



News & Record



LETTERS TO THE EDITOR:

CHRIS MARSHALL of ESSEX writes:

"Following your Editorial in N&R36, please find some [slightly disjointed, perhaps] thoughts below on the subject of attracting new members to the Club. One of the challenges these days is for car clubs such as the 20-Ghost Club to attract younger members to the fold. It is increasingly apparent that the average member age is heading towards the elderly. That hits home when acquaintances in the movement refer to me as young.... I'm near to 50.....!"

The first thing I see is the fundamental issue of maintaining survival of our cars. If our cars are to continue to survive for future generations, then those future generations need to be both sufficiently interested in them to want them to survive and be in a position to enable them to survive. And that could be a significant issue in the future, I believe. We live in ever more environmentally driven times with young people taught about the 'evils' of emissions and that motor transport is one of the key culprits. Books for the young show cars as being smoky and unpleasant and are often literally shown to be killing the planet. In that paradigm it could be very hard to promote 7.5 litre cars that return less than 15mpg! This is a hard environment for our and similar clubs to operate within.

However, when faced first hand at the sight, sound [or lack of - our cars are quite patently 'silent'] and feel of a Pre-War Rolls-Royce, most small boys, and girls too, are really fascinated. The first of these future generations are with us already, they are a six year old playing with his toy Audi and Citroen, they are also the ten year old in front of a computer playing in virtual reality. With respect to encouraging the younger generations into the domain of the pre-War Rolls-Royce I believe there are two of routes, direct and indirect, and we have a part to play in both.

1) Firstly there is the direct route, i.e. coming to the Club without having been a member of any other general club or marque based club. This may be through immediate younger family members, or by those who have the 'R-R or nothing' mindset. I think that this is possibly the least relevant route into the club, it is there and should be recognised, but the more important route would be the indirect route.....

2) The indirect route is I think the more likely route to attract new members to the Club as pre-War Rolls-Royces are less likely the younger enthusiast's first foray into the classic and vintage movement. As a younger person my first one make car club was the Porsche Club GB. I was a member for a number of years before my latent interest in older cars could become more of a reality. In the earlier days, my club car had to also be my daily driver. I then got to the position where I could have a club car and a daily driver and could then start to get into vehicles that were more specialised.

So one thought is that instead of trying to attract the much younger members, should the Club have a focus on attracting members from the early middle age bracket, those who have already been contaminated by oily fingers and do not yet appreciate what they are missing? This may be a case of educating existing enthusiasts in this age bracket and providing an open and welcoming public face. Perhaps more club attendances at public multi make rallies with a focus on education and enlightenment, removing the fear of the

unknown. Many people who do not understand our cars I believe have the perception that ownership of a pre-War Rolls-Royce requires the defense budget of a medium sized dictatorship and the technical ability to match. And I believe that is something that we as a club can directly influence through our agenda and actions.

Coming back to the issue of the much younger generation and those generations not yet born, I think that this is a broader issue, for the 20 Ghost club, other car clubs and for the FBHVC [Federation of British Historic Vehicle Clubs].

With respect to the much younger generations, the challenge is not getting them into the Club, although it's nice if it happens. No the challenge is getting them from in front of the virtual world of their PCs and into the real world of oily fingers and bashed knuckles in the first place. Whilst we are less likely to attract the youngsters first time, I think we could certainly provide support and information to show them the enjoyment and satisfaction they can get from working with real technologies and skills; to coin a more up to date terminology, to come out from the PC and 'Get Real'.

In that vein, I saw recently a comment that was made about how car clubs engage in the virtual world effectively, I think that the real questions should be, how do car clubs engage in the virtual world with a specific focus to take those younger people out of the virtual world into the real world of bashed knuckles, oily fingers and the undiluted enjoyment of a pre war car on the open road. An example may be for the web presence of car clubs to have content aimed at the younger person to provide a more entertaining way of learning about our cars and the fun that one can have maintaining and driving them - for example some good quality video content and instructive content, Rally and tour video, some Rolls-Royce history etc.

Another thought is to look at the 'historical' significance of our cars and to engage with youngsters on a different tack. Part of getting a young person interested is to fire imagination for the future. What if we, the vintage movement in general, were to look at engaging with schools through the teaching of history. Most museums do this activity, but not car clubs. We could actually offer a much more 'real' experience than the predominantly dead and static exhibits in a museum. The UK has a rich industrial heritage and Rolls-Royce is a flagship of that heritage, we have the potential here to use that to our advantage and that of the vintage movement in general.

Final thought..... there are many members who do not work on their cars and have the financial means to have all their work carried out at marque specialists. I believe that for the survival of pre-War cars the most important aspect is to have the future custodians not only capable of understanding how these cars work but also, more importantly, how to overhaul and maintain them. We should not just be bringing young people into ownership, but into the crafts and skills associated with restoration and preservation. These are the vital skills to keep our cars operational for the next and subsequent centuries.

I certainly can not profess to have the answers, but I do believe we could be at the beginning of a time when the longer term survival of our cars is much less assured than in the past. A

decline will not happen over night, but will be a process of more silent erosion only visible at a point when it becomes difficult to stop.

It is my belief however that the most important point is that future generations must have the basic interest or desire to see our cars survive, without that, the arguments are mere ramblings."

BRYAN HARPER, of AUSTRALIA, writes:

"I was particularly interested in reading your editorial note on membership as I have recently taken this same matter up with Rory Poland [Australian Chairman]. I posed a demographic question on age groups within our Chapter and suggested that it may be helpful to do a quick head count on the ages of members leading to a view of how many current members are likely to be active in 10 and 15 years from now. I suggest that the answer is likely to be, "not many"!

Membership is definitely getting much older to the point where many of us tend to think of our new Hon. President as, "young Kent". May be his younger image will act as a magnet for younger members. Those apart, there are other underlying issues that may be beyond resolution in the short term.

To start with, I don't think the problem lies with the type of event that is put on for members. The type of events that are already available is reflecting the wishes of the membership thus younger members only have to lobby the Committee for change and it will happen. The problem is deeper than that.

Firstly, what age is a younger member? I suggest that any age less than 55 would be about right. Today a 55 year old or less is

likely to be very much the family man with 2 or 3 children costing him a mint of money for their school fees and general upkeep which increases almost on a daily basis, he will be under increasing pressure at work to maintain his position and hopefully arrive at a satisfactory financial position where he may be able to indulge himself with cars and other luxuries.

Secondly, there are so many more alternative hobbies to pursue today compared to 30 or 40 years ago when some club cars were relatively inexpensive. Holiday homes and overseas travel is just one area for spare cash to be invested and of course there are all the other car clubs whose cars give their owners as much pleasure as we derive from our cars but at a more practical cost.

Thirdly, this question of cost, on going cost, is I think, a big deterrent to new membership. We oft hear what I think is the rather mealy mouthed statement to the effect that, "we are the custodians of RR cars" [particularly Ghosts]. If this were true why do owners continually sell their cars at ever increasing prices (me included)? It is the phenomenal cost of acquiring vintage RR cars, especially Ghosts, which is in itself a younger membership deterrent. What can be done about that time alone will tell but I am sure that in the short term many of the club cars that will come onto the market at a million pounds or more will find homes with collectors rather than enthusiastic club members (drivers). This is another way of saying that younger members will remain in short supply. It should also be noted that there is a growing uptake of available 20/25's as the cheaper alternative car but even they are increasing in price and whilst I don't think they will come anywhere near Ghost levels they will become expensive.

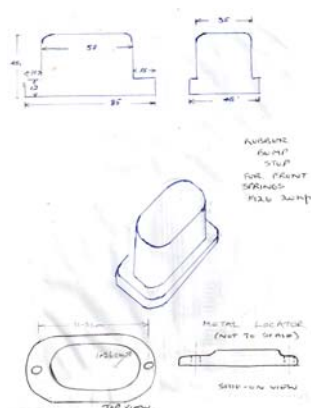
There you are, a few random thoughts to help find an answer to what do we do next!"

THE EDITOR RESPONDS:

I received these most thoughtful letters, for which I am extremely grateful, very soon after my Editorial in N&R36, from two members from opposite ends of the world – our Club is truly 'global' – and decided to publish them in full for everyone's benefit. This is an extremely important topic that will soon affect us all, if it hasn't already done so, other members, please send in more views and opinions to share in the future issues of N&R. What do YOU think – PLEASE let me know??

BUMPSTOPS IN AUSTRALIA - Sue Dunstan

I have had a mould made for the rubber bump stops for the front springs on my 1926 20hp as I was unable to source any either in Australia or elsewhere. 5 sets have been made and the quality is excellent. If you know of anyone who may need to replace theirs, the cost is AUS\$150 a set of two. I believe that the part numbers for the bump stops and metal surround are F54461 rubber stops for front springs, & F54462 steel locator for rubber stops.





NORDIC AND BALTIC TOUR – 1st to 21st July

PART 2: Stockholm to Helsinki

Clare Corbett



At Riga Terminal - so who won, Strone or the cyclist?

I was passed the baton of chronicling this remarkable journey through Northern Europe at Stockholm docks where William and I joined the tour. Catching the ferry across the Baltic to Riga, we steamed out of Stockholm on a beautiful evening, able to enjoy the spectacular views of the Swedish archipelago and next morning awoke in Latvian waters. On arrival in Riga we were corralled into a convoy, John Stuttard having given his customary interview to the press, and safely conveyed under escort through the streets to the Town Hall Square. This fine medieval town, founded by German missionaries and famous for its trading position and for its amber, joined the Hanseatic League in 1282. Many of us visited the Museum of Occupation. History was woven into this tour and the modern history of Latvia is tragic; for virtually all of the 20th century it was occupied - twice by Germany and four times by the Soviets - and finally, in 1991, Latvia gained its independence for only the second time in its history.

The British Ambassador to Latvia, Andrew Soper, and his wife Kathryn gave a splendid reception at the spectacular Rundale Palace, the British Embassy, designed in the mid-18th century by the Italian architect Rastrelli [who designed the Winter Palace for Catherine the Great]; we were feted with drinks and canapés in the car park and adjoining 'English' rose garden. It was a good opportunity to fly the flag and demonstrate the quality of British cars, our cars being alongside a brand new RR, and Andrew spoke enthusiastically about the British automotive industry today. Most of us were unfamiliar with the local currency - the Lat, not the euro. Andrew Sheehan, relief navigator for Nick Whittaker, had none on arrival in Riga but left the taxi driver very happy, with wads of euros. Gervase Forster was thrilled to find petrol so cheap with a complete tank filled for £8 until he discovered that there are not 8 Lats to the pound but a mere 1.3! Despite EU funding, the roads in Latvia were a trifle bumpy, particularly the road from Rundale Palace back to Riga. Those that went off track on dusty unmade roads found orienteering in Riga not always easy, particularly as passers-by might direct one in some random direction and, to compound confusion, there were two Radisson hotels. The Crossley Cookes set off for Rundale Palace but, after finding themselves crossing the same bridge in different directions and negotiating the many road works in Riga, repaired back to the hotel for an alternative day of relative leisure.

Neatly meshing history and motoring was the visit to The Riga Motor Museum. The founder, Viktors Kulbergs, President of the Antique Automobile Club of Latvia, who established the museum in 1989, welcomed us and pointed out that the design of the front of the building incorporates the Rolls-Royce radiator which, at one stage, but now no longer, had been the source of some contention. Inside, we had a journey through Latvian motoring history. There were hosts of Soviet cars, including the Kremlin collection with a strong preference for large and American vehicles. The midnight blue

Lincoln Continental was a gift from Nixon to Brezhnev (a bit of a petrol-head) in 1973, and a life size model of Stalin was sitting in the back of his favourite Packard limousine with its 3" thick armoured body and windows. More sinister was the wax model of Brezhnev, looking aghast, sitting in the smashed Rolls-Royce Silver Shadow that he crashed while driving in Moscow in 1980. The official Kremlin version for his absence with injuries was that he was suffering from "flu." During the difficult years, Latvian copies were made of many cars using wood with metal appliqué; there was even a car with a wood-fired boiler! The star exhibit was the 1938 Auto Union C/D mountain climbing racing car that the Russians had taken from Germany at the end of the Second World War. It is the only one of its type left in the world and was rescued from near destruction by Mr Kulbergs. We were allowed to look under the bonnet of this extraordinary car - a beautiful sight for racing car aficionados.



All lined up outside the Riga Car Museum, reflecting the frontispiece of the museum itself



Viktor Kulbergs, founder of the Riga Car Museum, explains all



the Elliotts & the Stuttards parked outside the Villa Elvere



At the Villa Ammende, the De Boers, the Stuttards, the Forsters & the Elliotts all park elegantly- as always



Our next stop was Estonia, via the restored 13th century Turaida Castle on the banks of Latvia's Gauja River. With EU money, the roads improved. Our destination was the beach resort and spa town of Parnu and the Hotel Ammende Villa, built in 1904 by a German merchant for his daughter's wedding, there being nothing in Parnu grand enough for the occasion. Graham and Sarah Tyson, with a family marriage on the cards, were noting this but not planning to emulate him. The nearest beach we attempted to explore was clearly marked "For Ladies Only" and "Beware Nudity", and indeed some of the ladies on display were indeed ones to be wary of. There was talk of mechanical engineering but even our tour engineer, Roy O'Sullivan, partial to a morning swim, heeded the notices, although the truly torrential rain may well have dissuaded him. Fokko Keuning, who collects stuffed birds, declined the challenge of detaching the golden eagle from the grand chandelier in the hotel's grand hallway. In Denmark, he had acquired a rare black grouse, which was perched in the back seat of his Phantom II Continental and which had been admired with interest through the rear window.

The next musical extravaganza of Estonian folkloric music and dancing was around a barbeque at our next hotel, Vihula Manor, an 18th century manor house situated by a river, with its own water mill. The hotel complex is owned by a group of businessmen, including Englishman Paul Taylor [his choice of car - a Derby Bentley!] and his business partner, Mike Pilkington, with his British classic sports car. The folkloric band was led by a smiling female martinet who had Sir John dancing extravagantly and, in the fashion of Estonian dancing, bumping bottoms with a considerably larger posterior than his own. She had most of us joining in, with Nick Whittaker and Graham Tyson playing saucepans, Christine Turner showing us how to dance, and Michael Elliott tapping a plate, all in perfect time.



John Stuttard enters into the spirit of things, with Lesley & Graham about to join in, while William says a silent prayer for them all

Forests are of crucial importance here, for prosperity and folklore. Vihula Manor is in the Lahemaa National Park and the roads through the forest make for easy driving with very little traffic. Some visited Sagadi Manor, built in baroque style during the 1750s by the von Focks, a Swedish baronial family. In the main courtyard is the Museum of Forestry, with interesting displays of wooden work, types of trees and the importance of the forest spirits. This could be the origin of the question, which was posed when our plain radiator cap was on the car - "who's pinched your fairy, then?" Our journey led to the ruined Kolga Manor once the largest estate in Estonia with 50,000 hectares; now with hardly any hectares, a big restoration bill and a price tag of €1.5 million, it is looking for a loving buyer. Then we travelled westwards to Tallinn and a further confluence of water and history - downpours and a magnificent maritime story. The von Stackelberg Hotel, an old city mansion and now a bijou hotel, was a great base from which to explore the charms of the old town.



The Crossley-Cookes, the Mathesons & the Tysons enjoy a Smoked Fish Tea



The Forbeses sweep out of the hotel gates in Tallinn

In 1285 Tallinn became the northernmost member of the Hanseatic League and in 1563 Estonia became part of Sweden. Despite much pillage and razing over the years, Tallinn has now been beautifully restored, with fine churches and medieval buildings. British Ambassador Chris Holtby kindly organised a guided tour [with coffee and excellent cakes] to the newly opened Maritime Museum set in the old seaplane hangars on the waterfront. A selection of Rolls-Royces braved the weather to be photographed in front of the museum, but by the time the last photographer had appeared only Bernard Holmes' Red Ghost remained, while he, Sylvia and Christine went sightseeing. Our museum guide was anxious to find out, after our tour, if our group had been paying attention. From the answers she received, Clayton Banks was easily top of the class. He was able to recite such detailed facts as the thickness of the concrete shell [8cm] of the seaplane hangars and other equally testing questions until shouted down for being teacher's pet! The other exhibits were fascinating, not least the ice-surfers that, with speeds of 150kmh and no brakes, appealed to the speed merchants in our party.



The British Ambassador Chris Holtby compares the cars with the exterior of the Tallinn Maritime Museum

Our final country was Finland. At Helsinki docks, the Press and TV again besieged John, before we processed in an orderly convoy under police escort to the Café Ursula in the fashionable Kaivopuisto Park for lunch. The sun shone, the cars behaved beautifully, and we were joined by local vintage car enthusiasts, including Philip Aminoff, who had helped with the organisation of the Finnish leg of our tour, Ilkka Brotherus, and Bernt Ehrnrooth driving his great grandfather's Silver Ghost. A magnificent machine, the chassis was off-test in 1921 and the car was rebodied in 1927 in Sweden, fascinatingly with controls marked "Huile" and "Essence". After a fine lunch, it was time for another history lesson, visiting the home of Finland's famous wartime hero, Marshal Mannerheim. A member of the honour guard at Tsar Nicholas II's Coronation in 1896, Baron Mannerheim rose to become President of Finland in 1944 and an ally of Hitler. He knew everybody who was anybody and his achievements were evident at the museum, with memorabilia and hundreds of decorations, medals and insignias to prove it. And, of course, in addition to all those medals and an MCC tie, he also owned a Rolls Royce! So detailed was our tour that many of us can now quote his height, foot size and even the desired temperature of his bath water - 1.86m, size 43 and 18 degrees centigrade, respectively, if you're interested!



Bernt Ehrnrooth's & John Stuttard's SGs Charlie Chaplin's Brewster P11 CHA 1, now owned by Ilkka Brotherus, is closely examined



John Stuttard & Filip Linder, owner of Svarta Manor



Strone leads an intense discussion at Svarta

From Helsinki we drove in light rain on a good motorway westwards into the countryside, and Svartå Manor. The manor includes a hotel in several buildings, managed by Filip and Chris Linder. The baronial Linder family built the main house in the 18th century and, after a short interlude being owned by a Finnish forest industry company, the estate is now back in family hands. Here, once again, forestry and iron were the source of the fortune that built this splendid house. It has many fine paintings and furniture, including a painting of King Gustav III of Sweden who apparently donated it to the family in grateful thanks for hosting one of his pregnant mistresses. He died without legitimate issue, but had 17 illegitimate offspring, so we assume there are many grand houses in the Nordic countries with fine portraits of the king. Baron Hjalmar de Linder was the wealthiest man in Finland and had a lifestyle to prove it, owning a 1914 Rolls Royce purchased from under the nose of King Leopold of Belgium - complete with driver and driver's wife. The local forest people thought he must have been consorting with the devil when it appeared, as it was the first car to arrive in Finland. His sister, described in her passport as "of extraordinary facial beauty", was an attraction to the great Marshal Mannerheim, who visited the estate for hunting expeditions, but she refused to marry him as he was, in her words, "too boring" - and him Finland's national hero!



All on parade and being admired

By the afternoon of our arrival there, our fame had spread and there were many visitors to view our cavalcade of 17 cars. Actually, it was hardly a cavalcade; they trickled in, far removed from 'concours' best, neither the cars nor the occupants ready for show. Yet, by the evening of the next day, we were able to see our own local hero, Sir John, on Finnish State Television, explaining how to start a Silver Ghost and taking the interviewer and the camera crew for a drive in the countryside. Sylvia Holmes was also featured polishing the windscreen of her Ghost - the Finns like to see their women at work. Another interesting Rolls Royce joined us at Svartå, a Brewster body Phantom II, registration number CHA 1. Now owned by Ilkka Brotherus, it was originally acquired by Charlie Chaplin and featured in his film "The Great Dictator". Here Bernt Ehrnrooth was designated President of the Finnish Chapter of the 20-Ghost Club and was duly presented by Sir John with the Club's official badge.

During the final stages of the tour we split into two groups, dictated by the means of conveying the cars from Finland to the UK. Those returning to Harwich drove to Turku, the second largest city in Finland and its capital until 1812. It was a triumph that all our cars assembled at the MannLines warehouse in the West Harbour Docks to be loaded by Roy O'Sullivan onto the cargo ship the following day. The Turku locals proved very helpful and courteous; Luus de Boer charmed a local hotelier into guiding her and Klaas to the Dock, collecting Gervase and Margaret Forster in their wake.



Minister Pertti Salolainen, Finland's Ambassador in London for 8 years, admires the Stuttards' SG, but has to make do with his own London taxi

Top marks however go to Nick Whittaker and Andrew Sheehan for commandeering a customs officer to safely lead them and their car through areas of the Docks normally out of bounds to the public and to the MannLines shed. There was consternation at the absence of Clayton and Helen Banks, who were pulled over by the Finnish police and subjected to a full investigation including a breathalyser test – but there was no trace of alcohol, grappa or other. It was noted that very few of our participants bothered with the official regulation of driving at all times with headlights switched on.

By the time we reached Turku we had all been beautifully institutionalised by John's fabulous organisation. So the challenge of getting to Turku, visiting the sights on foot, and then returning to Helsinki for the finale, seemed for many of us a step too far. Strone McPherson came to the rescue and hired a coach for a tour of the town before the return journey to Helsinki. We slotted comfortably into coach mode with William Corbett taking the mike and instructing us on the great famine of 1627. Fortunately we had enjoyed snacks and draught gin on a barge on the Turku River, resulting in the inevitable snooze on the way back to Helsinki. Brian Fidler made alternative arrangements and let the train take the strain, while Bernard, Sylvia and Christine put us all to shame by walking all around Turku. The coach party returned to Helsinki refreshed, and then clocked in for our final Ambassadorial rendezvous hosted by our Ambassador, Matthew Lodge and his wife Alexis at the British Residence, known as The Pink House and originally built for Mr Stockmann of the Helsinki department store. The sea views from this lovely house as were as spectacular as our selection of cars in the courtyard, and equally enjoyed by the Chinese and Bulgarian ambassadors to Finland and the President of the Finnish section of the Rolls-Royce Enthusiasts Club.



The Pink Palace, aka the British Residence, in Helsinki



Would somebody mind unlocking the gates, please?

Those in the second group, returning by cargo ship or ferry from Helsinki, had an opportunity to visit Hvitträsk. Built between 1901 and 1903, it is a hamlet of three houses designed by three famous Finnish architects, Gesellius, Lindgren and Saarinen, the last of whom being well known for his stunning Helsinki Central railway station and for work in Chicago. Islands surround Helsinki's harbour, and many of us took the Harbour Island Cruise, a great way of viewing Suomenlinna Fortress and these islands, one of which was the setting for our Gala and Farewell dinner at the prestigious Swedish Yacht Club. The Finns love singing as well as drinking, and we were rather out-sung by our Finnish friends as the evening went with a swing. Ken Forbes brilliantly expressed, with great wit and humour, our tremendous thanks to John and Lesley Stuttard and, while we had another day to explore the delights of Helsinki, we were happy to celebrate in style the end of such a magnificently organised tour.



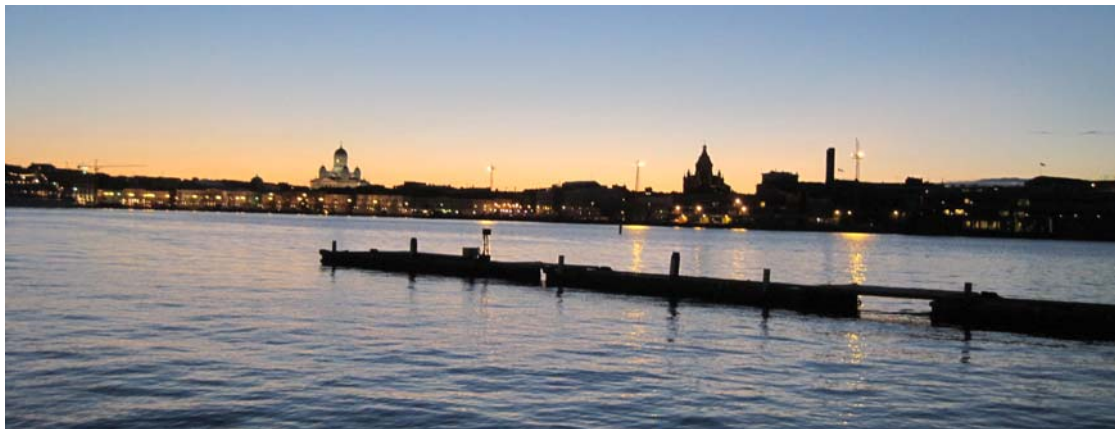
Cars being securely strapped to the deck of the ferry for the journey back to the UK



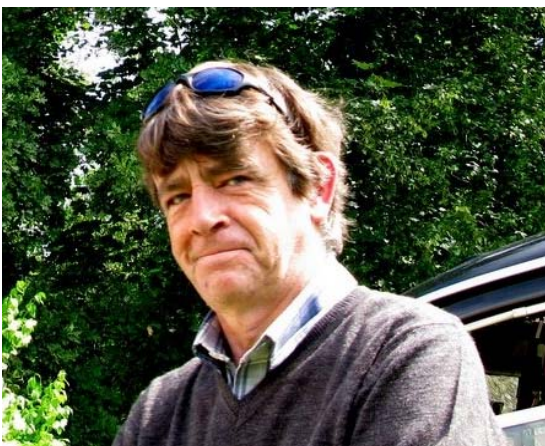
Graham plans the route home through the Baltic



John assists the ferry captain



Farewell to Helsinki, 'The Venice of the North'



Roy O'Sullivan, the brilliant mechanic, is relieved that it's all over, while Ken & Jane Forbes enjoyed every minute

©Photographs by John Stuttard, Elspeth Crossley-Cooke, Graham Tyson, and various others, to whom many thanks!

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THE 20-GHOST CLUB LIMITED REGISTERED NUMBER 5224633

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FRONT COVER – The Rolls Royces of [the late] Charlie Chaplin, Bernd Ehrnrooth, and John Stuttard are admired at Svarta Manor, Finland, during the July Nordic & Baltic Tour
design by Gerard Barry

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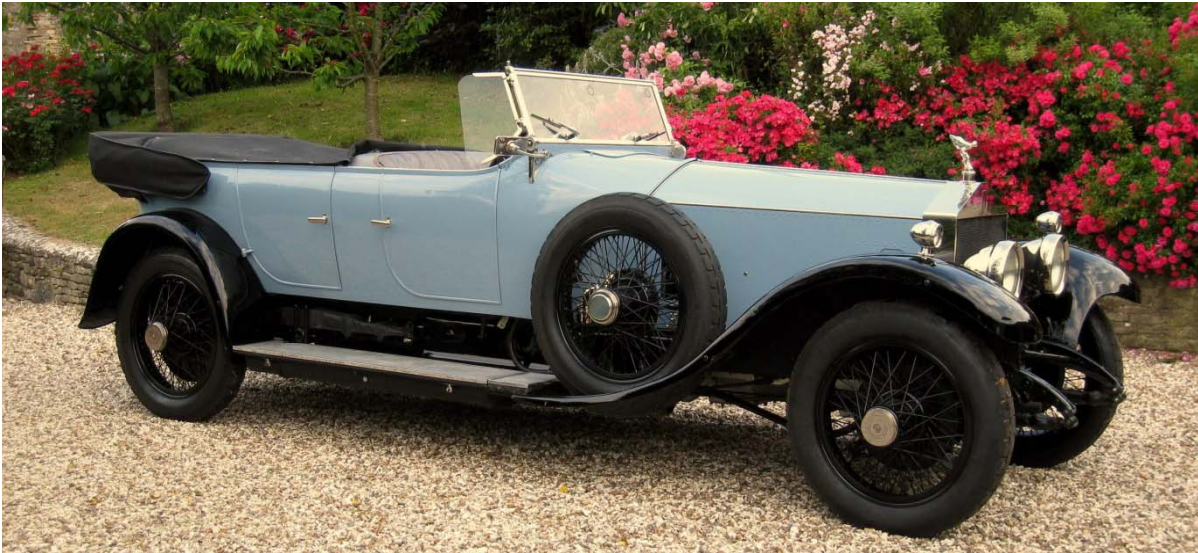
EDITORIAL

John R Redmill

Many of you have already booked to attend the 2013 AGM and Dinner on 22nd February at Boodle's Club, London, the first event of the year's programme; the Drinks Reception will start at 6.30pm as already advised, but please note that the AGM will now start at 7.00pm, and the Dinner at 7.45pm, rather than the times stated on the booking form. I am very pleased that two members wrote following my comments in N&R36 about membership issues, and these letters are on page 567. In fact, I was recently talking to the 27-year old son of a 20/25 owner, who assured me that he did not want to take over his father's car for at least another 20 years. It was all a question of image, he explained, saying that he would rather be seen in a nippy little 1920s sports car or a 1960s classic while he was still relatively young, and that the RR would only suit when he was in his middle age. He said he might become a 'young' 20-GC member then, and suggested that we would be wasting our time trying to attract all but the occasional member younger than that!! Well, is he correct, or is he talking out of his where-ever? I would very much like some further responses from you all about this - so come on, pens out or open the laptop, please! Graham Tyson, the Website Editor, plans to up-date the website in the near future: if you have any particular views or suggestions about this, he would be extremely grateful to hear from you. His contacts are listed above. The Treasurer is concerned that he received SIX unidentified subscription payments during 2012 - who are these? We suspect they are company payments without stating the name of the individual, so if anyone knows who they are !!!

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

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120EU, MY FOURTH ROLLS-ROYCE

Nigel H Hughes

I suppose my first Rolls-Royce was a T-33 Silver Star advanced jet trainer which had a Rolls-Royce Nene 10 engine with about 5000 lbs thrust, sufficient to propel the aircraft to Mach 0.89, but that does not really count. I had always yearned to have a Silver Ghost Tourer but for years such a car was beyond my reach, and I therefore worked my way up the pre-war models with a 20HP followed by a 20/25 and a P11.

My first encounter with 120EU had been at The Goodwood Pageant in 1964 celebrating the 60th anniversary of the Rolls-Royce company. The event was organised jointly by the Rolls-Royce Enthusiasts' Club (R-REC), the 20-Ghost Club and the Bentley Drivers Club. I was R-REC Technical Secretary at the time and see from the programme that I was one of many Concours judges. My brother Colin was filming the event and needed a camera platform. The 20-Ghost Club provided him with 120EU and John Hampton as owner-driver. Colin claims that the back floorboards still carry marks from his tripod. After the event, I was driving home in my 20/25 GOS8 and was overtaken by 120EU, flying along in grand style and leaving me in its dust. This left a strong impression, but I recall feeling that such a car was the preserve of the 20-Ghost Club and that I had no chance either of being invited to join that club or ever to own such a car. Imagine my delight when, many years later and thanks to a retirement silver handshake, I discovered that 120EU was for sale and that I could afford the purchase. Much of the history of the car is covered in John Oldham's book 40/50 HP Ghosts, Phantoms and Spectres, so I won't go into that here.

120EU came with a diary made by the original owner, one John Henry Thomas. That diary logged every journey that he made and included a detailed record of fuel consumption. The average mpg overall was about 7.5, but a run of 89 miles from Brockhampton to Hythe Road achieved 11.038 mpg and an average speed of 38.14

mph. There is a note saying 'But from Club to Ealing 84 miles in 2 hours, no gear changing'. Her second owner, John Hampton, kept his own diary and I have attempted to keep the tradition going, though I have to admit that my records are not in such detail as my predecessors. I can confirm that she has a total mileage to date of 122,200.

The Thomas diary I have gives no information on the purpose of his trips, merely the dates, routes and fuel used. Shortly after I had bought the car, the late Peter Baines, General Secretary of the R-REC, contacted me. The librarian of the Bingham Library in Cirencester who had found a collection of some 200 glass negative photographs attributed to John Henry Thomas had contacted him. Among these were photographs of two Rolls-Royce Silver Ghosts, one 1910 and the other 1925. Peter had been able to identify the cars and told the librarian that the 1910 car was in the United States, but that the 1925 car was just down the road in Cheltenham. I got in touch with the librarian and discovered that the Bingham Library had another John Henry Thomas diary. It was an exact counterpart to the one I had, giving the purpose of each of the journeys in 'my' diary. What Thomas had been doing was to use the car to tour the Cotswolds with a plate camera, taking pictures of Cotswold life and scenery. Thomas was obviously well travelled and apparently considered Cotswold scenery and architecture to be superior to anything he had seen in continental Europe. The upshot of all this was that we re-enacted Thomas' visit to a site he had photographed in Chedworth, with an ITV camera crew on board, to produce a short piece for the local regional TV news. The only real difference between Thomas's Chedworth photographs and the present day is that the trees have grown. Some time later, I met Llew Sly, who had been an undertaker in Northleach and who remembered Thomas with his camera, counting off the exposure in seconds as he pressed the shutter bulb.

120EU has been relatively unmolested during her life, as can be seen by comparing a recent picture and John Henry Thomas' photograph from February 1929. The most obvious differences are in the colour, the windscreen and the mascot. Thomas had an eye to the practical and had his car painted the colour of Cotswold mud. It is a pity he had black wheels but, as the picture shows, the Cotswolds soon changed that. In the 1960s John Hampton, as the second owner, decided to re-paint the car to a colour in the 1925 Rolls-Royce catalogue for the Phantom I. Also, with an eye to the practical, he did away with the two-piece windscreen so that he could fit windscreen wipers. Mascots were an optional extra and it seems that John Henry Thomas suffered from Victorian prudishness and did not approve of scantily clad ladies on his radiator.

She has taken us safely round Britain with the R-REC and to many 20-Ghost meetings including the Pyrenees and Northern Spain tour, the Normandy Gardens Tour and the Scottish Centenary Tour. With four wheel brakes and a surprisingly heavy Barker body, she is a weighty car and, with a 14 X 52 rear axle, is relatively slow and thirsty and not a relaxed motorway cruiser. Given the weight and the fact that she has the low compression engine, I have not so far thought that re-gearing the back axle would be an entirely happy move. All that said, on undulating country roads, she keeps up with more sprightly, lighter and more powerful Alpine Eagles, slipping back uphill but gaining downhill, thanks to the confidence inspired by her four-wheel brakes. Her only vice is a tendency to boil on long climbs in hot weather but on the right road, with the right weather, she remains an excellent touring car.

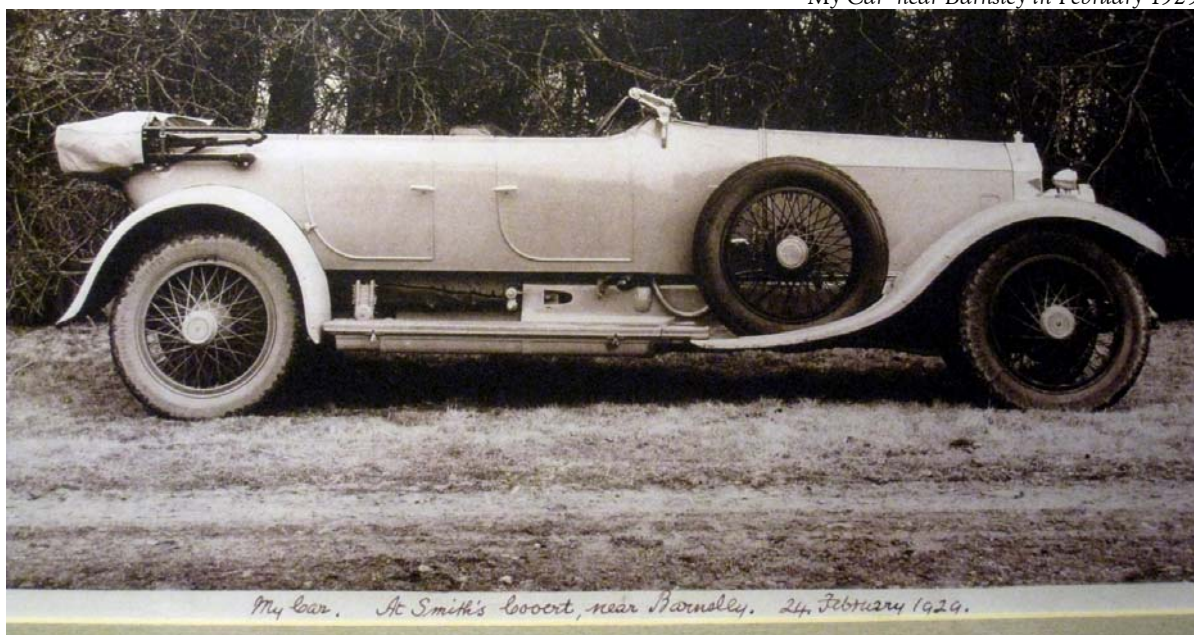


Nigel 'don't bother to open the hangar doors, I'll go out through the skylight' Hughes



120EU and the camera crew at work in the Cotswolds

'My Car' near Barnsley in February 1929



My car. At Smith's looort, near Barnsley. 24, February 1929.

AUTUMN WEEKEND IN THE COTSWOLDS, CONCOURS & LUNCH

Gervase Forster

5th to 7th October



Michael & Linda Hilditch leave for the drive

Autumn can be very hit and miss when it comes to the weather, but Jimmy Valentine, who arranged these events, had obviously been praying hard and, despite the less than certain forecast, we were treated to sunshine on both days. The Arden Hotel in Stratford-upon-Avon turned out to be a perfect choice for both theatregoers and non-Shakespeare fans alike. Situated immediately opposite the hotel and close to the river, the Royal Shakespeare Theatre is certainly the place to see the finest performances by the RSC and to experience a unique atmosphere. The hotel itself had considerable character with everything to a high standard. The rooms were comfortable and tastefully decorated, and we enjoyed an excellent dinner on both days washed down by rather too much wine! And how nice to experience white tablecloths and waiter service at breakfast, instead of the more usual early morning scrum!

Members arrived at various times during Friday afternoon and were able to walk around the historic town with its impressive timber-framed buildings and interesting waterside setting at the junction of the Stratford canal and the River Avon. A little exercise doesn't go amiss on a weekend of overindulgence sitting on one's *derrière*! An early dinner was taken by those going to see the Friday evening performance of 'A Comedy of Errors'. It was a modern production and for those seeing it for the first time, it took a while to work things out. However, all agreed that it was extremely funny with a great deal of raucous laughter. The performance of Twelfth Night on Saturday evening turned out to be equally enjoyable. Again, a modern production with the shipwrecked Viola and Sebastian emerging from an under-stage water tank and a scantily dressed Orsino, which was much appreciated by the ladies!

The rain that had been promised tipped down during the night but thankfully stopped before dawn. Everywhere was shrouded in mist and the rivers were full to overflowing. But the sun soon burnt off the mist allowing drivers to leather off their cars and polish away the brown oxide stain covering most of the radiators. The West Midlands certainly has some pretty corrosive acid rain!! Andrew & Sue Taylor had prepared for us a special route through the Cotswolds and by the time we set off, the sun was shining brightly. We journeyed South West to Bideford and across the picturesque bridge over the river Avon, then on through too many pretty villages to name. So busy were we admiring the scenery that most of us had to confess to not keeping absolutely to the route! But that didn't matter because everywhere in the area that Andrew & Sue had designated was beautiful.

We journeyed through the Cotswold gems of Chipping Camden and Broadway before fetching up at the idyllic village of Snowhill where some of us spent hours at the Manor, looking at the huge collection of just about everything, from toys, Samurai armour and musical instruments to bicycles and clocks. Everything had been collected throughout the lifetime of Charles Paget Wade who generously gave the Manor House and all its contents to the National Trust. Then we proceeded through tiny roads given more to horses than horsepower, stopping to chat with ladies on horseback with mutual admiration for our respective forms of transport. We crossed gated fields and ascended a ridge of hills with stunning views to the valley below before arriving in front of the wonderful honey coloured façade of Stanway House, sadly closed until next season.

Sunday was Concours day, and the early part of the morning was spent washing off the mud from the previous days driving through roads awash with water. The results were commendable provided you ignored the wheels! Another feather in Jimmy's cap for choosing the Three Ways Hotel at Mickleton as the venue for the Concours and Autumn lunch. A beautiful 19th century building of warm Cotswold stone with car park at the side, it provided the perfect setting. The Hotel is the home of The Pudding Club devoted to the cult of traditional steamed puddings of one's schooldays.



Graham Tyson & David Crossley-Cooke inspect the cars



Brian & Joan Palmer are ready to go!

Six more 'proper' cars joined us for the Concours so that we were able to line up two opposing rows of gleaming Rolls-Royces for the day of Judgement undertaken by our Treasurer Brian Fidler, whose delightful and beautifully presented 20HP limousine was thus disqualified. A couple of hours were whiled away in pleasant conversation, catching up with friends and general "kicking of tyres". We were all especially pleased to see John & Kay Marsh who had driven up in their Phantom 1, John as upbeat as ever despite his disability and Kay enthusing about a member of staff who had learnt to like cleaning engines instead of cleaning out horses! Absolutely excused for arriving in modern machinery, were Ken & Anne Fairburn who had reluctantly had to give up their Phantom 11 in favour of something more appropriate to their needs: a 2012 Rolls-Ghost. Also, Tony & Vivian Dyas who were unable to come on their Ghost as it was minus its fuel tank pressure gauge.

Lunch was excellent, all served in good time by friendly and efficient staff which was pretty amazing considering that we didn't have to choose from the menu in advance. As befits the Pudding Club, the Yorkshire pud for the Roast beef was enormous! Jimmy took advantage of the respite between courses to thank the hotel for their hospitality and to announce the Concours winners. Ken & Jane Forbes took the small horsepower trophy for their superb and highly original 1937 Thrupp & Maberley 25/30 Saloon. Michael & Linda Hilditch took the large horsepower prize for their gleaming all aluminium 1920 Barker bodied Tourer. But the ladies couldn't decide who should receive the Ladies Choice trophy out of three tied contestants. In the end, Janet Valentine was called upon to select the winner from a hat. It was Tim & Susie Forrest's very original (right down to Rolls Royce hose clips!), 1912 Barker bodied Phaeton Tourer that won the day.

Clearly, the *piece de resistance* at the Pudding Club was always going to be the desserts. They didn't disappoint. A short talk was given about how the Club was formed followed by mouth-watering descriptions of the four puddings on display that we were about to tuck into. Steamed syrup pudding with custard, dark chocolate pudding with 52% cocoa solids & hot chocolate sauce, a plum- flavoured mousse and a steamed pudding covered in blackcurrant jam. An invitation was issued to try all of them and to keep returning for more. The 20-Ghost Club did very well considering the weekend's indulgence, but it would be nice to return there really hungry!



The puddings in all their glory



Janet Valentine & Graham Tyson tuck in – bring on the custard!

All in all it was a highly successful event and hugely enjoyable. Our thanks must go to Jimmy Valentine for organising everything and to Andrew & Sue Taylor for their route which took us though the very best of what the Cotswolds has to offer. Also to be thanked is our treasurer, Brian Fidler who, in addition to judging the Concours, is always in the background of any event handling the finances.

Members participating:

Palmer, Brian & Joan	SG	1921	149AG	Tourer	Barker	KE-6676
Laybourn, Colin & Joan	SG	1924	72 EM	Tourer	Windover	HM-3846
Forster, Gervase & Margaret	SG	1921	60 NE	Tourer	Lopes	SV-6608
Crossley-Cooke, David & Elspeth	20HP	1926	GOK47	Dr's Coupé	Cockshoot	NE-7996
Watkins, Dr Alan & Diana	25/30	1937	GLP 26	Saloon	Hooper	ERA-530
Dyas, Tony & Vivien	(SG)	1909	1179	Roi des Belges	Crayville	R-749
Valentine, Jimmy & Janet	P 1	1929	1 OR	Weymann	H J Mulliner	UV-1923
Hilditch, Michael & Linda	SG	1920	50 RE	Tourer	Barker	MH-2245
Forrest, Tim & Susie	SG	1912	2154	Phaeton Tourer	Barker	R-1487
Austen, Barbara & Mead, Graham	SG	1923	3 PK	Tourer	Wilkinson	XR-366
Banks, Clayton & Helen	SG	1922	34MG	Tourer	Hooper	JL-1
Concours & Sunday Lunch only:						
Tyson, Graham & Sarah	SG	1920	97AE	Tourer	Cunard	CE-454
Forbes, Ken & Jane	25/30	1937	GRP 68	Saloon	Thrupp & Maberley	BSG-527
Taylor, Susan & Andrew	SG	1923	30 EM	Sedan	Park Ward	X-2994
Whitaker, Nick	SG	1924	22 LM	Tourer	Gill	XT-1857
Ashley Carter, Graham & Jane	P 1	1927	26 EF	Tourer	(replica)	AYE-2
Marsh, John & Kaye	P 1	1928	55CL	Tourer	(replica)	UL-5136
Fidler, Brian & Wendy	20HP	1926	GYk4	Limousine	Thrupp & Maberley	YE-578
Fairbairn, Ken & Haynes, Ann	(Ghost)	2012		R-R Goodwood		

PETER PHILLIPS 1929 – 2012 - Graham Adams

It is with great sadness that I have to tell you that Peter died on the 26th October 2012. He had a heart attack, from which he did not recover, as the result of choking on a meal whilst away with friends in Devon.

Peter was born on 30th April 1929 and spent most of his early life in New Malden, Surrey. He and Rosemary married in 1955 and they had two children, Graham and Yvonne. Their first family house was in Hinchley Wood, then they moved to Cobham and finally into Millstream House, Ripley, Surrey in the mid 1970s. This remained home until their recent move into Ripley village. After leaving Kings College School Wimbledon, Peter undertook an engineering apprenticeship and joined Kingston Hill Motors Works, Kingston; his energy and personality soon led him to the sales department. It was not long before he came to the conclusion that he needed to be his own boss. He and Rosemary purchased Crockford Bridge Motors based in Addlestone in 1964, and with considerable sales success the enterprise became Vauxhall/Bedford main Dealers operating out of three separate sites. The business was sold in 1999 to Vauxhalls and Peter secured his retirement.

His first car rebuild was an Austin 7 in 1948 at the age of 19; it was always the earlier cars that caught his imagination. Peter completed over 22 Brighton Runs either in a 1900 Daniel Auge or 1902 Siddley. His enthusiasm and business sense made him

an obvious candidate for Chairman of the Veteran Car Club, a role he fulfilled from 1997 to 1999. His knowledge and helpfulness frequently found him with his head under someone's bonnet offering practical advice. Peter had an opinion on most subjects and enjoyed sharing it with his friends. He was always such fun to be with and many of us have fond memories of touring with him, his car of choice for speed and reliability was his 1912 Silver Ghost. He had a wonderful collection of cars but was very modest about them, not the sort of person to go on about the cars he had left at home.

Peter's interests went far beyond old cars; he refurbished Millstream House, had many interests in the City of London, was still a regular skier and earned himself the name of "funnel Phillips" for his exploits in his motor/ sailing yacht, chugging around the Solent, the Channel Island and farther afield.

Peter's Service of Thanksgiving was held at St Mary Magdalen Church, where over 250 friends came to pay their respects and show their support to the family. Graham Phillips gave a lovely tribute to his father, both amusing the congregation and giving us an insight into home life with Peter. He lived life to the full with speed and determination and we will all miss him; our thoughts and condolences go out to Rosemary, Graham, Yvonne, their spouses and children.

ELECTRIC STARTERS

ON THE SILVER GHOST AND NEW PHANTOM

Michael H Evans, DL

In N&R36, Graham Ashley-Carter wrote on the above subject. I completely agree with all he says about the reliability of this complex system. The starter on my car, 72MG, saw continuous use from new in 1922 and right through the war, until the winter of 1961/2 when the engine froze up. A gap of almost fifty years followed before I attached a battery to all the wiring I had redone and pressed the starter button — it just carried on from where it had left off!

Graham states that the system was developed after the war. That is true, but its origins go back to 1913, and Royce's drawing office at Le Canadel—let me tell the story. A young man by the name of Maurice Olley had joined Rolls Royce at the end of 1912 from H W Ward, the machine tool maker in Birmingham. He had responded to an anonymous ad, and had been interviewed by Thomas Nadin (Na) who set him on as a Tool Designer to work on plant layouts. Soon after, in April 1913, he was sent to join Henry Royce's (R's) little team at Le Canadel to work on the design of a milling fixture for conrods. This work progressed to a tapping rig for steering nuts and then a grinder for camshafts. Demanding as R was—and with a fearful reputation back in Derby—he must have seen Maurice's potential because he gave Maurice his first car job—the design of the electric starter system.

Could I add that Maurice (Oy) was to become, along with A G Elliott (E,) the two-man team who helped R design his first aero engine—the Eagle. Thence Oy became Chief Engineer of Rolls-Royce of America Inc at Springfield, and, when that was wound down in 1929, he joined GM and effectively gave the modern motor car Independent Front Suspension. He stayed with GM for the rest of his life, his final project being the Chevrolet Corvette—but he never really left Rolls-Royce. In WW2, with the blessing of GM, he worked as Rolls Royce Inc, with a letterhead address in the General Motors Building, Detroit, Michigan.

In the mid-1960s I corresponded with Oy, and his letters are among my most treasured possessions. I can do no better than to quote verbatim from one of these, dated 26 April 1966 (it must have taken more than a day — it extends to 37 pages of hand printed American Quarto!)

"However my job at this stage, 1913 or very early '14, was concerned with the S. Ghost starter, driving to the sideshaft of the gearbox. Starters were 'in the air.' Kettering had put the Dayton Electric 'Dynamotor' on the Cadillac. There was advocacy of air starters, and the Christensen carburetted air starter. Loyal RR owners and most professional chauffeurs 'didn't need a starter.' With the mixture control and the trembler coil, the engine always started on the switch, 'they almost never used the starting handle.'"

What they got however was a really advanced design, with push button operation, relay engagement switch, absolutely silent operation, thanks to two epicyclic gears and a chain drive. In the test car in Dover later that year R pushed the button with the car in gear, and pushed a peddler's cart up Dover High Street, until some kind person pulled off a battery terminal as the car crept past. This was because of one-push operation, following which the starter stayed engaged until the engine fired.. After two or three had been built, this feature was modified."

I checked up on this, by referring to the design schemes in the LeC scheme registers. A little book records "Supplementary list of LeC drawings made at St Margarets. These to be entered up in LeC Register on return to Le Canadel." One wonders — did the team know that that would not be until some five years later! The list starts with:

190	Self starter armature plates	M Olley 9-9-14
192	Self starter strip wound armature	M Olley 11-9-14
193	same subject	M Olley 14-9-14
194	Self starter motor revision of armature winding	M Olley 16-9-14
193	Starter <i>actuating push button and emergency release</i>	M Olley 23-9-14
180	200HP aero engine crankshaft detail	M Olley 3-9-14

And thereafter the entries are all aero—either E or Oy.

So there we have it — no more car work for the duration. R and his team were to devote the next few years to aero engines—and pick up the starter work again in 1919. But was that the end of the work on starting? In R-R, yes — but the Royal Naval Air Service was a creative force in engineering. It came up with the Silver Ghost Armoured Car, and 'Land Ships' (tanks!) as well as procuring bombers, seaplanes, airships and blimps.

Back in the early days of the Rolls-Royce Heritage Trust, I received interesting letters, together with some great photographs of the early Armoured Cars, from a gentleman named Patrick Coyne in South Africa. He related that his father, Philip, had worked for the Polyrhoe carburettor company in Sheffield before the first World War but had joined the RNAS as an NCO when war came. In 1915, he was instructed to drive an early Ghost Armoured car slowly across a rifle range, while being shot at by a machine gun as a demonstration for an undisclosed VIP. Far from slowly, he put his foot down and got off the range as quickly as he could. His CO and the VIP party turned up and he began to receive a rollicking ~ abruptly terminated when he showed the assembled company that he was sitting in a planetarium - holes everywhere. The VIP turned out to be the First Sea Lord, Winston Churchill, and the other outcome was to increase the gauge of the armour!

The Navy was well aware that the main fuel tank could be punctured - so there was a gallon header tank inside near the firewall ("Dash" to us Ghost types.) They were also conscious that getting out to swing the handle was not an attractive proposition should the engine stall under fire, and it was here that Philip Coyne came up with a simple solution. Should a car fail to proceed, a floorboard was lifted and a hook inserted into one of several shallow holes machined into the outer periphery of the flywheel. The hook was on the end of a piece of Bowden cable, and on the other end a handle like a WW2 Stirrup Pump. One engaged the hook, rotated the flywheel a little then pulled sharply on the handle. This was adopted, later to be succeeded by the Armoured Car "Barring Gear," characterised by what looks like a modern flywheel ring gear.

So, yes, Graham is quite right - it was just a little bit more complicated than meets the eye, but so too, of course was Oy's electric starter! Graham has already made that point.



The 20-Ghost Club Limited
The Oldest Rolls-Royce Car Club in the World
Registered Number 5224632

Company Secretary Report For Committee requested at meeting 2nd August 2012

Club Travel Insurance for Members

The policy year runs from 1st February to 31st January. The policy covers Club events in the UK and Europe but not outside of those areas. The policy covers events organised by the Club that include overnight stops- day events are not covered. An event having, for example, a three-night stopover will be insured for four days as the day of arrival and day of departure are included.

The standard policy limits and cover for each year are shown below and the policy for the year of cover indemnifies Club members up to 80 years of age- a Club member who is 79 years of age on the 1st February is covered and a Club member 80 years of age or more on 1st February is not covered.

Standard Limits

Medical Expenses and Repatriation -	£10,000,000.
Personal Property -	£5,000.
Money -	£5,000.
Cancellation -	£10,000.
Personal Liability -	£2,000,000.

A member is covered providing it is a cause outside of the control of the insured, but subject to exclusion 4 'disinclination to travel' set out in the policy. A member's car not being ready for an event would not be considered a "cause outside of the control of the insured" and would not be covered by the policy.

Eligibility

All Club members, wherever domiciled, are covered by the policy on qualifying events set out above. Overseas Club members coming to the UK are covered under the travel policy on the same basis as UK domiciled members when participating in Club events within the UK and Europe- defined under the policy. The policy does not cover non-UK domiciled members until they reach the UK or the starting point of the Club event in the UK or Europe and cover ceases following the return to the UK or the finishing of the Club event, whichever is appropriate.

Policy

The cover is set out in the full terms and conditions in the policy document.

COMING EVENTS:

2013 SUBSCRIPTIONS & ADDRESSES:

Members are reminded that their 2013 subscriptions are now due, so should pay this in their chosen currency [ST£50.00, EUR€70.00, or US\$90.00] to our Hon, Treasurer, Brian Fidler, The Eighth House, Vernon Avenue, Oxford OX2 9AU, using the enclosed subscription form. Anyone not currently paying by standing order can get our full bank details [including the euro account] by emailing Brian Fidler at [<brianhfidler@aol.com>](mailto:brianhfidler@aol.com). Although we would hate to lose anyone, failure to pay the correct annual amount could result in you not being considered a member of the club, with all the consequences that might entail, which includes NOT being covered by the club's insurance when taking part in club events and tours. Some members have informed Graham Tyson, the club's Membership Secretary, of their address changes. If you have moved recently, please send your new postal and e-mail addresses, etc, **NOW** to Graham at The Old Vicarage, St Minver, nr Wadebridge, Cornwall PL27 6QH, gtyson2@tiscali.co.uk [and not to any other Committee member, please!!]. REMEMBER, if he does not have these details, the 20-Ghost Club will not be able to communicate with you or, even more importantly, send your copies of News & Record with the flyers about future events, and other information, etc, including "The Roycean"! Don't forget to regularly look on the Club's website for current information and updates about events; we are being forced to rely more and more on emails and the website for communicating information to members. If you have any problems at all in doing so, please contact Graham Tyson who will help you.

EVENTS:

Please download details, bookings forms and other information for all events from the club website. The following are correct at time of going to press, but may change as arrangements are progressed.

Friday 22nd February 2013:

2013 AGM and Dinner at Boodles Club, St James's Street, London SW1 [Susie Forrest]

Saturday 3rd August [NO flyer for this event]:

VSCC at Prescott

[contact Brian Fidler direct]

Tuesday 23rd to Friday 26th April:

Mid-week in the Malverns

[Ken Forbes]

Saturday 17th August:

Weekend and Annual Concours at Boughton House, Northants

[Brian Palmer]

Friday 26th April:

Spring Lunch at Armsworth Park, Hampshire

[Strone Macpherson]

Saturday 21st & Sunday 22nd September:

Kop Hill Climb, Prince's Risborough

[Gervase Forster]

Friday 17th to Monday 20th May:

Annual Tour – Cumbria - with Irish Georgian Society

[Jimmy Valentine]

Friday 11th to Sunday 13th October:

Autumn Weekend Tour of Norfolk

[Helen Banks & John Redmill]

Wednesday 22nd May [NO flyer for this event]:

Get Up and Go in Nottinghamshire

[contact Roland Duce direct]

DATES OF OTHER EVENTS IN 2013 WILL BE ANNOUNCED IN DUE COURSE

There is already a waiting list of eligible Silver Ghosts for the 1913-2013 Centenary Alpine Trial to be run from 12th to 29th June, but members can contact Tim Forrest or Nick Naismith if they wish, in case there have been any last-minute cancellations.

SAD NEWS OF MEMBERS:

The obituary of Peter Phillips is included in this issue. Ian Scoggins, another long-time member of the Club and who lived in Sussex and New Zealand, died in November; a remembrance of him is being prepared, and will be in the next issue of *News & Record*.

BACK COVER: Amazing Latvian publicity of the Nordic and Baltic Tour, issued in Riga