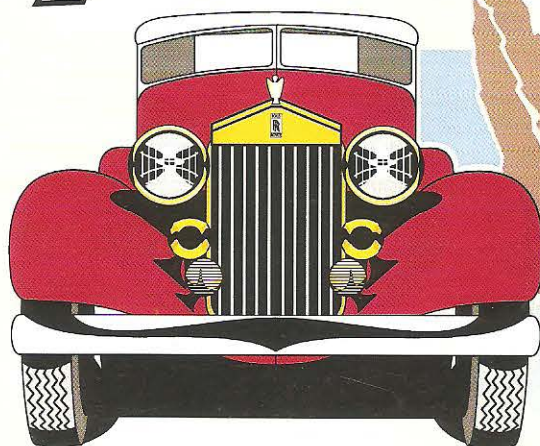


Rolls-Royce Centenary Tour to Monaco

2004



20-Ghost Club – Participants on 2004 Centenary Rally

Year	Model	Body style	Coachbuilder	Chassis No	Reg No	Owner/passenger
1912	Silver Ghost	Roi des Belges	Replica	1888	RR-6490	Rick & Yvonne Hensby
1912	Silver Ghost	London to Edinburgh	Crailville (Holmes style)	1948	J-1	Tim & Pat Scott
1912	Silver Ghost	Torpedo Tourer	Barker	2154	R-1487	Tim, Susie, Erica & Kate Forrest
1914	Silver Ghost	Tourer	Houston of Sydney (1992)	6TB	SV-9325	John & Liz Milverton
1914	Silver Ghost	Tourer	Marston	41YB	LW-6471	Peter & Ann Golding
1919	Silver Ghost	Tourer	Flewitt (1919)	51TW	AC-4444	Graham & Gill Adams
1920	Silver Ghost	Tourer	Woodall Nicholson	60AE	DS-9639	William & Clare Corbett
1921	Silver Ghost	Tourer	Barker	149AG	KE 6676	Brian & Joan Palmer
1921	Silver Ghost	Tourer	Lopez	60NE	SV-6608	Gervase & Margaret Forster
1922	Silver Ghost	Tourer	Hooper	6PG	P-181	Clayton & Helen Banks
1924	Silver Ghost	Tourer	Smith & Waddington	64EU	YDJ-850	John Matheson & Jeanne Eve
1927	Phantom I	Torpedo Tourer	Jacobs (1960)	26EF	AYE-2	Graham & Piers Ashley-Carter
1927	Phantom I	Tourer	(1979)	95LF	YU-7464	Ken & Jane Forbes
1929	Phantom I	Saloon	H J Mulliner Weymann	1OR	UV-1923	Jimmy & Janet Valentine
1930	Phantom II	Dual Cowl Tourer	Hooper	62GY	GH-2966	Strone & Alex Macpherson
1931	Phantom II	Continental Touring Saloon	Barker	50GX	GP-6800	John & Lesley Stuttard
1933	Phantom II	Continental Sports Saloon	Freestone & Webb	74MS	KF-634	Ken Fairbairn & Anne Haynes
1933	Phantom II	Continental Tourer	James Young	31MW	ALP-178	Roland Duce Alex & Oliver Duce
1933	Phantom II	Continental Drophead Sedan Coupe	Barker	80MY	AGN-333	Michael & Angelika Elliott
1934	Phantom II	Drophead Sedan Coupe	Penny (1994)	156SK	HXC-545	Tom & Nancy Lee
1929	20/25	Three-quarter Coupe	Thrupp & Maberly	GX094	GF-4146	Michael & Kate Smith
1934	20/25	Open Tourer	Oxborow & Fuller	GFE14	LIP-RR34H	Otto & Rensche Raker
1939	Wraith	Drophead Coupe	Gurney Nutting	WMB56	2224-PF	Dieter & Eva Bonitz
1998	Range Rover	4.6 HSE			R242 DNM	Roy O'Sullivan (Support vehicle)

Note: Charles & Ute Howard joined for part of the tour

20-GHOST CLUB CENTENARY TOUR TO MONACO

- In the tyre tracks of Rolls and Royce

Two half bottles of champagne for himself and lots of cold tea for his navigator and mechanic was what the Hon Charles Rolls requested for his record breaking drive from London to Monte Carlo in 1906 in a Light Twenty. He was so confident that when Claude Johnson suggested that he send him four telegrams en route re his progress, Rolls replied, "You might just as well send them all together from Monte Carlo before we start, because we are going to do it!" And that sums up beautifully the recent Centenary Tour from Buckler's Hard to Monte Carlo and the optional return to Epernay, albeit with a few more bottles of champagne and wine.

No chateaux, no fine wine and no Automobile Club de Monaco were available for Charles Rolls but they were for us as we reminisced and celebrated Rolls' association with Royce and Johnson. Let's not forget Lord Montagu in this equation either. Johnson persuaded Lord John Montagu to buy a Silver Ghost and converted him to the virtues of Rolls-Royce to such a degree that he turned on the switch at the new factory in Derby in 1908, saying in his speech, "Now ladies and gentlemen, I see in these three gentlemen an ideal combination. You have the man of business Mr Claude Johnson, you have one of the most skilled drivers and practical men of our time, Mr Rolls, and you have Mr Royce, the mechanical genius and constructor."

An ambitious drive of 16 days along the best scenery, accommodation, culinary delights, wine and champagne which France and Monte Carlo could offer plus visits to historical sites was the brainwave of John Stuttard to celebrate the 1904 meeting between Rolls and Royce and the production of the first Royce car. Behind the scenes, Tony Dyas arranged the finances and Tim and Susie Forest collated the navigation notes, which were enticingly enriched with photographs of relevant scenery and buildings, all enfolded in plastic sleeved books. 23 pre-war Rolls-Royces, mostly owned by British participants with two couples each from Germany and Australia and one from Austria (see list at end for details) enjoyed a modern challenge even if no records were broken.

2004 also marks the Centenary of the Entente Cordiale, a milestone in the history of the relationship between Great Britain and France. After many centuries of war, which almost broke out again in 1901 as a result of a spat at Fashoda in Southern Sudan, peace was brokered between these two great nations.

Since its formation in 1904, the same year as the Entente Cordiale, Rolls-Royce has had a special association with France:

* For 20 years (between 1911 and 1931) Sir Henry Royce spent the winter months in Le Canadel, on the Golfe de St Tropez, where his design team joined him to create some of the world's most spectacular and efficient engines – the Merlin and the Phantoms (I and II) as well as the 20/25.

* The Hon Charles Rolls became the first person to cross the Channel in both directions in the same flight – in 1910, shortly before his death while flying at Bournemouth

International Aviation Week, so becoming the first Briton to perish in an aviation accident.

* The day after the outbreak of World War I, the War Office asked the Royal Automobile Club to provide four Rolls-Royce cars and drivers ('the last word in speed and reliability') to act as King's Messengers in France. 48 hours later, these motorised King's Messengers were on active service in France. Their proud boast was that their daily run was, despite heavy enemy bombardment, so reliable that 'you can set your clocks by them'.

* During the retreat from Mons the beautiful Duchess of Cazes, determined that the family Rolls-Royce should not fall into the hands of the Germans, gave it 'for the duration' to a grateful English officer. It did 50,000 miles, without a single overhaul, in ghastly conditions. After the War it was returned to the Duke's chateau, still running as smoothly as ever.

* In the 1920s and 1930s most Rolls-Royce motor cars were road-tested in France because the roads were faster than in England and the French police were more 'co-operative'.

* It was at the Grand Concours d'Elegance in Biarritz in 1930 that perhaps the most desirable of all Rolls-Royce models, the Phantom II Continental, was awarded the Grand Prix d'Honneur.

* The first British cars to land in France at the start of the First World War (and on D-Day in the Second) were Rolls-Royces. The first motor car to land in Normandy in 1944 was Monty's Rolls-Royce. It landed on Day One of the Allied invasion.

* One of the most remarkable journeys made in a Rolls-Royce was by Stanley Sears, in 1973, in a Corniche. He drove from Dunkirk to Marseilles (for lunch) and back to Dunkirk (for dinner). His time for the 1,330-mile journey was 17 hours 22 minutes, averaging almost 78 mph. Excluding the stop for lunch the average speed was 85 mph.

* Then, in 1962, the 20-Ghost Club organised its first Continental Tour – to Monaco, where the cars and their drivers were welcomed by HSH Princess Grace.

* It is reported that Monaco has the highest per capita ownership of Rolls-Royces – one for every 65 inhabitants. For the marque stands for wealth and opulence, as well as total reliability and endurance.

So it was very fitting therefore that the 20-Ghost Club, the oldest Rolls-Royce club in the world, should commemorate the Centenary of Rolls-Royce with a tour of France, a country with which the marque has long been associated, culminating with a concours and a gala dinner in Monte-Carlo, at which Royalty would be present.

It was no accident that Buckler's Hard, Hampshire was chosen for the flagging off by the present Lord Montagu, standing next to his famous 1909 Silver Ghost. The

previous evening, Edward joined us for dinner and spoke about the link between father and Claude Johnson. Nearby, of course, is the world-renowned National Motor Museum with its stunning collection of cars and automobilia encompassing over a century of motoring history.

We were also pleased to welcome Philip Hall, Director of the Sir Henry Royce Foundation and a key supporter of the 20-Ghost Club. The evening began with a briefing for all participants, by John Stuttard and Tim Forrest, with words of caution about the increased activity of the French police in relation to speeding and drink-driving and the difficulty, in some areas, of obtaining petrol on a Sundays. The Tour Organiser also thanked Tony Dyas, the Treasurer, for all his help in recording hundreds of transactions as well as receiving and paying hundreds of cheques and invoices – a mammoth effort, for which all expressed their thanks.

Armed with route books, an informative booklet about the participating cars (expertly prepared by Nigel Hughes) and relevant Rolls and Royce stories, car plaque, poster, ferry tickets and Monte Carlo car park ticket, the sun shone as we drove off on August 26th. Through the New Forest and onto the first historic site, which was a forerunner of future navigation hiccups. Our cars took different directions while camera clicking locals provided clues as how to find the engraved round memorial plaque, laid on the ground in an obscure corner of the playing field at St Peter's School, Southbourne, a suburb of Bournemouth. The Headmaster, Anthony McCaffrey, of St Peter's School generously welcomed us despite the fact that our visit coincided with the announcement of the GCSE results. Apparently they were good. It was a moving moment, standing in the corner of the field where one of the two founders of the world's greatest motor car company had met his end. The plaque read, 'This stone commemorates the Hon. Charles Stewart Rolls who was killed in a flying accident near this spot on the 13th July 1910, the first Briton to die in powered flight.' He died instantly from a broken neck, aged 33, when his French built Wright bi-plane, with a new tail design, nose-dived in a 'landing competition'. Only a month earlier, he had become the first man successfully to fly, non-stop, the return trip across the Channel, also in a Wright bi-plane. Rather than a time of sadness, we recognized Rolls' great enthusiasm for new ventures and speed whether for cycles, cars, balloons or planes. We were inspired by his zest for life and his continuing influence on us today.

Another history lesson awaited when we stopped for lunch in West Wittering at 'The Old House at Home' pub. Here we were joined by Eri Heilijgers, a former Chairman of the R-REC, who had driven a new (2004) Phantom from Goodwood. For 16 years Sir Henry Royce lived within walking distance of the pub - at Elmsted, a double storied house with shuttered windows. We had all seen photographs of this house and it was a joy to recognize the exterior of Royce's summer home and the garage/barn next door (courtesy of David & Jackie Gray), with its workbench on which prototypes of his famous engines (including the Merlin) probably sat. The R-REC had arranged for round memorial plaques to be affixed to both the street wall and the workshop, stating, respectively: 'Sir Henry Royce lived here 1917 – 1933' and 'This building was used as a workshop by Sir Henry Royce 1917 – 1933' accompanied by a diagrammatic R-R grille. We wondered whether Royce's mantelpiece still existed on which Eric Gill had carved the motto, '*Quidvis recte factum, quamvis humile, praeclarum*'.

With a few hours to spare before embarkation on the Brittany ferry to St Malo, we drove to Portsmouth and parked our still clean vehicles as a crowd pleaser, near Victory Gate, whilst we explored the historic Portsmouth Historic Docks with its maritime museums, the 1860 steam warship HMS Warrior and the famous HMS Victory.

21 cars crossed the Channel to be joined by two others (Tim & Pat Scott and Otto & Rensche Raker) in France. Regrettably the Slee's 20HP, which had recently been restored, was withdrawn after Day 1. All 23 cars were built before 1940, as eligibility for membership of the 20-Ghost Club is restricted to owners of Rolls-Royce cars manufactured before this date. The cars representing most of the models from 1910 onwards, namely 11 Silver Ghosts, 3 Phantom Is, 6 Phantom IIs, including 4 Continentals, 2 20/25s and a Wraith. A full list of the Rolls-Royce cars and participants who crossed to France is reproduced at the end of this edition of News & Record.

On arrival at St Malo, the group was welcomed in the old town by the Mayor, who hosted a breakfast and thanked the participants for driving their cars through France and admired the magnificent machines parked near the Mairie. The cars then set off for the first day in France – 180 miles to Chateau de Marçay, just south of Chinon on the Loire. The route through France (around 3,000 miles in total) had been chosen by the Stuttards based on many French holidays, including five Monte-Carlo Rallies for "Voitures Anciennes". In the main, they were "D roads" – quiet, straight (in places), through beautiful scenery and past all the great wine growing areas.

It was soon time for us to learn the joys of navigating on French country lanes. It took a day or two to become familiar with the computer generated route notes, which listed suggested road numbers and place names so leaving us free to plot the route on road maps. At least our situation was not as dire as that of the navigator, H Massac Buist, for Rolls who, when lost in the middle of a wet night in France, resorted to reading his marked route map in front of the oil side lamp with the ink running in the rain and the paper turning to pulp.

Unlike Rolls who drove 771 miles from Monte Carlo to Boulogne in 28 hours 14 minutes, our days were slower but still 200 miles plus with a couple of rest days thrown in. Participants in Silver Ghosts were generally first down in the dining room and en passage in order to cover the distance, plus have time to stop for lunch and sample the 'plats du jour' in various cafes or auberges of their choosing. Others in the faster Phantom IIs had more leisurely days and time to stop at the fascinating 12th century churches and abbeys and other attractions dotted throughout France.

The first day was peaceful and the Loire was reached soon after lunch. Elegant accommodation was a highlight at the end of each day and each Chateau had its particular charm. On arrival at Chateau de Marçay, the cars parked on the gravel and grass of the courtyard of this 15th Century chateau, where the first of the wine-tastings took place shortly before dinner. Monsieur Beteille, the owner, explained the local Chinon red wine, made from the Cabernet Franc grape, and delicious white made from the Chenin grape. Chateau de Marçay was remembered for its sumptuous dining and, we noticed, a use for every size and style of glass in food presentation.



Photos:

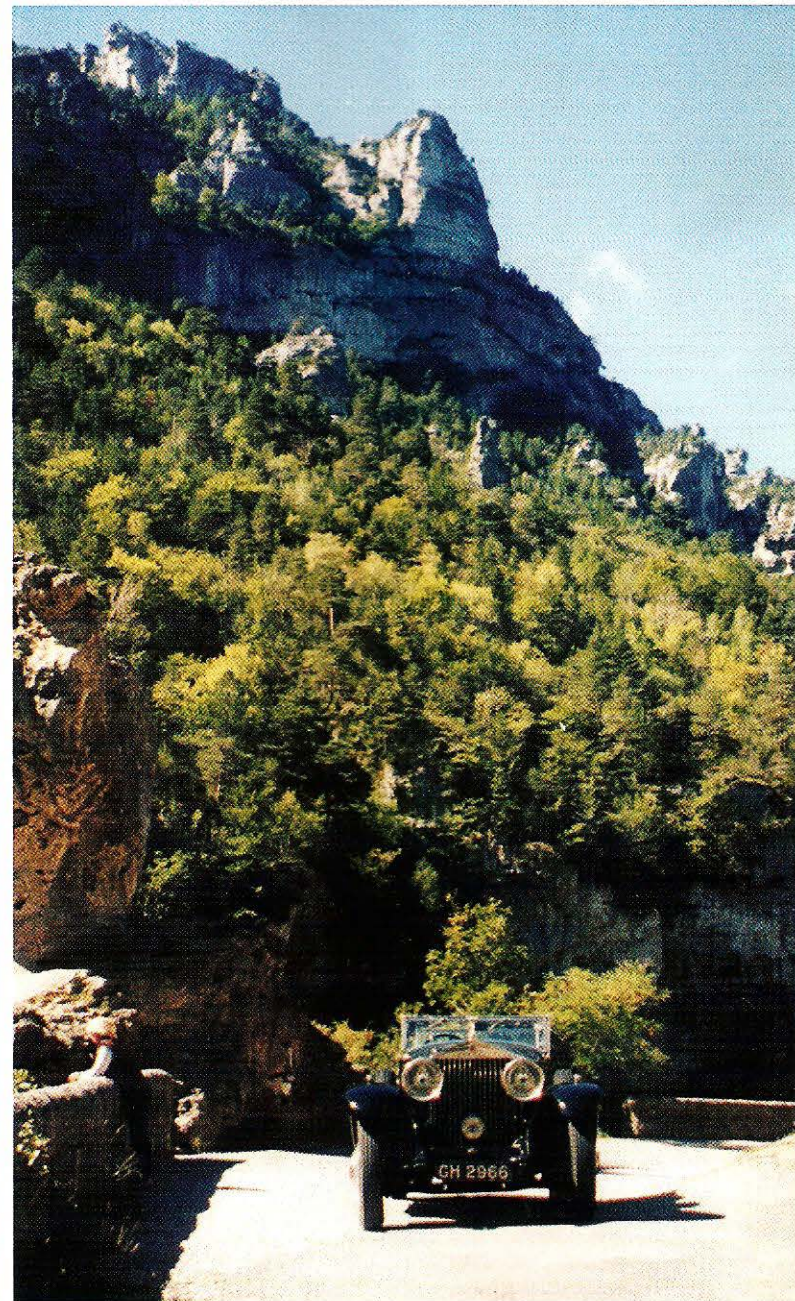
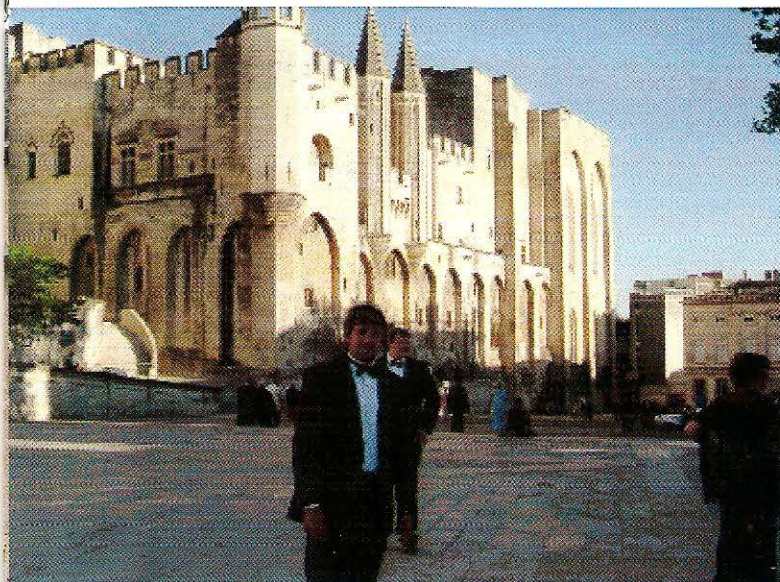
Left; Lord Montagu with his 1909 Ghost, ready to wave off the participants; John Stuttard at the C S Rolls memorial; John Matheson and Jeanne Eve leave Portsmouth

Right: Rick and Yvonne Hensby first to be waved off at the start; The line -up at Portsmouth; First stop in France -St Malo



Photos:

Left: Chateau Marçay; Chateau Teyssier; Gorge du Tarn
Right: Rural traffic; Chateau Mercues



Photos:

Left: Gorge du Tarn; Palais des Papes, Avignon; Entertainer at the Palais des Papes

Right: Anglo-Aussie Picnic in the Gorge du Tarn - Tim and Susie Forrest with John and Liz Milverton; Strone Macpherson's 62GY in the Gorge



Photos:

Top: Monte Carlo
 Left: Enrolment at Chateau de Montcaud
 Lower Left: The last stop, Chateau d'Etoges, near Epemay
 Right: Dinner at Chateau d'Etoges
 Upper: Angelika Elliott (back to camera), Tim Forrest,
 LesleyStuttard, John Milverton, Susie Forest, John Stuttard, Jeanne
 Eve, Michael Elliott, Liz Milverton
 Middle: Brian & Joan Palmer, Kate and Erica Forrest, Otto and
 Rensche (half hidden) Räker, Ann & Peter Golding
 Lower: Graham Adams, Janet & Jimmy Valentine, Gill Adams,
 Clare Corbett, Strone Macpherson, Yvonne Hensby (part hidden),
 William Corbett, Alex Macpherson

The following day was a rest day, at Chateau de Marçay, affording the opportunity to see Chinon or taste wine at Vouvray, some 50 miles away. Unfortunately this was to be the only really wet day in 16 days of sunshine. This did not deter some (the Forrest daughters, Kate and Erica) from visiting Chinon, the town where Richard the Lionheart died and where Joan of Arc met the Dauphin. Nearby, Fontevrault Abbey, which some participants (including William & Kate Corbett) visited, is the burial place for no fewer than three kings and queens of England – Henry II and his wife, Eleanor of Aquitaine, and their son Richard I. Those who went wine tasting were rewarded with some delicious Vouvray sweet wine made by Domaine Huet at the town just east of Tours. The cellars were some of the oldest we visited, hewn from the rock when Tours Cathedral was made in the 14th Century. Lesley Stuttard apologised for the fact that not all the cars had turned up for the wine-tasting on the grounds that some were without hoods to protect them from the rain or in French “sans capote” – words which actually have a very different meaning from those intended “decapotable”. Despite, or perhaps because of, this faux pas, a splendid lunch followed the wine tasting at a local hostellerie recommended by the Chef Viniculteur, Jean-Bernard Berthome. This was the first of many wine tastings arranged through Derek Smedley, a wine consultant who currently advises the Mansion House in the City of London on the choice of its wines for laying down for the great City banquets. Thanks to Derek for arranging some memorable wine tastings on the Tour, of which more anon. The rest day also afforded the opportunity for some to attend to their cars – oiling and, in one case, John Matheson & Jeanne Eve, repairing two tyres, damaged when a grass verge turned out to be a concrete culvert. Two more tyres were ordered from a certain UK vintage tyre distributor to be delivered to Monaco and, in the event, never turned up!

After a second excellent dinner at Chateau de Marçay, the group, now comprising 24 cars and 53 people, including two Forrest daughters and two Duce sons (who drank away the small hours of each morning) – and Roy O’Sullivan, the tour engineer set off on Day 4 for the 220 mile drive to the Dordogne. After another pleasant day on more “D roads”, the main hotel for the night was Le Vieux Logis at Tremolat, with a small breakaway group at the overflow hotel of Le Manoir de Bellerive. The Le Vieux Logis was rated highly by those who stayed there, with its friendly staff and classic French styled gardens.

Day 5’s route took the group via Montbazillac to St Emilion, where Jonathan and Lynn Malthus of Chateau Teyssier had laid on a splendid buffet lunch to accompany their delicious wine, made from Merlot with some Cabernet Franc and Cabernet Sauvignon, in a setting comprising some of the most modern wine-making equipment we were to see on our Tour. Others, including Ken Fairburn and Ann Hayes and Ken and Yvonne Hensby, who wanted a shorter journey, visited some of the fortified towns of the Dordogne region, scenes of fierce battles in the 14th and 15th Centuries, after successive English kings attempted to hold on to land brought to the English crown by Eleanor of Aquitaine.

Our hotel for the night was the spectacular Chateau Mercues, situated in a dominant position above the Lot valley near Cahors and the summer residence for 12 centuries of the Bishops of Cahors. We were greeted by the

owner, Georges Vigouroux, who dipped his pipette into the barrel to enable participants to savour the 2003 vintage – a dark ruby colour with a perfume of soft fruit and sweet spices.

Day 6 took the group through the spectacular Gorges du Tarn – a long (260 mile) day but memorable for those who drove their cars along the twisty road through the gorge. Lunch at the Chateau de la Caze, for those who stopped, proved a highlight, where kayaks and canoes could be seen shooting the rapids. Late arrivals were the order of the day at Le Prieure at Villeneuve-les-Avignon, a haven of peace just across the Rhone from the busy and ancient town of Avignon. This hotel was remembered for its courtyard breakfast although it took the Faulty Towers award for the compulsory token required to open the security driveway gate onto the street and le baggagiste who was around but not able to commence work until the designated morning hour.

Day 7 was another rest day and, while some oiled and attended to their cars, others walked into Avignon and a large group visited Chateauneuf du Papes and the vineyard of Chateau Vaudieu, the family home of Laurent and Olivia Brechet. Here the wines, from the Grenache grape, were made in mainly red, but also a delicious white, in an environment combining old and new methods. The highlight of the day was the gala (black tie) dinner at the Palais des Papes in Avignon where Popes had lived for a century. It was the largest Gothic palace in Europe and home to the Sovereign Pontiffs in the 14th century. Enormous power and wealth held by the Church throughout France in the Middle Ages radiated out from Avignon, *Altera Roma*, already an established trading centre and important commercial and cultural city in the 12th century due to its famous bridge across the Rhone river. Golden sunrays at dusk illuminated the austere battlements and the huge figure of Jesus on high as we strolled into the impressive courtyards and up the stairs to the upper cloisters. Admiring the Grande Salle with its parquetry arched ceiling, mullioned windows and tapestries, one could imagine the scale of entertaining with the kitchen and its massive hexagonal chimney at one end. After yet another wine tasting (of Cotes de Rhone wine) in the Grand Salon Tinel of the Palais, the Provencal style dinner was served in the cloisters.

Setting the scene for us was a highly entertaining trio of medieval minstrels. Dressed in troubadour tights, velvet hats and bandanas and bright waistcoats and playing loud medieval instruments: drums, large tambourine, bagpipes and flute they sang and teased the occasional male English participant who definitely held no same sex proclivities. Gervase Forster was singled out as the focus of the lead singer’s attention (and apparent affection). We have never seen Margaret in such tears of laughter- and it was all recorded on movie camera by Peter Golding who took some wonderful photos on the Tour.

On Day 8 the group set off for the coast – to Le Rayol-Canadel, the winter home of Sir Henry Royce. After the vineyards of the Loire valley and Bordeaux region, the medieval towns of the Perigord and the Chateauneuf de Papes vineyard, the road swung high into hot and dry Provence with its peach and olive orchards and shuttered stone houses surrounded by dark pencil pines. No wonder this was a favourite haunt for artists and is famous today for

its gay Provencal fabrics, signature cicada and lavender. All vehicles were progressing well, having been tested on the fabulous hairpins of the Gorges du Tarn in Midi-Pyrenees the day before and now it was time to climb the narrow winding road of the Alpes de Haute Provence before suddenly viewing the breathless drop down to the cobalt sea of the Cote d'Azur and feel its cooling breezes. Clayton & Helen Banks had to return to England for the harvest which had been late this year and Tom & Nancy Lee returned to avoid the long journey to the South. However, we were joined by Charles & Ute Howard, whose Phantom II had not yet emerged from the restorers and who came in a modern car. On this leg of the journey, the first major problem occurred with one of the cars – a modern overdrive (a Laycock) fitted to John Stuttard's Phantom II Continental gave up the ghost. It is always said that when you change an original Rolls-Royce part then you're asking for trouble. After some quick phone calls to John's secretary, Sandra Cross in London, the original prop shaft was airlifted to Nice and reunited with the chassis the following afternoon so enabling the car to be on its way less than 24 hours after the mishap. The Bailli de Suffren at Le Rayol-Canadel was judged to be one of the finest seaside resort hotels many had stayed at – private beach, excellent service and food, quiet location.

Had Sir Henry Royce, accompanied by Nurse Aubin, driven these roads too? For down below lay his winter home, Villa Mimosa, near the Avenue Sir Henry Royce in Le Canadel. Here he spent four months a year, for health reasons but also to keep him away from the factory and his on-the-spot staff dismissals. Royce continued to work and design – nearby was Claude Johnson's villa and Le Bureau. We took our cars up the steep road to view the plaque outside his modest mansion and read, '*Dans cette propriété a séjourné de 1911 à 1931 Sir Henry Royce Mécanicien*' before returning to the tight blind corner where yet another plaque stated, '*A la mémoire de Sir Henry Royce Mécanicien (1863 – 1933). Le Canadel et ses hivers cléments lui ont permis, entre 1911 et 1931, d'y concevoir et accomplir, pour l'automobile comme pour l'aviation, des moteurs et des machines sous le signe de la perfection.*' It is reputed that Royce sent his Silver Ghost out each day for milk and we thought how arduous that corner would have been for the driver.

On the last day of the southwards tour (Day 9), breakfast was on the terrace of the Bailli de Suffren and many voiced wishes to stay longer at this beach venue. However the coast road was glorious with azure seas sparkling with luxury yachts and cruisers, past forested bays of St Tropez and the terra cotta hills and headlands tumbling into Cannes and popular Nice. There was a choice of taking either the spectacular Grande Corniche or the Moyenne Corniche into Monte Carlo although a few simply took the quick motorway. For John & Liz Milverton the journey was memorable as the offside hub of the front axle sheared and could have caused a really nasty accident. Fortunately they stopped for petrol and John noticed that the front wheel was about to fall off. Seeing their plight, a charming French couple offered them an apron and gardening gloves so that they would not get dirty effecting repairs. In fact, after a few hours tracking them down they were rescued by a pickup lorry and taken to Monaco to which a replacement part was similarly flown (organised again by Sandra) and the car was operating again less than 24 hours later. Roy had performed two miracles in two days.

In its heyday, opulence and glamour surrounded the Casino, the Cafe de Paris and the Hotel de Paris, our home for the next two days. Today there are tourists everywhere, eager to people watch and in our case, car watch. The gazes and the gasps increased when our vintage cars took pride of place around the circular garden and flagpoles of Place de Casino, nudging out the latest models: Bentley, Lamborghini, Maybach, Ferrari – to name a few. Wealth is casual and on conspicuous display in luxury toys for the road and sea in Monte Carlo which boasts the highest per capita ownership of Rolls-Royces, one for every 65 inhabitants. One of the earliest Rolls-Royces to park in front of the Hotel de Paris was the Silver Ghost Tourer, 2521, driven by James Radley on November 4th, 1913 when he broke the world record for the London to Monte Carlo run in 26 hours 4 minutes.

The dinner on the first night in Monte-Carlo was casual, at the Café de Paris, and afforded the opportunity for an early night. Day 10 was in theory a rest day but the first part of it was spent washing and cleaning the cars ready for the display in Place du Casino and the Concours in the evening. Monte-Carlo is used to Rolls-Royces and used to cars being spotlessly clean. The main garage on the sea front has been used for years by many wishing to impress the Monegasque public (and visitors) after several days of hard driving. On this day, not only 20-Ghost Club members could be found having their cars cleaned – Roger Moore (alias James Bond) was also keen to see his Volkswagen Convertible restored to pristine condition. A champagne reception followed, courtesy of Rolls-Royce, on the roof terrace of the Café de Paris. Overlooking the Place du Casino, the group could see their (now clean and polished) cars parked around the grass roundabout, in front of the Hotel de Paris and the Casino, alongside the new Phantom, which had been driven by Rolls-Royce (Chris Sukhu) especially for the occasion. Lunch followed at the sumptuous Salon Excelsior at the Hotel Hermitage at which Chris also gave a speech on behalf of Rolls-Royce Motors. The evening was to be the highlight of the tour as the cars were driven from the Palace du Casino to the Boulevard Prince Albert 1er along the quayside outside the Automobile Club de Monaco for the Concours. Dressed in black tie and evening dresses, the participants awaited the arrival of HSH Prince Hereditaire Albert who inspected all the cars and gave the prize for the Concours, chosen by Yve Ferry the glamorous wife of Michel Ferry, President of the Historic Car Commission of the Automobile Club de Monaco. John Stuttard gave HSH a souvenir of his welcome and attendance at our visit and also gave a souvenir to Yve Ferry. Also present were Michel Boeri, the President of the Automobile Club de Monaco, and his wife. The paparazzi were in evidence, with flash bulbs popping, and stories appeared in the next day's Monaco-Matin edition of Nice-Matin. After the Concours, won by Graham & Gill Adams – unbelievably mirroring an event 50 years earlier when Graham's father won the concours in Monaco with same car, there followed a magnificent dinner at the Club, kindly arranged by the ACM and its efficient manager, Ruchdi Hajjar. During dinner, the trophy of "Spirit of the Tour" was awarded to Michael and Kate Smith for their charming company and because they had driven the smallest car (a 20/25) the longest distance (from Scotland) to participate in the Tour. Some revellers and compulsive gamblers stumbled out of the Casino in the early hours for a short night, given the early start needed on the following day.

Day 11 was one of the longest days of the Tour (260 miles), demanding an early getaway before the heat of the sun, through Grasse and climbing up the Route Napoleon and then through the Gorges du Verdon. Brian and Joan Palmer stopped for coffee breaks, lunch and to see a museum, yet still arrived in time for dinner. Judged by all as spectacular and demanding, the day's journey finished with a ceremony at Chateau Montcaud, organised by owner Rudi Baur, where five of our number (Tim Forrest, Strone Macpherson, Charles Howard, John Stuttard and Jimmy Valentine) were each made Confreres de Cotes de Rhone, after a demanding test of two wines they were given to taste and determine correct answers posed by the Chevaliers, wearing turquoise and yellow robes. Chateau Montcaud was voted a hit by participants for its service, food and rural atmosphere.

Next morning after a relaxed and cool breakfast on the lawn, it was time to hit the road again (for Day 12) and climb into the mountainous countryside of the Rhône Alpes where second gear was needed for the first time. Again temperatures climbed, as did the level of fatigue, which fortunately was abated by the tranquil Lake Annecy that evening. Our hotel for the night was the Abbaye de Tailloires – a former Cistercian abbey that had lost its austerity and retained its charm - on the shore of one of Europe's cleanest lake into which Michael and Angelika Elliott, the fittest of tour participants, jumped soon after arrival. Dinner (and breakfast the following morning) were *al fresco* and much enjoyed.

By Day 13, participants really felt to be on the homeward leg. An easy and pretty journey through the Rhone valley to Burgundy. Ken & Jane Forbes were spotted at a small village restaurant and were soon joined by John Matheson and Jeanne Eve for a delicious rural lunch with the main course, cooked tongue. We were to spend two nights at Chateau de Gilly, near Nuits St Georges, where the cars were parked at the front of the Chateau, which had once been an abbey. In a convenient location for wine tasting in Burgundy, that's exactly what we did on Day 14, after a short drive into Beaune to be welcomed by the Mayor and Madame Meurgey of Maison Champy. This ancient house bottles wines from a number of vineyards in Burgundy not least Pernand Vergelesses, Meursault and Clos de Vougeot. It was here in the 1890's that Louis Pasteur was asked by Napoleon III to solve the mystery of why wine turned to vinegar. His solution was rapid fermentation and the success of French winemaking is now legendary. The other interesting link to history was that Monsieur Eiffel who lived in nearby Dijon designed the steel beams supporting some of the inner structures. After a fascinating tour of the now defunct 19th century wine-making machinery, the ancient 15th century cellars and the modern bottling facility, a superb buffet lunch was served (of charcuterie, cold cuts, tarte de maison and local cheese) to complement the wines explained by Dimitri Bazos, the Chef Viniculteur, and Jaime Dutton, head of sales. Later that day dinner was served in the undercroft of the old abbey at the Chateau de Gilly.

Day 15 was the last official day's driving (of 180 miles) taking the group through the rolling countryside of Burgundy and Champagne (Joan of Arc country). In Epernay we had our final tasting at Pol Roger, arranged by UK representative James Simpson, under the auspices of family member Hubert de Billy, who welcomed the group. The cellars under Epernay are vast, with millions of bottles,

just a few of which were kindly offered for tasting at the end of our visit. Down 35 metres we learnt how champagne bottles are stored, turned and raised to bring sediment to the neck before being brought back to street level for disgorgement by icing and popping procedures. With the constant chinking of glass, every bottle is then corked, labelled and packed for export. This was the final thank you and presentation of a 20-Ghost Club memento along with the speech of how were we celebrating not only the Rolls-Royce centenary but also the centenary of the Entente Cordiale between France and England. What better way than over a glass of excellent champagne, as the Hon Charles Rolls did in his record beating 1906 journey.

Richard Hensby (and his passengers) unfortunately missed the champagne visit as a serious mechanical problem occurred to his 1912 Silver Ghost, when two of the three bolts holding his engine to the gear box broke. With Roy's help this was quickly sorted and they were able to join in again after just a few hours' repair.

Dinner that night, at the romantic Chateau d'Etoges, was served after another champagne reception in the courtyard of the old chateau. The final of the three black dinners finished with speeches of thanks and goodbye hugs, as a demanding, memorable and hugely enjoyable Centenary Tour came to an end with the usual mechanical incidents, with a huge sense of fun - and great achievement on the part of those who were fortunate enough to have participated.

3,000 miles down the track and a grand tour emphasizing not only driving magnificent machines in spectacular countryside, but also the pleasures of fine wining and dining in spectacular chateaus, was now over. Historical memories had been recalled and we are sure that Sir Henry Royce and the Hon Charles Rolls would have been suitably impressed by what had been achieved, and enjoyed, on this 2004 Rolls-Royce Centenary Tour to Monaco.

Written jointly by Jeanne Eve and John Stuttard

Photos by Erica and Kate Forrest, John Stuttard, Strone Macpherson



Chassis GXO 94, Reg. No. GF 4146, a 1929 20/25 horsepower Rolls-Royce owned by Michael and Kate Smith, with a 3/4 coupe body by Thrupp and Maberly, awarded the "Spirit of the Monaco Tour"

Spirits of yesteryear bring smiles to faces as they roll into Historic Dockyard or

MOTORING and maritime history came together when a group of vintage Rolls-Royces descended on Portsmouth dockyard. Two dozen pre-1940s Rollers lined up at Portsmouth Historic Dockyard yesterday as part of the motoring legend's 100th anniversary celebrations.

And joining the fun was Rolls-Royce's latest model, the £250,000 Phantom, which is made at the car legend's factory at Goodwood, West Sussex.

Dockyard spokeswoman Joanne Shaw said: "The cars were lined up near Warter and they made a fabulous sight."

"We're very busy at the moment and the cars added a bit more excitement for visitors."

The vintage cars - including Silver Ghosts and early Phantom models - were sailing to St Malo before embarking on a 16-day tour of France that will climax in Monte Carlo, where one in every 65 people owns a Rolls-Royce.

The centenary world tour has already taken enthusiasts to New Zealand and Australia.



LEFT: A 1919 Rolls-Royce Ghost drives out of the Dockyard. ABOVE: The Rolls-Royces lined up during their stop on a tour before they head to France.



Now and then - Eriz Helligers (left), and Peter Golding compare notes alongside their 2003 Rolls-Royce Phantom and 1914 Silver Ghost at West Wittering, en route to a French rally (42832-2 PICTURE: BILL SHAMMAN)

Eyes pop out when 25 luxury cars roll up at a pub on the way to France

The sight of 25 vintage Rolls-Royce cars pulling into a pub car park may have got some punters thinking they had had a drop too much beer last week.

But that is exactly what happened at the Old House at Home pub in West Wittering last Thursday.

The 25 Silver Ghost, Phantom MkII and Phantom MkII cars were on their way to a rally in France when they stopped off for lunch at the pub.

The cars and their owners, members of the 20 Ghost Club, the oldest Rolls-Royce owners' club in the world, were on their way to Monaco.

"The 'rollers' really are glamorous cars and to see so many of them was a surprise and a treat."

The cars and their owners, members of the 20 Ghost Club, the oldest Rolls-Royce owners' club in the world, were on their way to Monaco.

All of the cars were model made before 1940. The club is taking part in a 16-day tour of France culminating in a gala dinner at the Automobile Club de Monaco.

Rolls fête ses 100 ans à Sabran

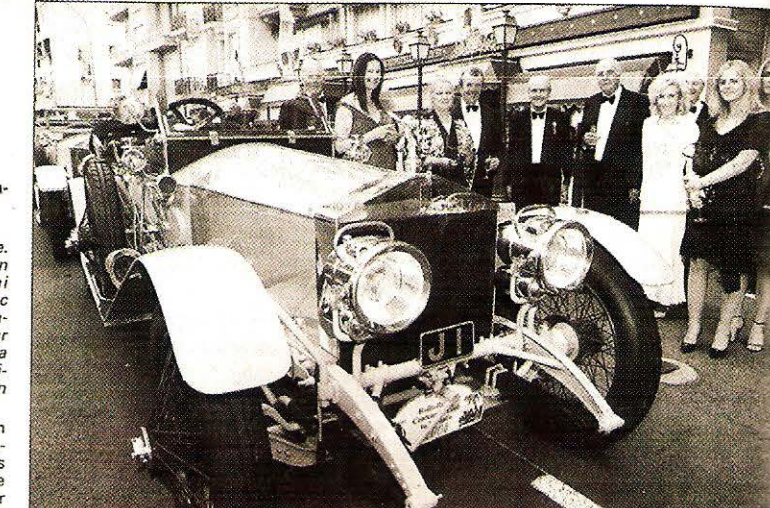


ost, des Phantom I et 2, e. Plusieurs déclinaisons de cette voiture Rolls-Royce, escale pour la nuit dans la demeure qu'est le château de Sabran.

Autrichiens, des Allemands... font partie du "20-Ghost club", le plus ancien club de Rolls-Royce dans le monde. Et qui depuis le mercredi 25 août sillonnent ensemble les routes de l'hexagone à l'occasion de la fois du centenaire de la plus grande dame anglaise et de l'entente cordiale entre la France et l'Angleterre. Un périple

de quatorze jours avec pas moins de 1500 km à afficher au compteur. Avec une escale vedette sur le rocher monegasque, samedi dernier, scellé par un dîner avec le Prince Rainier. Reste que ces mythiques voitures aux chromes et aux carrosseries rutilantes prennent aujourd'hui la direction d'Annecy.

Ph. Karen JUSTIN MILAN



Le prince Albert a remis le premier prix à une Silver Ghost de 1919, appartenant à Graham et Gill Adams. (Photo Eric Duli)

Et la nouveauté pour intégrer l'école de Titus est - d'acquiescence. Il se base plus sur la rigueur que sur les aptitudes physiques. C'est quelque un de refaire, un très bon pédagogue qui a un bon sens de l'anatomie et une bonne perception.

Pour les enfants polyhandicapés

Cette manifestation était proposée par l'association Adap (association défense pour l'adaptation).

C'est à l'occasion des manifestations pour les actions en faveur du Téléthon. Elle était aussi, et surtout, au profit - des enfants polyhandicapés - du centre hospitalier de Saint-Benoît-la-Forêt, indiquent-ils.

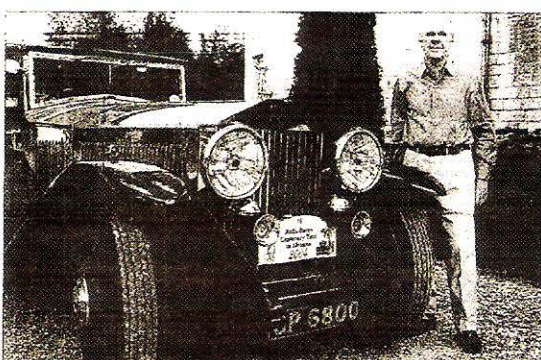
En attendant, les organisateurs espèrent que le public sera également présent dans le Bouchardais ou se tiendront d'ici à quelques jours d'autres animations autour notamment du quad.

Marçay-Monaco dans le luxe d'une Rolls

Le château de Marçay a accueilli, le week-end dernier, quelques-unes des plus belles Rolls au monde. Leurs riches propriétaires - une cinquantaine de membres du 20 Ghost Club en route vers Monaco pour célébrer les 100 ans de la création de la marque mythique et de l'entente cordiale.

En majorité anglais mais aussi australiens, allemands, ou encore autrichiens, les membres du club sont partis de Beaulieu (Hampshire) et ont prévu de faire le tour des vignobles les plus réputés.

Il est choisi la France car Charles Rolls fut le premier à traverser la Manche dans les deux sens et parce que Henry Royce a longtemps vécu près de Saint-Raphaël. Combien de l'entente cordiale, les fameuses Phantom étaient de plus testées sur les routes de l'Hexagone.



John Sturtard bichonne sa Phantom II.

Concours d'élégance

Le parcours, long de 3 600 kilomètres, conduira les Rolls vers les gorges du Tarn, le Palais des Papes et bien sûr Monte-Carlo, où le prince Albert les accueillera pour un concours d'élégance de la plus belle mécanique.

Bernard Borelli, directeur du château, a permis aux propriétaires des Silver Ghost et autres Phantom de garer leurs bijoux dans la cour d'honneur. Parmi ces

fortunés visiteurs, John Sturtard, club londonien, organisateur du pèlerinage. «Luxury and quality», le «luxe et la qualité» sont ses maîtres mots. Dans un anglais très châiné il explique que sa Phantom II de 1931 ne «mourra jamais».

Pour s'en assurer, un ingénieur suit tout au long du parcours les illustres carrosseries dont les

pièces sont régulièrement démontées, nettoyées et parfois remplacées. «J'ai mis quatre ans à la réparer, souligne John Sturtard en désignant sa Rolls. Maintenant, elle est comme neuve».

S'ils s'empressent que les départementales pour rester à l'écart de la circulation, les membres du 20 Ghost Club courent tout de même un autre genre

de risques : les retours de visites de caves. Car s'ils devaient croiser la police, ils supporteraient mal de devoir abandonner leurs véhicules à cause d'un verre de trop... Les prochains unités précieusement motorisés du château de Marçay seront les membres du Rétroviseur saumurois, le 12 septembre.

B.M.



La plus élégante La Phantom II (1931)

Depuis 1980, John et Lesley Sturtard possèdent une Rolls-Royce Phantom II (1931). Elle fut plus au grand prix d'élégance du concours d'élégance à Biarritz la même année. Depuis, de quatre «través», elle peut monter jusqu'à 160 km/h. En 1992, elle a remporté le 1er prix du National Rallye de France et est au concours d'élégance de Calsonic en 1994.

La plus ancienne La Silver Ghost (1912)

Marçay, ville d'accueil du concours de la Silver Ghost de 1912. Une Silver Ghost de 1912, la plus ancienne des Rolls-Royce, a été achetée par le prince Albert de Monaco. Elle est la seule Rolls-Royce à avoir été achetée par un prince.



La plus voyageuse "La Silver-Tajmahal"

Il s'agit d'une Silver-Tajmahal de 1912 qui fut achetée par le prince Albert de Monaco. Elle est la seule Rolls-Royce à avoir été achetée par un prince.

MONACO Rolls-Royce stars en Principauté

Pour célébrer le centenaire de la prestigieuse marque britannique, vingt-sept limousines ont rivalisé d'élégance sur le boulevard Albert-I^{er}.

Vingt-sept Rolls-Royce alignées sur le boulevard Albert-I^{er} ont créé l'événement, hier, en Principauté. Cette concentration de véhicules de légende construits entre 1912 et 1939 représentait, si l'on peut dire, la mémoire de la marque à la victoire de Samothrace. Les somptueuses limousines avaient d'ailleurs entrepris ce périple monegasque pour célébrer le centenaire de Rolls-Royce ponctué par un dîner de clôture à l'ACM.

Sublimes mécaniques, cotées entre 60 000 et 400 000 euros, elles ont brillé de tous leurs chromes... pour remporter le

concours d'élégance organisé par l'Automobile-Club de Monaco en présence du prince Albert.

Fiertés de leurs propriétaires, ces derniers considèrent leur cabriolet comme un Van Gogh ou un Renoir. A l'instar de l'organisateur Alderman John Sturtard qui n'arrête pas de contempler et d'épousseter sa Phantom II de 1930 qui a déjà à son palmarès le Grand Prix d'élégance de Biarritz.

« Ces voitures sont une passion pour nous tous. Certes, il faut être vigilant pour les conduire. Elles sont très longues et ce n'est pas facile de

freiner sur une courte distance. Mais ces véhicules n'ont rien perdu de leur superbe. J'ai poussé ma Rolls-Royce avec des pointes de 160 km/h. N'oublions pas qu'à l'époque de leur sortie d'usine, elles avaient la valeur de neuf Jaguar, huit maisons moyennes ou un château. »

Aujourd'hui, le retour en Grande-Bretagne est programmé avec diverses étapes dans les grandes régions vinicoles de l'Hexagone. Tout va de pair quand on possède une Rolls-Royce.

J.-M. F.