



News & Record



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

Issue 53 February 2018

CONTENTS

NEWS & RECORD ISSUE 53

February 2018

THE 20-GHOST CLUB LIMITED REGISTERED NUMBER 5224633

FRONT COVER Ernest van Arendonk guiding Knud Sassmannshausen and 35TG into Havezathe der Alderdinck, followed by the Forsters in 60NE and the Palmers in 149AG

1004	Editorial	1018-1021	Survival!
1005	Doug Magee	1022-1026	The London to Edinburgh Continental
1006-7	Fokko Keuning	1027-1031	The Club Trophies and its Trophy Master
1008-14	The Dutch Discovery Tour	1032	Members' News
1015-17	The Autumn Lunch	Back page	Coming events

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EDITORIAL

In this issue, we have two short articles by our new Committee members, Doug Magee and Fokko Keuning, introducing themselves in their own inimitable ways, which I hope you will enjoy. We are very pleased to have two new members who take such a full part in Club events, particularly since neither of them lives in the UK. Their joining the Committee reflects the growing number of members from outside the UK.

Pursuing the international theme, we have an article by an Australian member, David Berthon, about his wonderful four-speed London to Edinburgh Continental, which it has obviously been a labour of love to restore to its full glory. It must be a joy to behold on the road.

We also have a delightful piece by Brian Fidler, who shares some documents from another age which came with his new 20/25. This beautiful car was garaged in a car *hotel*, literally, during the War. The cost was by no means negligible, and the care lavished on this car by its second owner is quite amazing.

We also have articles about two recent events, the Dutch Discovery Tour and the Autumn Lunch. Ernest van Arendonk and his whole family did an amazing job organising this tour. They prepared the visits and drives meticulously, all of which were thoroughly enjoyed by everyone who took part. Eastern Holland has more pretty small roads and interesting family homes which are also stately houses than I would ever have imagined, and we were privileged to be welcomed in them. The autumn lunch in the Cotswolds was also a lot of fun, and Brian and John Palmer kindly arranged some interesting visits for those who were able to stay for a night or two.

Susie Forrest is retiring as Trophy Master at the AGM, after 21 years in the job. Our Chairman has written a tribute to her, and Susie and Tim have kindly provided a description of all the trophies which I am sure you will enjoy reading. The tours for this year and next have proved extremely popular. The Swiss rally in 2019 has proved a best seller. Club policy is that once advertised, bookings are taken based on chronological receipt of completed application forms and deposits lodged with the Club. A

couple of issues back, I mentioned a change in the Club's rules about use of trailers which I have been asked to draw to your attention again. If you wish to bring your car by transporter or trailer to the start of an event, please could you notify the tour organiser so that the necessary parking arrangements can be made. Tow-cars and trailers cannot be taken or driven on the tour, but can meet participants at the end.

Like many clubs, the 20-Ghost Club is preparing for the introduction of the General Data Protection Regulation in May 2018. You will find in this issue a short form which asks you to confirm that you are content the Club to hold some information about you and share it with Members and also summarising the legal basis for retaining this information. The main basis on which we rely is that processing your personal data is necessary for the legitimate interests of the Club – we need to retain your name and address for obvious reasons (not least, sending you the *News and Record*), but this data is only shared with other members, and no third party. If you have specifically requested us to not to put certain data in the Members and Cars List, or the website, we do of course honour that request. We also retain certain information about dietary requirements so as to ensure that this information is available to future tour organisers, as we are conscious that there are personal wishes and that there may be health risks associated with not doing so. Some of the data we retain, such as the fact that a particular car was owned by a particular member, is arguably not personal data at all, but for the avoidance of any doubt, we should explain that this and information about who won a particular trophy is retained on the data base even after a member has left, for the benefit of future car owners who are also members. The form asks you to confirm your consent to our sharing of data in this way. We believe that members expect to share this kind of information with other members, and most of you signed a form when you joined, but we'd much appreciate it if you could sign this form and return it to Henry Fitzhugh, as Database Manager.

DOUG MAGEE

To say 99% of my friends are antique car people would probably be fairly accurate. The car hobby has been a major family focus of my entire life - blame my father, who was a collector of Model T Fords. I still have the 1922 Model T Woody he bought in 1947. My first tour in it was at two months old, and Dad and I last toured with it in 2006.

Collecting, restoring, showing and touring early cars was the family's passion and our lives totally focused around the "car schedule". By the late 70s the collection had shifted to Connecticut-made cars, Pope-Hartfords and Locomobiles, and by the 80s I was hooked on long distant tours. These tours include Millard and Maggie Newman's Transcons, where of course they heavily petitioned me to "buy a Ghost".

Finally I gave in and purchased a 1914 Ghost in the early 90s. All effort was put forth to prepare it for the really big tour coming up in Australia. This did not go well as many of us remember, as the American participants' cars heading to Australia ended up on the high seas for months, never arriving for the tour. This only convinced me I needed more than one Ghost.

I have organized several North American Vintage Bentley Meets, Friends of Ancient Road Transportation and the 2014 SGA Wholly Ghost Tour in New England. I have greatly enjoyed participating in the French Sunshine Tour and the Iberian Peninsula Tour, and am looking forward to the Tour of Prussia this year.

Participating in concours events has also been a passion of mine, particularly Pebble Beach, especially exhibiting early Silver Ghosts. 2015 was one of my most exciting years: I showed my 1914 Silver Ghost 67RB and not only won First in Class, but Best of Show Nominee, Most Elegant Open Car and The Revs Program at Stamford Award.

When not car focused I am still very involved with my company, Magner Corporation of America, which sells machines for counting money, both coins and currency. As one of the original founders I was directly involved in product design, joint ventures and establishing international distribution.

We have a great club, equally great members, and a reputation for organizing events that are the envy of other groups, especially because of our strong participation. I am looking forward to being on the Committee and becoming more involved.



Doug happily motoring in his 1912 SG, 2092.

TO THE CONTINENT IN A CONTINENTAL

Fokko Keuning

Some 279 Phantom II Continentals were produced, of which it is believed 232 have survived. A survival rate of more than 80%. By comparison, the survival rate of females born in 1933 in the UK is just over 50%. Of course, our cars are female, so we will not bother with the male surviving rate, which is lower anyway. It is true that many of the Continentals have had surgery performed on them, not in the least of the cosmetic variety, and some have even had transplants of various sorts. However, by and large they have proved to be a tough breed.

When I bought my Barker sports saloon 1933 chassis 47 MW in 2006, little did I anticipate the troubles and tribulations that lay ahead. The car was described as in very good, almost 'concourse', condition. In fact the car had hardly been driven for several years and it soon emerged she was suffering from various ailments: sluggish engine, sticky steering, one shot lubrication partly missing, axle tramp and front wheel shimmy, wrong magneto, tired wiring, dynamo not charging properly etc. A list too long and depressing to mention in full. I consulted with various specialists, some of whom came up with wildly varying diagnoses and others suggesting cures that appeared to be at some variance with accepted practice, no doubt because they thought that to improve on the work of Sir Henry was within their grasp after all. It took several years to sort it all out. Now my car is in fine fettle mechanically. She is perhaps slightly past her cosmetic prime, but still a fine elderly lady, albeit quite a thirsty one. She reminds me a bit of my late maternal grandmother, a feisty old bird if ever there was, but given to imbibing alarming quantities of white (!) port.

It comes as no surprise that a Continental is eminently suited to drive on the Continent and that is what I do a lot. My car has been awarded the Alpine Trophy twice. As mentioned, she consumes a lot of petrol: on average 9,5 miles to the gallon. By contrast, she consumes very little oil and no coolant to speak of. With an overdrive

fitted, cruising at 70 mph on the highways is quite effortless, with some extra power to spare. Of course, one can never take things for granted: a failure to proceed is always lurking around the corner. Whenever my car has performed well, I praise her in caressing tones and before departure I say a little prayer.

On the Continent most people are foreigners. I must admit that I am a foreigner myself, Dutch born and living in Switzerland. Foreigners tend to be, well, different and generally fairly ignorant of all things Rolls-Royce. In Italy a girl in her early teens enquired how old my car was. What do you think, I asked. She did not venture an answer. As old as your mother? Now she was adamant: impossible! Her mother was old, not as old as I was, but nonetheless obviously older than the car. I will tell you a little secret I told the girl: the car is older than your grandmother. She left quickly, suspecting I was a wicked person trying to pull her leg. Sometimes friendly bystanders assure me their father or uncle once owned a car just like mine. And when was this, I usually ask. Oh, in the fifties or sixties they normally reply. Bought it new, no doubt.

My car is registered in the Netherlands, sporting the 'old' blue and white number plates, by special permission. This leads many ignorant foreigners to think I am actually from the United Kingdom, until they hear my horribly guttural 'English' and realize I must be one of them, after all. How did you come by this car, they often ask. I am always inclined to say: I stole it! But, alas, as a member of the 20-Ghost Club this will not do, so I reply that I bought it. Oh, when did you buy it and what is it worth? Now comes my supreme moment: well, I say haughtily, in the Club we never discuss prices. The hardier and more rude foreigners don't take this for an answer and insist to know what the car is worth. What a pest these locals are! What was it they said at the RR dealership in London? If you need to inquire after the price of the car, you cannot afford her.

Luckily it is patently clear that pre-war RR motoring, especially in a PII Continental, has little to do with price, but more with emotion. In a time when there are perfectly reliable, if very bland, cars, it is a relief to opt for the quirky, for

the unique, for the difficult, for the glory of the past. It has a great value but not necessarily of the monetary kind.



Fokko's lovely 1933 Phantom II Continental, 47MW



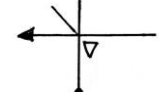
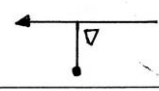
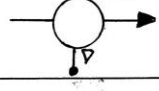
THE DUTCH DISCOVERY TOUR

OR, HOW YOUR CORRESPONDENT LEARNED THE TRUE MEANING OF “DUTCH TREAT”

Henry Fitzhugh

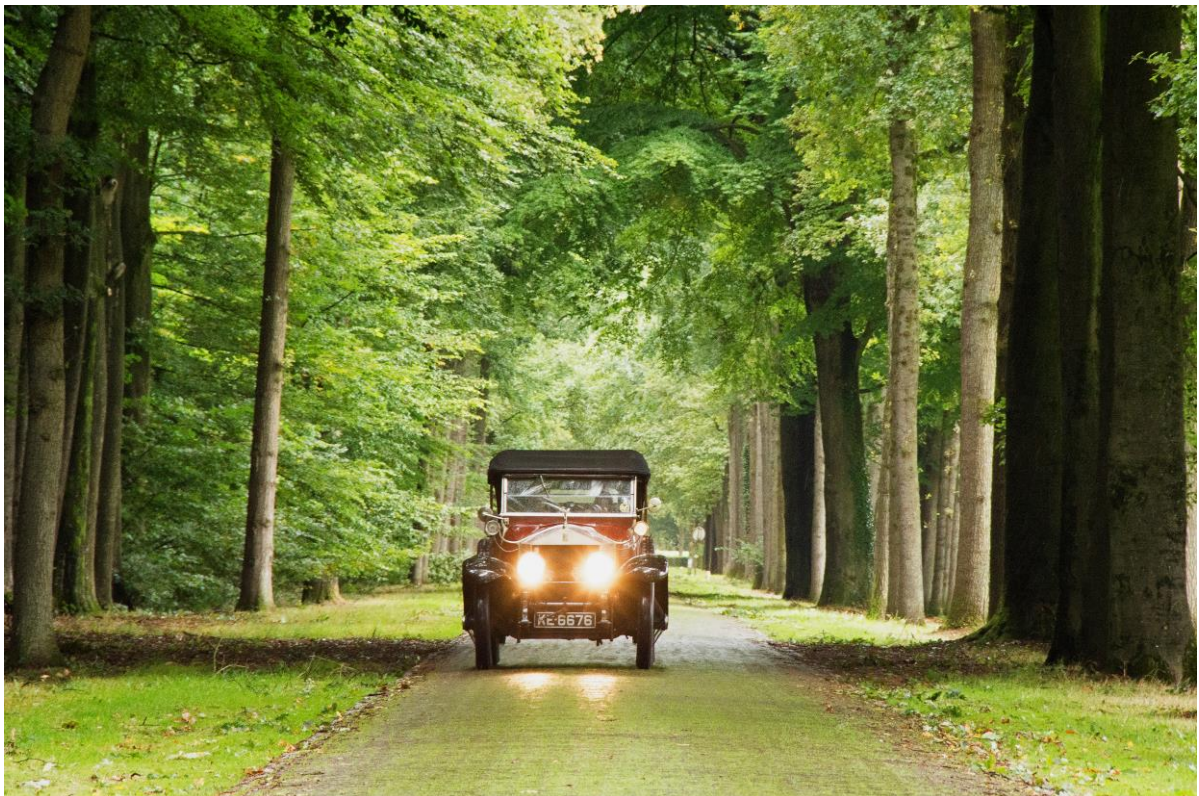
11-15 September 2017

The Rally began with a linguistic lesson in Dutch Hieroglyphs, which, when appreciated, were

0.8 M 1.28 KM		SCHUTTESTRAAT
2.5 M 4.02 KM		BLEU MINKSTRAAT
1.8 M 2.89 KM		RUURLO 1 BORCULO 8
0.1 M 0.16 KM		RUURLO 1
0.3 M 0.48		ZIEUWENT

Dutch Hieroglyphs

much admired by your correspondent's navigator. Every turn, roundabout, or other road feature was so clearly marked that we had no difficulty on the very small, many very narrow, picturesque lanes that occupied almost all of the route. It took 37 pages of Hieroglyphs to cover the entire tour, most of which we would never have been able to find or follow on our own. One does not usually think of Holland as being a land of dense woods stretching for hours of leisurely driving, hardly ever seeing another car, but that is an abiding memory of where we were, on the far eastern side, near the German border. Of course, there were windmills aplenty, canals, and many dikes, put there because about half of the country is below sea level. Miles and miles of wonderfully smooth, extremely uncrowded lanes were there for the pure enjoyment of driving. Potholes seem to be unknown in Holland. All of the dikes had a road on top, which was not at all



A forest canopy that demanded headlamps. A typically narrow lane which required care for passing, which was very rarely required. Brian & Joan Palmer in Silver Ghost 149AG.

increased in width, requiring steady nerves and concentration as it meandered over the countryside.

The Dutch countryside we were driving through was filled with what the English would call stately homes and country houses. We were treated to a great many of them, all lived in as private homes, and all very suitable to be visited in state by our stately vehicles. One in particular, Kasteel Middachten, was very personal and indeed poignant to its current owner, and the drone-shot below shows exactly how stately it is, sitting in its moat, lake, and formal gardens.



Franz Graf zu Ortenburg gave us a wonderful welcome and tour of his home, and explained the long-interweaved history of his family both in Holland and England. The Cavendish-Bentinck family in England are his relatives, going back to the eighteenth century. The staircase is

considered one of the masterpieces of Dutch early eighteenth century architecture and the plaster casts on the walls and ceiling celebrate the family's victories as field-marshal of the English troops in Galway, Ballimore, Limerick and elsewhere in Ireland.

Fellow rallyists might have expected to see Het Loo, the Royal Palace featured here, with its truly



Graf zu Ortenburg giving a fascinating tour of Kasteel Middachten and an explanation of his family's historical connections in England.

grand gardens and magnificent rooms. Kasteel Midachten is a good deal more personal and satisfying, and not at all available to the public. Having said that, Het Loo was magnificent, especially its formal gardens which are world-renowned, but we didn't have it all to ourselves



The assembled throng at Havezathe den Alderdinck



Ernest was always on hand, this time crossing the moat of Kasteel Twickel.

A great deal of credit goes to Ernest and Annemieke and their family for finding such places, and they were always on hand to guide us in.

It has to be said that the weather was what we would all recognise in England – a mixture of sunshine and showers. Mostly it was the former, and the latter did not seriously detract, nor dampen our spirits in the least. But the heroism and stoicism of those in open cars cannot go unacknowledged.



William and Clare Corbett arriving in streaming rain, in their 1920 Silver Ghost, 60AE



Crossing the Ijssel. Photo by Rolf Kuhnke

There were moments of adventure, at least for the old ladies we were driving. Crossing of the River Ijssel was no mean feat, given that the ferry had to be restrained on a chain anchored at both ends in order to keep from being swept down river. You can see that no one but our brave drivers were willing to chance it. But we all made it.

Crossing the Ijssel was worth it. We came to a host of small villages, with narrow cobbled lanes to creep through, very slowly and carefully. These included Bronkhorst, the smallest fully-fledged city in the Netherlands, but it didn't look as good in the rain as did the next village, Doesburg.

Doesburg showed us superb examples of traditional Dutch architecture. In the picture of the City Hall, there is a round stone platform just visible at the corner of the building. This served the socially useful function of carrying a rotating spit upon which ladies of doubtful virtue were somehow impaled and turned back to front, as an example, not an advertisement, to the local gentry. Doesburg also served up some delightful book and antique shops, where, apart from spending a small fortune, which is yet another story entirely, we came across a bookshop displaying an old copy of Dr G. J. Renier's *The*

English, Are They Human?, 1932, 248pp., (available on Amazon, if you want to know the answer).



Doesburg, the ancient City Hall

One of our drives took us through Zutphen, a place etched into the historic heart of England, for it was here that the English fought the Battle of Zutphen in 1586. Queen Elizabeth thought it necessary to support the Protestant Dutch against Spain, and chose her favourite the Earl of Leicester to do the hard work. Leicester may have won her heart, but he won very few battles, and, sadly, at Zutphen, Sir Philip Sidney, considered the most popular and accomplished young gentleman in England, was wounded. He was shot in the thigh and died of gangrene twenty-six



Monument to Sir Philip Sidney

days later, at the age of 31, but not before he had composed a song to be sung at his funeral. According to the story, while lying wounded he gave his water to another wounded soldier, saying, “Thy necessity is yet greater than mine”. Our heroic leader and his wife Lesley sought out his monument, which bears that inscription.

The driving surpassed all expectations. Even in a country without mountains (Ernest claimed we passed one, but we didn’t see it), there was a very wide variety of scenery. Memories include dappled sunshine on purple heather stretching almost to the horizon, deep forest glades, extremely beautiful villages with narrow cobbles streets and, uniquely, driving

along the crest of the Ijsseldijk for more than twenty miles, with lush fields below sea level on either side. We could never have found these without the hieroglyphs and Ernest’s whole family out to guide us.

We came away from the Netherlands with many perceptions changed, having seen interesting examples of eighteenth century architecture which was both different from and similar to England’s at the period, but more importantly, all lived in as family homes of exquisite taste and comfort.

Ernest, Annemieke, her sister Maddy, and Ernest’s brother and sister-in-law Rob and Rineke have definitely set a new standard for personal consideration, meticulous and thoughtful organisation, and attention to detail, extra special and personal coffee and lunch stops, and right down to gifts in the rooms and goodie bags at dinner. Using faster roads, they were always on hand at every arrival, and even appeared as if by magic in hi-vi vests giving directions at some difficult intersections. Now you will understand how we learned the true, literal, and correct meaning of the term “Dutch Treat”.



Ernest, Annemieke and Maddy, relaxing at the end of a successful rally.



The two Roi des Belges cars, 1302 and 1905E, parked outside a lunch stop



Ernest, Annemieke, Rob and Rineke, and their Phantom II 4MS, ready to direct us.

Year	Model	Body Style	Colour	Chassis	Registration	Owner/Driver
1910	SG	Roi de Belges	Blue Aluminium	1302	NB6104	Klaas & Luus de Boer
1912	SG	Roi de Belges	Black Aluminium	1905E	KT2059	Kees & Lida Castricum
1913	SG	Tourer	Red	2442	BF6606	Mermie Karger & Colin Hughes
1919	SSG	Salamanca Permanent	Green Black	111BG	SV9385	Roland & Kimberley Duce
1920	SG	Tourer	Blue	60AE	79FLY	William & Clare Corbett
1920	SG	Tourer	Grey Black	97AE	CE454	Graham & Sarah Tyson
1920	SG	Tourer	Grey	89AE	R4871	Allan & Susan Glew
1921	SG	Tourer	Yellow Black	60NE	SV6608	Gervase & Margaret Forster
1921	SG	Tourer	Maroon	149AG	KE6676	Brian & Joan Palmer
1922	SG	Tourer	Grey Black	34MG	JL1	Clayton & Helen Banks
1922	SG	Cabriolet de Ville	Black Aluminium	35TG	XN5107	Knud & Katarina Sassmannshausen
1923	SG	Cabriolet	Red Black	36EM	XR4398	Brian & Wendy Fidler
1926	20HP	DH Coupe	Blue	GYK36	YR5340	Michael & Inga Lyndon-Stanford
1927	PI	Sedan de Ville	Red Black	16LF	YH2900	Dieter & Martina Kastel
1928	PI	Tourer	Aluminium	65CL	TY5221	Anthony & Gilly Armitage
1932	PII	Sedan de Ville	Yellow Black	66JS	LHRR32H	Thomas Schulte
1932	PII	Sports Saloon	Green Black	4MS	GX8578	Annemieke & Ernest van Arendonk
1932	20/25	Sedan	Green	GTZ40	AUU253	Rolf & Heidi Kuhnke
1933	PII	Cont. Sports Saloon	Black Blue	47MW	AM-20-40	Fokko & Helene Keuning
1934	20/25	Sports Saloon	Pink Brown	GSF29	BXB12	John & Lesley Stuttard
1934	PII	Sports Limousine	Black Green	121RY	AYV929	John & Kathy Deane
1936	25/30	Sedan de Ville	Green Black	GRM1	DN122530H	Willi & Leonie Meier
1937	25/30	Touring Limousine	Black & Yellow	GRP4	ELH113	Henry & Rosemary Fitzhugh
						Rob & Rineke van Arendonk (support)

THE AUTUMN LUNCH 2017

Henry Fitzhugh

October 6-8, 2017

The Committee vacated their meeting at Ken & Jane Forbes' in record time to get to this event, and for good reason. Comfortable hotels awaited, and the next morning the assembled group set off for Chedworth Roman Villa, where your Editor has actually dug.



One of the many Chedworth Roman Villa mosaics.

The site, which is still being excavated, shows that the Romans knew the beauties of the English Countryside, of which we were reminded driving down the narrow lanes to get there.

After a simple lunch at the new Cotswold Discovery Centre, where we admired many small horsepower vehicles (vulgarly know as oxcarts), we set off for the Mechanical Music Museum at Northleach. This simply has to be heard to be believed. More than a dozen music box instruments were demonstrated in historical order, and apart from anything else, it was astonishing how much the music quality improved from the 1750s to the early 20th century. Give me that over an iPad any time! The

Museum is only available on guided tours, for very good reason – most of the music boxes just look like very good pieces of furniture until they are opened up and played, when they sound glorious. We even saw a 19th century “Juke Box”, whose discs were twenty-four inch steel plates full of holes, with the most amazing mechanical mechanism to lift them up and down. Some of us are old enough to remember juke boxes that lifted the 45rpm vinyls in and out, but these were steel plates big enough to be the bottoms of oil drums. It is sad to think that the advent of the transistor has obviated the need for such superb mechanical engineering.



Standing in front, one could feel the sound of this one.



The Glew grandchildren glued to a 1750s music box. Joan Palmer is equally engrossed.

The rally was fortunate enough to have four of the Members' grandchildren attending. Needless to say, they were riveted by the music boxes and the mechanics therein. It is sobering to realise that they probably have never seen a 78rpm record played on a gramophone. At least now they have.

On Sunday, we settled down to our usual method of preparing for the sadness of parting from friends – a good meal and lots of conversation. The Slaughters Manor House served this up scrumptiously, and then we said our sad farewells, some but not all preparing for winter hibernation until the Spring Lunch next year. It can't come too soon. Our sincere thanks to Brian and Joan Palmer for organising such an enjoyable trip, and how nice that their son Robert was able to join us for the lunch.



Is your music system up to this? The volume on these was adjusted by putting a plug into the speaker – hence the expression “put a sock in it”. William Fitzhugh is enthralled.



Brian Palmer thanking the guests for coming to the Lunch.

	Model	Body Style	Colour	Chassis Number	Reg. Number	Owner/ Passengers
1912	SG	Phaeton	Grey	2154	R1487	Tim, Susie & Katie Forrest
1920	SG	Open Drive Limousine	Silver/Black	47RE	PX1780	Ashley & Adrienne Carmichael
1921	SG	Tourer	Maroon	149AG	KE6676	Brian & Joan Palmer
1922	SG	---	Wood & Dark Red	42ZG	NN3740	Nick & Julia Channing
1923	SG	Sedan de Ville	Two-tone Green	30EM	XR2994	Susan Taylor & Andrew Taylor
1924	20	Saloon	Ivory & Sable Brown	GH61	OR4094	Michael & Linda Hilditch
1924	SG	Tourer	Grey/Black	68RM	S46	Ken & Jane Forbes
1928	PI	Cabriolet de Ville	Maroon	57YC	YR2648	Prof. Michael Joy & Sally Whittet
1929	20	Saloon	Maroon	GFN80	PK5875	Johnnie Gallop & Bella Hoare
1933	20/25	Limousine	Brown & Cream	GWX33	AGT352	Allan & Sue Glew
1937	25/30	Touring Limo	Black/Yellow	GRP4	ELH113	Henry Fitzhugh & Rosemary Jeffreys
1937	25/30	Sports Saloon	Black	GLP36	ERA530	Alan & Diana Watkins
						David & Elspeth Crossley Cooke
						Robert Palmer
						Kara, William & Sophie Fitzhugh
						Harrison & Scarlett Glew

SURVIVAL!

Brian Fidler

My particular field of interest is socio-economic history, which is why I am especially attracted to pre-1945 Rolls Royce cars (I am now on my tenth) with their wonderfully documented history. The first few owners are usually the most interesting and the cars' survival both through World War II and the subsequent trough in value are particularly fascinating.

My most recent acquisition, GTZ 18, a Hooper bodied 1933 drophead 20/25 is an ideal example of a time long gone. It has had effectively only two previous owners, the first being Sir Russell Bencraft of 25 Winns Road, Southampton. The second owner bought it from Jack Barclay on 16 January 1940 (you would have thought he might have had other things on his mind just then!) who kept it, maintained by Rolls-Royce themselves, until 1977. It has done 2,000 (two thousand) miles since that date and, being unmessed about by specialists, experts, gurus and tyros, is

mechanically as exquisite as the day it left RR – sweet, gentle, quiet, starting, steering and stopping faultlessly.

How did this happen when so many were driven into the ground, kept on life support via bodes and prayer, then as prices and interest grew in the new Millennium, “restored” to impress the faux afficianados, and capable of going for several hundred miles before “failing to proceed”. Come on folks, who knows that the one-shot lubrication failed to work decades ago or that blocked crankshaft sludge traps account for the impressively high oil pressure. And Cool Rad fixes the overheating.



GTZ 218 looking resplendent in its new quarters

If you were a person of both discernment and means, when War came, you put the car into proper storage, not just “on blocks for the Duration” in your mother-in-law’s barn. How do I know? Because all the storage documentation came with my purchase, with brochures and correspondence. This is what you did....

You bought a rather nice Rolls-Royce, twelve weeks after war had broken out, from Jack Barclay for £360 (receipt attached).

Realising that Sheffield (where you lived) was an obvious target for German bombing, you decided to put the car into storage with Metropolis Garages Ltd in the purpose built “car hotel” (see their brochure) of reinforced concrete, with heating and air-conditioning. The brochure is terrific! There was a special battery charging bay for 200 “accumulators”. Fees are £3 per quarter if over 9 hp. The receipt (attached) shows that the second owner “went the whole hog” paying for both battery maintenance and supplementary services (periodic turning over of engine) plus one large dustsheet. Speedo reading 40,489. Mr Walker didn’t do things by halves!

Having not pursued the personal letter from Jack Barclay to place an order for new Silver Wraith (orders taken in strict rotation) Edwin Walker of Tithe Barn, Baslow near Sheffield sent the car into Rolls-Royce Crewe (mileage 43151 on 2/9/1947) for a complete, total, blank cheque engine and chassis rebuild, the car having covered only 3,000

since the War started. This was not going to be cheap but he obviously loved the car. Now bear in mind that current restorers charge £70 + VAT + parts, and the inflation 1947 – 2017 is 3851 %, you would have expected imminent bankruptcy for Mr Walker, especially since RR own standards would be “no compromises, no short cuts, the best”. The bill dated 22 August 1947 was £261-10-4d. On the one hand, that was getting close to what he had paid for the car in January 1940 but represents about one tenth of the present day cost from a top restoration shop. Clearly RR mechanics must have been paid less than 10 shillings per hour. Tempus fugit.

OFFICIALLY APPOINTED
ROLLS-ROYCE
RETAILERS

SERVICE DEPT
25 CHIVAL PLACE
KINGSTON-UPON-THAMES
MIDDLESEX

JACK BARCLAY LIMITED
MANAGING DIRECTOR · JACK BARCLAY · DIRECTORS · A. S. BARCLAY · I. H. BARCLAY
12/13 ST. GEORGE STREET · HANOVER SQUARE · LONDON · W1
TELEPHONE · MAYFAIR 7444 (20 LINES) · TELEGRAMS · ROLBEN · WESDO · LONDON

E. Walker, Esq.,
51, Belgrave Road,
Rannor,
SHEFFIELD.

16th Jan 1940.

OFFICIALLY APPOINTED
BENTLEY
RETAILERS

ASSOC COMPANY
JAMES YOUNG LTD
COACHBUILDERS
ESTABLISHED 1863

To:

One used 20/25 h.p. Rolls-Royce.
Drophead Coupe by Hooper
Chassis Number GTZ-18.
Registration Number DMT-99.
as seen tried and approved for the
sum of.....

8360 - -

No. 11190
RECEIVED of E. Walker Esq
the sum of three hundred & sixty pds.
by { cheque £360: - : -
cash

For and on behalf of JACK BARCLAY, Ltd.

With Compliments and Thanks.

Account.....

PLEASE ADDRESS ALL COMMUNICATIONS TO THE FIRM AND NOT TO INDIVIDUALS

CONSTRUCTED two years ago at a cost of £160,000, this modern car 'hotel' provides perfect storage for your car. The building is of reinforced concrete and 1,200 cars can be housed.

Each of the eleven storage floors is equipped with central heating and air conditioning plants to guard against damp, rust and corrosion. The premises are fully fire-protected, including over fifty self-closing bulkheads. All floor surfaces are dust-proofed.

Cars are properly cared for in regard to jacking-up, anti-corrosive treatment of exterior plated parts, draining of radiators and cylinder blocks, periodic turning of engines, etc., etc.

Battery service is undertaken in special charging bays, each with a capacity for 200 accumulators.

Our staff of drivers can collect your car from any address and bring it to the store for you. Cars need not be licenced as Trade Number plates are used.

Visitors are welcomed to inspect the premises at any time during business hours.

GARAGING

We are still maintaining our facilities for ordinary garaging and have a number of reserved bays available at the following rates:

QUARTERLY TARIFF (13 weeks)			
Maximum	£ s. d.	Maximum	£ s. d.
8 h.p.	3 10 0	22 h.p.	5 15 0
10 h.p.	3 18 0	30 h.p.	6 15 0
14 h.p.	4 18 0	over 30 h.p.	8 0 0

THE GARAGE IS OPEN DAY AND NIGHT

RECOMMENDED BY
LEADING CAR MANUFACTURERS
AND AGENTS, STORES AND
MOTORING ORGANISATIONS

STORAGE TARIFF

Cars up to 7 h.p.	15/- monthly
Cars up to 9 h.p.	17/6 "
Cars over 9 h.p.	20/- "

(NOTE.—Cars with an overall length exceeding 16 feet are subject to a slightly increased charge.)

Terms—Quarterly in advance.

RECEPTION FEE - 7/6d.

This includes anti-corrosive treatment of exterior plated parts, draining of radiator and cylinder block, jacking up and putting into store.

A Supplementary service includes removing all spark-plugs, inserting lubricant into cylinders, thoroughly washing car and under carriage and spraying under carriage springs, brake gear, etc., with penetrating oil, anti-moth treatment of cloth upholstery, etc. Charge is according to size of car and extent of service required.

BATTERY SERVICE.

A fee of 7/6d. per quarter includes monthly charging of the accumulator and the maintenance of the electrolyte at the proper level.

As an alternative, if desired, one payment only of 7/6d. covers removal of the batteries from the car, fully charging, draining out acid, refilling with distilled water and storing away.

DUST SHEETS.

Where customers do not already possess a dust sheet, we can supply at 15/- small car or 25/- large car. The sheet becomes the property of the customer.

REMOVAL FROM STORE. At least 48 hours notice is required and a charge is made for preparing the car for the road. A credit is passed to the customer for any unexpired portion of a current quarterly payment.

Telephone :
Shepherds Bush 5385-6-7.
(3 lines)

Europe's Largest
Garage

METROPOLIS GARAGES LTD.
Olympia's Official Garage
Open Day & Night. 1200 Car Capacity
Covered Way to Exhibition Halls
OLYMPIA · LONDON · W-14
Address all communications to Metropolis Garages Ltd., MacLise Road, London, W.14.

E. Walker, Esq.
54, Belgrave Road, Rammoor, Sheffield.

ROLLS ROYCE Reg No DHT 99

To storage fees for above car from 10-2-40 to 9-5-40 @ £1 per month	3	0	0
" Reception Fee & Supplementary Service "c"	1	7	6
" Battery Maintenance for 3 mos.		7	6
" 1 Large Dust Sheet	1	5	0
	£	6	0

MACLISE ROAD, OLYMPIA, W.14 No. 3246
Folio
Received from E. Walker Esq. 2/2/40 1940
the sum of Six Pounds
Shillings Pence
For METROPOLIS GARAGES LTD.
£ 6 : 0 : 0

E. A. O. E.

**HOOPER & CO.
(COACHBUILDERS) LTD.**

AGENTS FOR ALL MAKES OF CARS
SPECIALISTS IN
ROLLS-ROYCE, DAIMLER & BENTLEY
HEAD OFFICES & SHOWROOMS—
54, ST. JAMES'S STREET, PICCADILLY,
LONDON, S.W.1.
TELEPHONE: REGENT 3242 · TELEGRAMS: SOCIABLE, LONDON

WORKS
WESTERN AVENUE, ACTON, W.3.
ASSISTED BY ROYAL VEHICLE INSPECTION BRANCH.
TELEPHONE: ACTON 0157.
DUKE ROAD, ACTON, W.3.
ASSISTED BY THE WESTERN AVENUE WORKS.
TELEPHONE: ACTON 0158.
ELVEDEN ROAD, WILLESDEN, N.W.10.
TELEPHONE: WILLESDEN 5201.
77, KINGS ROAD, CHELSEA, S.W.3.
TELEPHONE: PLAZA 8971.

YOUR REFERENCE: HGS/MS.
OUR REFERENCE: 19th September 1940.

E. Walker Esq., A.M.I.Mech.E.
54 Belgrave Road,
Rammoor,
Sheffield.

Sir,

We regret the delay in replying to your letter of the 12th inst., but unfortunately our factory has been slightly damaged by enemy action, which has caused some dislocation to business.

We have already made a cursory examination of your car at The Metropolis Garage, and hoped that by giving you an approximate quotation you might have instructed us to bring the car to our Works in order that we might make a thorough examination and prepare a detailed estimate of the work required. This would be very difficult to do with the car in its present position, i.e. packed in with so many other cars.

However we will endeavour to get the garage people to move your car to a spot where we can make a fuller examination, and write you further on the matter.

Assuring you always of our best attention,

We remain, Sir,
Your obedient servants,
HOOPER & CO. (COACHBUILDERS) LTD.,
per. H. Hooper

Between this rebuild and February 1964 the car the car travelled 32,000 miles, every journey logged. But then regular use fell away dramatically, typically a few hundred miles per year, so that by the time of the sale in July 1977, GTZ 18 had covered a lifetime total of 78441 miles. Between then and my purchase 40 years later, it had covered less than 2,000 more. I have no idea where it has been since 1977 – all I know is that I have bought an absolute gem, having covered 35,000 since it emerged reborn from Hythe Road.

All my cars fulfil their original purpose, whether Bugatti, ERA or Ghost. GTZ 18 has already had its first competitive outing in the VSCC Measham all night navigation rally in the January, never missing a beat in 200 freezing miles, the navigator dry and cosy.

And what about the correspondence with Hooper in 1940 about reducing the size of its derriere where they apologise for having been bombed by the Luftwaffe? This came about because Mr Walker was having problems fitting his 17' car into a 16' garage, and asked Hoopers to take a look while the car was in the 'hotel'. Reducing the size of the car to fit into the garage sounds rather extreme and I am glad to say this did not happen.

One final exquisite time warp document is the booking-in schedule from Hythe Road, which lists EVERYTHING in/with the car on receipt. It includes tools; badges; petrol; hat and cap, plus umbrella; and DUSTERS.

INVOICE		INVOICE No.
TELEGRAMS: "SILVAGOST, PHONE, LONDON" TELEPHONES: LADbroke 2444 (5 lines)	ROLLS-ROYCE LIMITED HYTHE ROAD SCRUBS LANE WILLESDEN, N.W.10	NR 14438 DATE 22nd. Aug. 1947.
E. Walker, Esq., Tithe Barn, Baslow, Bakewell. Derbyshire.		
OUR ORDER No. 34012. 7.5.47.	CHASSIS No. GTZ-18	WORKS ORDER No. 33956
To:- Dismantling and erecting all parts necessary to carry out the following work, including removing, remounting and re-aligning engine in frame. Cleaning and flushing out cylinder head and block. Measuring cylinder bores and valve guides. Reboring cylinder block. Supplying and fitting six pistons complete with rings and gudgeon pins. Letting up main and intermediate bearings and cleaning crank shaft oil ways. Letting up big end bearings and metalling three shins. Supplying and fitting six small end bushes and gudgeon pins. Checking and correcting alignment of connecting rods. Testing and repairing connecting rod oil pipes. Stoning and polishing crank shaft journals. Retubing cylinder head and block and testing both. Stove enamelling head, block and valve gear cover. Removing and refitting valves and testing valve springs. Refacing valves and honing seats. Scrapping and cleaning head and valves. Crowning seats and cleaning out induction manifold. Supplying and fitting three exhaust studs, three valve springs and material as per list No. 24B. Rebedding valve gear cover to head. Supplying and fitting two end covers and felt washers to crankcase. Disassembling and re-assembling tappets. Supplying and fitting		

Del 2/9/47
Q and 26/10/0

ROLLS-ROYCE LTD.

HYTHE ROAD, SCRUBS LANE,
WILLESDEN, N.W.10.

Received from

per

TYRES

O.S. Front

N.S. Front

O.S. Rear

N.S. Rear

Spares

Chassis No.

MAKE

SIZE

fitted with

TYPE

JOB NO.

ORDER NO.

also spares and accessories as follows—

No.	Qty.	No.	Qty.	No.	Qty.	No.	Qty.
1	2	46	3	91	3	135	1
2	2	47	3	92	3	136	1
3	2	48	3	93	3	137	1
4	1	49	2	94	1	138	1
5	1	50	2	95	1	139	1
6	1	51	1	96	1	140	1
7	1	52	1	97	1	141	1
8	1	53	1	98	1	142	1
9	1	54	1	99	1	143	1
10	1	55	1	100	1	144	1
11	3	56	1	101	1	145	1
12	1	57	1	102	1	146	1
13	1	58	1	103	1	147	1
14	1	59	1	104	1	148	1
15	1	60	1	105	1	149	1
16	1	61	1	106	1	150	1
17	1	62	1	107	1	151	1
18	1	63	1	108	1	152	1
19	1	64	1	109	1	153	1
20	1	65	1	110	1	154	1
21	1	66	1	111	1	155	1
22	1	67	1	112	1	156	1
23	1	68	1	113	1	157	1
24	1	69	1	114	1	158	1
25	1	70	1	115	1	159	1
26	1	71	1	116	1	160	1
27	1	72	1	117	1	161	1
28	1	73	1	118	1	162	1
29	1	74	1	119	1	163	1
30	1	75	1	120	1	164	1
31	1	76	1	121	1	165	1
32	1	77	1	122	1	166	1
33	1	78	1	123	1	167	1
34	1	79	1	124	1	168	1
35	1	80	1	125	1	169	1
36	1	81	1	126	1	170	1
37	1	82	1	127	1	171	1
38	1	83	1	128	1	172	1
39	1	84	1	129	1	173	1
40	1	85	1	130	1	174	1
41	1	86	1	131	1	175	1
42	1	87	1	132	1	176	1
43	1	88	1	133	1	177	1
44	1	89	1				

THE LONDON TO EDINBURGH CONTINENTAL – THE MOST SPORTING OF SILVER GHOSTS

David Berthon



'Best in Show', definitely not, *'Best in Class'* maybe, but the journey to get my 1913 Rolls-Royce Silver Ghost to Australia's leading classic car show in Melbourne had been a long one and in the end so intense that any sense of winning a trophy was far from my mind. So to win *'Best in Show at MotorClassica'* last October came as a complete surprise. Veteran cars have to some extent fallen from favour in recent years and with a fabulous array of Ferraris celebrating 70 years of the marque along with some wonderful Lancias such an accolade seemed out of the question.

After all, this car's restoration had been 15 years in the making. A huge effort by a number of very

talented tradesmen and a large commitment from this motoring scribe in terms of long-term investment, a commitment that in 2001 seemed all so easy but as time progressed became harder and harder.

Having learnt to drive on a friend's 1910 Silver Ghost in 1959 I have always been captivated by Henry Royce's upper luxury masterpiece. By the late 1990s I had collected two vintage models, 69TE, a 1920 Cunard open drive Limousine and 125AU, a 1924 Hooper Limousine Landaulet, but had always hankered for one of the lighter pre-World War 1 sports models that really established

the Silver Ghost in competition and in the marketplace.

Just 188 of the sportier London to Edinburgh Silver Ghosts were built featuring high-compression engines with alloy pistons, a larger carburetor, larger diameter wheels and tyres, a higher capacity fuel tank and generally sportier torpedo style coachwork.

Most had three-speed gearboxes but around 30 were fitted with four-speed units mainly out of the need for the works team cars in the 1913 Austrian Alpine Trial to have better hill climbing ratios after James Radley's failure in the 1912 event with his three-speed model. These four-speed L to Es adopted the added title of Colonial or Continental.

Few cars came close to the sporty London to Edinburgh Continental Silver Ghost pre-war. Rolls-Royce would of course have great success with them, coming first and third in the 1913 Spanish Grand Prix on the 15th June, the only Grand Prix it ever contested. Just two weeks later a team of three works London to Edinburgh Continentals, along with James Radley in a similar model with more enveloping coachwork, would also have great success in the Austrian Alpine Trial.

Such was the performance of the new four-speed drive-train that all four L to E Continentals swept the field, the first cars to finish at the end of each day's run, showing a turn of speed on the steep inclines that blitzed the opposition. The motoring press was ecstatic in their praise – "a greyhound in its stride... inspiring... the living embodiment of grace and power."

In my hunt to find a sportier Ghost in 2001 I was told the last two unrestored London to Edinburgh models in Australia, owned by a Melbourne doctor, were for sale. Both were 1913 models: one, 2412, was a three-speed, the other, 2583, a rarer four-speed Continental.

Selling my 1920 Silver Ghost and trading my 1924 model I secured the four-speed which had been fitted in 1966 with a torpedo tourer body by Peels of Brisbane from a large 1913 6-litre sporting Sunbeam.

As well as a prominent coachbuilder, Peel was the Sunbeam agent in Queensland. Interestingly, while the six-litre Sunbeam had been delivered in Brisbane in August 1913, 2583 had been off-test at Rolls-Royce in Derby the same month. It was then sent to the coachbuilder Connaught for a torpedo tourer body. With war pending its new London owner quickly made the car available to the British War office for use by the armed forces.

One wonders where it actually saw service but at one stage during the campaign records indicate it was in Berlin. If you provided such a vehicle for the war effort it wasn't returned to its donor after hostilities and 2583 was auctioned by the War Ministry at Earl's Court on the 12th November 1919, purchased by a doctor from Chester for £1,880.

By 1928 it had been imported to Sydney, the new owner commissioning a local coachbuilder, Probert's Body Works, to build a more modern tourer body.

Service records indicate that during the 1930s and 40s it would have a rather checkered career, gaining a number of bodies - from tourer, to saloon, then modified for use as a tow truck, then as a shooting brake, finally becoming a mourning coach for a funeral home gaining a late 20s Cadillac body. Its most documented journey with this body was in 1951 when it participated in a parade in Sydney celebrating the 50th anniversary of the Federation of Australia's Parliament.

By the early 1960s it had ended up in a rather dilapidated condition in a Western Sydney backyard close to a railway crossing. It was spotted by an enthusiast who made an offer to buy it but was quickly rejected.

Some months later the same enthusiast noticed a story in the Sydney Morning Herald about a man with the same name being hit and killed by a train whilst walking across the railway crossing. Some time passed before he was able to negotiate the purchase of the Ghost from the man's widow.

Ironically, at this time I was garaging the same enthusiast's 41/2-litre Bentley and he took me to look at the bare Ghost chassis after he had chopped off the old Cadillac body at the local tip. Little did I think that some 40 years later I would

become the owner of this rare and very complete Silver Ghost chassis.

By the mid-1960s the car had been purchased by Faris Palfreyman, a Canberra-based collector who had amassed around 26 Silver Ghosts, some complete, others in chassis form, in a wide range of condition. Palfreyman had also acquired a large and complete 6-litre sporting Sunbeam and in 1966 transferred its body onto 2583. On his passing the car was left to his grandson who subsequently sold it on to a Melbourne doctor during the 1990s.

I felt the only way to treat the Ghost was a complete body off restoration – the chassis was in generally complete condition but, like many Silver Ghosts down under, had some smaller detail items either modified or updated over the years.

Despite its rather checkered history the chassis proved to be true and straight and undamaged but an attempt by the previous owner to start it by towing prior to my purchase had resulted in a seized engine and damaged con rods.

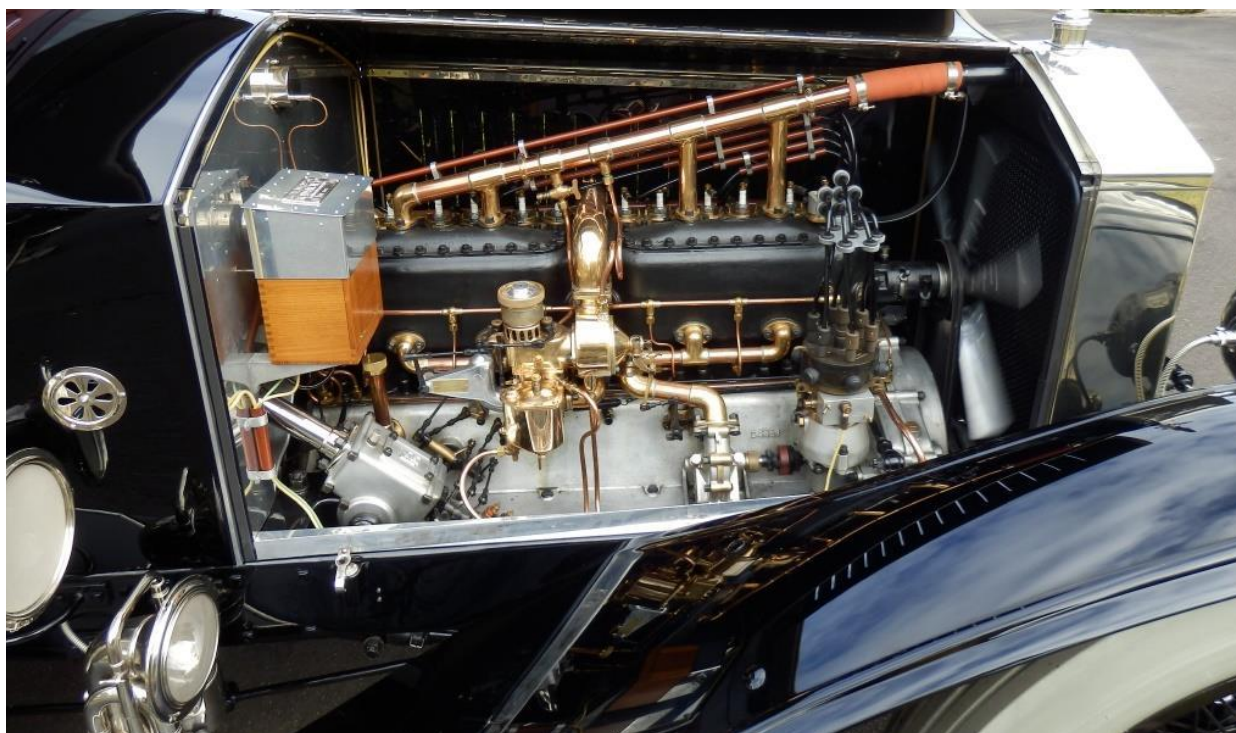
Melbourne Ghost specialist Robert McDermott subsequently reconditioned the engine with high-compression alloy pistons, a new camshaft and a new valve train. All other mechanical components were fully restored and a new set of

25-inch straight-sided rims sourced. With 35 x 5 tyres fitted this provided the same rolling diameter as the original 935 x 135 beaded edge tyres that are no longer available.

Much work was carried out by restoration specialists in Melbourne on the body with timber replacement where necessary, a new windscreen and door mechanisms, new timber hood frame and considerable attention to body panels. A new set of mudguards and an appropriate luggage rack completed the picture.

Most of the final detailed work was completed by Rolls-Royce and Bentley specialist Simon Elliott at the Derby Works in Mount Waverley.

Given the rarity of the chassis I was determined to ensure it was as authentic as I could make it and was fortunate in 2010 to fly to India and view the winning 1913 Spanish Grand Prix chassis 2354, a very complete L to E Continental despite a body change to a Barker Cabriolet in 1922. I was also able to view chassis 2534 in Arturo Keller's extensive collection in the Napa Valley in California, a highly original L to E Continental with Laporte et Fils torpedo tourer coachwork. And in 2004 at the RROC Centenary Rally in Monterey, I was also able to photograph Mermie Karger's original 1913 L to E Continental 2442 Saoutchik tourer.





My only regret is the time taken to restore 2583 but the exercise has been enormously rewarding. Once behind the wheel the time taken was soon forgotten – the L to E Continental a simply invigorating car to drive and enjoy with the period performance I was hoping for.

I have now covered around 400 kilometres and continue to make running adjustments and

tuning to improve performance and smoothness. With a 16:52 differential and large wheels and tyres it cruises effortlessly at 100km/hour on the open road with an abundance of torque for hill climbing. And with its Concours debut behind it I am now looking forward to just enjoying its many driving attributes.



THE 20-GHOST CLUB TROPHIES AND ITS TROPHY MASTER

Our Chairman, John Stuttard, writes: The 20-Ghost Club has a most wonderful collection of trophies which have been acquired or given to the Club by past members. Over the last 21 years these trophies have been under the watchful eye of Susie Forrest who, as Trophy Master, has ensured that they have been cared for, inscribed, described and valued for insurance purposes. Each year at the annual concours d'Etat or at the annual dinner, each trophy is awarded to a member of the Club who may keep the trophy for a year and then hand it back to Susie so that it can be awarded to someone else for the next year. Over two decades, Susie has ensured that the trophies, in their tailor made boxes, have been in the right place at the right time. This has necessitated her bringing some trophies to the concours each year and most of them to the annual dinner each year. For 21 years she has arranged transport (and heavy lifting) as well as making a note of annual trophy winners.

Together with Tim, Susie has prepared a description of each trophy and this is reproduced below. Some, such as the Harding Rolls trophy and the Alpine trophy, have such historical interest that the Committee made a decision in 2017 to arrange for replicas to be made for awarding in future to members, with the originals being kept at the Hunt House in the care of the Sir Henry Royce Memorial Foundation. The manufacture of the replicas was arranged by Ashley Carmichael who takes over from Susie as Trophy Master after the 2018 AGM. The Harding Rolls trophy was originally won by Hon Charles S. Rolls on 6 November 1906 at the Empire City Track, New York, in a 20HP Rolls-Royce car as first prize in a competitive event. The Alpine Trophy was one of two cut glass decanters originally given by the Archduke Leopold Salvator of Austria as one of the prizes in the Austrian Alpine Trials in 1913. It was won by C.C. Friese and subsequently presented to the Club by Rolls-Royce Ltd.

Under the Club's Rules, some of the trophies may not be awarded more than three times to the same person for the same car. This gives more members the opportunity of being awarded one of these fine objects and keeping it at home for a year. But, sadly, the Club's Rules also do not permit any of the trophies to be taken outside the United Kingdom.

In 2016, Susie updated the list of past award winners of the Club's trophies and, for those interested, this list is contained on the Club's website in the Members' section under *Club Trophies & Winners*, where the description of the trophies is also shown, thanks to our Web Master, Henry Fitzhugh.

Susie, thank you for your contribution to the Club – over the last 21 years as Trophy Master. You have looked after the Club's treasures and ensured that they have been in the right place at the right time. We are enormously grateful.

The 20-Ghost Club's Trophies

Alpine Trophy

One of two cut glass decanters originally given by the Archduke Leopold Salvator of Austria as one of the prizes in the Austrian Alpine Trials in 1913. It was won by C.C. Friese, the manager of Rolls-Royce in Austria, and subsequently presented to the Club by Rolls-Royce Ltd. Awarded to the owner of the car which achieves maximum marks between 1 December and the following 30 November for mileage relative to age according to the formula below:

- a. The car must be in the possession of the same owner throughout the period in which mileage occurred, but need not be driven by him or her in toto.
- b. The prize is for the car. Owners of more than one car may enter them separately, but may not aggregate mileage for the trophy.
- c. One mark is awarded for each mile covered during the period, whether covered on business or pleasure, at home or abroad.
- d. Mileage is multiplied by the age of the car on 31 December of the year in which each competition commences.

This trophy may not be awarded to the same person for the same car more than three times.



The Alpine Trophy

Woodmansee Trophy



The Woodmansee Trophy

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. Surplus to the final order, they were subsequently offered by Jo to Rolls-Royce in the early 1950s and accepted and paid for by them. In 1957, at the Concours d'Elegance organised by the 20-Ghost Club as part of the Silver Ghost Jubilee Rally at Buxton, these mascots were donated by Rolls-Royce as first prize, which was won by Webster Woodmansee of Milwaukee, USA, with his 1922 Springfield Silver Ghost Brewster Tourer (62UG) and in 1989 donated back to the Club on its

fortieth anniversary. Awarded annually to the owner of the Silver Ghost which travels the greatest distance between 1 December and the following 30 November, or if a Silver Ghost wins the Alpine Trophy, then to the next highest Silver Ghost mileage. This trophy may not be awarded to the same person for the same car more than three times.

Harding Rolls Trophy

Originally won by Hon Charles S. Rolls on 6 November 1906 at the Empire City Track, New York, in a 20HP car as first prize in a sprint race for cars under 25hp. It was presented to the Club by Lt Col J.C. Harding Rolls, a relation of Charles Rolls, in 1962. Awarded to the member who in the opinion of the Committee has produced the most notable performance with an eligible Rolls-Royce motor car. This trophy may not be awarded to the same person more than three times.



The Harding Rolls Trophy

Stanley Sears Trophy

Presented by Stanley Sears in 1962 when he was Club President. Awarded to the member who in the opinion of the Committee has contributed most by individual meritorious service to the Club.

Dymock Maunsell Trophy

Presented by Lt Cdr L.C. Dymock-Maunsell R.N. in 1962. Awarded to the best driver at the annual driving tests.



The Dymock-Maunsell Trophy

Fred & Joan Watson Trophy

Presented by Fred & Joan Watson in 1981. Awarded to the best large horsepower car (Silver Ghosts & Phantoms) at the Club Annual Concours. This trophy may not be awarded to the same car in two successive years. The winner may also be a judge the following year.



The Stanley Sears Trophy



The Fred & Joan Watson Trophy

Messervy Trophy



The Messervy Trophy

A Silver Salver presented in 1954 by Roney Messervy who in the early years built up a happy liaison between the Club and Rolls-Royce Ltd. He worked for virtually all his life with Rolls-Royce, ending as Service Manager at Hythe Road. Awarded to the best small horsepower car at the Club Annual Concours. This trophy may not be awarded to the same car in two successive years. The winner may also be a judge the following year.

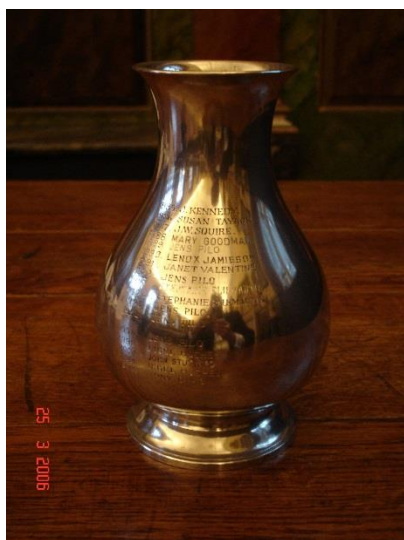
Fergusson-Wood Trophy

Presented by Harry Fergusson-Wood and is awarded to members under 35 years of age or members who have joined the Club within the previous four years, who in the opinion of the Executive Committee have taken part in, or been involved in, the most Club activities in the previous year. This trophy may not be awarded to the same person more than three times.



The Fergusson-Wood Trophy

Fergusson-Wood Photographic Trophy



The Fergusson-Wood Photographic Trophy

Presented by Harry Fergusson-Wood in 1973 and awarded for the best photograph of a Club car or cars (preferably at a Club event), taken recently by a member and published in the Club magazine. Entries may be in colour or black and white on any medium. This trophy may not be awarded to the same person more than three times.

Phoenix Trophy

Presented by Capt R.B. Honnywill R.N. and is awarded to the member who in the opinion of the Committee has carried out the most interesting and thorough reconstruction or restoration of an old chassis, or, if no eligible contenders, a member who has personally carried out a major engine rebuild or bodywork refurbishment on a previously restored car which has not been in recent use. This trophy is not awarded annually of necessity but only when there is a worthy recipient.



The Phoenix Trophy

Ladies' Choice Trophy

Presented by Bess and Susan Taylor in 1989, this cut glass decanter is awarded annually for the car judged to be the most attractive in the opinion of all the ladies present at the Club Annual Concours.



The Ladies' Choice Trophy

The Small Horsepower Trophy



The Small Horsepower Trophy

A Rolls-Royce mascot and piston presented to the Club by Clive Carter in 1997. The trophy was given to Clive's father by Geoff Blowers, for many years head of the service department of Weybridge Automobiles, who had many friends at the Rolls-Royce service depot in Hythe Road. Awarded annually to the owner of the small horsepower car which travels the greatest distance between 1 December and the following 30 November, or, if a small horsepower car wins the Alpine Trophy, then to the car covering the next greatest distance. This trophy may not be awarded to the same person for the same car more than three times.

The Harry Watson Trophy

Presented by Patricia Watson in 2000, in memory of her late husband, Harry Watson MBE. Awarded for Engineering Accomplishment to the member who in the opinion of the Committee made an outstanding engineering or technical contribution in the year. This trophy is not awarded annually but only when there is a worthy recipient.



The Harry Watson Trophy

The Brian Wootton Aviator Mascot



The Brian Wootton Aviator Mascot

Presented by Jo Wootton in 2003 in memory of her husband the late Brian Wootton who was renowned for his care for other members. Awarded to the person who, in the judgement of the Committee, offered the most assistance to other members on tours in the year.

MEMBERS' NEWS

New Members welcomed to the Club – details on the database

Viscount and Viscountess Lifford (James and Alison), Winchester, Hampshire
1937 PIII, Chassis no. 3BT147, Reg. no. LKH 169

Simon and Chloe Tindall, London
1925 20, Chasis no. GUK 50, Reg. no. YP312

Pete and Susan Walton, Sulby, Nr Welford, Northamptonshire
1929 PII, Chassis no. 3GN, Reg. no. BF 5008
1930 PII, Chassis no. 98GN, Reg. no. SC 8968

Ned Numata and Mayuni Tachibana, Kihei, Hawaii USA

Richard Pennington, Boston, Lincolnshire
1926 20, Chassis no. GYK55, Reg. no. RF 2366

Andy Lockyer, South Petherton, Somerset
1927 20 Chassis no. GHJ18, Reg. no. DS 6520

Tom Purves, Oxford, Oxfordshire
(Honorary Member)

Chris and Dwan Batty, Upper Broughton, Leics.
1823 SG, Chassis no. 55PK, Reg. no. BT 6611

New Honorary Member: Our new Honorary Member Tom Purves, who is married with two children, has vast experience about the motor industry. He joined Rolls-Royce car division in 1967 and left in 1985, to become Sales Director of BMW which led him, in 1985, to become the Managing Director of BMW, a role he held until 1996 when he became a Board member of Rover. From 1999 till 2008 Tom was Chairman and CEO of BMW (U.S.) Holdings Corporation and President of BMW North America, until he left in 2008 to return to his old company Rolls-Royce Motor Cars as CEO, a position he held until he retired in 2010. He is Chairman of The RAC Club, Pall Mall, SW1.



Peter Crauford writes: Sadly I have been informed that our respected member Richard Knight died in November 2017. Richard has owned many fine cars but will be especially connected to the superb Silver Ghost 97LK which he had owned and campaigned for many years. Our thoughts at this sad time are for James' and Richard's family.

And our Treasurer writes: Subscriptions for 2018 were due in January; if you have not yet paid, please arrange to do so as soon as possible. Renewal forms were sent out with the October edition of News & Record; if you did not receive one, or have mislaid it, please contact Philip Hall, pah.rr@btinternet.com, and he will send one to you.

Please note that until your subscription is paid, you will not be able to take part in any Club events, as there will be no valid insurance for you (this does not of course apply to Honoraries).

COMING EVENTS

The following are correct at time of going to press, but may change as arrangements are progressed. Details, booking forms and other information are available on the club website.

Saturday 17 March 2018

AGM and Annual Dinner at Magdalene College, Cambridge (Susie Forrest - ForrestSusie@aol.com)

Sunday 8 to Wednesday 11 April 2018

Melbourne to Strathalbyn Tour, Australia (Bruce Humphries - Bruce@Humphries.com)

Saturday 14 April 2018

Spring Lunch at Armsworth Park House (Strone Macpherson - strone@stronemacpherson.com)

Sunday 6 to Friday 11 May 2018

A tour to South and South West Cornwall (tour now full) (Graham Tyson)

Friday 25 to Monday 28 May 2018

40th Anniversary tour of Northamptonshire with the Irish Georgian Society, based in Kettering, Northamptonshire (John Redmill)

Sunday 24 June to Sunday 15 July 2018

A two or three-week tour of Poland and East and North Germany (tour now full, but with waiting list) (John Stuttard - johnstuttard@btinternet.com)

Sunday 5 to Thursday 9 August 2018

Magnificent Yorkshire (based at the Ridding Park Hotel), with an evening at the International Gilbert & Sullivan Festival in Harrogate (Terry Bramall - terry@bramallinc.com)

Saturday 8 September 2018

One day tour with a visit to Croft Castle, Herefordshire (Ashley Carmichael - ashley@aacarmichael.co.uk)

Sunday 16 to Tuesday 18 September 2018

A day at the Kop Hill Climb with two nights at The Manor at Weston on the Green, Bicester Concours d'Etat and visits to Stowe and Claydon House (Brian Fidler - brianhfidler@aol.com)

Sunday 16 to Saturday 22 September 2018

Tour of New South Wales, Australia (expressions of interest to John Reis at roseta27@yahoo.com by February 28th)

Sunday 7 October 2018 (with overnight stay for those who wish the night before)

Autumn Lunch at Flitwick Manor, Bedfordshire (Brian Palmer - brian@bandjpalmer.co.uk)

Friday 8 March 2019

AGM and Annual Dinner, London (Susie Forrest, John Stuttard and Ken Forbes)

April 2019 (date to be determined)

Spring Lunch in Hampshire (Strone Macpherson)

Late June 2019 (dates to be advised)

Chalke Valley History Festival and Dorset Tour (John Stuttard – johnstuttard@btinternet.com)

Mid-May 2019 (dates to be determined)

Three-night tour of West Kent and Sussex (Nick Naismith - nick@nicknaismith.com)

Mid-May 2019 Tour with Irish Georgian Society

End July 2019 (dates to be determined)

A tour of stately homes in Berkshire with a gala dinner to celebrate the Club's 70th anniversary (John Redmill - john.redmill@indigo.ie, in consultation with Ken Forbes)

Monday 2 September 2019

11-night tour of Switzerland (tour now full, but with waiting list) (Fokko Keuning – fwf.keuning@gmail.com).

6 or 20 March 2020

70th Anniversary AGM and Annual Dinner in London

Late May 2020

A 12-night tour of Scotland and the Isles (Christopher Broom-Smith and Strone Macpherson)