



News & Record



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

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EDITORIAL

I must apologise for the late appearance of this issue, which was delayed because I was keen to include the reports on two very recent tours, in Ireland and Kent/ West Sussex. I am fortunate to have found two new contributors, Gervase Forster (Ireland) and Jo Naismith (Kent), who have gone completely beyond the call of duty by not only providing excellent articles, but also some of the photographs are theirs, and in Jo's case, actually organising the tour as well. I just don't know how they managed it! Both these tours were obviously highly enjoyable, graced with good weather, good spirit, and interesting places to visit. Further photos illustrating Jo's article, and indeed many others in the *News and Record* (for which this issue is no exception), were generously provided by Colin Hughes.

The former editor, John Redmill, has kindly contributed an account of the AGM and Dinner, recording not only the elections to the Committee, but the presentation to Sir John Stuttard to thank him, and his wife Lesley, for the enormous contribution he made during his nine years as Chairman. The issue also includes an article about the faulous Patiala car, which John Fasal brought to the Spring Lunch, where it stunned all of those present. John was generous enough to talk to me about the work he has done to restore this wonderful car, the history of which makes a fascinating story.

We have two technical articles this time: one a full and frank account of why a Silver Ghost can fail to proceed, and another, by Nigel Hughes, on Nuts and Bolts, both of which I enjoyed very much.

On a sadder note, we have to record the loss of three members, including John Zimble, who contributed a great deal to the Club and was much loved. You will be able to read more about him in Members' News, with obituaries for another member, Lenox Jamieson, and honorary member Sir David Plastow, formerly Managing Director of Rolls-Royce.

You will also find, in Members' News, details of two books produced by members, one about a 17th century Quaker (by Sir John Stuttard) and the other about a Cossack family, by Johnnie Gallop.

If you are interested in joining the Scottish Tour, please do contact Ken Forbes, as although both tours are technically full, spaces may occur, and it is always worth putting your name down on the waiting list if you are seriously interested. Ken has also arranged the Autumn Lunch, which is to be in Warwickshire, on 13th October, at a new venue which sounds very alluring. The Committee, under Ken's chairmanship, is aiming to provide a mix of longer and shorter tours, so that there is something that everyone will enjoy. As you will see in the list of coming events, there are many to look forward to, and there are more in the pipeline, which we will let you know about as soon as the details have been firmed up. Henry Fitzhugh will send details out by e-mail as soon as possible.

2019 marks of course the 70th Anniversary of the Club, and in addition to the event in Leicestershire organised by Brian Fidler, which included a Concours (the whole event is to be described in the next issue), we will have a special dinner to accompany the AGM at the Goldsmiths Hall in March next year. Work progresses smoothly on the 70th Anniversary Book, under the editorship of Sir John Stuttard. The contributions from members about their cars make the whole book come to life. All have interesting histories, and make a lively read, as all of those of us who have been assisting John will attest. We are planning for the book to be out in good time for Christmas, and the Committee propose to send a copy to every member.

2019 AGM AND DINNER AT THE VINTNERS' HALL

John Redmill

No, we were not to be disappointed – the Vintners, as the name suggested, came up trumps with the wine, and the dinner itself was absolutely superb as well. The club's Annual Dinner is always a hugely enjoyable success, and this year it was held in the sumptuous Hall of the Worshipful Company of Vintners, one of the 'Great Twelve Livery Companies' of the City of London. A good party is always a pleasure to look forward to, especially when at the end of a long dreary winter, and this annual event is no exception – great company, marvellous surroundings, excellent dining – what more could one ever want? The happy decibels that this and all club events always generate from our members when they get revved up is far noisier than our cars!! Mind you, we'd be extremely concerned about the condition of a member if, to somewhat paraphrase Sir Henry, the only sound to be heard from them was the ticking of their wristwatch.

However, on the evening of Friday 8 March, nearly 100 members and guest assembled at the Vintners' Hall in Upper Thames Street to enjoy a lovely Drinks Reception before proceeding to the AGM, chaired for the first time by Ken Forbes, the most able successor to Sir John Stuttard who had steered us, and his cars, so well for the last 8 years.

The origins of the Vintners' Company, like most Livery Companies, are rather obscure. Before the Norman Conquest, neighbourhood groups would meet in their local church, in the case of the Vintners, St. Martin in the Vintry. Persons of similar trade lived in the same area and so these local groups soon took on an economic element as guilds, that word being from the Anglo-Saxon *'gildan'* meaning 'to pay'. There are twelfth century references to 'lawful merchants of London' fixing the price of wine – one of the earliest indications of an official group governing the trade. The Vintners' first charter, of 15th July 1363, was in fact a grant of monopoly for trade with Gascony, and gave far-reaching powers, including duties of search throughout England and the right to buy herrings and cloths to sell to the Gascons. The

wine trade was of immense importance to the medieval economy; between 1446 and 1448, wine made up nearly one-third of England's entire import trade and, through this first charter of 1363, the Vintners presided over this trade. The Vintners' Company was placed eleventh out of the Twelve Great Livery Companies in the order of precedence of 1515. But by the 16th century, the Company's importance was in decline, having lost its religious duties and Edward VI severely curtailed its countrywide right to sell wine. Under the Stuarts the company attempted to regain its importance but, having been involved with Charles I, it suffered in prestige from political attacks and financially from penal taxation under Cromwell. Further restriction of privileges by both Charles II and James II badly damaged its influence and the Great Fire of London (1666) destroyed not only the Hall but many of its other properties, with great consequential financial loss. While William III and Mary II restored the privileges removed by James II, the duty of search was finally abandoned in 1725, and fewer members of the trade became members of the Company. The Livery Companies came under severe political attack during the nineteenth century. Fortunately, the Company was able to show to the Charity Commission and the City of London Livery Companies' Commission that it was caring for its estates and was spending more on its charities than was legally required. It even managed to keep the remnants of its once enormous power, the privilege of selling wine without licence in London, within three miles of its walls and in certain specified ports and thoroughfare towns between London and Dover and London and Berwick. The twentieth century was marked by a steady progress towards the Company's renewed interest in and support for its trade, culminating in the granting of a new Charter on the 20th August, 1973.

The building itself, which dates from 1671, is magnificent, and has wonderful contents. Like so many other Livery companies after the Fire of London, the Vintners had to completely rebuild

their premises, and did so in style to the designs of one Edward Jarman, the carpenter and surveyor who also designed the first Royal Exchange and several other Livery buildings as part of the rebuilding of the city of London. The finest rooms are the Livery Hall and the Court Room, and there are superb decorative plaster ceilings, extremely handsome oak panelling, and a stunningly elaborate timber staircase. These are filled with many fine pieces of furniture, clocks and mirrors; the paintings include *St Martin Dividing his Cloak with the Beggar*, after Van Dyck, first mentioned in the archives in 1702-3, and portraits of Charles I, Charles II, Mary II, and Prince George of Denmark (Consort of Queen Anne and last seen, with her, in the recent Oscar-winning film 'The Favourite'). The building was somewhat altered during the Victorian period, and then badly damaged during the Blitz of the last War; it was restored in 1948 without the 19th century additions.

But none of this explains why the Vintners share, with HM The Queen and the Dyers' Company, the rights and responsibilities of owning all the swans on the Thames, and hence carry out the annual swan upping ceremony every July – answers, please, on a post card to the usual address



Graham Tyson and Nick Naismith having a learned conversion about swan upping



Members of the 20-Ghost Club paying close attention to the AGM proceedings



Dinner in the splendid surroundings of the Vintners' Hall

After the Drinks Reception and the arrival of our Hon. President, HRH Prince Richard, The Duke of Gloucester, we moved into the Court Room for the formalities of the evening following the pattern and order of previous AGMs and very deftly chaired by Ken Forbes. The Accounts were passed and the Officers and Directors re-elected without opposition. Both Sir John and Susie Forrest were formally thanked for their many years' Trojan work as Chairman and AGM organiser respectively, to the applause of all present. It was also announced that Sir John had been appointed a Vice-President of the club. The events of the previous 12 months were recalled with great pleasure, and those of the next 12 months announced with great anticipation – descriptions of all these are in recent *Ne&Rs* – all the result of the commitment and hard work of the Directors and members together. It was also announced that the Directors had agreed for various reasons to change the club's accountants, and that membership had now increased to 389 in all.

Dinner then awaited us all in the Livery Hall, a glittering affair further enhanced by the wonderful display of the Vintners' plate, and the superb menu card produced, as always, by Tim and Susie Forrest. I suppose the main course of Confit Duck Leg was the nearest we could expect

to the Roast Swan that so often featured in City banquets during the medieval period.

After the Loyal Toast, the Hon. President then presented the Club awards; Sir John, in addition to receiving the Stanley Sears Trophy in recognition of his achievements in 8 years as Chairman, was also presented with a solid silver salver, made in Sheffield in the same year as his 20/25 and engraved with the Club logo.

John and Pamela Rowney won the Alpine Trophy with their Wraith (WXA68): we think that this is first time that a Wraith has won this award. When Ken rang John to ask who would like to come to the Dinner to collect it, John said that he and Pamela would come in person - from Australia! Now there is a travelling couple. The Harding-Rolls was awarded posthumously to Tim Kelly and his wife Joan, for his courage and spirit in driving their Ghost on the Polish and German Tour last year while seriously ill. Brian and Ros Fitton won the Woodmansee Trophy for their extensive mileage in their Ghost, 39EE. Nigel Hughes was presented with the Harry Watson trophy for his amazing 60 years of writing technical articles for the Club, and readers will also be pleased to hear that the Fergusson-Wood trophy for best photograph was awarded to Kimberly Shadduck and received on her behalf by Doug Magee. The Fergusson-Wood Trophy

was awarded to Bella Hoare and Johnnie Gallop (amongst our younger members) for the great contribution they have made to several tours. Both the Fred and Joan Watson Trophy (181KF) and the Messervy Trophy (GTZ18) were awarded to Brian and Wendy Fidler respectively at the Concours last year where the Ladies had voted for Rolf Kuhnke's PIII, 3AX59. Henry and Rosemary were presented (again) with the Small Horsepower Trophy for their mileage in GRP4, and Anthony Armitage won the Brian Wooton for his consistent helpfulness to other members. Finally, the Chairman presented the Hon. President, clearly catching him off-guard, with a scale model of his (Ken's) car. With that, this most enjoyable evening drew to a close and, much satisfied with everything, we then all melted away into the London night. Next year, on Friday 6 March 2020, we will be at the nearby Goldsmiths' Hall for the 70th AGM and Dinner.



Sir John Stuttard and Lady Lesley Stuttard with the silver salver made in the same year as their Ghost.



John and Pamela Rowney receiving the Alpine Trophy from HRH the Duke of Gloucester



Bella and Jonnie receiving the Fergusson-Wood Trophy from HRH the Duke of Gloucester.

SPRING LUNCH 2019

Rosemary Jeffreys

13th April 2019



Peter Blond, John Fasal and John Snook comparing notes over John Snook's SG, 50YB

The Spring Lunch chez Strone and Alex

Macpherson is an event which Henry and I always look forward to. The morning dawned reasonably bright and cheerful, as it always seems to do on these occasions (I hope I am not tempting fate here). We arrived promptly, but there were already some lovely cars there, including the newly acquired 20, 54S9, of Peter Blond. We all gathered round each other's cars, talking about new acquisitions, renovations and the odd hiccup, delighted to be back motoring again after what was for some, particularly those with open cars, a winter break. The Ayres brought a compact boat-tailed car (GHJ24), recently refurbished, and we were able to admire the many fine points of 'Peabody', GHA16, which include a purpose-built picnic



The Ayres' GHJ24

cabinet, designed by Bella Hoare. Peabody was on his first outing since refurbishment, driven today by Bella with Johnnie navigating. The Forrests were in two Silver Ghosts, one driven by Katie and the other by Tim.

The most spectacular car, and I hope everyone else will forgive me for saying this, was John Fasal's Patiala, shining resplendently in solitary splendour outside the barn where we were to have lunch. We were drawn towards it as if by a magnet, and stood around admiringly, but for more about this wonderful car, do have a look at the article on pages 1156-1159.

Strone and Alex were, as ever, enormously hospitable and we were able to enjoy a couple of glasses outside in the sunshine before moving inside for the traditional delights of Shepherd's Pie and treacle tart, as well as more fizz.



The splendid picnic set for Peabody's driver and navigator



Johnnie Gallop and Katie Forrest catching up, while Ken Forbes looks admiringly at the Patiala Car.



Year	Model	Body Type	Colour(s)	Ch. No	Reg No.	Owner/ Passengers
1912	SG	Torpedo Tourer	Pearl Grey	2154	R1487	Katie Forrest
1914	SG	Tourer	Grey	50YB	LE7478	John Snook and Amanda Chumas
1919	SG	Torpedo Skiff	Polished aluminium	32PP	MY27	John Fasal and Tara Shaddick
1920	SG	Tourer	Blue	60AE	79FLY	William & Clare Corbett
1921	SG	Tourer	Yellow/black	60NE	SV6608	Gervase and Margaret Forster
1923	20	Tourer	Primrose/Black	54S9	G299	Peter Blond
1924	SG	Tourer	Maroon/black	22LM	XT1847	Nick and Maurice Whitaker
1924	SG	Doctor's Coupe	Blue	16RM	MF8651	Tim and Susie Forrest
1927	20	Boat-tailed tourer	Grey and wood	GHJ24	BS9236	Andrew and Alex Ayres
1929	PII	Saloon	Red	3GN	BF5008	Pete & Susan Walton
1929	PI	St Andrew	Burgundy/black	FE 02	S197PFP	Charles Cole and guest
1930	PII	Dual Cowl Tourer	Black	62GY	GH2966	Strone & Alex Macpherson
1930	20/25	Drophead Coupe	Maroon/black	GLS25	GH2759	James Macpherson and Carl Ford
1933	PII	Continental Sports Saloon	Black/Grey	118MY	CG4554	Charles Rentoul
1933	20/25	Drophead Coupe	Black	GTZ48	PO8383	James & Alison Lifford
1934	20/25	Saloon	Green	GHA16	AXE 275	Johnnie & Bella Gallop
1937	25/30	Touring Limousine	Black/Yellow	GRP4	ELH113	Rosemary and Henry Fitzhugh
1937	25/30	Sports saloon	Burgundy	GRP68	GSG527	Ken and Jane Forbes
1938	25/30	Touring Limousine.	Red/Black	GAR48	EYM997	Andrew & Pippa Walker

TOUR OF THE NORTH WEST OF IRELAND WITH THE IRISH GEORGIAN SOCIETY

Gervase Forster

11th – 16th May

It's a long way plus a sea journey to get to Ireland, but such is the pull of the long established 20-Ghost – IGS tour, that members opt for it time and time again.

Saturday 11th of May:

We gathered at midday at the Farnham Estate Hotel near Cavan where we were to stay for the first three nights. After settling in, we met outside in fine weather, to be chosen by our IGS passengers.

Bessmount House:

Our first house was Bessmount, some 48km drive, near Monaghan, close to the border with the North. The potential problem of the Irish Backstop was fully appreciated as we weaved in and out of the border between North and South. One minute the road markings were in yellow and the signage in kilometres, next minute they were in white and the signage in miles. It took a while for the penny to drop - the petrol prices did not fluctuate wildly, but were in euros in the Republic then in pounds in the North!

Bessmount is a very imposing Victorian Gothic house in French Chateau style conceived by William and Maria Wallace Henderson, with elaborate stone carvings of monkeys, frogs and all manner of animals and plant life around the porch. They also saw fit to include carved portraits of themselves on either side. Incorporated in one of the rooms is a gas light chandelier with fumes venting into the room above, aptly called 'the mother-in-law's room.' The present owners, Mr & Mrs David Montgomery, have made the house their passion spending huge amounts of time and channelling resources into the upkeep and renovation. The house had been used for billeting Crown forces during the War and left in a terrible state. In 1998 a winter storm blew tiles and ornaments made of crystal from the roof. Replacements were finally sourced from followers of the Hare Krishna cult who made them from old decanter tops! The house is not unattractive, but one hopes that the IGS members will not protest at the writer noting

a similarity with the one portrayed in the film Psycho!

The Lady Anne Dawson Temple (the Dartrey Mausoleum)

We made a short detour to see the Dawson memorial, a 58' high Doric column originally within the grounds of Dawson's Grove. It was erected in memory of Richard Dawson, a nephew to whom Thomas Dawson had passed his estate. To the dismay of his uncle, Richard, who served as a local MP, he proved to be something of a radical, consistently voting against the Union of England and Ireland. In the event, he predeceased his uncle but was remembered fondly by his many supporters who had the column erected to perpetuate his memory. It has now been restored with financial assistance from the Irish Georgian Society and other enthusiastic supporters. A reason for it being restored was to provide a beacon for peace and reconciliation, the area having been the site of a number of shootings during the Troubles.

We then proceeded to the nearby Lady Anne Dawson Temple, on the face of it a rather minor building which was rescued from dereliction by several organisations including the Irish Georgian Society. Thomas Dawson (1725-1813) inherited the estate of Dawson's Grove from his father in 1760. He married Lady Anne Fermor who died after 15 years and as a memorial to her he had a mausoleum built on a special piece of land on his estate. The tiny mausoleum was designed by James Wyatt in the style of the Parthenon in Rome. Within it, Dawson had installed a beautiful statue by leading English sculptor Joseph Wilton, depicting himself and his deceased son Richard in awe of a hovering angel pointing to an urn containing his wife's ashes. They were not the only ones to be in awe - the statue in pure white Carrara marble was truly magnificent. Over the years with the mausoleum open to the elements the statue had deteriorated and been damaged by vandals but has now been restored to almost its original condition, although the sheen is no

longer there and parts have had to be remade in Herculite, a marble-like plaster. The restoration of the mausoleum (for which John has been the major overseer) has been done most sympathetically. It was interesting to see resting on a shelf in the mausoleum a faded photograph of some of the 20-Ghost Club members who had attended an earlier IGS tour when we visited one of John's other great projects, the Casino Marino near Dublin. It took a while to recognise ourselves as age had taken its toll!



Memorial in Carrera marble, restored to pristine condition.
Photo by Gervase Forster.

Sunday 12th of May

Ballyhaise House:

A short 13 km drive and we arrived at Ballyhaise House, an imposing building in red brick except for the three centre bays which are of limestone. The house is now used as an agricultural college. Thought to have been built in the early to mid-eighteenth century, the design is likely to have been by Sir Edward Lovett Pearce. The great arched chimney stacks, which we had to step well back from the house to see, were frequently used by Pearce in his designs as was the red brick construction. We were taken around by the retired Principal of the college, and much entertained by his talk. Although a lot had been altered, the entrance hall and adjacent rooms are original, the beautiful wall paper in the Peacock room dating from the early nineteenth century. The oval salon predates the Oval Office in the White House. Someone should tell Trump that his is not the first, but that is likely to be branded as fake news! The marble chimney pieces were an outstanding feature in black Killkenny marble.

Corravhan House:

Corravhan House was a short drive away where cool drinks and strawberries on sticks were

enjoyed beneath the overhanging branches of an ancient cedar. The approach to the house is somewhat understated. One is confronted by a rather austere façade and plain porch finished in render. But this belies the other elevations where the render has been removed, revealing a rather more attractive coarse rubble limestone which is two feet thick in places. The house was built between 1837 and 1841 and designed by Dublin architect William Farrell in the classical Italianate style. The orientation of the house was designed so that the main rooms track the movement of the sun during the course of the day. Unusually, the house had been in the ownership of the same family for most of its life and the present owners Ian & Rachel Elliot have been at pains to preserve its originality.

Lough Bawn House:

The prospect of lunch was now assuming considerable importance and after a 30km drive to Lough Bawn it had become our major concern. It was worth the wait. A delicious homemade lunch with several options had been prepared and served with a glass of wine if wanted. We sat in various rooms throughout the house or on the steps to the garden overlooking the lake. The house itself is of a pleasing style having been built in 1815 and incorporating much of an earlier house of 1760.

St Peter's Tin Church:

A theoretically short drive to St Peter Church turned out to be rather longer as the route instructions did not seem quite to tally with the junctions in this very remote country area. We were all behind schedule and it was known that the owner of the next house was rather unforgiving, so it was a rushed visit to the quirky little church of St Peter. It had been constructed in the 19th century on a rock above a grassy dell with fast flowing river and was reputed to have been copied from churches in Switzerland. Only missing was the sound of cow bells, otherwise we could have been there.

Lough Fea House:

Lough Fea was designed for the Shirley family who can trace their ancestors back to the Domesday book. It was finished in 1827 and resembles an Oxbridge college rather than a castle due to it having a parapet wall instead of battlements. The house, which is built on a massive scale, is not unattractive with the main part of the house built of soft grey limestone tinged with yellow. When asked how many rooms

there were, the owner had difficulty to answer but thought that he had been in all of them! We were split into two groups and shown around part of the extensive grounds and outbuildings. Restoration of the buildings had been confined to ensuring that roofs were watertight. A long walk uphill through a tree lined stepped avenue took us to a monument erected by the owner's grandfather with an inscription paying tribute to the care he gave to his tenants. Apart from the grounds and outbuildings we only saw the unrestored chapel and ballroom. However, a privileged few who had opted out of the tour of the exterior were kindly given a tour of some of the interior by Mrs Shirley. Apparently, it was quite magnificent, containing amazing works of art.

Monday 13th of May:

Hilton Park:

We had a nice drive through the Irish countryside to get to Hilton. The marked difference between Ireland and England is the almost complete absence of fields with any kind of crops growing in them. This part of Ireland seems to consist of endless pastureland, very beautiful and very green. There were cows and sheep a plenty but hardly enough it would seem to eat all the lush grass. Hilton is the grandest house in Monaghan, situated amid hundreds of acres of woods, lakes and meadows. It has been in the Madden family since 1734 and is now run as exclusive accommodation. The house is mainly a Victorian structure having replaced much of the original 17th century house which was destroyed by fire in 1804. It was subsequently remodelled by

excavating around the basement to reveal a new ground floor. Alterations to the portico and restricted access to the front door give an imposing look to the property whilst acting as something of a barricade against invasion during the course of Ireland's troubled history. It was a great pleasure to visit a house so comfortably appointed and beautifully kept. The vaulted ceiling in the dining room was particularly splendid as were the stained-glass windows in the hall.

Castle Coole:

We drove North West for three quarters of an hour into Northern Ireland again to reach Castle Coole, enjoying more of the lush Irish countryside and lakes. Castle Coole is reputed to be the greatest neo-classical country house in Ireland. Built in 1789 – 97 for Armar Lowry Corry, 1st Earl of Belmore, it remained in the ownership of subsequent Earls of Belmore until 1951 when it was sold to the National Trust. Designed by James Wyatt, no expense was spared: Portland stone was brought from Dorset to clad the exterior and slate from Wales for the sloping roof. Craftsmen were brought from England and Italy for the interior plasterwork and scagliola columns in the entrance hall and saloon. The whole of the interior was a delight to see, including many paintings and fine antique furniture, some of it gilded in French style specially commissioned. The doors to the rooms were in heavy, solid mahogany with fine brass door furniture and in a number of rooms there were Carrera marble fireplaces.

Florence Court:

We drove from one great National Trust House to another. Florence Court has been described as the finest early Georgian House in the area. The house was built for Sir John Cole and named after his wife Florence. It is thought to have been designed by German-born Richard Castle although a number of architects may have been involved over a period of time. The highlights of the interior are the baroque plasterwork in the front of the house and the rich rococo work in the dining room. In 1955, the year after the National Trust



Hilton Park and cars. Photo by Gervase Forster.

took over, a devastating fire destroyed two thirds of the interior. As luck would have it, the Cole family had moved to Perthshire in 1973 taking most of the original furnishings with them. Fortunately, many were returned to the house after restoration had been completed. We returned to our cars to find that John Snook's 1914 Ghost had got bogged down in soft ground at the front of the house. Not seeing the boggy bit in a dip, John had attempted to drive off but the narrow beaded-edge tyres just spun and spun, burying themselves and plastering tyres and wheels with mud. Fortunately, the "ploughed field" effect left behind did not seem to worry the officials who were delighted to have our cars grace the house. Let he who hath never done this, cast the first stone!!

Markree Castle:

Our next stop and accommodation for the next three nights was Markree Castle, our luggage having been transported there separately by van. Our first thought on arrival was - has there been a mistake, could we possibly be staying in such a grand place? But sure enough, this was to be our base. John Redmill had worked his magic and asked the owner, Howard Corscadden, who was a colleague and friend, whether forty or so delinquent Irish Georgian and 20-Ghost

members could stay at his castle. We were overwhelmed by the sheer luxury, tasteful décor and authentic antiquity of the place. Not the description one might apply to the accommodation on some earlier IGS tours of which we have fond memory only due to their contribution to dinner party stories! Its history can be traced back to 1663, when Edward Cooper, who had served under Cromwell, was awarded the original 14th century property. It remained in the ownership of the Coopers right up to 2015. Virtually none of the early records exist but in the early part of the nineteenth century Francis Johnson and then later Joseph Gwilt substantially remodelled the house. Both he and Edward Cooper were talented astronomers and Gwilt built an observatory in the grounds, housing what was then the largest telescope in the world, but sadly, very little remains of it. Markree was considerably damaged in the Irish civil war. It was resurrected by Charles Cooper in 1982 and run as an hotel up until 2015 when it was sold to the Cascadden family business. Advised by John Redmill on conservation issues, Howard Corscadden has transformed the property into one of the finest and most sumptuous venues for weddings and special occasions.



The splendid approach to Markree Castle. Photo by Gervase Forster.

Tuesday 14th of May: Strokestown park:

A 60 km drive brought us to Strokestown Park. The house was completed in 1696 and was the home of the Pakenham Mahon family. It is now the National Famine Museum, commemorating the great famine caused by the potato blight. During the famine, 3000 tenants were evicted from Strokestown estate when they couldn't pay the rent. The tour of the interior was interesting and rather fun. Our young lady guide took huge delight in telling gruesome tales including of Major General Sir Edward Pakenham who was killed at the battle of New Orleans having left instructions that in the event of his death, his body was to be returned to Ireland and so he was sent back in a barrel of rum. The sailors, having run out of their daily rum ration, drank from Sir Edward's barrel instead with the result that they all became very sick. We were running late, so a posthorn in one of the rooms was handed to John Redmill to use instead of his trusty whistle. A valiant effort produced a rather rude sound but it was after all a wind instrument!

Clonalis House

We arrived at Clonalis House for lunch. It was built primarily out of concrete in 1878 in the Italianate style and looks very much like something you might see in Northern Italy today. It is the ancestral home of the O'Connor Don who is a direct descendant of the last High King of Ireland. The O'Conors had inhabited the area since ancient times. A sacred stone, similar to the Stone of Scone, is kept in the garden at Clonalis. The indentations where the feet of Irish Kings were placed during the inauguration ceremony can still be seen. After lunch, we were treated to an informative and entertaining tour by the present O'Connor Don, Richard O'Connor. The Italianate interior of the house is light and airy and beautifully appointed. There is a library containing 100,000 books, some dating from the 16th century. The history of the house reflects the turbulence of Irish history, having once been occupied by the Irish Republican army and captured by free state forces during the Irish civil war.

King House:

We couldn't be allowed to get away with just two house visits in a day so an extra one was slipped in unnoticed - unless you happened to have referred to the route map that is. King House is a restored Georgian mansion built in 1730, and

used by the British then Irish armies before becoming a merchant's store, after which it became derelict, but was eventually saved and restored. Other than the building itself there was little to see apart from various free exhibitions. Also for free was Clayton Bank's Silver Ghost. Despite the advertising board "free to take away" nobody bothered, which upset Clayton more than anything else!



Clayton's Special Offer. Photo by Helen Banks

We returned to Markree castle for an excellent barbeque after which the owner, Howard Corscadden gave an interesting talk. We consumed plenty of wine but insufficient in quantity to warrant an early night, so we repaired to the bar to find James Black in fine voice. He regaled us with his amazing repertoire of risqué songs and Irish ballads. We were encouraged to join in - it's strange how Irish whisky can lubricate the vocal cords and dampen the inhibitions.

Wednesday 15th of May:

Lissadell

House:

The exterior of Lissadell is grey and foreboding, but the present co-owner, Constance Cassidy, gave an interesting introduction to the House whilst we sat waiting for lunch. All around were



John with his celery vase. Photo by Gervase Forster.

posters depicting the struggle for Irish independence. It was a suitable occasion to thank the organisers, John & Desmond, for the many weeks of work that it must have taken to put together such a wonderful collection of country house visits. As is the tradition, a present was forthcoming, gift-wrapped as usual in an old paper bag. Within it were sticks of celery as Jimmy Valentine had noted John's liking for it. He feigned huge pleasure which became entirely genuine when a superb Georgian glass celery vase was included as well!

The house was interesting for its occupants of the 20th century. Eva Gore-Booth was well known for her campaigns for women's suffrage and for her successful fight against Winston Churchill in her defence of employment of bar maids. A

the boggy ground adjacent to a river since the foundation stones would sink into the mud. Eventually a rather unusual solution was found which required layers of fresh sheepskins to be placed under each stone. It was thought that provided the skins did not dry out and rot, the house would not subside. Thanks to Ireland's rainfall, this has never happened and the house stands solid to this day. Cooperhill is a family home with prestigious guest facilities. The rooms are beautifully decorated and full of antiques original to the house. Simon & Christina's young son Finn showed particularly good taste by selecting the writer's car as being the 'best'. He was rewarded by a trip around the estate looking every bit the part. He is definitely a Rolls-Royce owner of the future!



Gervase Forster and Finn O'Hara, Rolls-Royce owner of the future, with impeccable taste in cars. Photo by Amanda Chumas.

regular visitor to Lissadell was the poet W B Yeats who wrote about the house and his friendship with the Gore-Booth sisters. It was something of a relief though to repair to the beautiful Alpine garden overlooking Sligo bay.

Coopershill House

Coopershill House is a pleasing three storey house built by acclaimed architect Francis Bindon. Simon O'Hara is the seventh generation of his family to have lived there. Construction started in 1755 and took nineteen years to complete, due in part to difficulties in stabilising

Temple House

We dragged ourselves away from Coopershill and the delightful O'Hara family, and drove the short distance, with the majestic Benbulbin ever-present in the distance, to the grand Victorian gates of Temple House. We turned into the sweeping driveway across parkland to the tour's final destination. Temple House was named after the castle established by the Knights Templars in the 12th century and followed 200 years later by the Knights Hospitallers. Waiting to greet us was Roderick Perceval, the present representative of

the family who have been resident here since George Perceval married Mary Crofton, heiress to the Temple estate, in 1665. In 1825 Col. Alexander Perceval decided to build a new house more suited to his status as MP for Sligo and Sergeant-at-Arms in the House of Lords. After his death in 1858, his son, also Alexander, having made a huge fortune in Shanghai and Hong Kong, added what was in effect another complete house at right-angles to the existing one. A palatial coach house and stable yard were also created and an Italianate terraced garden was laid out in 1863 on the south front. We wandered around the enormous rooms at will, and gazed out of the long windows to the 1000 acre estate and its 1600 sheep, before settling down to a final tea with Helen Perceval's excellent biscuits. We bade farewell and made our way back to Markree, for yet another surprising treat.

John had decided that, as we were in Ireland with the Irish Georgians, we should all listen to some Irish Georgian music. So after some bubbles in the former Billiard Room, we repaired to the castle's splendid High Victorian private Chapel – and waited. Then Maija Kravola, a piano tutor in the Sligo Academy of Music, started her short recital of four piano nocturnes by John Field, the Dublin-born late 18th century composer. He invented the musical form known as the nocturne, made famous by Frederic Chopin in the 1830s. As a contrast Maija then performed one of Chopin's, and finished with his wonderful *Fantaisie Impromptu* written in 1834. The castle's

central heating system enjoyed it all too and decided to join in, but was soon overpowered! What a delightful half-an-hour she gave us, and a very fitting overture to our final dinner, another gastronomic feast in Markree's magnificent Dining Room.

The fond farewells took place after breakfast as the Irish Georgians boarded the coach for Dublin. John and Desmond were profusely thanked again for all their work in arranging such a successful tour yet again, and for making it such a pleasure for everyone. Because of their unique combination of driving, access to incomparable and totally private country houses, information, hospitality, and camaraderie with the Irish Georgian Society, these annual tours have always been a real highlight of the year. Long may they continue!

The cars

As to be expected, the Rolls-Royces performed faultlessly apart from the 20/25 owned by our dear leaders, John Redmill & Desmond Barry. What injustice that a slipping clutch should cause them, of all people, to fail to proceed. But help was at hand in the form of leading Rolls-Royce expert James Black who whistled up one of his car transporters to take the car to his workshop whilst he and Carol drove John and Desmond back to the hotel in their fine Silver Cloud drop head coupe. There were a couple of punctures to report, but you can't blame Sir Henry Royce for those.

Year	Model	Body Style	Colour	Chassis No.	Reg.No.	Owner/Passengers
1914	SG	Tourer	Grey	50YB	LE 7478	John Snook & Amanda Chumas
1921	SG	Tourer	Yellow & Black	60NE	SV 6608	Gervase & Margaret Forster
1922	SG	Tourer	Green & Black	32MG	JL 1	Clayton & Helen Banks
1924	SG	Tourer	Black	41EM	B 1924	Jeremy Greene & Delwyn Klevenow
1929	20/25	Saloon	Black & Grey	GXO97	ZV 4501	John Redmill & Desmond Barry
1929	PI	Weymann Faux Cabriolet	Blue & Black	1OR	UV 1923	Jimmy & Janet Valentine
1932	20/25	Sedan de Ville	Green	GTZ40	AUU 253	Rolf & Agnieszka Kuhnke
1938	25/30	Touring Limousine	Red & Black	GAR48	EYM997	Andrew & Pippa Walker
1939	Wraith	Saloon	Yellow & Black	WEC27	985 BGW	John & Mary Narvell
1939	Wraith	Touring Limousine	Grey	WHC77	HLL 34	Sue Taylor
						Jim & Carol Black

TOUR OF KENT AND SUSSEX

Jo Naismith

May 2019



The Heckmans bowling along through the Kent lanes in 36PB (photo by Colin Hughes)

This tour was billed as intending to “capture the essence of an English Country Garden”, and you can imagine the considerable nervousness in the Naismith household when May became wetter and wetter! Great relief then when the sun began to appear on the afternoon of arrival day and remained with us for the duration of the tour, indeed, becoming positively hot on our last day.

The tour was based at the Ashdown Park Hotel, a gloriously traditional 19th century house, near East Grinstead and right in the middle of the Ashdown Forest, an Area of Outstanding Natural Beauty and known to many as the home of Winnie the Pooh and Christopher Robin.

Participants came from all over the world: John and Liz Milverton from Australia, Tom and Mary-Jo Heckman, Michael and Cynthia Sierra, their son Tim and his wife Pia Sierra (in their own car), all from the States, and Fokko and Helene Keuning from Europe along with many from the UK.

Dinner on arrival day was spent catching up with old friends and making new ones. Sadly missing were Helen Banks (delayed by the inevitable demands of a school inspection) and Brian and Joan Palmer (who would in fact not make it on

tour at all due to Brian’s continuing back problems).

Our first day of driving was planned to take us through some wonderful villages (such as Chelwood Gate, Horsted Keynes, famous for the Bluebell Railway, Lindfield, Warninglid) - all either in or on the edge of the forest, towards the Bolney Wine estate where we were to enjoy a tour of the vineyards, a wine tasting and a delicious cold lunch. However, the relatively straightforward journey was made more complex, not only by our route being closed for repair but also by a postcode error in the route book. However, all eventually arrived safely and we enjoyed a most interesting tour and lunch. Colin Hughes kindly spoke to us of an earlier visit to the village of Bolney when he was the guest of Stanley Sears.

Back in the cars and we were off to the National Trust Royal Botanic Gardens at Wakehurst Place, which are managed by Kew, again for a guided tour. Our journey there took us along some very narrow, windy roads particularly those close to the Ardingly Reservoir. The weather remained kind to us and we enjoyed a very good tour with an excellent guide. Returning to our hotel, some



Tim and Pia Sierra in 1671, arriving at Sarah Raven's Cutting Garden at Perch Hill, followed by the Naismiths in 1606
(photo by Colin Hughes)

were able to also visit Standen, one of the finest examples of Arts and Crafts workmanship in the country. After a wonderful 3 course meal and some very enjoyable wines, the bar beckoned again for some, despite the warning of an early-ish start the following morning!

Our second day of driving was to be our longest and took us through the heart of the forest, not far from A.A. Milne's Hundred Acre Wood, and then east through Maresfield and Buxted to Sarah Raven's Cutting Garden at Burwash Weald.

Although Sarah herself was not there to show us around (due to a prior commitment at the Chelsea Flower Show!) we were warmly welcomed with refreshments and homemade cake and given a fascinating tour by Josie, Sarah's Head Gardener. This, for some of us, was the highlight of the tour. I, for one, came back inspired and eager to transform our garden into a space as peaceful and full of colour. Leaving there it was only a very short journey to our next point of interest -Bateman's.



One of the many lovely beds at Sarah Raven's Cutting Garden (photo by Jo Naismith)



One of the curators with John Stuttard, Maurice Whitaker and Fokko Keuning looking at the engine of Rudyard Kipling's 20AL, a 1928 New Phantom (photo by Colin Hughes)

Yet another series of narrow roads and we arrived at the home of the late poet and author, Rudyard Kipling. A talk had been arranged with the NT Manager of the property regarding Kipling's life and an "inspection" was made of his Rolls Royce which the NT are looking to preserve. Bateman's was a really interesting and unusual house and garden -well worth the visit and our cars caused much interest.

The route book for our return journey described three possible options, all intended to show Kent and Sussex off to their best, as well as to allow time for those wishing to visit the bridge of Pooh Sticks fame. Many went on to Sissinghurst Castle as it was so close (indeed Sarah Raven is married to Adam Nicholson, Vita Sackville West's grandson), others returned via Scotney Castle and a few viewed the twelve stained glass windows at All Saints Church, Tudeley all of which were created by Marc Chagall between 1966 and 1985. They are truly magnificent and quite a hidden gem near Tonbridge. This was a long day with some really good driving and places to visit. We were all tired but exhilarated by what we had seen- and we still had a lovely dinner with wonderful wines to look forward to!

The last day saw a few drivers with long return journeys say farewell early but the rest enjoyed a

more local and more leisurely drive through Ashdown Forest again and into Kent on our way to Chartwell, the home of the late Winston Churchill. Our drive took us down some very narrow lanes to Penshurst, Chiddingstone, Bough Beech and towards Westerham where we had a tour booked around Chartwell. Unbelievably, for the second time this tour a road was closed- this time a water pipe had burst allowing some of our early intrepid drivers through but refusing the later ones access. Despite this Chartwell was at its best. Lunch was beckoning and drivers were keen to make a start on the journey home. We met at The Wheatsheaf, in Bough Beech, for a delicious pub lunch and said our fond farewells with the sun still shining-amazing! (see back page).

Our short midweek tour was over but we had seen some wonderful houses and gardens, driven down many narrow, windy country lanes and met new friends/members who we hope to have inspired to join us again sometime.

[Ed: Jo is too modest to say this, but everyone who was fortunate enough to go on this tour commented on how much they enjoyed it, and wished to express their thanks to Jo and Nick for the perfect organisation, and arranging such a good time – not to mention the weather!]

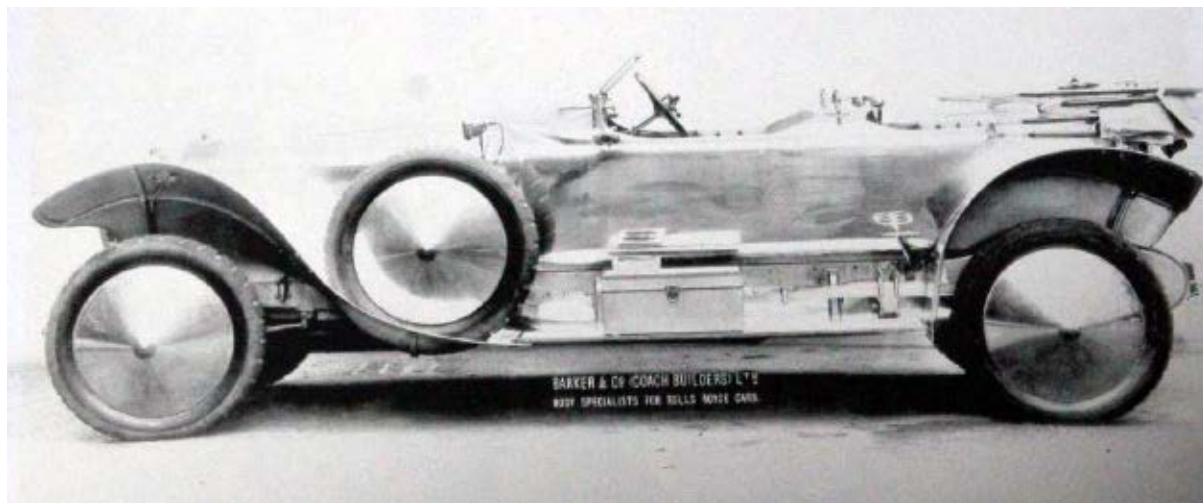


Chagall Window (photo by Jo Naismith)

Year	Model	Body Type	Colour	Chassis No.	Reg. No.	Owner/Passengers
1911	Silver Ghost	Roi des Belges	Blue	1671	7955	Tim and Pia Sierra
1911	Silver Ghost	Marlborough Torpedo	Green	1606	CH722	Nick and Jo Naismith
1912	Silver Ghost	Torpedo Phaeton	Pearl Grey	2154	R1487	Tim and Susie Forrest, Katie Forrest
1912	Silver Ghost	Roi des Belges	White	1962	2296	Michael and Cynthia Sierra
1913	Silver Ghost	Tourer	Maroon	2442	BF6606	Mermie Karger and Colin Hughes
1914	Silver Ghost	Alpine Tourer	Black/Green	36PB	6009	Tom and Mary Jo Heckman
1914	Silver Ghost	Tourer	White	41YB	LW6471	Ann and Peter Golding
1921	Silver Ghost	Open Tourer	Yellow/Black	60NE	SU6608	Gervase and Margaret Forster
1922	Silver Ghost	Open Tourer	Green	34MG	JL1	Clayton and Helen Banks
1922	Silver Ghost	Tourer	Black	314XH	BP5157	Stan and Angela West
1924	Silver Ghost	Tourer	Grey/Black	22LM	XT1857	Nick Whitaker, Maurice Whitaker
1928	Phantom I	Tourer	Aluminium	656L	TY5221	Anthony and Gilly Armitage
1929	Phantom II	Sedan de Ville	Maroon/Beige	81XJ	GC2819	Anthony and Teddy Beach Thomas
1931	20/25HP	Saloon	Yellow/Green	GRW31	JJ2309	Shaun Dowling, Ray Palin
1933	Phantom II Continental	4 door sports saloon	Grey/Black	118MY	CG4554	Charles Rentoul
1933	20/25HP	Limousine	Blue/Black	GBA62	HS492	Clive and Jane Barham Carter
1933	20/25HP	Sedan Coupe	Black	GBA64	AXL616	John and Liz Milverton
1934	20/25HP	Sports Saloon	Pink/Brown	GSF29	BXB12	John and Lesley Stuttard
1934	Phantom II	4 Light Limousine	Black/Green	121RY	AYV929	John and Kathy Deane
1937	Phantom III	Saloon	Black/Grey	3CM65	EYY337	Fokko Keuning and Helene Boonstoppel
1924	Silver Ghost	Tourer	Grey/Black	68RM	S46	Ken and Jane Forbes

THE PATIALA CAR

Rosemary Jeffreys



32PP as originally bodied by Barker

Those of us fortunate enough to attend the Spring Lunch at the Macphersons' had a special treat in store: John Fasal's Patiala Car, 32PP, graced us with its presence on its very first outing since being refurbished. Readers may remember John telling us about this wonderful car, as well as some of his others, in an interview which we published in February 2016 (issue 46), at a stage when 32PP was still being worked on.

The Maharaja of Patiala acquired this car in 1919, to add to many other Rolls-Royces in his stable (which included 25 Silver Ghosts). The car was an Alpine Eagle, favoured for its speed, and had a skiff body (with no doors), the design based on one by Henri Labourdette. The polished aluminium body was made by Barker. The chassis sales card shows that it was designed with four shot guns, mounted on either side of the windscreen (for shooting birds, not tigers), as well as a luncheon box for six, with up to 12 thermos flasks (later reduced to six), a smoker's companion and a folding card table. The luncheon box was designed as a foot-rest, and there were various other features including a space to store goggles. There was an extra cost for finishing the car due to War increases, which was nearly as much again as the cost of the fittings originally. The car was delivered to the Maharaja at the Savoy, where he stayed when in London, but it was not shipped to India till 1920, with 69 TW, the Barker Limousine for H.E. The Viceroy, Lord Chelmsford. Whittaker's Almanac shows that H.H. the Maharaja was entitled to a 19-gun

salute when in Patiala (17-guns elsewhere). He cut a most impressive figure, particularly when wearing state robes and a necklace which once belonged to Marie-Antoinette. He clearly loved cars, particularly Rolls-Royces, which were used by his large family as well as himself.

32PP was, clearly, a car of the highest prestige, which was no doubt why it was chosen to drive the Prince of Wales, later Edward VIII, on his visit to India in February 1922. In the photo on page 1158, the Maharaja is driving the car himself, with the Prince seated beside him.

Following an accident in the car, the Maharaja gave it to his friend Rustomji Boga who ran ice factories in Amritsar, Patiala and Multan, where the car suffered from the presence of salt in the factory in which it was stored. It was involved in another accident in 1936 which wrecked the original coachwork. It was in 1969 that the car returned to England and came into the possession of Jeremy Bacon in 1969, who stored it for 32 years in Queen's Gate Mews. Jeremy had the foresight to register the car on its arrival in the UK with the number MY27, which it still bears. John Fasal set his heart on this beautiful car, and Jeremy Bacon eventually agreed to sell it to him in 2001.

ACCESSORIES, SPARES & EQUIPMENT.									
Registration No.	PARTICULARS	ORIGINAL			CHANGES			ISSUED FOR	
		FROM	CHARGE No.	DATE	E	A	E		
10	Registration No.	All instrument panel fittings etc. fixed							
11	Washer Pump	12 inch 1/2 inch instrument panel to take							
12	Head Light	12 inch 1/2 inch instrument panel to take							
13	Washer Pump	12 inch 1/2 inch instrument panel to take							
14	Side Lamp	12 inch 1/2 inch instrument panel to take							
15	Tail Lamp	12 inch 1/2 inch instrument panel to take							
16	Inside Mirror Light	12 inch 1/2 inch instrument panel to take							
17	Wind Hare	12 inch 1/2 inch instrument panel to take							
18	Injector	12 inch 1/2 inch instrument panel to take							
19	Jack	12 inch 1/2 inch instrument panel to take							
20	Repair Order	12 inch 1/2 inch instrument panel to take							
21	Spout Panel	12 inch 1/2 inch instrument panel to take							
22	E. E. Motor	12 inch 1/2 inch instrument panel to take							
23	Spout Tyre or Cover	12 inch 1/2 inch instrument panel to take							
24	Cover for do.	12 inch 1/2 inch instrument panel to take							
25	Washer in tank	12 inch 1/2 inch instrument panel to take							
26	Washer Tank	12 inch 1/2 inch instrument panel to take							
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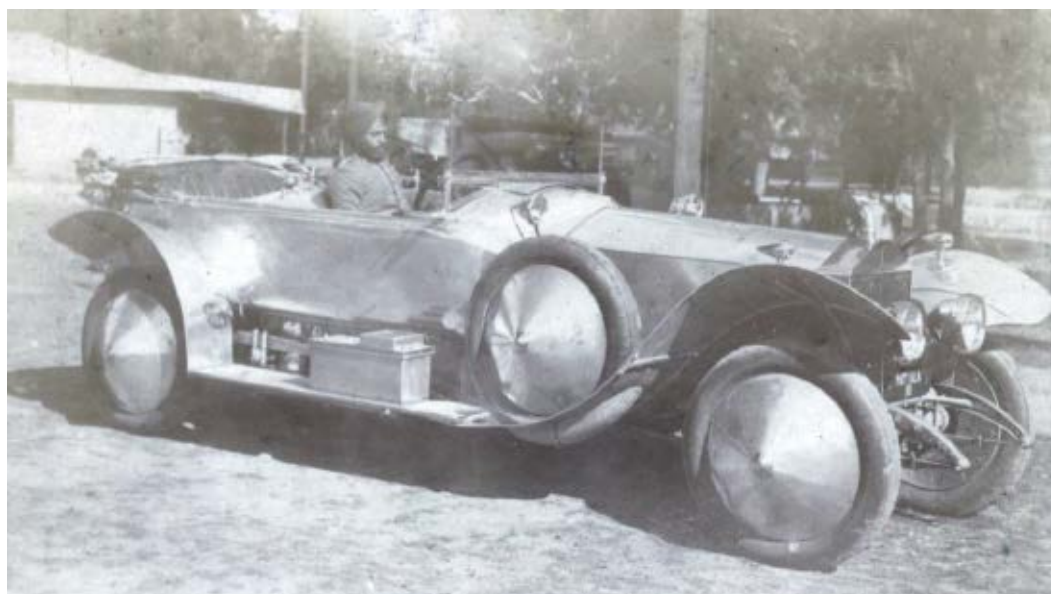
Part of the chassis card showing some of the extra accoutrements



H.H. The Maharaja of Patiala, in state regalia, including the necklace of the Queens



The luncheon box with two of the Thermos flasks



32PP in India, with a chauffeur at the wheel



The Maharaja driving the Prince of Wales on his visit to India in February 1921.



The engine was in pretty good condition when John acquired the car, and he and his sons James and George worked on it. At a later stage, Allan Glew painted the chassis, Steve Penny built the body frame and Derek Vertenten focussed on the aluminium body. John went to enormous trouble

to restore the car to its original condition, using a photo to work from of the car as modelled by Barker. The (deactivated) shotguns were originally supplied by Frederick Williams of London, but John also found suitable headlights,



John's caption says it all: 32PP in a sorry state in South Kensington

a standard with the Maharaja's coat of arms and a mascot which used to belong to a car involved, by an extraordinary coincidence, in a crash in India with another Rolls-Royce.

John drove the car, with Tara sitting beside him, to Hampshire for the Spring Lunch, and reported that it was driving very well. It was given pride of place outside the barn where we had lunch, and looked absolutely resplendent. Every

attention has been paid to getting every detail correct and we are looking forward enormously to seeing it again at the 70th Anniversary Celebrations. Our heartfelt congratulations to John and all the team (especially Julian Williamson), who worked on this beautiful car for their magnificent achievement in getting it back on the road, looking exactly as it did when it was new.



32PP back on the road, with John and Tara talking to Strone after the Spring Lunch

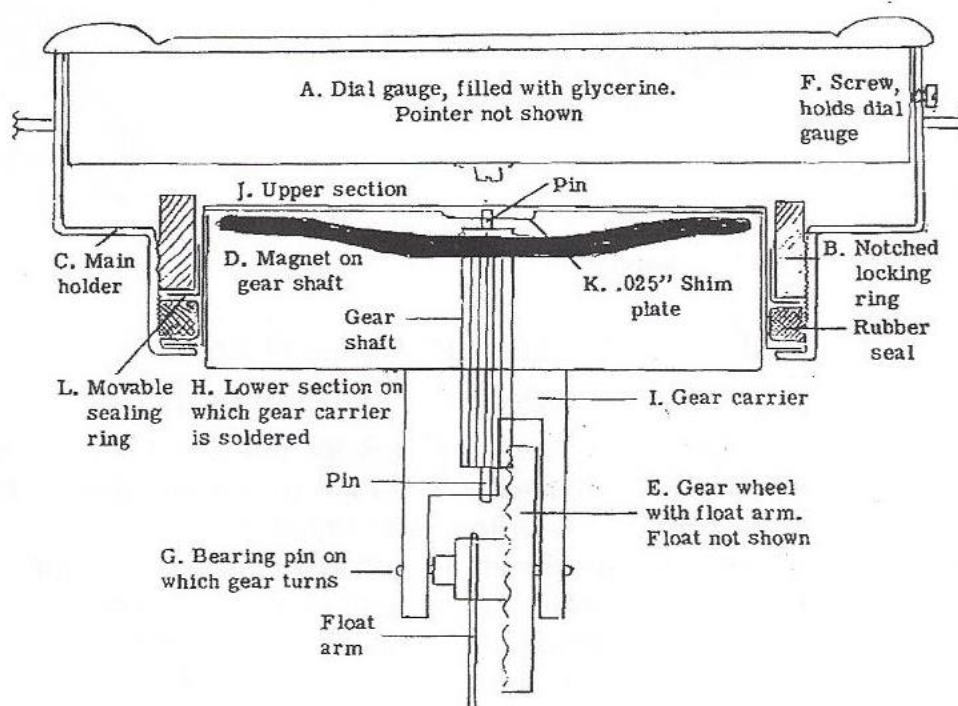
TECHNICAL CORNER

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SILVER GHOSTS: 'FAILURE TO PROCEED' DUE TO LACK OF AIR PRESSURE BY TIM FORREST

Until quite recently, in 25 years of happy motoring our proud boast was that despite having travelled nearly 75,000 miles our Silver Ghosts never failed to get us home. And yet in the past year we have had two 'failures to proceed' although none were actually on the roadside. Both relate to the fuel system, which on all Silver Ghosts except the very early and very last ones rely on air pressure to move the petrol from the tank at the rear of the car to the carburettor at the front.

At the end of last year, I had found the 18-gallon fuel tank on my 1924 Silver Ghost to be dripping fuel when pressurised. I removed the tank and it went off to a specialist repairer to have any pin prick leaks repaired and the bottom flange re-soldered. Having refitted the tank to the car and checked for no leaks, we pumped up the pressure. After 100 pumps it was clear no pressure was coming. Investigation disclosed no leaks of fuel onto the floor and that all the unions were tight. Further investigation showed that air was being pumped into the tank, and that with vigorous pumping it would just leave the tank from the outlet to the carburettor, but without any force.



Now 1920s Silver Ghosts have a useful addition in the shape of a 'Telegauge' to show how much fuel is contained in the tank. These are French designed and made and designed specifically for the kind of pressurised fuel tanks used on Bugattis etc. Beautifully made, very clever, but a bit too complex for their own good, especially after 90 years of use. The picture shows how they operate. A float arm operates in the tank and turns a gear wheel that in turn moves a magnetic rotor arm. These parts are all enclosed and sealed into the tank. Above the rotor arm is an upper section including a dial gauge with a free turning indicator in a round chamber with a glass face filled with glycerine to dampen its movement. The magnetised rotor moves this pointer and shows the level of fuel. Very clever, albeit with rather a surplus of parts and seals and liquids.

However, maintaining pressure in the tank is entirely dependent on the removable rubber sealing ring clamped in place by a notched brass locking ring that in turn, turns against a brass sealing flange. Close inspection around the edge of the gauge showed what appeared to be a very fine dust emanating from around the edges, as if it had been blown out of the gauge. I took off the top part of the gauge, revealing the beautifully made castellated brass ring. A little bit of oil spread around the screw thread revealed some blips, as air escaped from the tank. Fortunately, the ring unscrewed relatively easily revealing a flanged disc containing the rubber sealing ring. This was slightly damaged and was letting the air escape from the tank. A new replacement ring was procured, pressure restored and the car was once again ready to proceed after her winter's lay off.

The other incident occurred last summer, when Katie (my daughter) went by herself in 2154 (the 'Taj Mahal') on the Cornish tour, as both Susie and I were having treatment for cancer. She had a wonderful time, but on the way back just before her overnight stop in the middle of Dorset she refuelled. When she came to pump up the tank pressure, she found she could not get any. She investigated and found that the rubber seal inside the side filler petrol cap had perished and had partially failed when she screwed the cap back on. As she pumped, all the pressure escaped through the cap. Fortunately, the 'Taj Mahal' has an additional reserve fuel tank fitted, and so switching to reserve enabled her to reach her overnight stop at my cousin Jane's house. There, having found a suitable piece of spare rubber pond liner, they cut a new rubber washer for the cap and tank pressure was restored and she returned home without further problems.

As failure of rubber seals is quite common with modern fuels, it makes sense to ensure that your Continental touring spares kit for a Silver Ghost now includes as many different types of the appropriate replacement rubber washers as possible.

NUTS AND BOLTS BY NIGEL HUGHES

Back to basics

This is an article on the nuts and bolts found on a Rolls-Royce car and the spanners you need if you are to deal with them without causing damage. These pieces are written for those owners who enjoy maintaining their cars themselves and are new to working on a pre-1940 Rolls-Royce. Most of the information relates to what is needed for the regular daily, weekly, monthly and annual servicing operations specified in the owners' handbook. It also touches on some items which are relevant to deeper exploration of the car, such as removing brake drums, though these operations have been covered elsewhere.

Nuts and Bolts

Royce used a very wide range of bolt sizes, each carefully chosen for the job it had to do. Dick Wheatley and Brian Morgan, writers of the classic 1950s book on the Restoration of Vintage and Thoroughbred Cars, described the Rolls-Royce chassis as 'an education in bolt sizes'. So, what are we likely to find?

Threads and sizes

Royce used nuts and bolts in British Standard Fine (BSF) and British Association (BA) sizes. Coachbuilders however generally used Whitworth nuts and bolts. None of these ranges is compatible with the metric sizes in common use today, nor with one another. BA and BSF nuts and bolts are in declining use today, and Whitworth are virtually obsolete.

As we know, Royce was an electrical engineer and the standard range of fasteners for such items was BA. They are still in use today for some electrical equipment- 3 BA screws are commonly used to hold wall switches and sockets. Royce generally used the BSF range for engine and chassis parts, but BA nuts and screws are to be found on electric components.

I have found BA sizes 1,2,3, 5 and 7 on a Rolls-Royce chassis. BSF diameters ranged from 3/16" to 13/16", the majority being in the 1/4 to 3/8 inch range.

Some potential confusion exists because 3/16" BSF and 2 BA have very similar diameters and thread pitch but significantly different nut sizes (see below). It is possible that, over the years, modern 2 BA nuts have found their way on to 3/16" BSF studs and bolts. The picture shows a comparison between a 3/16" BSF spanner (left) and a 2BA RR spanner. It will be seen that the width of the jaws is the same. An R-R parts catalogue from 1920 describes one size of standard nut as '3/16 (approx. 2BA)'. A 3/16 BSF spanner is a good fit on an R-R 2BA nut but a loose fit on a modern 2BA nut.



Bolt size	Diameter	Thread turns per inch	Nut size across flats
3/16 BSF	0.1875	32	0.338
2 BA	0.185	31.4	0.324

Rolls-Royce Standard Nuts

Given the sizes of bolts we are likely to find, there is some complication when it comes to the nuts.

The picture shows three 5/16" nuts having different depths. The commonest found is the deepest, simply known to R-R as a Standard Nut. The shallowest shown is also used quite widely, known to Rolls-Royce as a Locknut, though these are sometimes called 'Half Nuts'. The middle depth is what you get from a general engineers' supplier and should not be found on your pre-1940 Rolls-Royce. Fortunately, specialist suppliers can provide the correct R-R pattern. Where the correct nuts are in place, there should be one or two threads showing through on the stud or bolt. Commonly, where shallow nuts should be used, deeper nuts have been substituted and the stud or bolt does not even reach through the nut. In other cases the opposite applies where locknuts have been used rather than standard nuts.

In addition to plain nuts in steel, brass and nickel silver, R-R used castellated nuts where positive locking was required. The nut shown is a standard castellated nut, but for some purposes nuts of different depth are required. An example is the castellated nuts holding road spring 'U' bolts. These nuts have often been butchered in the past and it is necessary to replace them. The lengths of the 'U' bolts are sometimes short, so that the split pin hole in the U bolt does not fall within the castellation of the replacement nut. In that case, it is desirable to skim the skirt of the nut using a lathe, to produce the right custom fit.

Rolls-Royce Standard Bolts

Rolls-Royce bolts were made in a wide range of lengths. In all cases, the shank is plain, without threads below the head. This plain portion was often a close fit to the hole in which it was to go, to reduce the chance of relative movement between parts. A good example is the 'fitted' bolts used to hold brake drums to their hubs. Bolts also have their peculiarities and in particular, they have square heads. These heads enable the bolt to be locked against a matching flat on a casting or by a tab washer. However,



in many cases the heads need to be held still while their nuts are tightened. The commonly found heads are in multiples of $1/16$ " across the flats. A quarter inch bolt has a head of $3/8$ " and a $5/16$ bolt is $1/2$ ". Your BSF or BA spanners will not fit these and you will need a few American Fine (AF) spanners to suit. AF sizes are expressed in terms of the size of the nut, measured across the flats (AF!). In your aim for perfection and true beauty, you should strive to align sides of the square bolt heads vertically and horizontally.

Finish

The photo shows R-R bolts in their original oil black finish. The nuts are replacements and in plain steel, though the originals would have been oil black as well. Oil black requires heat treatment beyond most, but chemical bluing compound, sold for refinishing guns, can get close to the right appearance.

Next we come to screws. Note here that the countersunk variety are unusual in having a 60 degree head, rather than the 90 degree countersink common today.



There are, of course, special nuts and bolts to be found almost anywhere as well.

So, Rolls-Royce fixings are special in many ways. Get them right and keep your machinery looking the way it was intended.

MEMBERS' NEWS

New Members welcomed to the Club – Details on the Website

Pascal & Corinne Behr, Paris France
1920 Silver Ghost, 10CW

Lord Eric & Susan Lady De Saumarez, Castel,
Guernsey 1937 25/30hp GPR71

Paul & Linda Gould, New York
1912 Silver Ghost 2211; 1920 Silver Ghost PE36,
1928 PI 5G7FP

Alexander & Zandy Ayres, Aylesbury,
Buckinghamshire
1927 20hp GHJ24

Don & Darby Wathne, Charleston, South Carolina
1909 SG 970; 1911 SG 1574; 1914 SG 38MA; 1921
SG 73JG; 1921 SG, 61NE

Bob & Hilary Vass, Bollington, Cheshire
1930 20/25hp GWP37; 1924 SG 101EM

Lukas Halusa, Pontresina, Switzerland
Lukas's father Martin owns 1910SG 1298 and 1912
SG 2079.

Dr Mark & Bonita Smith, Palm Springs, California
PII, RY45

Pascal Bego, Josselin, Brittany, France,
1924 20hp, GMK74

Robert and Rachel Kaufman, Charlotte NC (USA)
1914 Silver Ghost 20TB and 1926 Springfield
Ghost 178ML.

Sir John & Xiafen Lady Aird, Moreton-in- Marsh,
Cheshire 1932 20/25hp GAU 69

OBITUARIES

I am very sorry to report that John Zimbler died on 2nd April 2019 aged 89. He was much loved. Peter and Ann Golding write: Our friendship with John and his wife, Lois, started through the Veteran Car Club of Great Britain, of which John was Midland Area Chairman, Treasurer and finally an Honorary Vice-President. His car ownership extended through several veteran cars, which included a rare 1910 20HP Lanchester, which he shipped to Australia in 1988 to join the Bicentennial Rally. He acquired a Rolls-Royce 20/25 with Oxborrow & Fuller coachwork, which he proceeded to restore to its original condition, and then joined the 20 Ghost Club. He was a striking man with a magnificent beard, white in later years, and possessing a great sense of fun. A true driver of cars, distance was no problem to John. 1,500 kms across Australia in the Lanchester was taken in his stride. Always impatient to be off, with his booming laugh, he was known to many on the European touring scene. We entered many European events with him, the high point being a number of historic 'Rallies Monte-Carlo des Voitures Anciennes'. He and Lois they were fun wherever they went. His organisational skills extended to many memorable VCC Rallies and European events organised for his friends. Still involved with organising events to the end, he will be missed by everyone who came into contact with him.



John with his cups (and splendid beard) at Monte Carlo

Roy O'Sullivan writes: John and his wife, Lois, became Club members in the 1980s, having acquired an attractive 1934 20/25 (GFE14) Vanden Plas Oxborrow & Fuller Continental Tourer. He was a printer and, during the 1970s and 1980s, had, as his customers, many trade unions. He recalled how, on more than one occasion, his finished work (ballot papers and the like) was paid for in bundles of £1 notes brought to his printing works. After joining the Club he assisted the then Editor, Digby Wills, of the Club's magazine Record, in arranging typesetting and printing. In 1988 John Lois joined a number of 20-Ghost Club members from the UK to visit Australia for The Australian Bicentennial Castrol World Rally 1988. Over the years he owned many veteran and vintage cars in addition to his 20/25 and I was pleased to look after many of them. He was one of my loyal customers, a lovely chap, a gentleman 'who always paid his bills on time'. Lois died 9 years ago and I was honoured to see John at his daughter's home (Barbara) the weekend before he died. I held his hand; and I think he recognised me. John is survived by his three children.

We are also sad to report the death of long term member, Lenox Jamieson. He originally joined the Club in the early 1960s, but let his membership lapse when posted overseas with the army. He would otherwise have been our longest serving member. Lenox loved the Irish Georgian Tours, which he did in his beloved Silver Ghost, 68RM. This was bodied as an armoured car for the film 'Lawrence of Arabia' and he purchased it as a chassis after the film and it was rebuilt as a Tourer by Jarvis. He then owned the car for 50 years, covering in excess of 100,000 miles as his everyday car. He kept meticulous records of his trips and any faults with the car. A proud Scotsman and member of the Royal Company of Archers, he was a regular at the AGM Dinner resplendent in his tartan trews.

Sir David Plastow, who was an honorary member of the Club, died in June 2019. His obituary in the Times records that he started his working life as a fitter at Vauxhall and then salesman at Rolls-Royce Motors, later becoming Managing Director of the company and later of the combined Rolls-Royce and Vickers Engineering Group. By the time he stepped down in 1992, at the age of 60, he had sold 23 businesses and bought 11, doubling sales and taking annual profits from £7 million to £100 million. He attended many 20-Ghost events.

NEW BOOKS BY MEMBERS ETC

You may be interested to know that two of our members have published books in the last few months. Sir John Stuttard has written 'The Turbulent Quaker of Shaftesbury John Rutter (1796-1850)'. Rutter was a polymath who did many good works in Shaftesbury, championing the poor, founding a library and promoting education. He also believed in political and Parliamentary reform and trained to become a lawyer. It will be of interest to anyone who loves history. John's book can be purchased via Amazon, and the net sales proceeds will go to the Shaftesbury and District Historical Society.

Johnnie Gallop has also written a historical book, called 'A Memory of Lies' which relates the story of a family's path for survival in war-torn Europe and emerging Africa, and is inspired by real events. We bought it, immediately, but I have had no chance to read it yet as Henry pronounced himself gripped from page 1. Johnnie and Bella's 'Peabody' features in the story too. Johnnie's book is also available on Amazon.

Finally, I could not resist including a photograph of Ken Forbes having fun on a steam train. The photo is by John Snook.



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.

2nd-13th September 2019

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

13th October 2019 Autumn Lunch at Walton Hall, Wellesbourne, Warwickshire (Brian Palmer and Ken Forbes – kennethforbes@btinternet.com)

6th March 2020

70th Anniversary AGM and Annual Dinner, Goldsmiths' Hall, London

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

A 12-night tour of Scotland and the Isles (Ken Forbes – kennethforbes@btinternet.com)

11th -26th June 2021 (Provisional)

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



Lunch on the Kent tour: 314XH in the foreground, and from right to left at the back, 22LM, 1671 and GBA64 (photo by Colin Hughes)