



# News & Record



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

Issue 52 November 2017

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November 2017

THE 20-GHOST CLUB LIMITED REGISTERED NUMBER 5224633

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The assembled cars outside the Palace Hotel, Bussaco (photograph by Ron Elenbaas)

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Printed by Parchments of Oxford, Crescent Road, Cowley, Oxford OX4 2PB 01865 747547 [print@parchmentuk.com](mailto:print@parchmentuk.com)

# EDITORIAL

In this issue we have first an article by Tim Forrest and his daughter Katie about the Brooklands Driving Tests. I found Katie's comments particularly interesting, as it helped me to understand why the driving tests are so much enjoyed by those who take part: the combination of a driving challenge and a supportive environment, led to what was obviously a thoroughly enjoyable day for all concerned, brilliantly organised by Brian Fidler. There follows a splendid article by Ron Elenbaas and three fellow contributors about the Iberia trip. The whole tour was clearly absolutely fantastic, thanks to the tremendous efforts of Ken and Jane Forbes and Albert and Monique Eberhard. There are two shorter articles about shorter trips (Gloucestershire and Nottinghamshire), which I can speak to as being lovely occasions. The Gloucestershire event was a flexible, dip in and dip out, visit which appealed to a lot of members, including Henry's grandchildren! In fact, they enjoyed it so much that we asked if they would like to go on the drive associated with the Autumn Lunch in Gloucestershire in October, attended also by Allan and Sue Glew's grandchildren (more of this in the next issue). We are very keen on getting the younger generation interested in the cars. The last article describes the event at Hampton Court, where we were thrilled to see one of the Forrest Silver Ghosts, 2154, driven by Katie, win the Club trophy.

Pursuing the theme of interesting cars belonging to members of the Club, we have an interview with Strone and Alex Macpherson about their three cars. Henry and I had a truly delightful visit to home, and I think you will enjoy reading about the cars nearly as much as we enjoyed learning about them.

You will find the list of coming events on the back page, with further details on the 20-Ghost Club website. Please don't hesitate to contact Henry (henryfitzhugh @talktalk.net) if you can't remember your password – it can be easily reset, and takes a matter of minutes. If you are interested in an event for which the booking details haven't yet been sent out, you might like to consider expressing your interest to the organiser, so that we can let you know as soon as the booking form is available.

Michael Lyndon-Stanford is retiring from the Committee after many years of service. We know that we will continue to see him and Inga at many future events. We are pleased to welcome Doug Magee and Fokko Keuning to the Committee. Doug has been an old car enthusiast since the age of 9 when he started the rebuild of a Model T! He has organised several tours in the US, and participated in several tours with the 20-Ghosts in the last two years. Fokko will be known to many members, as he participates regularly in events in the UK and Europe. He lives in Switzerland and Spain, depending on business commitments, social activities and the weather.

I would like to mention a piece of news from Chris Larson. He and his wife Betsy reunited their 1911 Silver Ghost, 1757, with its prior owner, 93-year old Lord Elgin, who was President of the 20-Ghost Club for a number of years. What a great sight that is.



# BROOKLANDS FUN DAY (AKA DRIVING TESTS)

Tim & Katie Forrest with photos by Colin Hughes

Tim: Sunday 7th May saw rather feverish activity in the Forrest household as we warmed up our two cars under a somewhat leaden sky. Two friends from the 1993 Alpine joined us and then we were off to Brooklands, where the father of one of our friends had been a test pilot. Katie took her and Susie in the grey Ghost whilst her husband made up the boys' team with me in the blue one.

After a fast run up the A3 we were one of the earlier arrivals, but not before Mermie Karger in her fabulous 1913 Silver Ghost, who had clearly been working out the best way to tackle the Test Hill. Over the next half-hour a splendid variety of Rolls-Royces arrived, from impressive Phantom II Continental saloons through all varieties including a very neat 20 HP 2-seater convertible.

Brian Fidler and the head marshal then gave us a stern briefing on how to conduct ourselves on the Test Hill and the Embankment and we were all ready to go. We were soon to find out how much fun driving tests can be. It seemed only appropriate that our Chairman, who had, 20 years ago, conquered the perils of the Peking to Paris

Rally, should lead the way. As we queued in nervous anticipation, he climbed the test hill in his newly freshened pink 20/25 without any evident concern. Amongst the Silver Ghosts, there was a debate as to whether to go all the way in first, or to risk a change into second half way up. Also, should we use the "go faster button", otherwise known as the exhaust cut out, and pretend we had not read the dire warning "not for use in the UK" stamped on its casting?

In our case, the boys' team opted for the whole hog, with cut out open from the start line and for once a smooth change into 2nd half way up to record what we felt was a pretty convincing time. My competitive daughter however was right behind us and being in a much higher geared 3-speed Ghost came up in great style and speed in first, causing the marshals a certain degree of anxiety at the top! Great Fun though and all the other cars successfully climbed the hill without undue anxiety. Given the awe with which the test hill was held in the 1920s and 1930s it just shows how superior the effortless performance of Rolls-Royces was to ordinary cars of the period.



Brian Fidler counting up the "volunteers" willing to take part in the driving tests.



The winning pair: Clive Ellis driving up the Test Hill with Nick Whitaker in 22LM.



Our intrepid Chairman driving up the Test Hill in "Harrison"

Having mastered the Test Hill, we were now up against a much greater challenge in the shape of Brian Fidler and his accomplice, Ella. Both are fiendishly intelligent, and that combined with the steepness of the Brooklands embankment enabled them to use it to the full. They cunningly put us at our ease with a relatively straightforward test of zooming backwards and forwards in a kind of series of parking manoeuvres at the bottom of embankment. Having learnt my lesson from last year this was made much easier by having the hood full down. The next test however showed their cunning. Several of us will have done a blindfold driving test avoiding obstacles, whilst your passenger shouts directions at you. Although often not good for marital relationships, it otherwise does little harm to you. However, this was of a different order as the cones were arranged in such a way that you were either going up, down or along the embankment. Despite the excellent instructions from my navigator, I like many others found this totally disorientating with my brain working overtime to try and work out if I was going forwards, running backwards or mostly not moving at all. So, a dismal performance for us on this, whilst my daughter yet again flew through it with flying colours! Others performed with variable degrees of success from brilliant (Nick Whitaker and

driver Clive Ellis), to others suffering from very hot and smelly clutches.

Brian's final test was on the face of it quite innocuous, but was in reality cunningly designed to test car and driver. "All you have to do", Brian said, "is straddle this line facing downwards, and then reverse as far up the embankment as you can without going over the top". Several random thoughts passed through one's mind as we waited for the off. "What do I tell the insurers if I go over the Top?" "Silver Ghosts don't like reverse, they hop like Kangaroos!". "Good job the oil pump picks up oil from the front of the sump as otherwise it's so shallow we would have no oil circulating"...

As it happened all was well and both the Boys' Team and the Girls' Team shot up the embankment. Each swore they had touched the overhanging trees at the top, but Ella, who I must admit we had not noticed in all the excitement, was crouching on the steepest part and judged in favour of the Girls' team. Clive Ellis also performed exceptionally, so perhaps Silver Ghosts can go backwards after all.

We all gathered around at the finish and let the adrenalin and heart rate settle whilst thanking everyone for a great series of well organised tests,



Members of the assembled throng reversing up the embankment.

that had proved both enjoyable and surprising. For a more balanced view of the proceedings I will let the youngest competitor at the driving tests, my younger daughter Katie, tell you why many more owners should try to participate in these stimulating events.

Katie: The thing I enjoy most about the annual driving tests with the 20-Ghost Club is that it's a wonderful opportunity to get to know your car in a safe environment and learn what its limits are and also its extraordinary capabilities.

Having only driven our 1912 Tourer for a year, I am still very much getting to know what she is capable of, and I must say, both at the Brooklands test this year and the previous one at Sandhurst last year, I have been astonished at the varied capacities of these incredible cars.

Both events have been supremely well organised by Brian Fidler and Graham Tyson and the tests on offer have been challenging for car and driver, but not overly daunting or intimidating to tackle. The members participating have also been incredibly encouraging and willing to offer guidance and advice wherever needed - whether it's recommending the engagement of the cut-out to apply more impulsion going up the hill climb, or suggesting which position to have the governor and ignition when doing the snail race.

The test days are a wonderful way to get to understand the vast scope of your car's abilities

and enjoy some great banter and camaraderie amongst those participating. I look forward to them being a key fixture in the club's calendar and a popular event for more members to participate in.

Tim: Brooklands of course is a wonderful place for such an event, and it did not disappoint. A great deal of investment is going on to re-open parts of the old track and make much more of the Aerospace history for the site open to the public. I mentioned brain power earlier and there was plenty more in evidence, particularly in the extraordinary devices created by Barnes Wallace. The most remarkable was what looked like the business end of a Saturn Rocket, but turned out to be a Stratosphere Chamber, built in 1946 to investigate high speed flight at very high altitudes. Appropriately, a genuine full-size Concorde was waiting just outside.

After an excellent lunch and appropriate quantities of wine depending on whether you were driver or navigator, the winner of the tests was declared as Clive Ellis driving Nick Whitaker's Silver Ghost. Although no other placings were given, intelligence received indicated that once again that the Forrest Girls' Team had trounced the Forrest Men's team. In reality, thanks to Graham's initiative and Brian's cunning we were all winners, having had a really stimulating day's tests and great fun too!



Katie driving blindfold. Ed: looks horrific to me!

| Surname       | Christian Name | Passenger(s)    | Car          | Chassis | Reg     | Body type               | Year off Test |
|---------------|----------------|-----------------|--------------|---------|---------|-------------------------|---------------|
| Stuttard      | Sir John       | Colin Freeman   | 20/25        | GSF29   | BXB-12  | Sports Saloon           | 1934          |
| Deane         | John           | Bob Small       | PII          | 121R7   | AYV-929 | 4 Light Limousine       | 1934          |
| Carter        | Clive          |                 | 20/25        | GBA62   | HS-492  | Limousine               | 1933          |
| Mill          | Peter          | Julie Mill      | 20/25        | GAU26   | GY-1491 | Tourer                  | 1932          |
| Sapsford      | Michael        | Michael Mulford | 20hp         | GA11    | KK-9630 | 2 Seater                | 1923          |
| Ellis         | Clive          | Nick Whitaker   | Silver Ghost | 22LM    | XT-1857 | Tourer                  | 1924          |
| Pedler        | Jane           | Rob Pedler      | 20/25        | GAF76   | WS-3456 | Touring Limousine       | 1934          |
| Forrest       | Tim            | Susie Forrest   | Silver Ghost | 16RM    | MF-8651 | All Weather Convertible | 1924          |
| Forrest       | Katie          | Plus one other  | Silver Ghost | 2154    | R-1487  | Torpedo Tourer          | 1912          |
| Karger/Hughes | Mermie         | Colin           | Silver Ghost | 2442    | BF-6606 | Tourer                  | 1913          |
| Rentoul       | Charles        | n/a             | PII          | 118MY   | CG-4554 | Cont. Sports Saloon     | 1933          |
| Lindsay       | Sir John       | n/a             | 20hp         | GVO60   | GC-3593 | Weymann Saloon          | 1929          |



Awaiting others clearing the first test: Brian Filder, the marshal, Rob Pedler in GAF76 and Michael Sapsford in GA11

# THE IBERIAN PENINSULA TOUR NORTHERN SPAIN & PORTUGAL - JUNE 3 - 18, 2017

Doug Magee, Diane Mandragouras, Ron & Nanette Elenbaas

The rain in Spain, fell mainly on Santander on our opening evening...afterwards, the skies cleared, the sun shone brightly and our weather, while hot some days, was dry and sunny, ideal for touring beautiful Spain and Portugal. We had a great time!

A somber note...before we get started... we must pause a moment and honor the memory of

the victims of the tragic forest fires in the Pedrogao Grande Region of central Portugal. Our tour passed within 20 miles of this deadly inferno a mere 2 days earlier...at least 72 people perished, most in their cars, when they were overtaken by the fast moving fires. Our prayers go out to their families



**Our Hosts and Hostesses**...thoughtful, fun and totally engaged. What a great tour they designed and executed.



Ken and Jane Forbes.

We had an amazing tour....one of our favorites. The routes were interesting, and varied. The driving was challenging, not impossible and completely engrossing. The vistas were beautiful and the towns we passed through, charming. As first time 20-Ghost Tour participants, Nanette and I were made to feel very welcome



Monique and Albert Eberhard.

immediately, without hesitation or reservation. Thank-you! The early cocktail receptions felt a bit like The Trump Apology Tour, but thankfully a hotly contested British election, midway through the tour, changed the conversation....may you live in interesting times. We enjoyed meeting everyone and re-connecting with some old touring friends. Doug and Diane, veteran 20-Ghost tourers, reconnected quickly with their many friends and managed to meet some new ones.

### **Our Itinerary...**

| Day       | Date    | Route                                                                 | Miles |
|-----------|---------|-----------------------------------------------------------------------|-------|
| Friday    | June 2  | Overnight Ferry from Portsmouth, England - Santander, Spain           |       |
| Saturday  | June 3  | Arrival in Santander and drive to Hotel                               | 18.5  |
| Sunday    | June 4  | Local excursion to Comillas & San Vicente de la Barquera              | 42    |
| Monday    | June 5  | Drive to Gijon & Aviles & Cangas de Narcea                            | 168   |
| Tuesday   | June 6  | Day out in Cangas de Narcea                                           |       |
| Wednesday | June 7  | Drive through Lugo south to Montforte de Lemos, Ourense               | 148   |
| Thursday  | June 8  | Drive into Portugal, Ourense to Guimaraes                             | 124   |
| Friday    | June 9  | Coach to Guimaraes & Porto, Dinner at Graham's Port                   | 0     |
| Saturday  | June 10 | Coach to Douro Valley, River Cruise, Steam Train                      | 0     |
| Sunday    | June 11 | Guimaraes, Aveiro, Luso, Bussaco                                      | 160   |
| Monday    | June 12 | Coimbra Mayoral Reception, River Cruise, University Visit             | 38.4  |
| Tuesday   | June 13 | Estrella Mountains, Gois, Serba de Estrella, Schist Village, Covilha, | 136   |

|           |         |                                                            |       |
|-----------|---------|------------------------------------------------------------|-------|
| Wednesday | June 14 | Lunch at Symington Wine Estate, Aluo, Murca, Vila Pouca    | 149.7 |
| Thursday  | June 15 | Rest Day                                                   | 0     |
| Friday    | June 16 | Drive to ancient town of Villafranca del Bierzo            | 180   |
| Saturday  | June 17 | Over the Montes de Leon, Picos Mountains to Canvas de Onis | 204.9 |
| Sunday    | June 18 | Free Day                                                   | 0     |
| Monday    | June 19 | Drive to Santander Port                                    | 83    |
| Tuesday   | June 20 | Arrive in Portsmouth                                       | 750   |

We featured 11 Ghosts, 9 Phantoms, 1 Wraith and one Other, substituting for a Ghost still under going preparation. A beautiful field.

But these aren't the only miles we had travelled...

|                               |           |
|-------------------------------|-----------|
| Driving Miles Per Tour Route: | 1,452.5   |
| Bonus "Touring" Miles: (10%)  | 145       |
| Ferry Miles:                  | 1,500     |
| Airline Miles:                | 7,520     |
| Motor Coach Miles:            | 86        |
| Steam Train Miles:            | 50        |
| Taxi Miles:                   | <u>45</u> |

**Total Miles Travelled: 10,798.50 - almost 1/2 way around the world.**

We had many interesting and enjoyable tour stops along the route. We'll mention just a few, but we enjoyed them all.

### **Symington Garden Lunch**

Through great effort and perseverance Albert and Monique were able to arrange a beautiful private visit and lunch at the holiday home of the Symington family, the owners of the W & D Graham company, the producers of Grahams Port. First, we enjoyed a tasting and small tour...

Then, a lovely lunch on the lawn...



### Coimbra Mayor's Medal Ceremony

A real treat for the group was the day long adventure which began with all cars traveling together to BOM BMW for a morning reception. One of the highlights was the complete occupation of the roundabout with Albert and Monique in the lead. The truckers were not impressed but it was quite a sight...particularly on the second circle around. At last count, 4 cars found new owners, not to mention Inga buying a new car, a bit smaller than usual.



Then...a full police escort into Coimbra for reception by the Mayor and vice Mayor...including a personalized medal ceremony and free parking for the day on the plaza in front of the Mayor's office.

These things happen away from home...



One of the great pleasures of travel is leaving our comfort zones where everything is in its place and just how we like it. Shortly after the tour began, all salt and pepper disappeared from the dining tables. Hope was restored at the breakfast table at Vidago Palace, when it reappeared on our tables. Our joy was short-lived when we moved on to the Parador and went back to neither. Salt showed up the next day but we never saw pepper again. Butter was also a difficult concept since it rarely appeared, though bread did at every meal. The couple of times it did make an appearance it would be the formula of 2 pats for every 8 people. Happy to report, no one lost any weight on the tour as a result. Our personal favorite menu item was “Secret of the Pig”...delicious, but still secret.

Many of our favorite meals were those discovered along the tour routes in the small villages and towns along the way...

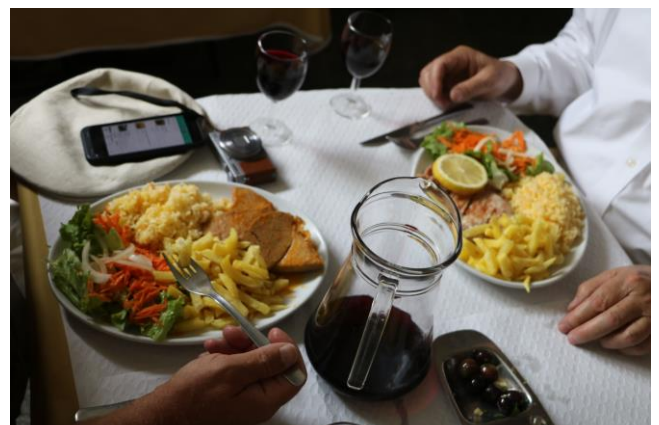
## The most impressive performance...

### Cars/Drivers/Navigators

Given the spirited conversations at the post driving cocktail reception, it was the unanimous opinion of the participants, that the long run up to the summit at Covilha on the 13th was a real challenge. It was a remarkable climb, with an occasional boil over and a rare cross word but it was an amazing uphill odyssey...comments like:

- “That was harder than the Alpine Tour.”
- “It was easier bringing Apollo 13 home than getting everyone up to the Pousada de Estrella”
- “Those weren’t driving instructions...those were clues!”

In the end it was a great accomplishment by all parties...well done!



### Our Hotels....

We enjoyed an eclectic and interesting selection of hotels and palaces...we all had our favorites, but, it was a good variety...something(almost) for everybody.

| Date(s)     | Hotel                             | City/Country                  |
|-------------|-----------------------------------|-------------------------------|
| June 3, 4   | Complejo San Marcos Hotel         | Santilana del Mar, Spain      |
| June 5, 6   | Parador De Corias                 | Cangas de Narcea, Spain       |
| June 7      | Parador De Santo Estevo           | Ourense, Spain                |
| June 8,9,10 | Pousada Mosteiro De Guimarões     | Guimarães, Portugal           |
| June 11, 12 | Bussaco Palace                    | Coimbra, Portugal             |
| June 13     | Pousada De Estrela                | Covilhã, Portugal             |
| June 14, 15 | Vidago Palace                     | Vidago, Portugal              |
| June 16     | Parador De Villafranca Del Bierzo | Villafranca Del Bierzo, Spain |
| June 17, 18 | Parador De Cangas De Onis         | Cangas De Onis, Spain         |



**Road Safety:** We were paying close attention....We only had a few near misses on this tour, weak brakes enable you to improve your defensive driving skills and ability to think

ahead...we did confirm several times that turn signals are basically decorative, not indicators of any driver intent, whatsoever.

| Country       | Average number of deaths per million registered vehicles. (2009) |
|---------------|------------------------------------------------------------------|
| Great Britain | 80                                                               |
| Netherlands   | 85                                                               |
| Germany       | 90                                                               |
| Italy         | 117                                                              |
| Spain         | 123                                                              |
| Ireland       | 124                                                              |
| United States | 130                                                              |
| Austria       | 146                                                              |
| Portugal      | 190                                                              |
| Poland        | (2018 20 Ghost Tour) 281                                         |

#### A Bit About Roundabouts:

Those circular intersections where stop signs are nonexistent, and everyone's at everyone else's mercy, and you have to join the flow if you want to go—and you could, in theory (and actual practice), go around forever. The word *roundabout*, *believe it or not*, is actually of American origin. American Logan Pearsall Smith, one of the members in the 1920s of the BBC Advisory Committee on Spoken English originated it. Before he suggested the change, traffic circles in Britain were called *gyratory circuses*.

We became more comfortable in these roundabouts after trying several different strategies...first, we stopped in the roundabout for navigators to meet, side by side, while sorting out our navigational issues. Our second idea was to continuously circle until we hit upon a hunch strong enough to act on and shoot out an exit of the roundabout...generally with a one in 4 chance of being correct. Our final strategy was to just proceed straight through unless strongly

corrected by our navigators or the odd helpful local motorist or bicyclist.

We found the citizens were most excited by us driving the wrong way down a one- way street or through a closed road construction site.

#### A Few Helpful Hints About Working With Navigators:

Navigating is tough, tedious and sometimes thankless. Some cars even have adopted forbidden phrases and words, which are never to spoken during a tour (see Sir John or Lesley for details). Below are some additional items learned the hard way by drivers just doing their jobs:

##### Five Deadly Phrases Used by Navigators

1). **Fine**...this word is used when the argument over which to turn is finished. Driver needs to shut up and go back and make the correct turn.

2). **Nothing**...means “something” and driver needs to be worried.

3). **Go Ahead**...this is not permission, this is a dare, don't do it.

4). **Whatever...**...how a navigator signals the driver to go have sex with themselves.

5). **That's Okay...**...it's not.

Personal note (anon)...it is not advisable to state "I expect you to know left, right or straight when we approach a turn." I am pleased to report that the swelling is starting to go down and vision is returning to the left eye.

### Stopping to help Roy O'Sullivan on a mountain top...

We started our 63 liter journey to Cangas de Onis with 61 liters of fuel on board...with predictable, though unfortunate, results. It was an excellent opportunity for driver and navigator to assemble their new reflective triangle for the first time and check their safety vests for proper fit. We were observant enough to stop just before the crest of the hill, but not clever enough to be over the crest of the hill, so we could coast down. It gave Roy an excellent opportunity to use up his stale fuel and replace it with fresh gas so the next person will have the right stuff. Because we had executed our normal late departure from the hotel, we had the additional benefit of Roy following close behind...thank-you Roy.

2617 also was saved by Roy's engineering excellence one evening, as he was able to cleverly correct a problem of the starter drifting into the flywheel...excellent work with a perfect result, and a crow bar...thank-you, Roy.



**Road Sign Guessing Game...**...the European road signs we experience for the first time are bewildering to say the least.



What We Thought: Giraffe Approaching(?)

What it really is: Merging Traffic



What We Thought: Are there Jelly-Fish in these tunnels?

What it is: Turn on your headlights



What We Thought: Alien attraction force ahead that sucks our cars in?

What it is: Camera Surveillance Ahead



What We Thought: Potty and Poo Stop?

What it is: Picnic Sign



Our personal favorite

We have no idea what to think

Don't try this at home...



One driver was missing at tour's end...no one is talking....



**Hat Shopping in Regua before  
boarding the Infanta for Douro River  
Cruise....all hats 2 Euro!**

We had a great time on the Iberian tour. The routes were excellent and the friendships made are treasured. We cannot wait for the next 20-Ghost Club Tour, which for us will be Prussia. Thanks again to everyone for being so warm, helpful and welcoming.

**Ron, Nanette, Doug and Diane.**





## Our Cars and Our Tourers....

| CARS |              |                      |              |         |          |                                                                      |
|------|--------------|----------------------|--------------|---------|----------|----------------------------------------------------------------------|
| YEAR | MODEL        | BODY STYLE           | COLOUR       | CHASSIS | REG NO   | Owner/Passenger                                                      |
| 1910 | Silver Ghost | Roi de Belges        | Blue         | 1302    | NB6104   | Klaas & Luus de Boer                                                 |
| 1912 | Silver Ghost | Tourer               | Green        | 2092    | R1472    | Doug Magee & Diane Mandragouras                                      |
| 1913 | Silver Ghost | Roi de Belges        | Blue         | 2617    | DGZ 7968 | Ron & Nanette Elenbaas                                               |
| 1920 | Silver Ghost | Open Drive Limousine | Silver/Black | 47RE    | PX1780   | Ashley & Adrienne Carmichael, guests Adrian Carmichael & Gina Harpin |
| 1920 | Silver Ghost | Tourer               | Blue         | 60AE    | 79FLY    | William & Clare Corbett                                              |
| 1920 | Silver Ghost | Tourer               | Silver       |         |          | Brian & Ros Fitton                                                   |
| 1921 | Silver Ghost | Tourer               | Yellow/Black | 60NE    | SV6608   | Gervase & Margaret Forster                                           |
| 1921 | Silver Ghost | Tourer               | Maroon       | 149AG   | KE6676   | Brian & Joan Palmer                                                  |
| 1921 | Silver Ghost | Allweather tourer    | White        | 33LG    | XF7646   | Sir John & Lesley Stuttard                                           |
| 1924 | Silver Ghost | Tourer               | Black        | 41EM    | XR3431   | Jeremy Greene & Delwyn Klevenow                                      |
| 1924 | Silver Ghost | Tourer               | Grey         | 22LM    | XT1857   | Nick & Maurice Whitaker/ Clive Ellis                                 |
| 1926 | Phantom 1    | Cabriolet de Ville   | Black/Maroon | 57YC    | YR2648   | Michael Joy & Sally Whittet                                          |
| 1927 | Phantom 1    | Tourer               | Blue         | 95LF    | YU7464   | Ken & Jane Forbes                                                    |
| 1928 | Phantom 1    | Tourer               | Polished     | 65CL    | TY5221   | Anthony & Gilly Armitage                                             |
| 1929 | Phantom 2    | Limousine            | Black/Ivory  | 20WJ    | AZ3896   | Michael & Inga Lyndon-Stanford                                       |
| 1930 | Phantom 2    | Tourer               | Grey         | 100WJ   | SV9583   | Stan West & Ian Semp                                                 |
| 1933 | Phantom 2    | drophead Coupe       | Green        | 80MY    | AGN333   | Michael & Angelika Elliott                                           |
| 1933 | Phantom 2    | Continental          | Blue         | 47MW    | AM2040   | Fokko & Helene Keuning                                               |
| 1934 | Phantom 2    | Continental          | Green/Black  | 121RY   | AYV929   | John & Kathy Deane                                                   |
| 1935 | Phantom 2    | Drop Head            | Blue         |         | 777UYF   | Albert & Monique Eberhard                                            |
| 1939 | Wraith       | Sports Saloon        | Yellow/Black | WEC27   | 985BGW   | John & Mary Narvel                                                   |
| 1925 | Other        |                      | Green        |         |          | John Snook & Amanda Chumas                                           |
|      | Range Rover  |                      | Blue         |         |          | Roy O'Sullivan                                                       |

# THIRTY HOURS IN GLOUCESTERSHIRE

Brian Fidler

“All 20-Ghost Club tours are long, arduous and jolly expensive”. Wrong! The recent thirty hours in Gloucestershire is exactly the opposite of this (fake news) assumption and enticed a wonderful turn out of both Small and Large HP cars in nearly equal numbers, along with almost 50 people across the two days, just the way it should be and confirmation that we now appeal to a broad kirk, offering far more than solely Flagship events. Great!

From the number of Rolls-Royce cars seen in its High Street on Thursday 27th July, it was not hard to recall that Winchcombe was one of the most prosperous communities in England, exporting wool throughout Europe and building a wealth of the merchant classes on the back of so many sheep. Indeed, the prestige and wealth of many medieval monarchs was based on coffers filled by Cotswold shepherds.

Our entourage enjoyed two days of Steaming, Shine (Concours d’Etat) and Sudeley on a superbly organised event based around the quirky and charismatic Dumbleton Hall, where we stayed, ate and were entertained by a Total Immersion Recitation of Albert and the Lion by our otherwise rather serious but not un-quirky ex-Treasurer. The food was excellent, both at dinner and breakfast but the hotel organisation was challenging.

The event started with everyone meeting up at the Toddington steam railway centre for a light lunch in the cafeteria followed by a fascinating visit to the engine sheds. These were not a museum at all – many of the 950 (!) volunteers who keep the railway running were banging and straining away fixing and fitting components that singly would have weighed more than any of our cars. It was an uplifting (no pun intended) experience to see the same sort of devotion going



How Many Horsepower is This?

into their steam locos as goes into our Rolls-Royces. One could be tempted, leaving aside the problem of garage space and where to keep the coal.



Daniel and Carol receiving the trophy from Brian for the Ladies' Choice

Rounding up our meandering flock, rather like herding cats, finally got everyone onto the train which was pulled by steam all the way across to Cheltenham via Winchcombe, a short but nostalgic journey with on board volunteer guards telling us about the railway, its chequered history and its ambitious future. A short stop at the terminus for an ice cream (the sun had then emerged) and for the engine to be brought round to the other end of the carriages - this was our chance to see a full side-on view of a loco in full steam - and we were off again to meet up with our cars which had all been safely lined up at Toddington under the beady eye of one of the helpers.

The Albert Raconteur had devised a short but beautiful route to our hotel, whose chaos was more like the White House, but they finally got everyone rooms broadly in line with their needs, preferences, and hearts' desires. Following a hearty breakfast everyone got on their way to Sudeley where we were allowed to park on the front lawn in tradition serried ranks, duly observing our incontinent vehicles with their inevitable drips being caught on corrugated paper or whatever.

The castle is expensive, impressive and enormously varied, having had many owners and occupants, some famous some rather less so. Where else would you find a Queen of England (Catherine Parr) buried so far from the traditional seats of power? Members were free to tour the castle and chapel at their own pace following whatever caught their interests but in time to meet up for lunch in the buffet. Suitably refuelled, most went off to visit the gardens with knowledgeable guides and in brilliant sunshine.

Meanwhile the two judges, Henry Fitzhugh for the Small HP and Anthony Armitage for the Large HP, with their Vice-Presidential amanuenses, were deeply involved inspecting the Concours d'Etat - not contesting glamour but condition! This was not an easy task, since several of the cars were quite outstanding, both in presentation and correctness, even maintenance. We also had a ladies' choice for the car which one would most like to take home. This was won by Daniel Ghose, one of our members resident in the USA, who collected the decanter with evident pleasure. His 1911 balloon car restoration was exquisitely executed and is but a small part of his eclectic collection which includes a D-type Jaguar and a WWI Crossley staff car.



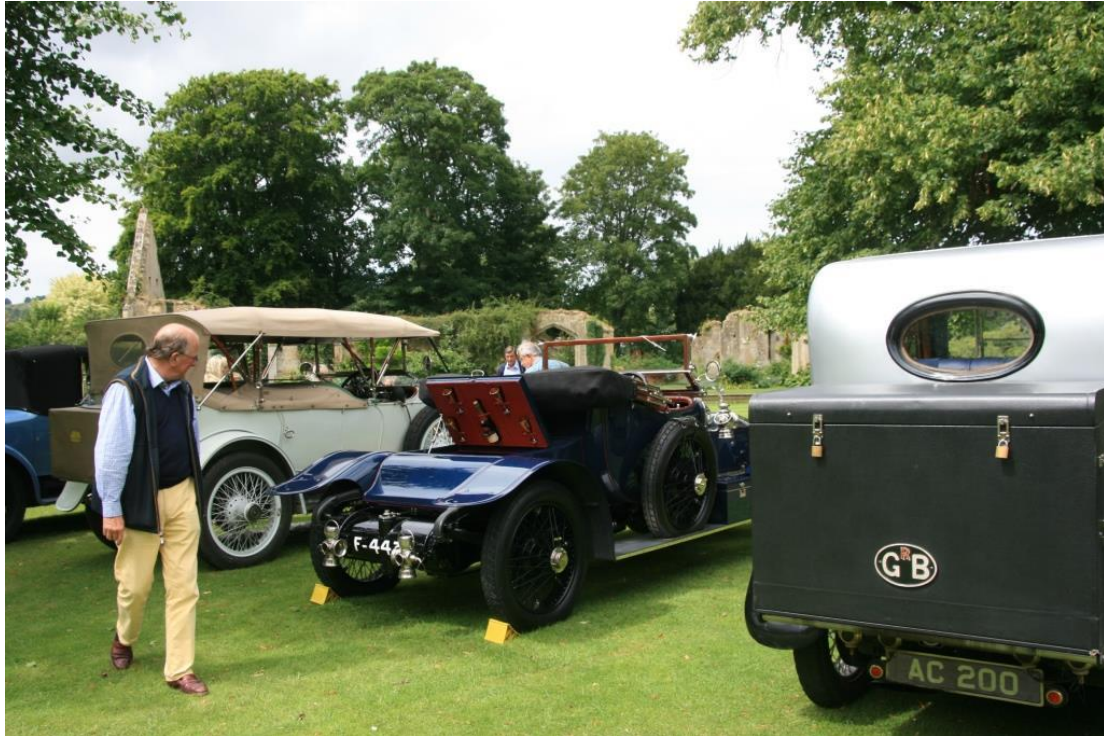
Peter and Linda's 20/25, GHA40.

The Small HP trophy went deservedly to new members Peter and Linda Brook with their 1933 20/25 Tourer GHA40. How encouraging to see vehicles never before competing with us winning a trophy. Well done! The Large HP trophy went to a more long-standing member with a car which has been seen several times but is no less

deserving and desirable for that - our revered past Chairman Tim Forrest with 16 RM - his daughter Katie now drives their other Ghost, with great aplomb and confidence.

Just in time for the drive home, the rains finally came but failed to dampen either the spirit of

warm camaraderie, typical of 20-Ghost Club events or the equal glow of wonderful times with Steam and Sudeley. Another Graham Tyson outstanding event, short, good value, splendidly organised and hugely successful. His 2018 Cornwall tour is already fully subscribed.



Graham casting an appreciative look at 1557



The cars assembled outside Sudely Castle.

| Year | Model  | Body Style              | Colour       | Chassis | Reg     | Owner/Passengers                           |
|------|--------|-------------------------|--------------|---------|---------|--------------------------------------------|
| 1911 | SG     | Two Seater with Dicky   | Blue         | 1557    | F-4431  | Daniel Ghose & Carol Campbell              |
| 1912 | SG     | Torpedo Tourer          | Pearl Grey   | 2154    | R-1487  | Katie Forrest                              |
| 1913 | SG     | Tourer                  | Red          | 2442    | BF-6606 | Mermie Karger & Colin Hughes               |
| 1920 | SG     | Tourer                  | Grey/Black   | 97AE    | CE-454  | Graham & Sarah Tyson                       |
| 1920 | SG     | Open Drive Limousine    | Silver/Black | 47RE    | AC-200  | Ashley & Adrienne Carmichael               |
| 1923 | SG     | Cabriolet               | Red/Black    | 36EM    | XR-4398 | Brian & Wendy Fidler                       |
| 1924 | SG     | All Weather Convertible | Blue         | 16RM    | MF-8651 | Tim & Susie Forrest                        |
| 1925 | 20hp   | Saloon                  | Burgundy     | GNK45   | UK-2626 | Steve Copson/Viv Turner                    |
| 1926 | 20hp   | Doctor's Coupe          | Green/Black  | GOK47   | NE-7996 | David & Elspeth Crossley Cooke             |
| 1928 | PI     | Tourer                  | Aluminium    | 65CL    | TY-5221 | Anthony & Gilly Armitage                   |
| 1929 | PII    | Sports Sedan de Ville   | Maroon/Beige | 81XJ    | GC-2819 | Anthony & Teddy Beach-Thomas               |
| 1932 | 20/25  | Tourer                  | Blue/Black   | GAU26   | GY-1491 | Peter & Julie Mill                         |
| 1933 | 20/25  | Tourer                  | Ivory/Black  | GHA40   | FV-4274 | Peter & Linda Brook                        |
| 1933 | PII    | Tourer                  | Ivory        | 152 MY  | 825-XUT | Delphine Gray-Fisk & Nigel Irving          |
| 1933 | 20/25  | Limousine               | Blue/Black   | GBA62   | HS-492  | Clive & Jane Barham Carter                 |
| 1933 | 20/25  | 2 door FH Sedan Coupe   | Black        | GBA64   | AXL-616 | Steve Horne                                |
| 1934 | 20/25  | Sports Saloon           | Pink/Brown   | GSF29   | BXB-12  | Sir John Stuttard                          |
| 1937 | 25/30  | Touring Limousine       | Red/Black    | GAR48   | EYM-997 | Andrew & Pippa Walker                      |
| 1937 | 25/30  | Touring Limousine       | Yellow       | GRP4    | ELH-113 | Henry Fitzhugh & Rosemary Jeffreys         |
| 1939 | Wraith | Touring Limousine       | Grey         | WHC77   | HLL-34  | Sue Taylor                                 |
|      |        |                         |              |         | Members | Bill & Dilys Rich                          |
|      |        |                         |              |         | Members | John Matheson & Jeanne Eve                 |
|      |        |                         |              |         | Guests  | Paul & Christine Burman                    |
|      |        |                         |              |         | Guests  | Alexander, Kara, William & Sophie Fitzhugh |

# OPERA AT THURGARTON PRIORY

Henry Fitzhugh

July 21-23, 2017



The Rally Cars in Thurgarton Priory forecourt – taken from the Priory's upper story.

Once again, Roland Duce and Kimberley Hughson laid on a real treat, this time with opera in concert at their Priory at Thurgarton. We began on Friday evening with both Roland's and Kimberley's superb hospitality where we had splendid vistas of the cars – oh, and of the countryside too.

The next day began, of course, with fine driving, a route of 116 miles laid out by Andrew Prestwich and his son Charlie. This took us all over hill and dale in beautiful rural Notts, reminding us just how scenic the entire district was, the day being punctuated by a delightful lunch in the warm sunshine in the William Cecil Hotel in Stamford.

Then in eager anticipation we moved on to the real treat we had come for – the Nottingham Symphony Orchestra, with tenor, baritone, soprano and mezzo. In fifteen arias, all of life were laid before us – destiny, smitten love, friendship, rivalry, lost love, poverty, wealth, seduction, surrender, treachery, adultery, laughter, heartbreak, tears, taunting, boasting, romantic recollection, imprisonment, betrayal, selling the soul, friendship broken over a woman, and a grand finale of seduction, resistance, heartbreak at deception, and assassination. All the facets of normal life and all in one evening too. But there was champagne in the interval to calm the nerves and revive the hopes for humanity.



Oh! To Be a Baritone...  
Father Derek and Son Geoff Williams

Well, what do you think about all that? Some say Opera is a load of ludicrous twaddle sung in funny *falsetto*. Others might say this is nothing more than The Unbearable Lightness of Being. No, No! Opera is a really good excuse for some of the most sublime music ever written, played on the best musical instrument of all, the human voice. Make no mistake, Opera contains All of Life, All of Truth, and All of Beauty.



"O Beautiful Daughter of Love..." – John Hudson  
"Heard it all before. Men are all the same." – Clare Tunney

What a Weekend! The driving was scenic and enjoyable. Roland and Kimberley's hospitality was total. In the Church, the acoustics were wonderful, the orchestra having spent three nights in rehearsal. For the performance, the local population turned out in force, and we guests were treated to a superb dinner, champagne and Roland's car collection, all rolled into one evening. What could have been better?

| Year | Model | Body Style           | Colour               | Chassis No. | Reg. No. | Owner/Passengers                      |
|------|-------|----------------------|----------------------|-------------|----------|---------------------------------------|
| 1920 | SG    | Tourer               | Grey                 | 89AE        | R-4871   | Allan & Sue Glew                      |
| 1922 | SSG   | Pre-War<br>L to E    | Oxford<br>Blue       | 312KG       | BF-4226  | Andrew & Charlie Prestwich            |
| 1924 | SG    | All Weather<br>Conv. | Blue                 | 16RM        | MF-8651  | Tim & Susie Forrest                   |
| 1930 | PII   | Sedan de<br>Ville    | Black                | 64GY        | SV-5701  | Roland Duce & Kimberley<br>Hughson    |
| 1937 | 25/30 | Touring<br>Limousine | Black<br>&<br>Yellow | GRP4        | ELH-113  | Henry Fitzhugh & Rosemary<br>Jeffreys |

# A VISIT TO STRONE AND ALEX MACPHERSON

## Rosemary Jeffreys

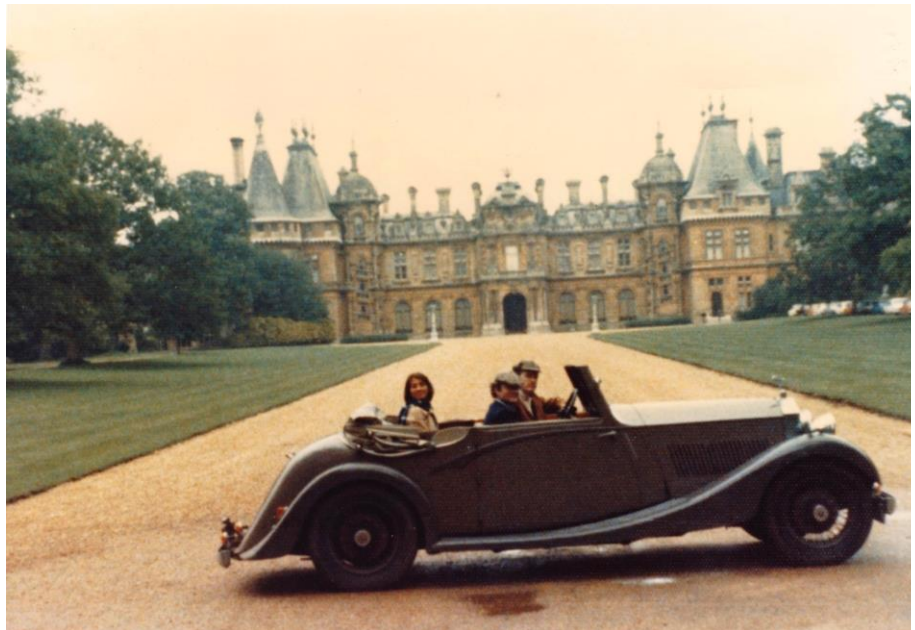
Strone Macpherson modestly said that his cars hadn't got such an exciting history as some of the others mentioned in the News and Record recently, but on this one point I must beg to differ! He and Alex very kindly agreed to talk to Henry and me about their cars, and we had one of the happiest days I can remember visiting them in their lovely home and garden, which many members will know from the Spring Lunches.

Rosemary: Which was your first Rolls-Royce?

Strone: The first Rolls-Royce which I drove was a 1926 20, GZK 23. It belonged to a friend of my father's who lived in Edinburgh. When he retired, his wife decided she was going to retire too. They went to live in a hotel, and for a while the car lived with the chauffeur in a mews, but when my father's friend died, my mother bought the car for my father. He used it for everyday driving in the 1960s and 70s. I drove it too, and in fact I was allowed to use it as a student car at Oxford – my father's other car (a Jensen Interceptor) was too fast for me to be insured to drive it! The 20 was regarded as a bit quirky, but it never seemed odd to me. It originally had an owl mascot, and has always been brown. I still have the car and it started on the button for the last Spring Lunch. It was rebodied by Southern in 1935 and semi-rebuilt in the 1960s, but it needs quite a bit of work now – one of my retirement projects!



GZK 23 before being rebodied by Southern



A debonair-looking Strone at the wheel of GZK 23 outside Waddesdon Manor



Strone and Alex arriving at Hampton Court in their beautiful Phantom II, 62 GY.

Photo by Colin Hughes

Rosemary: What happened next – how did you decide to get another car?

Strone: Well, we went to America, and had other preoccupations for a while, but I wanted my next car to be a Phantom II Tourer and had told Charles Howard of my interest 15 years before 62 GY was secured. I was always interested in the sportier end of the Rolls-Royces, but there weren't many sporty Phantoms made. I finally got 62 GY in the 1990s and it was worth the wait. I remember how we first saw it – we were driving our son Philip back to school and called in on a body restorer at 5pm on a Sunday. It was love at first sight; even Alex said “wow!” and Philip thought it would be an interesting thing to have. The body is by Hooper and it is a very pretty car. It was originally ordered by an American, to take his wife on honeymoon. It had about 60 extras including a large fuel tank and a dual cowl (two windscreens). The American shipped it back and forth across the Atlantic every year until 1939 and it was finally laid up in Texas, where Charles Howard found it. It had done about 140,000 miles when he got it. One of the things I like about it is that it is completely original. I am not a believer in modifications, but we did put in a

higher rear axle. We have done about 60,000 miles in it, and just had the car back recently after some mechanical work.

Rosemary: It is a most beautiful car. But could you also tell us about the Ghost?

Strone: Well, we didn't really have it in mind to get a Ghost at first, but I did say to Charles Howard that if ever he saw a really good original Ghost, to let me know. Guy Macpherson-Grant had a great uncle, Sir George Macpherson-Grant, who owned a Ghost (as well as several Phantoms) until he died in 1965, which was sold by the trustees when he died to an American. The car only did 1100 miles in the USA. I bought 27BD in 1996/7, a 1914 Alpine Eagle. What attracted me – apart from the family connection – was that it was completely original. When Charles rang me, I gulped and said yes. We said we'd drive it for a couple of years and see what needed doing. Apart from rewiring, it did eventually need new pistons.

The first owner had been Lord Garvagh, a general in World War I. He used to take it to and from the front. There was a bit of a run in with



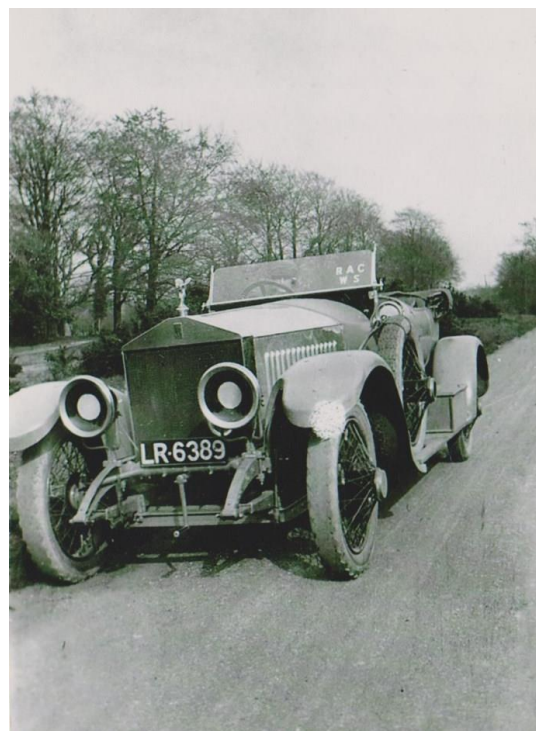
27BD at Penshurst Place

a hedge in 1916, which resulted in the car being taken in for repairs in Devon.

When we bought it, we thought it was a Bridgwater bodied car. It turned out that it is by H.J. Mulliner. The photograph, for which I am indebted to John Fasal, shows the car at Penshurst Place. The widow of the chauffeur gave us lots of information about the car and showed us a letter written to him by Rolls-Royce in 1934, congratulating him on his maintenance. He must have been jolly good, because they also sent him a cheque for £25 in 1926 (a lot of money in those days). We drove up to see the widow in 2002, at Ballindalloch and she came out with us for “a wee whirl” aged 99! She remembered how much brass there was to polish on the engine and said we should store any new beaded edge tyres in the dark of a motor house for three to four years before fitting them. This is something we have done ever since and have had no trouble with beaded edge as a result!

The Ghost has a 4-speed gearbox, a large radiator (22”) (great for driving in the Alps) “D” steering and cast-iron shoes. You need to use the handbrake to brake as well, of course.

Rosemary: Motoring must have been very different when these cars were new.



27BD when doing duty to and fro the front (note the RAC WS (i.e. War Service) badge on the windscreen).

Strone: Completely. I have got a copy of one of Black’s guidebooks, to Scotland – the 1910 edition. They didn’t talk about motoring but “automobilism”. There was a shortage of petrol stations, the roads were absolutely terrible and the speed limit was 15mph!

Rosemary: what about some memorable trips?

Strone: We have done a couple of Alpine trips in the Ghost – our first trip over the Stelvio was particularly memorable – but the trip to Flanders and France in 2014 was good and various others – we have done about 20,000 miles in her. We plan to take the Phantom to Poland and Germany next year. Another memorable trip was the one to Helsinki in 2013, when we also took the Phantom.

Rosemary: what do you think makes these cars “the best in the world”?

Strone: Lots of things – the engineering, the silent power, their reliability, the lines. We love these cars to bits of course. But I think really that people appreciate something that is the best of its kind, whatever it is, and these cars are to my mind the best of their era – the epitome of pre-WWI motoring. Alex added: and the best way to make friends in Europe is to drive an old Rolls-Royce!

Editor: We would all agree with that! May I thank Strone and Alex, once again, not only for a wonderful day, but for sharing their memories about three wonderful cars.



27BD on a nostalgic visit to Liege in 2014!



Strone and Alex's 1914 Silver Ghost, 27BD

# HAMPTON COURT CONCOURS OF ELEGANCE

Greg Leniston

1<sup>st</sup> September 2017



Strone and Alex driving up to Hampton Court Palace in 62GY. Photo by Rosemary Jeffreys

The Concours of Elegance was last held at Hampton Court Palace in 2014 and for the first time the 20-Ghost Club was invited to park within the Palace Gardens, joined by members of the VSCC, BRDC and Bugatti Owners Club: a total of 25 clubs in all. Ten cars in total attended from the 20-Ghost Club with a good cross section of cars. Tim Forrest chose the family Silver Ghost 1912 Barker Phaeton Tourer (with Katie at the wheel) and Strone and Alex Macpherson's Phantom II 1930 Hooper Dual Cowl Tourer to enter the Club Trophy. Based on his experience from Goodwood, Tim decided that to have a good chance to win then we must enter cars with a "strong provenance, that had never been re-bodied, were clearly used and enjoyed by their current owners and had that little bit of something extra".

Sixty cars were invited to attend from around the world including some which had never been seen in the U.K. before. They included a Maserati

A6G 2000 Gran Sport "Baillion barn find" and a Ferrari 340 MM Vignale Spyder. We also saw the arrival of a selection of Jaguar's D-Type Le Mans legends, finishing the 24 hour race sixty years ago in 1st, 2nd, 3rd, 4th and 6th place. Ours were not the only Rolls-Royces there: we saw a Phantom II 1935 HJ Mulliner Saloon which was given as a gift to Wolf Barnato when he retired from the board of Rolls-Royce and a Phantom I Thrupp and Maberley Dual Cowl Tourer.

The weather was perfect. We all met in Home Park to the rear of the Palace and then drove together to the Palace Gardens. Katie did a last bit of polishing, encouraged by the rest of us. She and Strone had to park in a separate area for the judging and the other cars lined up in front of the Real Tennis Court.

After a slightly frustrating search for a cup of coffee, most of us visited the Palace while the judging was going on.



Albert and Monique Eberhardt and Roy O'Sullivan arriving in Silver Ghost 2145. Photo by Colin Hughes



Katie doing some last minute polishing. Photo by Colin Hughes.



Delphine Gray-Fisk arriving in Phantom II 152MY. Photo by Colin Hughes.



Ordinary mortals lined up outside the Real Tennis Court. Photo by Henry Fitzhugh.



Mermie Karger with 2442, Roy O'Sullivan with 2145 (Albert is just behind the car) and Roland Duce parking 37MA

The Club Trophy was awarded to the winner of the best car from the 25 Car Clubs invited to the three days. The judging panel comprised motoring experts including racing driver Marina Franchitti, Aston Martin designer Marek Reichmann, the ex-Chairman of Rolls Royce and the present Chair of the RAC club. The competition was mostly from post-war classic sports cars including some very nice Alfa Romeos, Alvises, Jaguars, Ferraris, Maseratis as well as some handsome post war Bentleys. In addition, there were a few immaculate heavily

restored pre-war cars including a gorgeous Riley Imp, and an immaculate Speed Six Bentley, plus an extraordinary very large 4-cylinder Renault cabriolet.

To our delight the award went to the 20-Ghost Club represented by Katie and Taj Mahal (aka Nellie). The judges were unanimous in their decision being influenced of course by her provenance, but also because she was so loved and well used and perhaps just a little because Katie did such a good job at chatting with the



The final line up of the top three cars, showing the Dino Ferrari 3<sup>rd</sup>, the Blue Alfa 2<sup>nd</sup>, and the overall winner. It also shows Mermie Karger, Katie's mentor, giving her final instructions.

judges! Two highly commended vehicles were a Alfa Romeo Giulietta Sprint and a 1972 Ferrari 246 GTS Dino.

Katie and Nellie were awarded the Club Trophy by RAC President HRH Prince Michael of Kent. Nellie has since made an appearance in the RAC's

Pall Mall clubhouse and is automatically entered into the main Concours display in 2018.

Our heartfelt congratulations to Katie, Tim and Nellie, but a huge thank-you needs to go to Tim for all his work in organising a really enjoyable day and for his hard work in making sure we had a winning car.

| Year | Model                  | Body Style        | Colour         | Chassis | Registration | Owner/Driver                       |
|------|------------------------|-------------------|----------------|---------|--------------|------------------------------------|
| 1912 | Silver Ghost           | Cabriolet         | Brewster Green | 2145    | BF 8058      | Albert Eberhardt                   |
| 1912 | Silver Ghost           | Phaeton Tourer    | Pearl Grey     | 2154    | R-1487       | Katie Forrest                      |
| 1913 | Silver Ghost           | Tourer            | Cream          | 37MA    | ES 1392      | Roland Duce                        |
| 1913 | Silver Ghost           | Tourer            | Red            | 2442    | BF 6606      | Mermie Karger                      |
| 1924 | Silver Ghost           | All Weather Coupe | Blue           | 15RM    | MF 8651      | Tim Forrest                        |
| 1930 | Phantom II             | Dual Cowl Tourer  | Black          | 62GY    | GH 2966      | Strone Macpherson                  |
| 1933 | Phantom II Continental | Sports saloon     | Black & Grey   | 18MY    | CG 4554      | Charles Rentoul                    |
| 1933 | Phantom II             | Tourer            | Ivory & Black  | 152MY   | 825 XUT      | Delphine Gray-Fisk                 |
| 1935 | Phantom II Continental | Saloon            | Grey & Black   | 26UK    | BYU 155      | Greg Leniston                      |
| 1937 | 25/30                  | Limousine         | Yellow & Black | GRP49   | RD 753       | Henry Fitzhugh & Rosemary Jeffreys |



HRH Prince Michael of Kent awarding the trophy.

# MEMBERS' NEWS

## New Members welcomed to the Club – details on the database

Nigel and Denise Burton, Nottinghamshire  
1914 SG, Chassis no. 37PB, Reg. No. XE 5844

Miles and Jane Preston, London.  
1933 20/25, Chassis no. GHA37, Reg. no. ALX5.

Brian and Paula Caudwell, Hampshire  
1921 SG, Chassis no. 19CE, Reg. no. SC6394

Ed Rowan, New Jersey, USA  
1911 SG Chassis no. 1500, reg. no. F4930 and  
1913 SG Chassis no. 18NA, reg. no. QQ 28643

John Milan, Devon.  
1934 20/25, Chassis GBA76, Reg. no. AUW 578;  
1936 20/25 Chassis no. GBK29, reg. no. CLY 699

Alan and Elizabeth Fogg, Cardiff  
1938 Wraith Chassis no. WHC21

Jon Leimkuehler and Nancy Barsott, Pittsburgh  
USA. 1925 SG Chassis no. S168MK; 1931 PI  
Chassis no. S219PR

Mike Mutters, Surrey.  
1926 20 HP Chassis no. GOK2, Reg no. DS8882

Peter Brown, Dorset  
1938 25/30 Chassis no. GZR1, Reg. no. EYM 345

Johnnie Gallop and Bella Hoare, Wiltshire  
1934 20/25, Chassis no. GHA16, Reg. no. AXE  
275

John Arthy, East Sussex  
1928 PI Chassis no. 29WR, reg. no. TL 137

Tom and Catherine Muir, Fife  
1926 PI, Chassis no. 61DC, Reg no. MS 6613;  
1926 20, Chassis no. GCK39, Reg. no. YP 3836;  
1927 20 Chassis no. GRJ60 Reg no. AV1277;  
1929 20 Chassis no. GLN56, Reg. no. GU7350.

Tony and Liz Hunt, Devon  
1923 Silver Ghost Landaulette Chassis no.  
359HH; 1927 PI Salamanca Chassis No.21RF;  
1931 20/25 Saloon Chassis no GOS50; 1932  
20/25 Saloon Chassis no. GMU63; 1936 25/30  
Sedanca Chassis no. GHL34.

David and Kimberly Shadduck, Illinois, USA  
1925 SG Chassis no. S131MK

Philippe Cornet de Ways-Ruart, and his brother  
Antoine, London  
1912 SG Chassis no. 2121

Tobias Ward  
1910 SG Chassis no. 1334, reg. no. R 1613; 1936  
20/25, Chassis no. GLZ43 Reg no. AXL 613.

**New Honorary Member:** As Tour Engineer, Roy has helped many Club members when their cars have failed to proceed. Always contactable, at the end of a mobile phone call or as “tail gunner” or “sweeper” in a Range Rover at the back of the pack, he can be guaranteed to rush to the scene of the incident and solve the problem in a matter of minutes. In the case of a major problem, this has resulted in many hours of dedicated, late night, effort. He has always enjoyed joining tour participants in visits to castles, palaces, museums and other attractions – and in the bar in the evenings. Nothing has been too much trouble and, in recognition of his assistance to Club members he has been awarded the Brian Wootton Trophy on three occasions: 2004 (after the Centenary Tour of France), 2012 (after the Baltic Tour) and 2014 (after the French Sunshine Tour). He has now been made an Honorary Member of the Club and received two kegs of Heineken beer at the end of the Iberian Tour of Northern Spain and Northern Portugal.

**Correction to Issue 51:** my apologies to Strone and Alex, but the little boy shown in the photo of the Spring Lunch in the last issue was not their grandson, but the son of Mark Sullivan, their guest.

# COMING EVENTS

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

**Saturday 17 March 2018**

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

**Sunday 8 to Wednesday 11 April 2018**

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

**Saturday 14 April 2018**

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

**Sunday 6 to Friday 11 May 2018**

A tour to South and South West Cornwall (Graham Tyson - gtyson@outlook.com)

**Friday 25 to Monday 28 May 2018**

40<sup>th</sup> Anniversary tour with the Irish Georgians, based in Kettering, Northamptonshire (John Redmill)

**Saturday 9 June 2018 (to be confirmed)**

Concert at Thurgarton Priory (Roland Duce - roland@thurgartonpriory.co.uk)

**Mid-June 2018 (dates to be advised)**

One or two night tour to Croft Castle, Herefordshire (Ashley Carmichael - ashley@aacarmichael.co.uk)

**Sunday 24 June to Sunday 15 July 2018**

A two or three week tour of Poland and East and North Germany (John Stuttard - johnstuttard@btinternet.com)

**Sunday 5 to Thursday 9 August 2018**

A few days in the Yorkshire Dales, with an evening at the International Gilbert & Sullivan Festival in Harrogate (Terry Bramall - terry@bramallinc.com)

**Sunday 16 to Tuesday 18 September 2018**

Two days based at a Manor hotel, visiting Kop Hill, Stowe and Claydon houses/gardens, plus Bicester Heritage Centre and optional Concours. (Brian Fidler - brianhfidler@aol.com)

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

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

**Friday 8 or Friday 15 March 2019 (date to be confirmed)**

AGM and Annual Dinner, London, (Susie Forrest - ForrestSusie@aol.com)

**Late April 2019 (dates to be determined)**

Short tour in Champagne (Rosemary Jeffreys and Henry Fitzhugh - rosemaryjeffreys@talktalk.net)

**Late June 2019 (dates to be advised)**

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

**End of July 2019 (dates to be determined)**

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

**Late Summer 2019 (dates to be determined)**

A short tour of stately homes in Berkshire with a gala dinner to celebrate the Club's 70<sup>th</sup> anniversary (John Redmill - john.redmill@indigo.ie)

**Sunday 1 September 2019**

11 night tour of Switzerland (Fokko Keuning – fwf.keuning@gmail.com).

**March 2020**

70<sup>th</sup> Anniversary AGM and Annual Dinner in London

**Late May 2020**

A 12 night tour of Scotland and the Isles