpole, Britain's longest serving Prime Minister, and at one time he was both Chancellor of the Exchequer and Prime Minister, during the reigns of George I and II. Very little is known of the building process and costs as Walpole destroyed documentation – nothing new in MPs concealing expenses then! It is quite a masculine house, designed for show. Walpole commissioned William Kent [that man again] to undertake internal decorations including furniture and wall and ceiling paintings. However, Walpole left debts that were compounded by his descendants and in 1779 the entire collection of pictures were sold to Empress Catherine the Great of Russia. She gifted a large portrait of herself in return! Ownership of the estate descended into the Marquesses of Cholmondeley, and the present Marquess has re-ordered the interiors and hosted an exhibition of William Kent's work last year, when some of the paintings were returned on loan from St Petersburg [visited on the club's tour last October]. He has also replanted the walled garden where we were much taken with the flame fountain, the car owners being fascinated by its mechanism.



Houghton framed by Lord Cholmondeley



East Barsham framed by its gatehouse arch

After a very pleasant lunch in a marquee, we departed for an altogether different property, East Barsham, which Pevsner describes as 'the picture book ideal of an early Tudor house.' The property boasts the most glorious chimneystacks for which it is Grade 1 listed, and delightful terracotta ornamentation. The house was a romantic ruin for 150 years but still inspired eminent architects such as Pugin and Repton to sketch it. It was rescued in the 20th century, particularly by a Count Hapsburg-Lothringen, who became nicknamed as 'the Perhapsburg' by Norfolk neighbours as he disappeared in 1938 leaving a trail of debts. The present owner, Sir John Guinness, kindly gave us a tour, and his daughter and her young family treated us to tea in the garden from the largest ornate china teapots I have ever seen, and a 40-minute visit became somewhat extended to the obvious consternation of tour leader John Redmill.



Derek & Helen Allen approach Holkham



and William Corbett has a well-earned rest



What could be more quintessentially English – the three ‘C’s of cars, cricket and clouds at Holkham



The entrance front of Holkham



Stanhoe and Sue Taylor's Jeeves HLL34

So a little behind schedule we arrived at the stately Holkham Hall - to be met by the Earl of Leicester and his Countess. This privilege was solely due to new 20-Ghost club members John and Mary Narvell, near neighbours of the Earl in London. The Narvells are IGS members who were successfully seduced on the 2012 joint tour of Northern Ireland, and succumbed to acquiring a 1939 Wraith. It is painted a lovely yellow and black, but in conversation it transpired that the couple, from the US, have never seen the film 'The Yellow Rolls Royce' nor indeed 'Genevieve', and so Mary has been charged with correcting these gaps in their education. Holkham Hall is characteristically Palladian and designed not by Kent this time, but Matthew Brettingham, who was however heavily influenced by the former. It has the most impressive marble entrance hall, wonderful art and sculpture, and the most sumptuous bathroom, complete with tapestries. Our final house of the day was Stanhoe Hall. In 1699 Thomas Archdale, MP for High Wycombe, married into an influential King Lynn family and was gifted the house by his in-laws. Probably designed by Henry Bell, the well-known King's Lynn architect, it was the one we all fell in love with as a more manageable family home. Nick and Felicity Lyons, assisted by his mother Jennifer Lyons [widow of a Provost of Trinity College, Dublin] were superb hosts, treating us to drinks on the lawns in the evening sunshine – absolute bliss! – before we returned to the hotel for dinner.

Monday, our last day, was also bright and sunny. 12 cars went the short drive to Ryston Hall, but Brian and Joan Palmer sadly had to depart for home as Brian, and not his car, was the casualty this time, with back problems. Mrs Pratt, the owner of Ryston, had recently suffered a double tragic bereavement, but valiantly agreed to our visit and gave us a brief history of the house. Amongst the various anecdotes she related was one when a visitor arriving at the entrance hall, had sniffed and exclaimed 'wonderful - ancestral grime!' which her late husband had thankfully considered a compliment. The Pratt family has owned the manor of Ryston since 1500, and Sir Roger, an amateur architect who had done the European tour, designed the house himself. He had been knighted by Charles II for helping to supervise the rebuilding of London after the Great Fire of 1666. In the entrance hall is a wonderful painting showing the house before it was remodelled a century later by Sir John Soane. The grounds had a lovely Greek revival style loggia complemented by borders of early roses, philadelphus and geraniums. For coffee we were invited to Narford Hall, where, surprisingly, we were only permitted to view the exterior. The house is of at least 3 phases, early 1700s, early 19th century, and 1860.



The entrance front of Ryston



Jeremy Greene arrives at Sennowe

But our final visit to Sennowe Park, another house of mixed ancestry, more than made up for this. Originally built in 1774, the present house is largely an Edwardian creation. The external render of the Georgian house has been covered with intriguingly named 'mathematical tiles' to unify its appearance with the vast brick extensions of 1907 by George Skipper, the Norfolk architect, for Thomas Albert ['Bert'] Cook, the grandson of the man who founded the well known travel company of the same name. Bert's grandson, also Thomas, showed us his car collection including a 1920 Alpine Eagle Landulette, bought for £35 in 1963, a 1922 2-seater 20hp with central gear change and early radiator shutters, a 1914 Alpine Eagle tourer, a 1923 completely original 'barn find' 20hp 2-seater, a 1922 Austin 7, and a derelict Ghost hearse. The latter apparently veered off the road into a muddy field where it stuck, and was abandoned by the funeral directors until Thomas Cook made them an offer they were happy to accept.

Charles Temple- Richards, the nephew of this Thomas Cook, now resides in Sennowe Park with his wife Virginia and family, and they kindly hosted our farewell lunch in the fittingly grandiose Winter Garden-cum- Ballroom, where John Redmill was thanked for doing a splendid job of organisation and for herding cats [well, 50 people actually] by whistle for the weekend. He was presented with a fine Irish glass water jug by Jimmy Valentine on behalf of us all, after which we said our farewells and went our separate ways, reflecting on another most enjoyable tour. And is it to be Southern Ireland in 2015?



Two of Thomas Cook's cars in the stables



The cars in front of Sennowe Park



The butler serves our lunch at Raynham



The flame fountain at Houghton



Lord Leicester at Holkham

Photographs © Jeremy Greene, John Redmill & Jimmy Valentine

LIST OF NORFOLK PARTICIPANTS & CARS:

Dererk & Helen Allen	1920	SG	Brewster Salamanca	RE1657
Anthony & Gilly Armitage	1928	PI	Thrupp & Maberly Tourer	TYS221
Clive & Jane Barham Carter	1933	20/25	Barker Limousine	HS492
David & Sue Collier	1934	20/25	Hooper Sedan-de-Ville	AYV921
William & Clare Corbett	1920	SG	Woodhall Nicholson Tourer	79FLY
Jeremy Greene & Delwyn Klevenow	1924	SG	Windover Tourer	B1924
Rolf Kuhnke & Heidi Risch	1932	20/25	Gurney Nutting Sedan	GTZ40
John & Mary Narvell	1939	25/30	James Young Wraith Saloon	985BGW
John & Sue O'Dowd	1932	PII	Dual Cowl Tourer	SC8968
Brian & Joan Palmer	1921	SG	Barker Tourer	KF6676
Sue Taylor	1939	Wraith	Park Ward Touring Limousine	HLL34
Jimmy & Janet Valentine	1929	PI	HJ Mulliner Saloon	UV1923
Nick Whittaker	1936	PIII	Gurney Nutting Sedan	DLY380

John Redmill & Desmond Barry were Irish Georgians for the weekend

COMING EVENTS:

2014 SUBSCRIPTIONS & ADDRESSES:

It is presumed that all members have now paid their 2014 subscriptions in their chosen currency [ST£50.00, EUR€70.00, or US\$90.00]. If not, please immediately do so 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. Some members have informed Graham Tyson, the club's Membership Secretary, of their address changes. If you have moved recently, please send your new postal and e-mail addresses, etc, **NOW** to Graham at The Old Vicarage, St Minver, nr Wadebridge, Cornwall PL27 6QH, gtyson2@triscali.co.uk [and not to any other Committee member, please!!]. REMEMBER, if he 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.

FORTHCOMING EVENTS for 2014 and 2015 – other 2015 events will be announced in due course:

The following are correct at time of going to press, but may change as arrangements are progressed. Please download details, bookings forms and other information for all events from the club website, checking when these become available; no forms or other details are available yet for the 2015 events noted below. If members do not have access to the website and wish to apply for an event, they should contact that event organiser to request further details and a booking form.

Thursday 2nd to Sunday 5th October 2014:

Tour of West Sussex
[Tim Forrest]

Friday 24th to Monday 27th April 2015:

Weekend Tour of Hampshire & Wiltshire, with
the Annual Spring Lunch at Armsworth Park House
[Strone Macpherson]

Saturday 28th February 2015:

AGM & Annual Dinner
Corpus Christi College, Cambridge
[John Stuttard]

Second half of May 2015 – exact dates still to be finalised:

Joint tour of Southern Ireland with Irish Georgian Society,
immediately followed by **20-Ghost Club tour of West Ireland**
[John Redmill]

THE AUSTRALIAN CHAPTER is having its 2014 National Tour from 12th to 18th October touring the Adelaide Hills and surrounds in South Australia. Details can be obtained from Rory and Lizzie Poland, the tour organizers. The Chapter's Annual Tour next year will be from 11th to 17th October 2015, in the southern Highlands of New South Wales.

BACK COVER: In thanks for everything they both did in organizing the 2013 Centenary Alpine Rally, Chairman John Stuttard presents Tim Forrest and Nick Naismith at the AGM in the Travellers' Club with modern replicas of the glass decanter originally given by the Archduke Leopold Salvador of Austria as one of the prizes in the 1913 Austrian Alpenfahrt, and which is now the club's Alpine Trophy. This year it was awarded to John Kennedy.

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