



News & Record



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

Issue 58 November 2019

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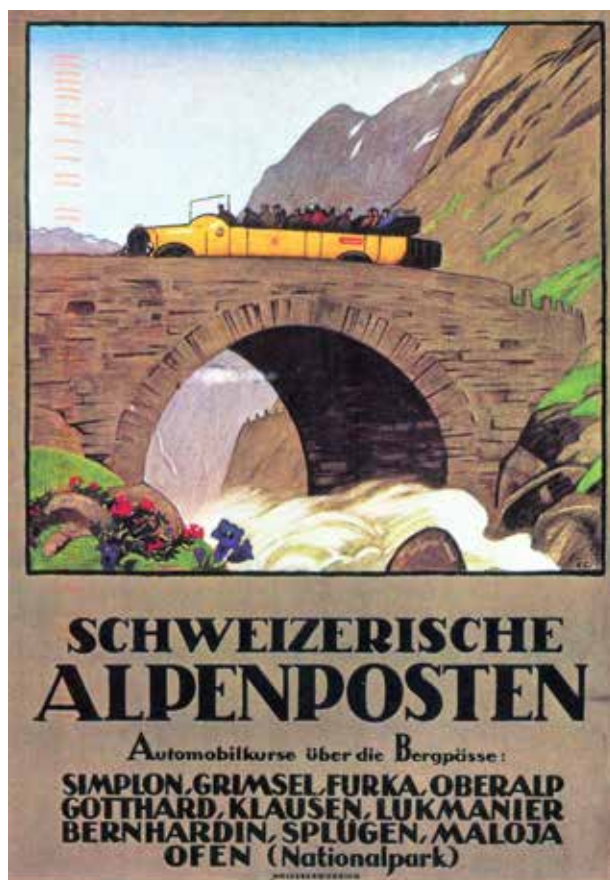
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EDITORIAL

This issue has articles about three events: the 70th Anniversary weekend at Stapleford Manor, by Sir John Stuttard, the Swiss Tour by Maurice Whitaker, and a very short piece on the autumn lunch by your Editor. There is also an article by Tim Forrest and Henry Fitzhugh about what it is like to drive the various cars. Speaking for myself, as a non-driver (or at least not a real driver) I can admire the beauty of a Silver Ghost or a Phantom, but I don't really know what they are like to drive, and I thought it might be of interest to other members to publish this article, which gives a good feel for what they are like from the driver's point of view. It was originally going to appear as a chapter in the 70th Anniversary book, which had to be cut for lack of space.

I can vouch for the splendour of the Stapleford Park weekend. There were more beautiful cars there than I think I have ever seen in my life before, and I have included a good number of photo-graphs for the benefit of those who were not able to be there and see the cars in a perfect setting, in lovely weather. The event, organised by Brian Fidler, assisted by his excellent PA Naiha, lived up to all expectations, and was very much enjoyed by all.

The Swiss Tour took place in more changeable weather, but was still a tremendous success, thanks to Fokko's wonderful organisation. I am sorry that Henry and I were not able to attend, as



Fokko's charabanc, to transport 20-Ghost Club members from the Gala Dinner back to Lausanne

I needed all of the final month before sub-mitting my PhD on 10th October, but I enjoyed reading Maurice's account of it. John and Lesley Stuttard sent me a postcard from Switzerland, which I am reproducing here. They mentioned that Fokko had organised a coach in yellow and black livery to transport 20-Ghost Club members from the Gala Dinner in Evian back to Lausanne. The perfect conveyance for such an event.

I do hope to see many of you at the 2020 AGM, which promises to be a splendid occasion, as is fitting for a 70th Anniversary event, and flyers for this and for the mileage trophies are enclosed. There is also a further flyer, consisting of an invitation to tender, which was sent to me by the Sir Henry Royce Foundation of Australia, in respect of coachwork for an Edwardian Rolls-Royce. Tenders will close on March 21, 2020. All of these have already gone out by e-mail.

In the next issue, due out in February 2020, I am thinking of doing an article on Members' Other Interests. I have a couple of ideas in mind, which bear a relationship to pre-War Rolls-Royces - please don't worry, I don't intend to write an article on my own rather niche interest in Hellenistic gilded wreaths. If you have an interest other than your Rolls-Royce motor car(s) which you would be willing to share with others, please do let me know.

70th Anniversary Tour

Sir John Stuttard

22-24 July 2019



Early one morning (photo Graham Tyson)

Anniversaries are always an excuse for a celebration. At Stapleford Park in Leicestershire, members of the 20-Ghost Club gathered together in July 2019 to celebrate not just one but four major anniversaries, as explained below.

In 1949, two enthusiastic owners of Rolls-Royce 20HP models met, by chance, in Hyde Park. After admiring each other's vehicles and enjoying each other's company, Adrian Belsey and Peter Fawcett agreed to hold a meeting to discuss forming an association or club. On 26th May 1949, an informal meeting was held in London of seven owners of Rolls-Royce cars dedicated to the preservation of pre-1940 vehicles, which were in danger of being lost. A follow-up meeting took place in November 1949 when the name, "The 20-Ghost Club", was invented, taken from the two models which the Club's founding fathers predominantly owned, the legendary 40/50HP Silver Ghost and its smaller counterpart, the 20HP model.

Seventy years later, with almost 400 members, the 20-Ghost Club celebrated its special position in the history of the marque as the oldest Rolls-Royce club in the world.

Over the years, the Club has helped in the preservation of pre-WWII cars, with its range stretching from the humble but reliable 20HP to the longer legged Silver Ghost, Phantoms and subsequent generations of small horsepower cars, the 20/25, the 25/30 and the Wraith. It has provided owners and the general public with great satisfaction as tours of these splendid vehicles have been organised throughout the world, including Japan, Russia, the United States of America, Australia and most European countries.

July 2019 was also an opportunity to celebrate some other milestones: the 90th birthdays of the Phantom II and the 20/25 and the 80th birthday of the Wraith. All three models joined older and younger (pre-War) Rolls-Royces in a gathering at Stapleford Park, a magnificent Grade I listed country house near Melton Mowbray in Leicestershire. Dating from the early 16th century, this baronial stately home was remodeled in the subsequent two centuries to form a house of some significance. The venue was entirely appropriate for a celebration of anniversaries of "The Best Car in the World".



The party assembling, with GOK47, the Crossley Cookes' Doctor's Coupé, in the foreground (photo Elspeth Crossley Cooke)



Joan and Brian Palmer enjoying the fun (photo Rosemary Jeffreys)



Tara and John arriving in the Patiala car, 32PP (photo Rosemary Jeffreys)

Over the years, Brian Fidler, one of the Club's Vice-Presidents, and his wife Wendy have owned a staggering 11 Rolls-Royce motor cars and have organised many Club events including Concours and Driving Tests. They were well placed to mastermind The Stapleford Park event, which was much appreciated by all who attended.

We were graced by the presence of the Club's Honorary President, HRH The Duke of Gloucester, who attended the (black tie) gala dinner on the Tuesday evening and presented the awards after the Concours d'Etat on the Wednesday morning. In attendance was his Private Secretary Lieutenant-Colonel Alastair Todd.

At the gala dinner, the Club's Chairman, Ken Forbes, spoke about the formation of the Club in 1949 and its current situation and future plans. Vice-President, Sir John Stuttard, spoke about

the revival in the Club's fortunes in the 1980s and the 1990s under the dynamic leadership of Lynn Brua and John Kennedy, with support from Past President Lord Elgin, and also about his (John's) time as Chairman of the Club from 2009 to 2018.

Members' cars in the Concours d'Etat were judged by Anthony Armitage and Nigel Hughes, all under the watchful eye of another Past Chairman, Vice-President Tim Forrest. The awards included the Fred & Joan Watson Trophy for the best large horsepower car, the Messervy Salver for the best small horsepower car and Bess & Susan Taylor's Ladies Trophy. They were won, respectively, by Fokko Keuning's 1933 Phantom II (47MW) Barker Continental Saloon; Inga Lyndon-Stanford's 1926 20HP (GYK36) Mullion Drop Head Coupé; and Doug Magee's 1914 Silver Ghost (67RB) Kellner Torpedo Phaeton.



The Committee of the 20-Ghost Club at the Gala Dinner. From the left: Strone Macpherson, Sir John Stuttard, Brian Palmer (behind), Tim Forrest, Rosemary Jeffreys, Fokko Keuning (behind), Brian Fidler, Ken Forbes (behind), HRH The Duke of Gloucester (Honorary President), Doug Magee, Graham Tyson and John Redmill (photo Henry Fitzhugh)



Fokko Keuning's 47MW being examined by an appreciative audience (photo Rosemary Jeffreys)



Inga Lyndon-Stanford at the wheel of GYK 36 (photo Rosemary Jeffreys)



Congratulations, Inga! (photo Rosemary Jeffreys)



Doug's 1914 SG, 67RB, with the Palmers' SG 149AG (photo Rosemary Jeffreys)



Doug Magee receiving his trophy from HRH The Duke of Gloucester
(photo Rosemary Jeffreys)



The lovely features of both 67RB and
Agnieszka Kuhnke (photo Rosemary
Jeffreys)

Apart from the Ladies' Trophy, the two Concours trophies are awarded on the basis of originality as well as condition. Sadly, this rules out some cars which have been spectacularly restored but with replica rather than original bodies. One such was John Fasal's amazing 1919 Silver Ghost (32PP) Torpedo Skiff delivered to the Maharaja of Patiala. The chassis was acquired by John in 2001 in an unrestored state and, over the next 18 years, brought back to pristine, original condition with various specialists, including Steve Penny, constructing an exact replica of the original Barker body. Even period shotguns were acquired with the Patiala insignia on them and gun mounts were constructed on the running boards. The 20-Ghost Club does have an award for restoration (The Phoenix Trophy) and the odds on 32PP winning this in 2019 must be quite short – unless, of course, another member's car is resurrected in equally spectacular and praiseworthy form.

It was a pleasure to see some new (or newish) members. They included:

- Blair Bonar-Campbell driving his grandfather's most desirable 1922 Silver Ghost (27RG) Barker Torpedo (polished aluminum) Tourer, accompanied by Andrew Tillie
- Charles & Deborah Cole showing their newly renovated and attractive 1928 Springfield Phantom I (S197PFP) Brewster St Andrew Town Car
- Paul & Janet Hollins with their 1932 20/25 (GZU29) Hooper Limousine, recently subject to a major ground up renovation and looking resplendent in a combination in Old English white, whilst retaining its Mason's black trimmings
- One of the more interesting cars was Hilary & Bob Vass' 1924 Silver Ghost (101EM) 'Film Camera Platform Car'. It was originally a Windovers seven-passenger Limousine body made for the owner, Sir Bracewell Smith, a prominent investor in property and proprietor of the Ritz, Shaftesbury and Park Lane Hotels in London, as well as MP for Dulwich, Sheriff of London and Lord Mayor. The car made a brief appearance in the 1951 Ealing Studios comedy *The Man in the White Suit* starring Alec Guinness. A subsequent owner, Carr Brothers, had a business supplying vehicles to the film and television industries. The Limousine body was replaced with a robust platform at the front enabling a cameraman to be stationed there to film motor car and horse races. The rear of the body was converted into a travelling office and store. 20-Ghost Club members were fascinated to see this strange car on a Silver Ghost body, an example of what happened to pre-War cars in the 1950s and 1960s.



The Bonar-Campbell 1922 SG, 27RG, with Taj Mahal, 2154 (photo Rosemary Jeffreys)



'The Coles' Springfield Phantom, S197PEP (photo Rosemary Jeffreys)



The Hollins' 20/25, GZU29 (photo Rosemary Jeffreys)



The Vass' 1924 SG 101EM (far right), alongside the 'Big Orange', 360RL (photo Bob Vass)

As with nearly all 20-Ghost Club activities, this was not a “static” event and Brian had organised a 73-miles tour on the Tuesday including a guided visit of the interior of Burghley House, a grand 16th century stately home near Stamford, where a light lunch was served. In the afternoon, participants were able to drive to Boughton House, another grand home, owned by the 10th Duke of Buccleuch, near Kettering for a second guided tour. At Burghley the gardens and the park, laid out to the designs of Capability Brown,



William Cecil, the first Baron Burghley (centre, top)

were admired. We were also amused (and impressed) to find that in 1967 the 6th Marquess of Exeter, a famous athlete, had a second hip-replacement, and used the first replacement hip, made of titanium, as a mascot on his Rolls-Royce, after it had been silver-plated at Garrard's.

Boughton House has been dubbed “The English Versailles” and has survived virtually unchanged since the 17th century after being

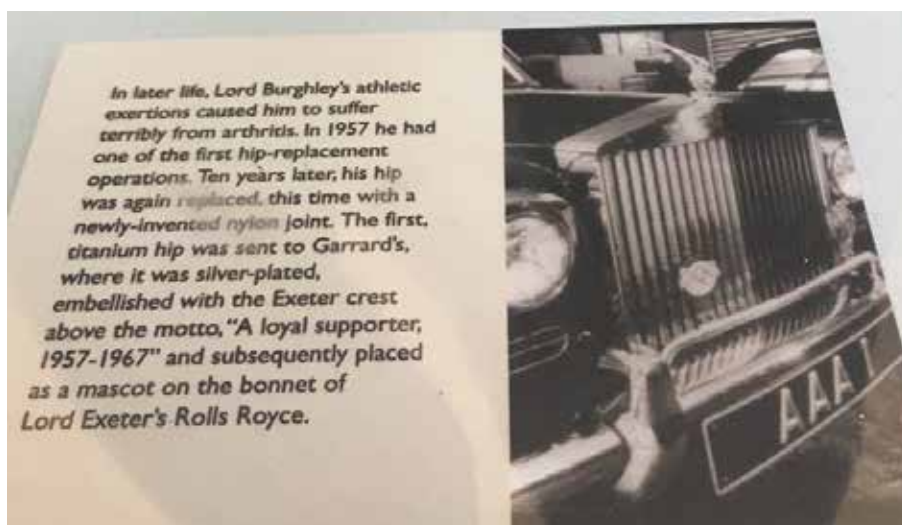
unused, yet cared for, for over a century. As ever, the quality and stature of the houses matched those of the cars (and their owners).

A notable anniversary is worth celebrating at least once. The Club's first annual (white tie) dinner was held in February 1950 at The Café Royal in London's Regent Street. To match this, 70th anniversary celebrations will continue with a grand gala banquet at Goldsmiths' Hall in the City of London on Friday 6th March 2020.

Those whose pre-1940 Rolls-Royce motor cars participated in the 70th anniversary tour are shown in the accompanying table. In addition, coming in modern cars, the following members and guests were present for some or all of the time:

- HRH The Duke of Gloucester
- Lieutenant-Colonel Alastair Todd
- John & Kathy Deane
- Nigel & Ann Hughes
- Roy O'Sullivan & Rebel Erratt-Camp
- John Redmill & Desmond Barry

Our thanks go to Brian & Wendy Fidler for organising a memorable and most enjoyable celebration.



The silver-plated titanium hip on the Rolls-Royce (photo John Redmill)



67RB, GRP4, 68RM and GFN80 at Burghley House



37PB, 50YB and 23NA at Boughton House



2154 departing from Boughton House, with Katie at the wheel and GZU29 on the left

Year	Model	Chassis No	Reg No	Body name/type	Participants
1912	SG	2154	R-1487	Torpedo Phaeton	Tim & Susie Forrest Katie Forrest
1913	SG	23NA	IA-4	Tourer	Terry & Liz Bramall
1914	SG	67RB	67-RB	Torpedo Phaeton	Doug Magee
1914	SG	37PB	XE-5844	Tourer	Nigel & Denise Burton
1914	SG	41YB	LW-6471	Tourer	Peter & Ann Golding
1914	SG	50YB	LE-7478	Tourer	John Snook & Amanda Chumas
1914	SG	27BD	LR-6389	Torpedo Tourer	Strone & Alex Macpherson
1919	SG	32PP	MY-27	Torpedo Skiff	John Fasal & Tara Shaddick
1920	SG	97AE	CE-454	Tourer	Graham & Sarah Tyson
1921	SG	149AG	KE-6676	Tourer	Brian & Joan Palmer
1922	SG	27RG	TS-3714	Torpedo Tourer	Blair Bonar-Campbell & Andrew Tillie
1922	SSG	314XH	BP-5157	Pall Mall Tourer	Stan West
1924	SG	101EM	XT-209	Film Car	Hilary & Bob Vass
1924	SG	68RM	S-46	Tourer	Ken & Jane Forbes
1924	SSG	181KF	SV-9682	Tilbury Sedan	Brian Fidler & Dr Wendy Fidler MBE
1925	SSG	360RL	DZ-6142	Tilbury Sedan	Ernest van Arendonk & Annemieke van der Heijden
1926	PI	57YC	YR-2468	Cabriolet de Ville	Professor Michael Joy & Dr Sally Whittet
1926	20	GOK47	NE-7996	Drop Head Doctor's Coupé	David & Elspeth Crossley Cooke
1926	20	GYK36	YR-5340	Drop Head Coupé	Inga Lyndon-Stanford & Prue Day
1928	PI	65CL	TY-5221	Tourer	Anthony & Gilly Armitage
1928	SPI	S197PFP	FEO-2	St Andrew Town Car	Charles & Deborah Cole
1929	PI	62WR	RA-7878	Two Seater Drop Head Coupé	Philip & Favell Ashby
1929	20	GFN80	PK-5875	Doctor's Coupé	Bella Hoare & Johnnie Gallop
1930	PII	98GN	SC-8968	Tourer	Pete & Susan Walton
1932	20/25	GZU29	YY-9632	Limousine	Professor Paul & Janet Hollins
1933	PIIC	118MY	CG-4554	Sports Saloon	Charles Rentoul & Rosie Edgington
1933	PIIC	47MW	AM-20- 40	Sports Saloon	Fokko Keuning
1934	20/25	GSF29	BXB-12	Sports Saloon	Sir John & Lady (Lesley) Stuttard
1936	PII	156SK	HXL-545	Drop Head Sedan Coupé	Rolf & Agnieszka Kuhnke
1937	25/30	GRP4	ELH-113	Enclosed Limousine	Henry Fitzhugh & Rosemary Jeffreys
1938	25/30	GAR48	EYM- 997	Touring Limousine	Andrew & Pippa Walker
1939	Wraith	WHC77	HLL-34	Touring Limousine	Sue Taylor

SWISS TOUR

Maurice Whitaker

2-13 September 2019



Lake Lucerne (photo Kimberly Shaddock)

Contrasts. Switzerland was going to be all about contrasts, but we didn't know that yet, and as members converged on the sleepy lakeside town of Vitznau overlooking Lake Lucerne to find the neatly parked rows of their beloved machines, we enjoyed the gentle sun of an autumnal Switzerland where the grass is greener, the lake water clearer, and the air crisper than in real life. A life which was, we were soon to find out, reassuringly expensive. We were greeted by our *Reiseführer* (tour leader) Fokko Keuning, who had been diligently curating the perfect Swiss experience for over a year and presented us with a bag full of interesting welcome gifts to include a most carefully and beautifully laid out tour book and other trinkets including a Swiss Army knife with a handy sail-making tool. The message was clear: in Switzerland, be prepared. Of note in their preparation were Sir John and Lady Stuttard and their freshly painted car (33LG) in a rather fetching, and appropriate, nautical blue and white. Incidentally with coachwork newly attributed to Harrison rather than Park Ward.

Drinks and dinner, the absolute social mainstay of any 20 Ghost Club tour, soon beckoned, to be

welcomed by Niklaus Jakober and his impressive Alp Horn. On a musical side note, the alp horn is an instrument of limited appeal, given its technical adherence to the natural harmonic sequence (and thus limited in the notes available to it) plus its primary design as an outdoor instrument. But we stuck with it.

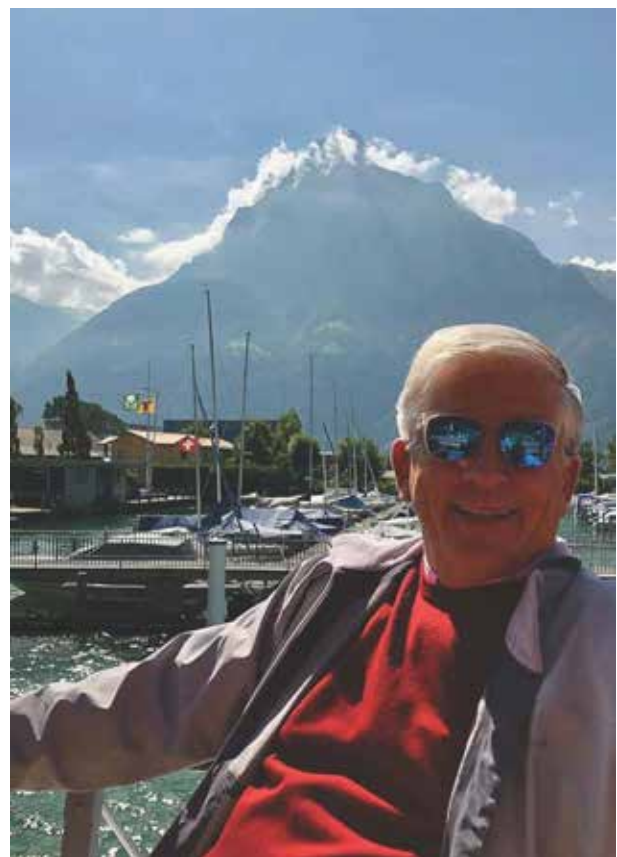
Unusually for a tour we started on day one by not driving anywhere, the pleasures of the lake instead being offered to us. Of immediate interest were the fleet of *Dampfschiffe* (steamboats -aka *Dampfen*) whose complex German timetables some mastered with amazing alacrity. The boats themselves offered a fascinating but expensive opportunity to admire Swiss/German engineering via engine room viewing areas. It was the start point of a *dampf* theme which was to develop over the tour in a number of ways. But this all lay ahead as we bathed in evening sun on the hotel terrace at dinner.



The Dampfer steaming in to port



Steam engine on the Dampfer



Ron Elenbaas enjoying the sunshine



Dinner in Vitznau (photo Maurice Whitaker)



23NA and 2092 at rest (photo Nanette Elenbaas)



Earnest contemplation of the map by Gill Adams and Nanette Elenbaas, with 51TW (photo Doug Magee)

Day three introduced a new concept to us all; the facultative tour (optional) – and yes we *all* had to look that one up. Our erudite polylingual *Reiseführer*, once again keeping a step ahead, had created a driving route which could best be described as an introduction to the nursery slopes. For some rusty navigators it was “all the right roads, just not necessarily in the right order”. It then led to an evening gathering in the local school grounds where the club assembled to allow the good people of Vitznau to admire the cars. As a late arrival the previously mentioned 33LG parked in pride of place with a particularly delighted Lesley Stuttard who had managed a grand total of 500 yards driving in her first three days of the tour. However as another evening dining by the lake beckoned, dark clouds were gathering and the talk turned to snow on higher ground in the days to come. It all seemed so unlikely as we drank a toast to Jeremy Greene who sadly had to drop out of the tour but had kindly agreed to fund wine for the evening. Statistics for general wine consumption do exist for the tour as a whole and are remarkable. Our brave leader’s parting words at dinner were “in the morning I shall attempt the Klausen pass”. The word *attempt* rather stuck in the mind.....

For those of a brave disposition the Klausen pass at 6404 feet was one of the lower slopes ahead of us. However as we ascended the following morning, it was clear that the cloud base was

considerably lower which soon turned to rain and visibility dropped to a few feet. One of the unnerving aspects of diving mountain passes is, of course, the frequent and awful, in the original sense, views down ravines and gullies far below. For most of the Klausen pass we were spared this by thick cloud. It is debatable if this is a good thing or not. Failure to proceed was, of course,



22LM on the Klausen Pass



Nick, Jo and Martin outside the Hotel Kronenhof

not an option contemplated by Henry Royce, and I would suggest for the members at this point, this was as much psychological as it was likely to be mechanical. Those on the pass pressed on in search of the “sunny uplands” promised by our dear leader (where have we heard this before). Alas as we crested the summit, it was clear there was no respite and for 22 LM a decision to admit defeat and erect the hood for the careful descent towards our hotel in Bad Ragaz.

Swiss German spa hotels are extraordinary things. Often part health, part recuperation homes, they create an essential and fascinating part of the unbroken Germanic tradition of health through natural springs dating back to Roman times. The Grand Resort at Bad Ragaz, billed as the “Leading Wellbeing and medical Health resort in Europe” didn’t wear its descriptor lightly. It was simply enormous and offered multiple opportunities to par boil its customers at will.

By coincidence the hotel offered a similarly enticing range of eggs at breakfast which set the group up nicely for its next leg to Flims. En route were a number of interesting and varied attractions, including the famous Giacometti

stained glass windows in St Martin’s church in Chur. Curiously these *sehenswürdigkeiten* (sightseers attractions) were met with a level of disapproval from the church and *verboten* during mass to the casual visitor. And so, in search of more pastoral diversions a few hardy souls set off up the mountain to Arosa, a far distant mountain village perhaps best described as a bucket and spade skiing resort (excuse the mixed metaphor) known out of season for its bear enclosure. Sadly, given the heavy and cold rain, the bears did what all sensible bears best do in the woods and stayed firmly indoors sleeping.

After a welcome (and dry) garage in Flims which allowed those who like to oil things to undertake running maintenance, the following day offered an extremely welcome lunch hosted by club members Martin and Susanne Halusa in Pontresina. The lunch promised to be an elegant affair in the beautiful hotel Kronenhof.

However it posed a few problems. For between us and them stood the Flüela pass (7818 feet) and the Julier pass (7493 feet), or for those who had neglected to pack their snow chains the slightly easier Albula pass. In the end dire warnings of snow proved a day early (Pontresina was

snowbound within 24 hours), and the tour party were rewarded with a generous meal featuring particularly authentic rösti. This was not the last of authenticity for the day which ended with a cheese fondue the memory of which stayed with us (and the smell in our clothes) for days.



Martin and Susanna Halusa, our kind hosts at Pontresina
(photo Nanette Elenbaas)

Sunday dawned ominously dark. Snow was once more in the air. Breakfast was an early affair with much anxious talk, as the weather outside our panoramic windows manifested itself in heavy, cold and persistent rain. It was a moment to consider the part weather has always played in the development of the automobile. As a conveyance to transport its occupants in safety, in the dry, in reasonable warmth and tolerable speed, the cars were facing a clear test which, naturally, was compounded by a brace of passes, the Oberalp pass (6713 feet) and the Susten pass (7297 feet) ahead. More sobering still was the news minutes later that the Susten pass had been closed due to a fatal accident. This required a lengthy detour via Lucerne where we were able to admire some magnificent Swiss tunnelling skills from the inside, but did leave us all with the Oberalp pass and a real test in driving snow which remarkably was achieved by all on our way to the historic Grand Hotel Giessbach with commanding views over lake Brienz.

It was noted more than once that the Grand Hotel Giessbach shared some features with the cars which now adorned its small but proximate car park. As authentic to its Victorian roots as it is quirky this hotel was once a major tourist attraction, built for the once burgeoning European tourism boom, it now attracted a whole new generation of tourists from China and the Middle East. This historic hotel also drew to

it a succession of second-rate artists who all seemed to share a somewhat disturbing and unhealthy fascination with the young girls in local costume who were once the hall mark of its service. The property was built overlooking the famous waterfall of Giessbach which remains its principal attraction. However it also now houses a series of fascinating paintings including a vast bucolic landscape on loan from the Swiss national museum by Charles Giron (1850-1914) depicting a traditional Swiss *Schwingfest* (Swiss wrestling match).

As part of our brilliantly curated tour with many passes behind us, our tour was finally blessed as bleak grey skies gave way to deep blue and Switzerland began to reveal herself again in her many coloured glory. Grassy fields became vivid green and lakes morphed into those blue/grey hues normally found in Farrow and Ball brochures. As ever Fokko's timing was immaculate, with long trips on the many *dampfschiffe* available to Interlaken and Brienz, and for those with particular German timetable skills the steam railway up the Rothorn Mountain offered another Victorian era diversion. This gave way the following day to the promised sunny uplands with perhaps the most rewarding driving day of the tour. A cunning route managed to string together three passes: The reopened Susten pass (7297 feet), the Furka pass (7969 feet), and finally the Grimsel pass (7099 feet). Members took the route either anticlockwise, or clockwise with much jolly waving and passing in unlikely places. Curiously, whilst one mountain pass might seem like the next they are, in fact, all remarkably different. The Furka pass is famed for its James Bond sequence with Goldfinger in his PIII, rocky and forbidding, whilst the Grimsel is formed from dramatic, softly folded slabs of pale green rock. All three interconnect with stunning unfolding views of the ribbons of road ahead. Curiously Grimsel hosts the world famous Murreltierpark – a home for the dispossessed and formerly hunted rare mountain rodents of the area which, along with the bear enclosure of Arosa previously mentioned gave us a fascinating snapshot of Swiss ecotourism.



Nick Naismith and 1606 on the Furka pass (photo Jo Naismith)



22LM on the Süsten pass (photo Maurice Whitaker)



1676 taking a breather at the top of the Grimselpass (photo Nanette Elenbaas)



Grimsel Pass (photo Kimberly Shaddock)

Having been tested by snow, rain, winds, treacherous passes, the cold and perhaps the occasional navigational challenge the tour found itself heading for the final leg, crossing the Röstigraben (rösti divide - a local term coined in the First World war to accentuate the culinary divide between French and German speaking Switzerland, and still used in local political discourse to this day), and on to Lausanne. Cunning tourists amongst us found lunch in the heavily groomed Gstaad, lined with Swiss Chalets offering well know luxury goods to distantly recognizable faded film stars. (And us).

Being a masterful planner, our esteemed leader had saved the best until last. Our route finally led to glorious sunshine and a hotel to match (The Beau Rivage Palace). Tour members sank into marble baths and luxuriated in sunset views across Lake Geneva. With a final flourish the group donned black tie and suitable frocks, with scarcely a trace of the testing damp days endured, for a boat transfer, complete with jolly accordion hornpipes on deck, and a gala dinner in Evian Les Bains which observant readers will note is not

actually in Switzerland. Poetic licence is always granted to those who plan a tour with such artistry. Our brave leader could finally breathe a sigh of relief. Success had been delivered, the tour was complete.

Or so he thought. At the very last step we hit trouble due to navigational error on the part of the returning bus driver and found ourselves in a perilously narrow village street. Despite the combined encouragement of many captains of industry, leaders all, and a dozen Google map jockeys, plus several willing to guide on foot, the driver resolutely failed to proceed. The machinery was willing, but the driver's will was sadly lacking. At our eventual set down some time later that night, the person who ungallantly pointed out that our bus driver was female shall remain nameless.

And so it ended - the contrast was complete. Switzerland had been magnificent, brutal, fascinating, beautiful. It was time to get back to reality.



Gerald, Fran and GVO26 in the final challenge

Year	Model	Body Type	Colour	Chassis No.	Reg. No.	Owner/Passengers
1911	SG	Marlborough Torpedo	Green	1606	CH722	Nick & Jo Naismith
1911	SG	Roi des Belges	Cream	1676		Ron & Nanette Elenbaas
1912	SG	London to Edinburgh	Black	2133	RR1912	Keith Wherry & Marie Harland
1912	SG	Tourer	Green	2092	R1472	Doug Magee
1912	SG	Cabriolet	Green	2145	BF 8058	Albert & Monique Eberhard
1913	SG	Tourer	Cream	23NA	IA 4	Terry & Liz Bramall
1914	SG	Tourer	Blue	11AB	R2114	Stuart & Ruth Evison
1919	SG	Alpine Tourer	Black/aluminium	51TW	AC 4444	Graham & Gill Adams
1920	SG	Tourer	Silver	50RE	MH 2245	Michael & Linda Hilditch
1920	SG	Tourer	Blue	60AE	79 FLY	William & Claire Corbett; David & Penny Corbett
1921	SG	Tourer	Yellow/black	60NE	SV 6608	Gervase & Margaret Forster
1921	SG	All Weather Tourer	White/navy	33LG	XR 7646	Sir John & Lady (Lesley) Stuttard
1922	SG	Tourer	Green	34MG	1JL	Clayton & Helen Banks
1923	SG	Tourer	Green/black	23EM	S11	Bill Johnston & Ronda Stryker
1924	SG	Tourer	Grey	68RM	S 46	Ken & Jane Forbes
1924	SG	Tourer	Grey/black	22LM	XT 1847	Nick & Maurice Whitaker
1925	SG	Pall Mall	Red/black	S131MK	S 714135	Dave & Kimberly Shaddock
1925	SG	Tourer	Green & silver/black	S176ML		John & Denise Dolan
1926	PI	Cabriolet de Ville	Black/maroon	57YC	YR 2648	Michael Joy & Sally Whittet
1929	20/25	Saloon chassis	Black/grey	GXO97	ZV 4501	John Redmill & Desmond Barry
1929	20	Landaulette	Blue/black	GVO26	UV 4918	Gerald Davies & Fran Fuzzey
1930	PII	Dual Cowl Tourer	Black	62SY	GH 2966	Strone & Alex Macpherson
1933	PII	Continental Tourer	Green	31MW	ALP178	Roland Duce & Kimberly Hughson
1934	PII	Drophead Sedan coupé	Blue	156SK	HXC 545	Rolf & Agnieszka Kuhnke
1937	PIII	Saloon	Black/grey	3CM65	EYY 333	Fokko & Hélène Keuning
1939	Wraith	Sports Saloon	Primrose/black	WEC27	985BGW	John & Mary Narvell
						Roy O'Sullivan

AUTUMN LUNCH

Rosemary Jeffreys

13 October 2019



The pre-War cars which braved the weather!

The Autumn Lunch took place this year at Walton Hall near Wellesbourne in Warwickshire. Ken encouraged members to come in modern

cars rather than not come at all, and in an exceptionally wet autumn, this turned out to be wise advice. Eight pre-War cars did however



brave the elements, and were rewarded with sunshine on the journey home on Sunday afternoon. Over 50 people came to the lunch which, as was to be expected from a French-owned hotel, was delicious, even if the surroundings were a little reminiscent of the girls' school which was rumoured to have been the former use of the building!

coming from the South. It is always nice to have a lunch to close the season, and hear about what others had been doing over the summer, including of course the Swiss tour. Our grateful thanks to Ken and Jane for organising an excellent event, much enjoyed by all 53 of us who attended.

Some of us arrived the day before, as it was a little far to drive there and back in a day for those

Year	Model	Body Style	Colour	Chassis No.	Reg. No.	Owner
1920	20	Saloon	Ivory & Brown	GH61	OR4094	Michael & Linda Hilditch
1926	PI	Limousine	Blue & Black	20TC	YO8869	Sue & Andrew Taylor
1930	PII	Sedan de Ville	Black	64GY		Roland & James Duce & Kimberly Hughson
1933	PII	Tourer	Ivory & Black	825XUT	152MY	Delphine Gray-Fiske
1933	20/25	Sedan de Ville	Black & Cream	GHA37	ALX5	Miles & Jane Preston
1936	PIII	Sedan de Ville	Red & Black	3AZ168	DLY380	Nick & Maurice Whitaker
1937	25/30	Sports Saloon	Maroon	GRP68	BSG527	Ken & Jane Forbes
1937	25/30	Touring Limousine	Black & Yellow	GRP4	ELH113	Henry Fitzhugh & Rosemary Jeffreys
Attended in modern car:						
Brian & Wendy Fidler						
David & Elspeth Crossley Cooke						
Tim & Susie Forrest						
Ashley & Adrienne Carmichael						
Philip Hall						
John & Kathy Deane						
Graham & Sarah Tyson						
Roy O'Sullivan & Rebel Errat-Camp						
Paul Fox						
Peter & Susan Walton						
Bob & Hilary Vass						
Ken & Anne Fairbairn						
Alex & Magdalena Duce						
Stan & Angela West						
Charles Rentoul & Zelda Kent-Lemon						
Johnnie Gallup & Bella Hoare						
Colin Hughes & Mermie Karger						
John Snook & Amanda Chumas						
Bryan & Ros Fitton						

Running & Driving Different Models of pre-War Rolls-Royce

Tim Forrest and Henry Fitzhugh

LARGE HORSEPOWER CARS

Silver Ghost 40/50

Maintenance

Preparing and maintaining a Silver Ghost before an event will typically take at least half a day, as there are so many individual lubricators to attend to. Sir Henry Royce started out as a locomotive engineer and this shows in that everything requires lubrication, some of it daily and most of it on a weekly basis. After a winter laid up in the garage, a full lubrication service is required. Getting the car ready for an outing in the spring takes time, to ensure the car is properly prepared. Later post-War Ghosts are slightly quicker to lubricate as they use a gun and 'Enots' connectors to oil each point rather than a cap which has to be unscrewed, filled with oil, replaced and then tightened again. Once on a tour, there are lubrication schedules to be completed every 250 miles and every 1000 miles. Tyres on pre-War cars were of the beaded edge type, which give very little contact with the road and were liable to failure if used on longer tours so many touring cars have been converted to the much more reliable straight sided tyres which are readily available and give better service.

Driving and performance

Driving a Silver Ghost is all about confidence and the ability to adapt one's own style to that of the car. When the cars were first introduced, chauffeurs were invited to change into top gear as quickly as possible and to stay there, allowing the massive torque of the engine to pull away from quite low speeds. The gearbox is therefore only necessary when starting from rest or for climbing really steep hills. If the car was made between 1910 and 1913 it is likely to have three speeds otherwise it will have four. The gear lever is on the right, adjacent to the handbrake. The change of gears is relatively straightforward once the driver has remembered or learnt how to double de-clutch and to accept the fact that some gear changes will inevitably involve a certain gnashing of teeth, by the driver and by the car. The pedal layout is conventional and there is a hand throttle, mixture control and ignition control on the top of the steering column. Once under way these rarely need adjustment unless one wishes to use the hand throttle as a 'cruise control'. Cruising speed depends on the gearing but Ghosts will cruise all day at 50mph or more. Many of the touring cars, and all of the more sporting Silver Ghosts, were very highly geared and these can comfortably cruise at 55 to 60mph without difficulty. Post-War Silver Ghosts have a slightly different feel to them as they are heavier and typically somewhat lower geared but compensate for this by having better braking systems. The engines were designed to run slightly faster, with aluminium pistons, and so, although their performance is similar to a pre-War Ghost, they do not come with quite the effortless sense of ease of the earlier cars. However this all depends on road conditions and one needs to remember that, on most Silver Ghosts, the brakes act only on the rear wheels. On pre-1914 cars the foot brake operates a drum on the transmission which, although powerful, was subject to dire warnings by the factory as excessively rapid stops could damage the transmission. In fact the handbook told the driver to slow the car by closing the throttle. Fortunately, the large handbrake lever operates very effective drum brakes on the rear wheels that work well in dry weather. When the roads are wet, caution is advised as, with two wheel brakes and narrow tyres, a skid can be caused by heavy braking. From 1914 onwards, Ghosts had both handbrake and footbrake operated brakes on the rear axle; from 1924 the front wheel brakes were fitted with a powerful servo. Both of these enhanced the braking capabilities significantly. Steering, apart from when the car is parked, is very precise and light with little movement at the wheel needed to take a corner. Once underway the car is therefore both relaxing and easy to drive, with top gear giving fast acceleration from 10mph to 70mph, light direct steering and very quiet engine and transmission. The biggest noise is from the wind which varies with the type of coachwork fitted. When

touring most drivers much prefer to have the hood down which improves visibility and reduces any mechanical noise there may be.

Phantom I 40/50

Maintenance

Maintenance is very similar to a later model of the Silver Ghost range, with four-wheel brakes. There are no less than 84 points to oil every 1,000 miles but at least this can be done with an oil gun. Since the valve gear is totally enclosed it does not need periodic lubrication, unlike the Silver Ghost. The US built New Phantoms were the first to have one-shot chassis lubrication, with a lever beside the driver, injecting oil to no less than 40 points around the chassis. This makes servicing very much easier.

Driving and performance

The Phantom I was typically rather lower geared than a Silver Ghost so that the engine could, for most of the time, be held in top gear despite the weight of the car and its coachwork. Driving a Phantom I is like driving a late Ghost but one is conscious that the engine is turning a little bit faster, with a different rhythm to it. Performance depends very much on the type of coachwork and the gearing fitted. Larger Limousines cruise at 55mph whereas the lighter Tourers or Saloons on a standard chassis can cruise at 60 to 65mph all day without difficulty. Top speed is dependent on gearing and body style and varies from 65mph for a long wheelbase Limousine to over 80mph for a light Tourer. The steering on these cars tends to be heavier than on a Silver Ghost, particularly at low speeds, due to the much larger section balloon tyres. Ride and comfort on these tyres is much improved as is the braking capability. If well restored and maintained, the engines can be extremely quiet and smooth. Some open Phantoms have had overdrives fitted to provide more relaxed cruising.

Phantom II

Maintenance

By the time the Phantom II was introduced, many owners, particularly of the special Continental variety (of which 281 were made), expected to drive their cars extensively without support from a chauffeur. Keeping the car clean had been helped by improvements in the type of paint used and by the adoption of wheel discs which greatly reduced the time needed to wash the car. The previously nickel-plated radiator shell gave way to 'Staybright' in 1931 (a form of stainless steel) and, from its inception, the Phantom II had a one-shot lubrication system. All of these features mean that the car is easier to keep clean and easier to lubricate than one of the earlier large horsepower cars. The PII had a completely new and significantly lowered chassis frame which both improved the ride and road holding and facilitated the adoption of some of the most attractive coachwork on any of the pre-War cars. These large six-cylinder Rolls-Royce models are big powerful cars and, in general, the engines are very reliable as they are quite lowly stressed. However, as it was developed to deliver even more power, the Phantom II's engine began to show signs that it was a very big six-cylinder engine that was having to work quite hard to meet owners' expectations as to performance expectations. These engines did therefore show signs of wear rather quicker than had their predecessors. Both late Phantom Is and all Phantom IIs have aluminium cylinder heads, which were very satisfactory provided the correct inhibitors were used to prevent corrosion. These engines therefore need to be carefully checked and maintained to high standard to retain their longer-term performance. However, if this is done and if they are driven in a more leisurely style, they will have longevity and reliability.

Driving and performance

The Phantom II made a tremendous impression when new because of the extraordinary silence of the car, coupled with very strong acceleration, superb springing and excellent steering. Even today when one is close to a car being manoeuvred, one will notice how quiet it is. The acceleration by modern standards is still impressive, particularly once the car is on the move. The ride and handling due to its lower centre of gravity are good for the period. Top gear flexibility is extraordinary, enabling the car to accelerate smoothly from 5mph to a maximum around 90mph. The high gearing enables the car to be cruised all day at 75mph making it an impressive long-distance touring car. Synchromesh on third and top gears

(and on 2nd from 1935) means that gear changing, using the diminutive right-hand lever, is much easier than on a Silver Ghost or Phantom I, particularly as one very rarely needs to change into second gear once on the road. All Phantom IIs have very long bonnets and this is particularly emphasised on Continental models because of the low raked steering column and lower seating position. The effect is somewhat daunting at first sight but, fortunately, both front wings are clearly visible, making the car easy to position on the road.

Phantom III

Maintenance

The Phantom III is the most complex of pre-war Rolls-Royce models. It is difficult to maintain as many routine tasks on its V-12 engine, such as changing the plugs, are difficult to access. This complexity led to many PIIs being laid up for long periods or, worse, being run in a neglected state. Fortunately, many went to the United States after the war and were well cared for by enthusiasts before, in some cases, returning to the UK. A good PIII once restored and properly maintained can provide very reliable and enjoyable motoring. Several owners on the continent of Europe cover high mileages each year giving both comfort and reasonably rapid transport. There are certain specific things that need to be adhered to but, assuming this is done, the car can then be used with great confidence.

Driving and performance

The PIII is inevitably large and heavy, irrespective of coachwork. The V-12 engine is very powerful and despite its weight gives the car impressive performance, with strong acceleration, giving a cruising speed of 75 to 80mph with a top speed of 90 to 95mph. However increased performance and weight mean that fuel consumption drops to around 10 to 12mpg. The ride is excellent thanks to independent front suspension and adjustable shock absorbers and the controls light and precise, with powerful brakes and accurate steering. It is a 'Grand Tourer' in the true meaning of the term and is well suited to long journeys.

SMALL HORSEPOWER CARS

20HP

Maintenance

Maintenance of a Twenty requires an oil gun to be applied to many lubrication points around the chassis in much the same way as a Silver Ghost or Phantom I, but fortunately there are not so many. Otherwise, maintenance is pretty straight forward. Cars which have been well cared for are very reliable. The engine and chassis are well made and relatively unstressed in normal use. The gearing was designed for English roads of the 1920s where speeds in excess of 45mph were unusual. Quite a few of the lighter bodied Twentys have now been fitted with overdrive to raise their cruising speed.

Driving and performance

A good 20HP has a very smooth and exceptionally quiet engine and the rest of the car provides the driver with something that is a delight to handle. Delicacy of control is a notable feature with every lever moving easily and with accuracy. The four-speed gear change is light to handle, the steering is accurate and the brakes are powerful. Although it is not a fast car, with a maximum speed of just over 60mph for the early cars, improving to 70mph for the later examples, the Twenty is well balanced and can maintain respectable average speeds. Fuel consumption depends heavily on how the car is driven but should be around 20mpg. The car is ideally suited to day trips or shorter local journeys as it can be started and driven without delay, unlike a Silver Ghost which takes 10 minutes to get started and warmed up. Various choices of axle ratio were provided but all provide relaxed cruising at 45 to 50mph, with lighter cars going 5mph faster, if they are more highly geared. At a cruising speed of 50 to 55mph, the Twenty is a comfortable and easy car to drive.

20/25HP

Maintenance

Maintenance of the early 20/25s was greatly improved since they had central lubrication of many of the nipples and, from 1932, a full one-shot chassis lubrication system. This system works extremely well and provides oil to every significant part of the chassis simply by pressing a lever under the dashboard. There are still one or two minor points that need lubricating with an oil can but these can be done easily. Other

than that, there is just general maintenance and care, with periodic changes of engine and gear oil. The 20/25 chassis was improved throughout its life and so it is important to make sure that there is a correct instruction book for the year of manufacture of each car.

Driving and performance

Considerable work was done to improve the steering and suspension throughout the production life of the 20/25 with minor improvements being made at each stage of development. The steering is quite highly geared; so little turning of the wheel is required and it is accurate, thus enabling the car to be placed exactly where the driver wants. Visibility of each of the front corners is good, enabling the width to be easily assessed. The larger engine size of the 20/25 compared to the Twenty increased maximum speed by about 5 to 10mph and also improved acceleration. A further improvement in 1932 enabled a noticeable increase in power to be achieved as well as an increase in maximum revolutions to over 3,000 rpm. This took the typical maximum in 4th gear to between 70 and 75mph with third gear good for 45 to 50mph. The car can be moved from stationary, typically in second gear, and the gearbox is almost silent. Changes into third gear and between third and top benefit from synchromesh and the gear change is light and easy. This is true of the whole car, which is quite nimble and has powerful brakes. The combination of a good gearbox, powerful brakes and a willing engine enable the 20/25 to perform well on tour and keep up with its larger counterparts on everything except really long hills, particularly if fitted with an overdrive.

25/30HP

Maintenance

Maintenance on the 25/30 is much easier than the earlier small horsepower models. As with the 20/25, the one-shot chassis lubrication system, provided it is used regularly, works extremely well and there are only one or two minor points that need lubricating with an oil can. Other than that, there is just general maintenance and care, with periodic changes of oil. The mechanical self-jacking system makes punctures even easier to deal with than on the 20/25 with its integral jack. The Owners' Manual for the 25/30 has been reprinted in its original form by the RREC, with a few updates, and that makes the vehicles very easy to work on. A complete service and maintenance, including the 20,000 mile items, can be undertaken in a single day by anyone who is handy with a spanner.

Driving and performance

The steering is quite highly geared so little turning of the wheel is required and it is accurate. Visibility of each of the front corners is good enabling the width to be easily assessed. In modern times many cars have been fitted with overdrives, although many 25/30s without overdrives will be seen bounding along. The car can be started in second gear and the gearbox is almost silent. Changes into third and between third and top benefit from synchromesh and the gear change is light and easy. This is true of the whole car which is quite nimble and also has very effective brakes. As with the 20/25, the 25/30 performs well on tour.

Wraith

Maintenance

The Wraith both looks and feels like a bigger car than its predecessor (the 25/30) but all of the qualities and benefits remain, plus the easier maintenance of the fuel and electrical systems. The central lubrication system was retained. There are still one or two minor points that need lubricating with an oil can but these can be done easily. Wraiths continue to perform well with general maintenance and periodic changes of oil.

Driving and performance

This car, like the Phantom III, has a softer ride than the earlier cars. The ability to corner well is the result of adjustable hydraulic shock absorbers and independent front suspension. The steering is quite highly geared; so little turning of the wheel is required. Visibility of each of the front corners is good, enabling the width to be easily assessed. The Wraith can be started in second gear and the gearbox is almost silent. Changes into upper gears benefit from synchromesh and the gear change is light and easy. Like its predecessors, it performs well on tours.

MEMBERS' NEWS

New Members welcomed to the Club – Details on the Website

Andrew & Andrea Whittaker, 1934 PII, chassis no. 97RY (bare chassis)

Alain Niepceron, Alain & Dany, 1933 20/25, GBA29, AXF11

Caesar Peier 1922 SG, chassis no. 267BG; reg. no. ZH16217

Joy Wills, 1932 20/25, chassis no. GBT81, reg. no. GX66

Anthony & Gillian Peters 1921 SG chassis no. 33NE, reg. no. BF8433

Pascal & Corinne Behr, 1920 SG, 10CW, RR7492

James & Tanya Clarke 1914 SG, chassis no. 32PB, reg. no. AX216

Rob & Rachel Kaufman, 1914 SG 20BT, SV5347; SSG 178ML

Roy & Nickie Minter, 1926 20, chassis no. GYK2, reg. no. G547

DeNean & Patti Stafford, 1910 SG, 1392, reg. no. JS191; 1914 SG, 35 X; 1931 PII Continental, 60GX

Paul & Linda Gould, 1912 SG
1920 SG PE36; 1928 PI 5G7FP

I am very sorry to report also that **Otto Räker**, a long-standing member of the Club died just before this issue went to press. He had a collection of over 50 cars in a museum in Germany. He and Rensche were well known to many of our members, and bought their 1934 20/25 (GFE14) Vanden Plas Oxborrow & Fuller Continental Tourer from John Zimble, whom we commemorated in an earlier issue. An obituary of Otto will follow in the next issue.

OBITUARY

Major Lenox Jamieson, who died in May 2019, aged 82, was one of the Club's longest serving members. Together with Audrey, he was a regular participant on many tours, particularly Irish Georgians, and at annual dinners and AGMs. Whenever the Club visited Scotland he was there to entertain, ever courteous and always with a sparkle and a sense of fun. And he was always correctly and immaculately dressed, whether as a member of the Royal Company of Archers attending Her Majesty at Holyrood Palace or at a 20-Ghost Club event, where he wore formal motoring gear and, in the evenings, his signature tartan trousers.

His parents, Harvey and Frances, owned two pre-War 25/30 Rolls-Royce motor cars and were keen Club members, on one occasion entertaining for dinner at their Edinburgh home all the participants on the 1967 Tour of Britain. Lenox was introduced to the marque from an early age. As an officer in the Royal Engineers, it wasn't long before he acquired his first pre-War Rolls-Royce, a 1932 20/25 (GBT78) Hooper Limousine and then a 1923 20HP (66H5) ³/₄ Drop Head Coupé. He joined the Club in September 1958. In the mid-1960s he bought a Phantom II (98GN) Hearse and then a 1924 Silver Ghost (68RM) Windovers Tourer, now owned by Ken and Jane Forbes and described in this book. After restoring the Ghost, in 1972 he was awarded the Club's Phoenix Trophy for the best restoration and the car also recorded Concours wins in 1971 and 1972. Lenox owned 68RM for more than 50 years (1965 to 2017) and used it extensively on Club tours. He was awarded the Alpine Trophy for mileage in four successive

years, 1971 to 1974, (including the Alpine Jubilee Tour in 1973), not least because he used it as his every day car.

Lenox and Audrey became well known and much loved figures in the Club, often seen at events, except when military service in the Far East caused a temporary absence. He enjoyed the company of fellow Club members and this was reciprocated. He generously left a substantial legacy to the Club.



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.

6th March 2020

70th Anniversary AGM and Annual Dinner, Goldsmiths' Hall, London (Jo Naismith)

15-18 May 2020

Tour of South Derbyshire with Irish Georgian Society (Jimmy Valentine and John Redmill)

26 April 2020

Spring Lunch at Armsworth Park House (Strone Macpherson)

13-25 June 2020 (or 16-28 June) 2020

A 12-night tour of Scotland and the Isles (Ken Forbes)

Mid-July 2020

Concours and two-night stay (Brian Fidler)

6-11 September 2020 (provisional)

Tour of Southern Holland and Belgium (Ernest van Arendonk)

14-16 September 2020

Tour to Woodhall Spa, Lincolnshire, with private tour of the Memorial Flight (numbers for this are very limited and it is at present full, but please contact John Snook if you would like to go on the reserve list john@jsnook.plus.com)

Late September

Autumn Lunch

March 2021

AGM and dinner, Oxford (Brian Fidler)

May 2021

Tour with Irish Georgian Society (Jimmy Valentine and John Redmill)

11th -26th June 2021 (Provisional)

The Glories of the Austro-Hungarian Empire (Sir John Stuttard and Angelika Elliott)

July 2021 Five nights

London to Edinburgh Top Gear Run (Nick Naismith)

August/September 2021

Tour of Wiltshire, based near Stourhead (Johnnie Gallup)