



News & Record



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NEWS & RECORD ISSUE 46

October 2015

THE 20-GHOST CLUB LIMITED REGISTERED NUMBER 5224633

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Printed by Parchments of Oxford, Crescent Road, Cowley, Oxford OX4 2PB 01865 747547 print@parchmentuk.com

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EDITORIAL

I was very pleased to be contacted by several members following the last issue with ideas for articles, and I will be following this up with everyone who contacted me in this way. Please do keep sending me ideas, and I would love the odd cartoon or joke.

This issue features an interview with one member, Mike Evans, who sent me an e-mail following the last issue. I was intrigued by what I learnt of his car and of his life, and I hope you will be too. You will find an account of the four events which have taken place since the last issue - two in Ireland and two in England. I was sorry not to be able to go on all of these, as obviously a splendid time was had by all. We are blessed with several very good photographers in the Club, and I asked one of them, Colin Hughes, to do an article on Photographing your Car, which I hope you will find inspiring.

There was insufficient space in this already expanded issue for a technical article, but you will find on the website a piece on the Magneto by Graham Ashley-Carter. We have an innovation in the form of a Quiz, produced by Tim Forrest, featuring Lovely Legs. Tim has the answers, but there will be bonus points for amusing answers. The prize is a bottle of wine, to be awarded at the AGM in February. We have an obituary for Lord Montagu of Beaulieu, and for an American member, Don Meyer, who was obviously a very colourful personality. We are glad to welcome several new members, and are particularly pleased that Jane Pedler, Chairman of the Sir Henry Royce Memorial Foundation, has become an Honorary Member. The Foundation was established in 1977 as a trust to provide a home for the archives accumulated by the Motor Division of Rolls-Royce, currently housed at the Hunt House in Northamptonshire. Current Events are shown on the back page. Full details are already or will soon be available on the website.

We are planning a new section for the *News and Record* on Spare Parts, and maybe even

Spare Cars. If you have any items to sell which may be of interest to other members, please do let me have a few lines, which we will be happy to insert, free of charge. Club cars/spare parts only please.

Tim Forrest writes: One of our members has recently been experiencing difficulty in registering a Silver Ghost. Although aspects of his case are unique it is clear the DVLA is being much stricter in enforcing its policies and that they will not register a car as a historic vehicle until they are entirely satisfied that it is indeed so. The DVLA has changed its position partly because in 2017 under a new EU directive they will have to certify that every vehicle classified as a Historic Vehicle is indeed so. In September they spelt out four classes of vehicle relevant to us 1. Old Vehicles (substantially unrestored) 2. Rebuilt Vehicles (covering most of our restorations or conservations) 3. Radically altered vehicles (such as Blue Train Bentley replicas) and 4. Reconstructed Classic vehicles (reconstructed from parts that must be over 25 years old). The policies used vary in each case but rely on the owner being able to demonstrate that the car is substantially original as regards the majority of major components such as chassis, engine, gear box, axles and steering. Unfortunately a great deal of confusion has arisen around the words chassis and body mainly because many classic cars from the 60s onward were of unitary construction. As the body is the item most frequently in need of replacement on an early Rolls-Royce it is what could cause us a problem.

A useful meeting was held between Car Club representatives, FBHVC and the DVLA on the 23rd September 2015 at which many of these issues were discussed. However it is still a potential minefield and any member who wishes to register or re-register his or car or receives a query about their car's authenticity is strongly advised to contact either Brian Fidler or Tim Forrest before proceeding further.

TOURING THE SOUTH OF IRELAND WITH THE 20-GHOST CLUB AND THE IRISH GEORGIAN SOCIETY

Mary Narvell

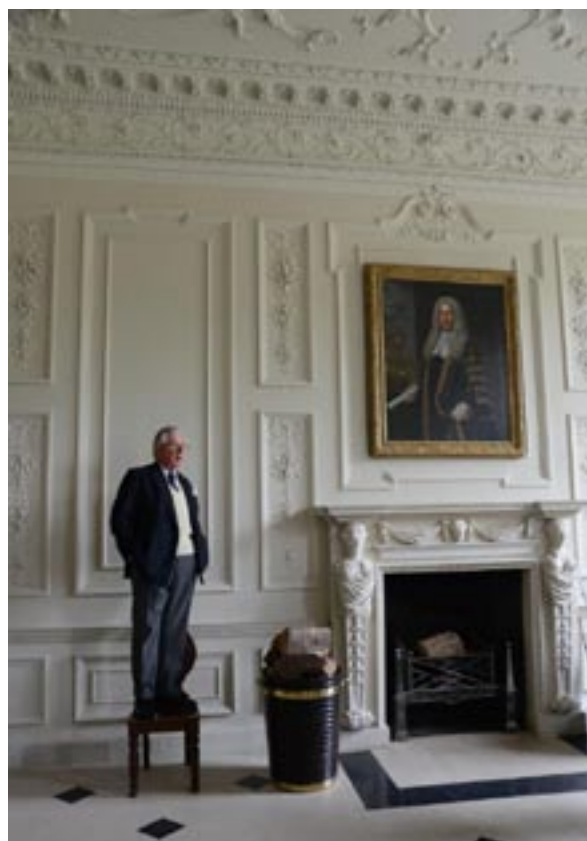
May 2015

It is no exaggeration that when John Redmill suggested that I write an article chronicling the joint 20-Ghost Club and Irish Georgian Society tour in the South of Ireland, I felt anxious. As a Rolls-Royce neophyte, how would I ever accurately report on Silver Ghosts, Phantoms and small horsepower cars to such a knowledgeable readership? Viewing my furrowed brow as I scribbled notes to differentiate chassis numbers from registrations, an owner had already advised me, “Remember one “r” in Morison and only use Roman numerals when labelling a Phantom!” My glazed expression betrayed the dawning certainty that my reporting was en route (no pun intended) to disappoint these aficionados. Fear began to engulf me.

After all, it had only been in 2012, while on the IGS/20-Ghost tour in Northern Ireland, that my husband, John, and I had discovered the fabulous combination of visiting old houses in vintage cars. We were passengers then in the glorious pre-War Rolls-Royces that squired us to great estates. Indeed I always joke that was the most expensive trip we ever took. For it was somewhere on those winding green roads that John became infected with Rolls-Royce fever. The search for a Rolls-Royce of our very own began. It ended 13 months later on our becoming the proud custodians of a 1939 25/30 Wraith, WEC27. Dazzled by her yellow body and hoping to imbue her with an exotic past, we christened her Yasmine. Most surprising of all, I discovered RR fever was contagious! And so we found ourselves on May 15th in Ireland, again on lush lanes, but this time as chauffeur to Irish Georgians. The 2015 20-Ghost Club trip to the beautiful houses of the “Irish Rhine” was about to begin.

Anyone on these rambles is probably a voyeur infected by a love of country houses. Fortunately, there doesn't seem to be a vaccine to cure that

fever either. What is more fun than peeking at interiors, spying hidden gardens and briefly imagining oneself the owner of these marvellous houses? No doubt we travellers all shared this excitement standing in the august entry hall of *Castletown Cox*, our first stop on Friday. There, under the exquisite plasterwork ceiling, we sought to recover the energy expended for our 16 car caravan to enter the gravel courtyard in chassis year order. I suspect the invasion of Normandy was organised with less angst and certainly greater success for we had somehow managed to park out of sequence. Nonetheless, our hosts Lord and Lady Magan were delighted by the beautiful cars aligned before the Kilkenny stone facade of their home.



Lord Magan standing in the hall of Castletown Cox
(photograph by John Kennedy)

Standing on a hall chair next to an Irish peat bucket, Lord Magan summarised history from Norsemen to Palladio. We then roamed through meticulously restored rooms displaying historically accurate picture hanging. After a delicious lunch of coronation chicken and homemade apple crumble, we learned our payment had been donated to the Royal Horticultural Society of Ireland and the IGS. Patrick Guinness, a guest along with his wife Louise for a few days on our trip, thanked the Magans for their generous hospitality before we “rolled” down their drive.

John Redmill and Desmond Barry’s expert directions were now beginning to pay off as we all arrived simultaneously at **Curraghmore House** (the rather long detour one car had taken before arrival at Castletown Cox was a “distant” memory). Yasmine had led the caravan into the huge oval forecourt where she was positioned at a rakish angle. Her driver was duly chastised for disrupting the usual linear parking perfection. Our host, the Marquess of Waterford, seemed not to object but greeted us with the welcome news that rooms not usually viewed by the public had been opened for us. With eager anticipation we listened, under Antonio Zucchi ceiling roundels, to the stories that make a house come alive. Not least of these was a tale of a Marquess who had ridden his horse up the grand interior staircase. The crack in the stair tread where the horse had fallen on his way down was still visible.

A stroll in the Curraghmore grounds led to its fanciful **Shell House**. The interior, painstakingly bedecked with coral opalescent shells, suggested a mermaid might momentarily appear. A strange juxtaposition followed on arrival at nearby **Clonegam Church**. From that windswept mount surveying the demesne, it was clear we were far from tropical waters but gazing onto Irish hills. A visit to a vintage car collection, at the kind invitation of Mr. and Mrs. Shane Houlihan, ended a memorable first day. Not only were the 24 remarkable models astonishing (they spanned a century), but the collector discovered a remarkable surprise of his own. Recounting an auction where he had been foiled in his dream to acquire a Mercedes Simplex, he met there in his garage the 20-Ghost Club member who had successfully outbid him! We returned to the hotel to find Clayton and Helen Banks had joined us in

their gorgeous green 1921 Silver Ghost Hooper Tourer. We would be 17 for the road tomorrow.

Saturday breakfast proved a great classroom for my 20-Ghost Club immersion course. Richard Burke shared a fascinating tale that seemed to indicate Rolls-Royce fever spanned generations. He had been reunited with his father’s 1928 Doctor’s Coupé through a friend in the Rolls-Royce Owners’ Club of Australia. On its maiden trip back in the family, it would take him home to where his forebears settled. Richard would also poignantly reunite his father’s driving gloves with the glovebox of GM352, with luck never to be parted again. Next, Bernard Holmes explained Rolls-Royce excellence remarking “There is nothing like a Silver Ghost. Reliable, powerful, and over-engineered for their time”; it was no wonder they had set the standard in the Alpine rally of 1913. I was amazed to learn that John and Rae Kennedy’s Silver Ghost Radley-Morison (note only one “r”) Tourer had been the car to finish first every day in that race. No surprise then that Car Number 1 in our tour would prove its reputation by arriving first most days.

Yasmine flew as well (prompting David Collier to mouth “show off” as she passed). But she tarried too, perhaps attracted by the yellow gorse along our route to the four houses on the River Blackwater. At each one, the renowned Irish hospitality was evident. Tumblers of Jameson’s Irish whiskey greeted us at **Tourin** followed by juice from local apples at **Cappoquin House**. The cars passed in parade through the Hindu Gate at **Dromana** – a fantastic sight. Scrumptious home-made scones there and cakes at **Salterbridge House** suggested there must be a Great Irish Bake-Off TV series. However, we feared our increasing weight with each feeding was putting strain on the car suspension. Best to walk off the kilos amidst the magnificent rhododendrons, or under the wisteria and clematis-clad walls. One should not miss the privilege of relative solitude in these glorious gardens. The caffeine high from numerous cups of tea kept us alert to the extraordinary stories of family history and tenacity along the Blackwater – 800 years on one site, resistance or rebuilding at others after Republican uprisings. We were learning Irish history through the pride each family had in their lineage and residences.



The Valentines' Phantom I, 1OR, followed by the Banks' 1921 Ghost, 34MG, the Narvells in their Wraith, WEC27, and the Colliers in their 20/25, GNC79 – all arriving at Salterbridge House, Cappoquin (photograph by John Kennedy)



The Hindu Gate at Dromana with the Heckmans' 1914 Silver Ghost 36PB and the Forbes' Phantom I, 95LF (photograph by John Kennedy)

Tea figured again in an anecdote Ken and Jane Forbes revealed at dinner. On leaving our last stop, Ken heard a tinkling rattle new to his 1927 Phantom Robinson Tourer nicknamed “Bluebell.” Concerned, he stopped to investigate. There on her running board were a cup and saucer. But the real surprise was that he found the china used at the house one stop before. In disbelief, we summoned Ken’s passenger who confirmed the cup and saucer had travelled, undetected and undamaged, a mile up the unpaved bumpy drive. What an advertisement for Rolls-Royce stability, I thought. Tempted to test the theory, and play a joke on Ken, I tiptoed to the parking lot in dark of night placing a cup and saucer on Bluebell’s running board. My prank was discovered Sunday morning though Tom Heckman was thought the culprit. I confessed later that day waving a cup at Ken and Jane from Yasmine’s window.

Monday morning provided a lesson in the camaraderie of Rolls-Royce drivers. Shane Houlihan arrived with John Redmill’s punctured tyre repaired (doesn’t the new faun grey colour on their Saloon look smart?). Earlier this same spirit of co-operation had benefited the Colliers when their 1934 20/25’s exhaust lost its usual purr. A visit to Shane’s garage had restored its gliding silence.

Really, it should be obligatory for any 20-Ghost Club student to visit the hotel parking lot each morning to spy on the owners’ conclave. Not only are the drivers’ ministrations to their cars pure entertainment, I am relieved to discover that my husband is not the only devoted slave to “his mistress” (fortunately Yasmine is older than I). I remain undecided if the cars’ daily rub down is more akin to preparing a prize fighter for a contest, or the morning toilette of a still graceful dowager. Whichever, there is slightly competitive pride in the results of the owners’ mutual obsessions. Neglected partners too offer advice: “Say you are allergic to the polish fumes and they give you a headache” Mary Jo Heckman shared conspiratorially. “You’ll never have to buff again.” And have no doubt there is 20-Ghost humour. One need only hear the chauffeurs’ unanimous chorus of laughter on learning a house owner’s comment: “I love the old cars, but I assume they all have modern engines.”

Sunday dawned and with it our growing confidence as chauffeur. Thanks to Sue Taylor, a



I want my husband to pay more attention to me. Do you have any perfume that smells like an old car?

sister Wraith driver, we’re inductees into the Rain-X society – no worries if the wipers are slow, just watch the water bead on the windscreen. Even the Shroud of Turin that we didn’t see at Tourin (giving a nod to John Redmill’s joke) could not be as miraculous! Slowly I am identifying the models in our caravan. I hope my growing familiarity never dulls my wonder at the joyful delight these cars bring, to the home owners as well as ourselves, as they pass in cavalcade.

At several stops en route, we are surprised to meet locals who, having read of the tour in their newspaper, had come to view the cars. Was this the contagion of Rolls Royce fever again? We saw its effect too at **Fota House**, our next stop after visiting the exquisite and surprising plasterwork interior at **Riverstown**. Yoga students meditating on the grass stopped their contortions to watch the cars engaging in some complicated positioning of their own – parking!

We motored on to **Fort William** where the charming Irish chatelaine Philippa Evans-Bevan greeted us. I was intrigued to hear her husband David explain that, while Welsh himself, he could understand the tug of Ireland that lured his wife’s family back from England. “There is nothing to match the great sunsets and the morning mist rising above the river here. No matter where you live, you are always Irish.” Irish generosity shone again with the news they were donating our payment for tea to the charity Barnardo’s. Exiting the “drivers’ arena”, we left the parking lot on another route past green patchwork fields. Black

and white Ben and Jerry's Ice Cream cows spotted the hills. Wild garlic lined the roads.

Arriving at Michael Flatley's home, **Castle Hyde**, we found the Irish flag waving. We could almost hear the step dancing shoes tapping a greeting inviting us in. The cars, joined by the Houlihans' exquisite ivory 1913 Silver Ghost, seemed to preen. They were looking particularly beautiful so near to the river where skiffs rowed past. Another Irish legend, the stud farm, would be our next stop. The beauty of the mares and foals eclipsed our cars by furlongs. Even so, on arrival at **Kilshannig**, the workers on the roof stopped to gape at the assembling Rolls-Royces. This prompted a spontaneous interruption in Hugo Merry's erudite introduction as he yelled, "hey, I'm not paying you to look! Get back at it, why don't you?"

Reaching **Lismore**, all of us sated and drowsy after another feeding, Ken Forbes quipped "they should call it *Li-Snore*." A few did nod off during the informative introduction to the Earl of Burlington's home. And between outbreaks of rain, I heard a female Irish Georgian exclaim her pleasure in having switched to a closed car:

"Thank goodness I went topless yesterday and not today".

We finished our grand tour Tuesday morning on a particularly high note at **Strancally Castle**. While indulging in a "deliziosa prima colazione" laid on by our Italian hostess, Gianni Alen-Buckley, we were unanimous in our admiration of the owners' successful merger of uber chic modernism with Irish castle Gothic. And will anyone ever forget the spectacular disappearing swimming pool?

Almost as in a fairytale, we drove off under a rainbow bidding our 20-Ghost Club friends goodbye. They were fortunate to be continuing further on Irish lanes while Yasmine headed home to London. How inconvenient that Rolls-Royce fever isn't yet an excuse to phone in sick to work or we could ramble on. But we are grateful for the chance we had to participate in the inspired idea of Jimmy Valentine's mother – the joint 20-Ghost Club and IGS trip. Where are we going next year?

Ed.: see the back page for latest information!

Car	Participants	Year	Model	Chassis No.	Registration
1	John & Rae Kennedy	1913	SG Radley-Morison Tourer	2260E	R 827
2	Tom & Mary Jo Heckman	1914	SG Brooks Ostruk Tourer	36PB	(PA USA) 6009
3	Bernard & Sylvia Holmes	1915	SG Tourer	30EB	EL2071
4	Clayton & Helen Banks	1921	SG Hooper Tourer	34MG	JL1
5	Richard & Annie Burke	1928	20 HP Martin & King Doctor's Coupé	GBM32	(Victoria Aus) 5-407
6	Albert & Monique Eberhard	1922	SG Tourer	35RG	EL1743
7	Jeremy Green & Delwyn Klevenow	1924	SG Windovers Tourer	41 EM	XR 3431
8	Christopher & Caroline Cox	1924	SG Jarvis Tourer	82EM	EE 5220
9	Ken & Jane Forbes	1927	PI Tourer	95LF	YU 7464
10	Jimmy & Janet Valentine	1929	PI H.J. Mulliner Limousine	1OR	UV1923
11	John Redmond & Desmond Barry	1929	20/25 Park Ward Saloon	GXO97	ZV 4501
12	Sean Dowling	1931	20/25 Windovers Saloon	GWR31	JJ 2309
13	Rolf & Heidi Kuhnke	1933	20/25 Gurney Nutting DH Coupé	GTZ40	AUU253
14	David & Sue Collier	1934	20/25 Hooper Sedanca de Ville	GNC70	AYV 921
15	Nick Whittaker & Clive Ellis	1936	PIII Gurney Nutting Sedanca de Ville	3AZ168	DLY380
16	John & Mary Narvell	1939	Wraith James Young Sport Saloon	WEC27	985 BGW
17	Susan Taylor		Wraith Park Ward Touring Limousine	WHC77	HLL34
Guest	Shane Houlihan	1913	SG Tourer	2371	(Eire) R1733



The assembled throng at Castle Hyde (photograph by John Kennedy)



Departing from Strancally Castle, with the Radley car 2260E in the lead (photograph by Rae Kennedy)

TOUR OF SOUTH WEST IRELAND

THE WILD ATLANTIC WAY

Susie Forrest

May 2015

This tour followed the joint tour with the Irish Georgian Society and was based in Dungarvan, Co Waterford. John Redmill and Desmond Barry organised the tour, each day having wonderful drives through beautiful Irish scenery, an ‘entertainment’ and a delicious dinner at a small hotel, all made possible by their local knowledge and connections. What more could anyone want? Some Club members were not able to do both tours, so those only doing this second part made their own way to Ireland to join the others at Liss Ard House, a small country house hotel near Skibbereen in West Cork. We took the ferry across to Rosslare on 18th May, and stayed overnight at Ballinkeele, a delightful early Victorian country house in its own estate just north of Wexford, and now run as a small guesthouse by its family. The drive from there to Skibbereen the following day was delightful, and we arrived at Liss Ard in good time to settle into our somewhat minimalist ‘Japanese’ rooms - we then found out they were all like this! Others

soon arrived, and all were in time for the tour’s opening dinner.

Wednesday May 20th

Brilliant weather greeted us. Our route for today was across the Mizen Peninsula and round the Sheep’s Head Peninsula showing us just how beautiful Ireland is. We drove along rivers leading to ‘low tide’ bays, with birds foraging in the mud before the tide turned, and then on to the open sea. It was interesting to see that the sheltered bays were being used to farm mussels and salmon.

The scenery changed from rural forestry and farming to large areas of moss and gorse-covered heathland with rocky outcrops.

We had some ‘exciting driving’ along the Sheep’s Head Peninsula taking us up over the top—mini Alpine—to the ‘Seefin View Point’ and down the other side into Bantry Bay. Again mussel farms share the bay with the Whiddy Island oil terminal!! An easy route took us back towards



Several of the cars at Seefin Point. Photograph by John Kennedy



Kilcoe castle with the Kennedys' Silver Ghost, 2260E. Photograph by John Kennedy

Skibbereen then cross country to Creagh and lunch at the Inish Beg Estate, an island accessed by a causeway, owned by Paul and Georgina Keane, friends of Jeremy Greene and Delwyn Klevenow. They greeted us with an exceptional welcoming soup and French bread and butter. Those who wished could then complete a hair-raising trail of the estate with questions and answers to be done as they went round. Once this was done we were treated to an excellent cold lunch with wine and then dessert, cheese and coffee served in their wonderful walled garden. A beautiful setting and a big thank you to the Keanes for their very generous hospitality.

After lunch we left on a lovely winding lane route to Reen Pier and then Pier Cottage, a 'picture postcard' cottage on the Castlehaven inlet. The cottage is owned by John and Desmond and Desmond's sister Maria and her husband Donal, and we were given a very welcome tea, drinks and canapés in a fantastic setting to relax us, while Clayton ('Calamity Banks') insisted on testing the strength of the little pier by driving his Ghost onto it, before we headed back to the Liss Ard for dinner. Thank you Maria and Donal, John and Desmond.

Thursday May 21st

A beautiful start to the day but it soon became clear that the weather forecasters were right in saying that by midday it would be raining. Fortunately the weather was fine for our first port of call en route to the Beara Peninsula. This was Kilcoe Castle where we were the guests of one of our greatly admired British actors, Jeremy Irons. We were all made to feel most welcome and invited to tour every room in the castle and help ourselves to coffee and biscuits. Having 'nosed' around as much as we wanted he then gave us a very interesting account of how and why he acquired the castle. What an undertaking it was. It started nine years ago when he decided to buy what was left of a castellated tower and ruined adjoining castle accommodation. Over the nine years he has obtained permissions from Heritage and Council Authorities to return it to original style using local carpenters, stonemasons, plumbers, electricians and a woman who was a very accomplished 'willow weaver' who made the lining to the roof of the main room. He explained how the woven willow lining to the ceiling had been achieved which had given an otherwise cold stone room a lovely warm feeling. He had 'supervised' the whole project himself with help

from recognised architects for this kind of project. He could not have been more obliging in greeting us all and allowing the free run of his home.

By the time we left Kilcoe Castle the weather had turned to low cloud, mist and drizzle which unfortunately shrouded the views from the peninsula. There were however gaps in the cloud and as expected fantastic scenery was seen. Most of us took advantage of lunch at the Lobster Bar in Castletown Berehaven and headed via more amazing scenery to our next hotels, the Ard na Sidhe Country House and Carrig Country House on Lough Caragh via Kenmare, Molls Gap, Killarney and Killorglin. Again wonderful scenery. The size of the group meant we had to divide into two, but both hotels were delightful and had wonderful views of Lough Caragh; the superb dinner for all was at Ard na Sidhe, a delightful 'Arts and Crafts' house, slightly in the Lutyens' style, built for Lady Gordon in 1913 – the year after 'Taj Mahal' had been built!

some of us as it was the Skelligs Chocolate Factory. Well, as you might have guessed a lot of us 'lingered longer' than perhaps we should. We were welcomed with hot coffee to warm us up and the owner arranged for us all to see a demonstration on how the chocolate was made and a 'tasting' session which inevitably led us all to acquire a variety of chocolates... more than was perhaps good for us!! We reluctantly left and headed along the bay to Ballinskelligs where we were to stop for lunch at the home of Dermot and Darine Gleeson. Parking on their front lawn proved difficult as the rain had softened the ground and most opted to park on the road. The house was a series of cottages joined together and Desmond had been their architect advising on how best to achieve what we all agreed was a perfect result with a lovely view over Ballinskelligs Bay. The lunch they had prepared was fantastic...all fresh local produce...salmon, crab, lobster, prawns, salads, local bread and butter followed by strawberries, cream, meringues, lemon tart, cheese and coffee. Wow



Ballinskelligs Pier with the Burkes' GBM32, the Stuttards' 33LG, the Banks' 34MG, the Kennedys' 2260E, the Forbes' 95LF, and Sue Taylor's WHC77. Photograph by John Kennedy

Friday May 22nd

Weather definitely not with us today for our drive around the Ring of Kerry...light rain and mist. We headed off west along the northern side of the Iveragh Peninsula and by the time we reached St. Finian's Bay over-looking the Skellig Islands the weather had improved and we headed for a 'local attraction' John had suggested we might like to stop at. This was to be the 'undoing' of

what a feast and generous hospitality - thank you so much, Dermot and Darine.

The return trip to our Lough Carragh hotels was via the southern side of the Iveragh Peninsula. The sun had now come out and we were able to see the scenery at its best. In the town of Sneem we turned off to go 'cross country' to our hotels over the Ballaghbeama Gap. Thank you John and Desmond for giving us all the chance to



The Radley car 2260E on the back road from Sneem to Glencar. Photograph by Rae Kennedy

experience Ireland's answer to an Alpine Pass!! What fun ... it was quite something ... narrow, steep, magnificent but perhaps a bit daunting for those who have not experienced the Alps of Europe. A steady descent brought us back to our hotels and another superb dinner.

Saturday May 23rd

Weather better but still some low cloud that masked most of the mountain tops. Today we were off to our next hotel the Trump International Golf Links and Hotel, Doonbeg...more of that later. We started with a very scenic route along the south side of the Dingle Peninsula and Annascaul, birthplace of Tom Crean the Antarctic explorer who travelled with both Scott and Shackleton, crossing over the Slieve Mish Mountains to Camp where we were greeted by a magnificent view over Tralee Bay. We then headed for the Flying Boat Museum at Foynes on the Shannon Estuary via Tralee, Castleisland, Abbeyfield and Newcastle West. The Museum was very interesting as Foynes was the first airport for the first non-stop Atlantic flights in the first Flying Boats, during the late 1930s. We had lunch in the Museum restaurant which had a very good selection of food, one being the Crew Sandwich (four large slices of bread cut into eight quarters together with

chips!!!). From Foynes we headed for Tabert where we took a twenty minute ferry crossing over the Shannon Estuary to Killimer. Once across there was a change in scenery from rugged mountains to flat open area which took us to Doonbeg. As a result of the flatness we could very easily find our hotel as its tall gabled architecture made it stand out against the horizon of the Atlantic Ocean and White Strand beach. The Trump International is an amazing complex consisting of the main hotel and additional wings, a 'village' of cottages and a golf course - all exposed to the whims of Atlantic weather. The additional wings gave an unusual 'room sharing' experience...ground floor bedroom with washing machine and tumble dryer in hall way, first floor sitting room with very well equipped kitchen and second floor another bedroom...different!! But we had an excellent dinner.

Sunday May 24th

Weather again dull with occasional drizzle. Today we were back into mountains and headed north to visit two of Ireland's famous geological features. Firstly the truly amazing Cliffs of Moher...watching the Atlantic rollers crash against these cliffs is breath-taking. Needless to say there were many coach loads of tourists.

From here we continued north along rugged coastline to Black Head overlooking Galway Bay and on to Ballyvaughan via the Vasco Deli Restaurant for lunch. Those of us who had been round Black Head before headed across Slieve Elva and headed for Ballyvaughan via the Cork hairpin bends giving great views towards Ballyvaughan and The Burren and lunched where we could. Secondly was The Burren, a truly amazing landscape of stone with little vegetation except little pockets of rare flora tucked away in crevices in the rock. Nature certainly had fun designing this. We left The Burren at Corrofin and headed for Ennis where we then took whichever route we pleased back to 'Trump Land' – and another dinner!



The Burren with the Palmers' SG, 149AG.
Photograph by John Kennedy

Monday May 25th

The last day of the tour and again a dull start but at least no rain. We set sail eastwards from the Atlantic back towards Ennis and had our first experience of Irish Motorways. Up the M18 to Gort then cross country to Portumna at the northern end of Lough Derg, one of the largest inland lakes. Then on to Birr, breaking our route to Roscrea just outside the village of Sharavogue for our lunch stop Gloster House This early 18th century house is the home of Tom and Mary Alexander, and John has been helping them to restore it back to its former glory; a convent pulled down part of it and built additional architecturally unsympathetic side buildings. It will, when finished both inside and out, be a splendid building. Tom and Mary generously entertained us to a fabulous cold lunch with wine, desert and coffee in one of the buildings and gave

us a guided tour of the restored interior of the original building with John telling us all about the architectural features. Such a good time was being had by everyone that time flew by and it was well turned four o'clock before we departed to drive to our last hotel of the tour.



Gloster House with John and Desmond's
20/25, GXO 97, following its splendid refurbishment.
Photograph by John Kennedy

The Mount Juliet Hotel was yet another complex of buildings beautifully restored and discreetly hidden in acres of gardens, well-kept fields and a golf course. The main house is the hotel and is an excellent example of an 'Old Estate Manor House' being converted. Other similar estate buildings are geared up for golf, equestrian stud farm, fishing, shooting and walking. Dinner that evening was sumptuous, with Irish music provided at the specific request of the Chairman who then the following morning demonstrated his new-found prowess at the Irish game of hurling – a vicious affair involving a hurley, a wooden stick like a hockey stick, and a slitter (a leather 'ball'); it's the faster field sport known, and ruthless! It was a lovely, relaxing place to round off an EXCELLENT tour. After morning coffee, everybody bade their farewells and departed. We drove 'Taj Mahal' back to Ballinkee for another lovely dinner and overnight stay before our early ferry from Rosslare and home – and found several other members also doing the same! Thank you, both John and Desmond, for not just that recommendation but all your stupendous hard work in producing everything needed to make the tour the success that it was.

Year	Model	Coachwork	Chassis	Reg. No.	Entrant
1912	SG	Barker Tourer	2154	R 1487	Tim and Susie Forrest
1913	SG	Radley-Morison Tourer	2260E	R 827	John and Rae Kennedy
1913	SG	Tourer	2412	LE3673	Irvine and Christine Laidlaw
1914	SG	Tourer	30EB	EL 2071	Roland Duce and Kimberley Hughson
1914	SG	Brooks Ostruk Tourer	36PB	6009	Tom and Mary Jo Heckman
1921	SG	Barker Tourer	149AG	KE 6676	Brian and Joan Palmer
1921	SG	Park Ward/Car Mart	33LG	XR7646	John and Lesley Stuttard
1922	SG	Tourer	33RG	EL1743	Albert and Monika Eberhard
1922	SG	Hooper Tourer	34MG	JL1	Clayton and Helen Banks
1922	SG	HJ Mulliner Tourer	42YG	R 1922	Richard and Emily Buckingham
1924	SG	Windovers Tourer	41EM	XR 3431	Jeremy Greene and Delwyn Klevenow
1924	SG	Jarvis Tourer	82EM	EE 5220	Christopher and Caroline Cox
1926	20	Cockshoot Doctor's Coupé	GOK47	NE 996	David and Elspeth Crossley-Cooke
1926	PI	Tourer	95LF	YU 464	Ken and Jane Forbes
1928	20	Martin and King Doctor's Coupé	GBM32	S 407	Richard and Annie Burke
1929	PI	HJ Mulliner Limousine	1OR	UV 1923	Jimmy and Janet Valentine
1929	20/25	Park Ward Saloon	GXO97	ZV 4501	John Redmill and Desmond Barry
1931	20/25	Park Ward Saloon	GFT51	OU 3567	Fokko Keuning
1933	20/25	Gurney Nutting DH Coupé	GTZ40	AUU 253	Rolf and Heidi Kuhnke
1934	20/25	Hooper Sedan de Ville	GNC70	AYV 921	David and Sue Collier
1936	PIII	Gurney Nutting Sedan de Ville	3AZ168	DLY 380	Nick Whitaker and Clive Ellis
1939	Wraith	Park Ward Limousine	WHC77	HLL 34	Susan Taylor

HISTORY IN THE WILTSHIRE COUNTRYSIDE

Lesley Stuttard

June 2015

Our Chairman, John Stuttard, organised a three day rally on the Dorset/Wiltshire border in June to coincide with the annual Chalke Valley History Festival. The idea was to participate in and attend the festival and then visit nearby National Trust properties, with not too much driving, but plenty to see and an opportunity to display the cars. Accommodation was in a country family-run hotel in Chettle, Dorset, and a gastro-pub in Tollard Royal, Wiltshire. Participants staying at the latter were surprised to find their cars being keenly photographed by David Beckham. He and one of his sons were apparently staying in the village and came to the pub each day for breakfast and dinner.

Chalke Valley is situated in the Cranborne Chase in a rural area with scattered small villages and narrow roads. The History Festival started life five years ago as an enlarged village fête to raise funds for the local cricket club – it is a literary festival with a historical bias. Since then it has

grown into a week-long event attracting a huge following and some very well-known authors. This year, speakers ranged from Ros, our vivacious guide from Wilton House on the 20-Ghost Hampshire tour, to Adam Nicholson (on Homer) and Saturday's climax of Peter Snow's thrilling account of the Battle of Waterloo, seats for which had been sold out well in advance. There were food stalls, a Waterstone's tent and plenty of military exhibits with muskets to be fired, tanks and planes as the subjects of mini lectures, First World War trenches to be explored and the remnants of Wellington's army expected to arrive back by the week-end. Even Henry VIII and Catherine Parr were there.

The festival kicked off with a programme for school children who had come from all over the country. There were chips with everything. We were invited to attend any lectures we chose and our cars created a great deal of interest. Tony Dyas was accosted by a festival goer whose father



Some of the cars outside the Castleman Hotel in Chettle. Photograph by Nigel Hughes



Tony and Vivien Dyas's SG, 2087E. Photograph by Nigel Hughes

had owned Tony's Ghost, 2087E, in 1948! There were even attendees who had been on previous Irish Georgian Rallies and who came to greet the cars and John Redmill and Jimmy and Janet Valentine. I attended a lecture by Dr Alice Roberts. The audience sat spellbound as she explained genetics to us.

Luckily, on the school days there is less traffic. The narrow little lanes can get very jammed by the week-end. There is a one-way system in operation, but this turned out to be challenging for both drivers and navigators. Those staying in Chettle and Tolland Royal had to negotiate signposts for 6D Handley (a historical abbreviation for the wonderfully-named Sixpenny Handley). John and I had three couples staying with us in Shaftesbury and our return from the festival was via an old drovers' road that would have provided good practice for the Alpine Rally. The way there was equally demanding through a tunnel of trees meeting overhead. As one of our overseas navigators so charmingly put it, it was reminiscent of "Alice in a Rabbit Hole"!

Some of us had a second day at the festival when the paying public was let in. There were more pop-up history events, the food and drink got more sophisticated and there was a great atmosphere. One lecture in particular stands out, telling the history of Fonthill Abbey, where six consecutive properties were built over a period of 500 years by six different wealthy people. The most spectacular of these, which resembled a cathedral, collapsed in 1825 shortly after it changed hands!

On the intervening day, we had a choice of four National Trust Properties to visit. The idea was to see as much as you wanted in whatever order. Stourhead was the nearest and we were invited to park in front of the house by welcoming NT staff. In fact several cars stayed there all day and benefitted from guided tours round the magnificent grounds. We also had special parking at Montacute and Barrington Court. Both of these grand mansions were used during the filming of the television production of Wolf Hall. (For information, Thomas Cromwell also appeared at Chalke Valley – both in person and in lectures.) Barrington Court had some of the Wolf Hall costumes on display and there was a

guide explaining which rooms were used in the film and what places they represented. The house is unfurnished but contains some wonderful Tudor panelling, installed there by the sugar magnate, Arthur Lyle. Barrington Court also has gardens designed by Gertrude Jekyll. Montacute now houses paintings from The National Portrait Gallery as well as its own collection, and there were some interesting notes on how they managed the weight of the television cameras in a shaky old house. The fourth destination was Tintinhull, where there is no property to visit, but a series of charming interlinking garden rooms.

Some participants visited Stourhead on the last morning, while others followed John's route across Bulbarrow Hill with its stunning views of the Blackmore Vale and south to Dorchester, prior to seeing Sherborne Abbey's spectacular fan-vaulted ceiling. In Simon Jenkins' "Thousand Best Churches" the Abbey is one of the very few that earns top rating. Some went back to the festival while others started their journey home. We are lucky enough to live just down the road in this lovely part of Dorset.



Jaded by haute cuisine, Lesley Stuttard and Graham Tyson have discovered that Fish and Chips can whet the appetite.

Photograph by Nigel Hughes



The gardens at Stourhead. Photograph by Nigel Hughes

Cars and Participants on the Chalke Valley Tour

Year	Model	Body style	Coachbuilder	Chassis	Reg No	Owner/passengers
1912	Silver Ghost	Torpedo Tourer	Hamshaw	2087E	LX 6165	Tony & Vivien Dyas
1912	Silver Ghost	Tourer	Arthur Mulliner	2092	R 1472	Doug Magee & Diane Mandragouras
1913	Silver Ghost	Tourer	Radley-Morison	2260E	R 827	John & Rae Kennedy
1919	Silver Ghost	Tourer	Flewett	51TW	AC 4444	Graham & Gill Adams
1920	Silver Ghost	Tourer	Cunard	97AE	CE 454	Graham & Sarah Tyson
1921	Silver Ghost	Tourer	Barker	149AG	KE 6676	Brian & Joan Palmer
1921	Silver Ghost	All Weather Cabriolet	Car Mart/Park Ward	33LG	XF 7646	Sir John & Lady (Lesley) Stuttard
1921	Silver Ghost	Tourer	Lopes	60NE	SV 6608	Gervase & Margaret Forster
1923	Silver Ghost	Cabriolet	Hooper	36EM	XR 4398	Brian & Wendy Fidler
1926	Phantom I	Cabriolet de Ville	Barker	57YC	YR 2648	Professor Michael Joy & Sally Whittet
1926	20HP	Doctor's Coupe	Cockshoot	GOK47	NE 7996	David & Elspeth Crossley-Cooke
1928	Phantom I	Tourer	Thrupp & Maberly	65CL	TY 5221	Anthony & Gillian Armitage
1929	Phantom I	Weymann	HJ Mulliner	1OR	UV 1923	Jimmy & Janet Valentine
1929	Phantom II	Sedan de Ville	Barker	81XJ	GC 2819	Anthony & Teddy Beach-Thomas
1929	20/25	Saloon	Park Ward	GXO97	ZV 4501	John Redmill & Desmond Barry
1932	Phantom II	Sedan de Ville	Fernandez et Darrin	66JS	LHRR 32 H	Thomas Schulte & Petr Syblik
1934	20/25	DHC	HJ Mulliner	GWE67	BLM 789	Nigel & Ann Hughes

CONCOURS D'ETAT BROUGHTON CASTLE

Rosemary Jeffreys

July 2015

Saturday 25th July dawned damp and grey, but as the cars approached Broughton Castle, the weather improved and we were graced with sunshine for most of the day. We were so lucky – it poured the day before and again on Sunday. Nearly thirty cars were present at Broughton, though not all participated in the informal Concours. We originally parked in a field, but after some thought, the owner agreed that we could park in the courtyard of the castle (obviously having experienced oil drips on the gravel before!). One of the benefits of moving the cars was that some of us got a ride in another car – I was lucky enough to have a ride in Andrew Taylor's superb PI, 20TC. Henry had the joy of riding round the courtyard in the Radley car, thanks to John Kennedy's kindness. We had a cup of coffee and caught up with the news while the serious business of judging went on.

The cars were looking superb, sparkling in the sunshine, and it cannot have been an easy job to pick the winners. The trophy for the best large horsepower car was awarded by our President to Tim Forrest, for his and Susie's 1912 Silver Ghost (2154). The trophy for best small horsepower car went to Peter Vacher for his and Polly's 20 Doctor's Coupé. I am particularly pleased to say that Janny Watson, whose husband Max had often driven this car, was there to see the award.



Gervase Forster doing some serious judging
(photograph by Colin Hughes)



The Fidlers' SG, 94NE, on the move to the courtyard,
with the Stuttards' 20/25, GSF29, leading the way and
several small horsepower cars on the left.



Henry having a spin the Radley car, 2260E, with John
Kennedy at the wheel.

The trophy given on the Ladies' vote went to Graham and Susie Tyson's Silver Ghost, 97AE. Many congratulations to them all, and to all participants for making their cars look so beautiful for the informal concours –particularly those who had driven in literally driving rain the day before in open cars.

At lunch, we set up our picnics on the tables thoughtfully provided in the courtyard, surrounded by the magnificent cars. Our President stayed the whole day, and enjoyed a picnic with the Stuttards.



The Fidler's (and guest), the Tysons and the Editor raising a glass to 97AE (photograph by Henry Fitzhugh)



Tim Forrest with SG 2154



The Vachers' 20, GYL67



The Vachers with Janny Watson, their car and Broughton Church. Photograph by Elspeth Crossley-Cooke



Tim Forrest with the large HP trophy, applauded by a delighted Susie and our President looking on in admiration

We were very pleased to see the Tuckers' Silver Ghost after its lovely restoration – its first appearance at a 20-Ghost event (but see p.766).



The Tuckers' SG, 10CW (photograph by Colin Hughes)



The Tysons with their SG, 97AE .

After lunch, we visited the castle and gardens, and were fortunate to be given an introductory talk in the Great Hall by the owner, the 21st Lord Saye and Sele, who told us several interesting and amusing stories about the house and his forebears.



Lord Saye and Sele in the Great Hall (who to my mind looks exactly like the 8th Lord Saye and Sele in the picture behind).

Much of the building we see today dates from the reconstruction by Richard Fiennes in 1554, although the Great Hall incorporates the medieval hall of 1300. The 8th Lord Saye and Sele (and 1st Viscount) was one of the leaders of the Parliamentarians in the Civil War, nicknamed "Old Subtlety" by Charles I. Broughton was used by the Parliamentary leaders during the Civil War, and we saw a room where they are thought to have met, right at the top of the house, known as the Council Room. We were able to climb on the roof from there, from which, incidentally, we had a splendid view of the cars parked down below. The 8th Lord's second son, Nathaniel, Colonel Fiennes, took charge of the Parliamentary garrison of Bristol, but surrendered it to Prince Rupert, for which he was court-martialled and sentenced to death. He was subsequently pardoned and later tried to persuade Cromwell to take the Crown.

The gardens were for me one of the highlights of the day, and you felt the history and age of the Castle particularly strongly out here.



Gateways in the gardens.

We had a really wonderful day, and our thanks to Brian and Joan Palmer, in particular, for arranging it and making it all possible.



View of the cars from the roof of the Castle

List of cars and participants; we were delighted to welcome four further cars and drivers

Year	Model	Body style	Coachbuilder	Chassis	Reg No	Owner/passengers
1912	SG	Torpedo Tourer	Barker	2154	R 1487	Tim & Susie Forrest
1913	SG	Alpine Tourer	Radley-Morison	2260E	R 827	John & Rae Kennedy
1913	SG	Alpine Tourer	Saoutchik	2442	BF 6606	Mermie Karger & Colin Hughes
1920	SG	Tourer		10CW	RR 7492	Malcolm & Clare Tucker
1920	SG	Tourer	Flewitt	89AE	R 4871	Allan & Sue Glew
1920	SG	Tourer	Cunard	97AE	CE 454	Graham & Sarah Tyson
1920	SG	Open Limousine	HJ Mulliner	47RE	PX 1780	Ashley & Adrienne Carmichael Paul & Chris Burman
1921	SG	Tourer	Barker	149AG	KE 6676	Brian & Joan Palmer
1921	SG	Tourer	Lopes	60NE	SV 6608	Gervase & Margaret Forster
1921	SG	Tourer	Hooper style	94NE	XO 4485	Brian & Wendy Fidler
1925	20	Limousine	Park Ward	GCK43	YM 9546	Guy & Gude Baird
1926	PI	Limousine	Park Ward	20TC	YO 8869	Andrew Taylor
1926	20	Doctors Coupé	Cockshoot	GOK47	NE 7996	David & Elspeth Crossley-Cooke
1927	20	Doctors Coupé		GYL67	YX 2878	Peter & Polly Vacher Janny Watson
1928	PI	Tourer	Thrupp & Maberly	65CL	TY 5221	Anthony & Gillian Armitage
1929	PII	Sedan de Ville	Barker	81XJ	GC 2819	Anthony & Jennifer (Teddy) Beach-Thomas
1930	PII	Sports Tourer		100WJ	SV 9583	Stanley & Angela West
1932	20/25	Sedan de Ville	Barker	GBT81	GX 66	Ashley & Sue Wills
1933	20/25	Limousine	Windovers	GHA40	FV 4274	Peter, Linda & Michelle Brook Myles Warren
1934	20/25	Sedan de Ville	Barker	GXB77	AXM 519	Andrew & Pippa Ayres
1934	20/25	Tourer		GFE20	BLR 798	John Goose & Minty Canderyou
1934	20/25	Sports Saloon	Barker	GSF29	BXB 12	Sir John & Lady (Lesley) Stuttard
1937	25/30	Touring Limousine	Park Ward	GRP4	ELH 113	Dr Henry Fitzhugh & Rosemary Jeffreys
1937	25/30	Sports Saloon	Hooper	GLP26	ERA 530	Alan & Diana Watkins

THE FASTEST PRODUCTION SILVER GHOST

Mike Evans kindly agreed to be interviewed by the Editor and her husband. He has been an Honorary Member of the Club for many years and is the custodian of an absolutely stunning 1922 Silver Ghost, 72MG, which he has restored to the original, unique, condition. After graduating in archaeology at Cambridge, he worked for Rolls-Royce for over 40 years; amongst other things, he led the foundation of the Rolls-Royce Heritage Trust and was its Chairman for 23 years; he is still Chairman Emeritus.



Mike at the wheel of 72MG; photo taken in July 2014 by his daughter Rhiannon.

Ed: Would you tell us about how you came to work for Rolls-Royce?

Mike: I started out as an archaeologist, and was all set to do a PhD at Cambridge, but then I decided that I ought really to look for a job with better prospects. My thoughts turned to engineering, like my father and brother, and what better than Rolls-Royce? My brother John had been a University Apprentice there and loaded with his enthusiasm I was well equipped for the interview. When I was asked about the shape of railway locomotive wheels I was able to give a decent reply, as it was the sort of thing we talked

about at home. I heard one of the panel muttering “how’s this for an arts graduate?” and knew I had passed. I arrived in Derby in September 1959 and although I have retired now I still spend time with the Trust. I lectured in archaeology for a while, but I was studying engineering and maths at night school, so I had to give it up.

Ed: What inspired you to buy your first Rolls-Royce?

Mike: Curiosity really. One of my mentors at Rolls-Royce was Alec Harvey-Bailey, the son of R.W. Harvey-Bailey (“BY”); at that stage he was

the head of Aero Service. Alec knew I was keen on history, and told me about his father building a hot rod Silver Ghost as a one-off in 1922 to see off the Hispano Suizas and the new 3-litre Bentleys. Alec remembered his father telling him he had ridden in this car when he was about 18 months old, and that it had once beaten a Bentley in a “dice” with Clement. Neither of us had any idea whether this car still existed, but in 1963 we managed to identify it, thanks to a letter from a Captain Broomhall to BY which Alec found when he was sorting through a mass of papers belonging to his late father. Captain Broomhall’s letter told of a visit to Derby in 1922 for a brief run on his chassis. The car had had to slow down for a corner while still accelerating at 75mph and was capable of up to 3000 revs. Neither Alec nor I was averse to speed, and these stories aroused my curiosity. BY and I had gone to the same school, and I had a particular interest in his work. So we set about finding out whether the car still existed, and we tried to trace both it and the original owner.

Amazingly, it turned out that W.M. Broomhall was still alive: we traced him through the Army and Navy Club, who offered to forward a letter. Alec wrote explaining that he was the son of BY and General Broomhall replied; he remembered the car perfectly, and I still have this letter, which I treasure. We found the chassis cards against the customer name and thus got the chassis number, 72MG, as well as the registration number, KK1331.

I also managed to find some old photos showing the car with the Cunard placard in front and the registration number. The car had been delivered to the Captain’s barracks in Kent; on enquiry to Kent County Council, my letter was forwarded to Sussex and it turned out that the car had been licensed until the end of 1962.

I contacted the then owner, but it was not until 1968 that I re-established contact with the family and met the son of the lady with whom I had originally corresponded. He then invited me to inspect it (it turned out that his parents had said it should not be sold in the lifetime of either of them) and later that year I managed to buy it. I really hadn’t embarked on this detective work with any intention of seeking to buy a Rolls-Royce.

Ed.: Is 72MG your only Rolls-Royce?

Mike: Yes, but I have driven most kinds of Rolls-Royce and Crewe Bentleys.

Ed: Would you tell us what is special about 72MG?

Mike: Well, there aren’t many Silver Ghosts with a top speed of over 80mph! What really fascinated me was that it had all sorts of non-standard parts. The chassis cards show that it was built as an Alpine Eagle, but there are four sides of special extras. All the brightwork was to be plated in real silver – as General Broomhall later told us “No chrome in those days!”, and one of the chassis cards included the phrase “Special attention to power and speed”. They spelt out how the chassis and Cunard coachwork were to be integrated; for example, all unnecessary features were to be dispensed with, including doors and valances

The original cost was £1850 for the chassis alone, not including the instruments and several other items supplied by the owner, including a tachometer. All the electrics were to be by Vandervell (CAV) – specifically not Lucas. The petrol tank was to be the first Rolls-Royce to have a side filler, at Captain Broomhall’s request (so as not to have to remove the luggage to fill up). It is a fairly light car, weighing a little over 2400kg - less than the Phantoms produced today. The registration number KK1331, as with the rest of the car, reflected Captain Broomhall’s wishes and keenness for symmetry: he had the car delivered to the HQ of the Royal Engineers in Kent, hence the KK registration, and he waited for 1331 out of his love of symmetry. To understand the car, you have to understand something about the original owner.

Ed: What did you find out about Captain Broomhall?

Mike: Well, as I said, when I first got interested in 72MG in the 1960s, he was still alive. He was born in 1897 and must have had the car when he was a very young man. I think it was a gift from his father on his promotion to Captain. Captain Broomhall (known as “Tubby” Broomhall) commissioned the car with the specification I have mentioned and drove 72MG competitively

in hill trials and that sort of thing. He sold her when he was posted to India in the mid-1920s. I read in his obituary that years later he was taken prisoner on the retreat to Dunkirk. He escaped disguised as a German General but was recaptured. The Camp Commandant told him he deserved to be shot for impersonating a German General, to which Colonel Broomhall riposted he "was only wearing fancy dress". This led to him being sent to Colditz where for a while he was in charge of escape efforts. After the War, he stayed in the Army and was first appointed Chief Engineer of the British Middle East Land Forces and later of the British Army on the Rhine. He lived well into his 90s, and continued driving expensive sports cars until he died in 1995.

Ed's husband: What allowed the 3000rpm in 72MG?

Mike: That wasn't declared.

Ed: I can see why Captain Broomhall wanted to commission a Rolls-Royce, but why do you think they agreed to do it – were they interested in developing a sports car, a potential rival to Bentley for example?

Mike: The reason the car was developed, in some secrecy, was more to do with the Harvey-Bailey family being fascinated by fast sports cars. For BY it was a challenge but he did not want to make it too obvious what he was doing with 72MG. Claude Johnson was most concerned that the silkiness of Rolls-Royces should not be sacrificed to any degree for the sake of speed and power. One of the minute books records a meeting, not attended by Henry Royce, at which it was said that anyone encouraging this would be regarded as an unfaithful servant of the company whose services would be dispensed with. This was a bit extreme, but since 1908 Johnson had been keen to ensure that they made only one model (the one-car policy) until changing circumstances after the War forced them to make a smaller car. Many of the owners of Rolls-Royce, post-War, were drivers, and the company needed to attract people who wanted something relatively straightforward to drive, which did not involve changing gear too often. So I don't think they gave serious consideration to developing a sports car until a couple of years later which eventually

led to the development of the Phantom Continental.

Ed: What happened to the car between Captain Broomhall selling her and your acquiring her?

Mike: She passed into the ownership of a retired member of the Australian Colonial Service who lived in Kent, and when he died, she was acquired by the family from whom I bought her. The Cunard body was a bit impractical for a family, with its high running boards and lack of doors, and they commissioned Barkers to change the body. At this stage, she remained a sports car, but had lower running boards and two dicky seats, and was given a 1930s look, including wide tyres and Lucas headlights (General Broomhall would not have approved!). 72MG was used for holidays and remained in this form until War broke out, when the options were to lay her up for the duration, or put her to use on the family's manor estate. They chose the latter, and a Kent garage was asked to remove the dicky seats and build a lorry back onto the chassis, with the rear springs having extra leaves added to cope with lorry loads. Even hay sweeps were added! All of this meant that the vehicle could receive a petrol ration. She continued in use on the farm after the War. For 40 years, from 1922 until the cylinder blocks cracked in severe frost in 1962, 72 MG was in continuous use.

Ed: It must have been quite a challenge restoring a lorry to its original sports car specification! What were your precise aims with the restoration project?

Mike: I promised myself that I would see 72MG back on the road looking as she did in 1922. The one exception I made was to keep the front wheel brakes, which had been fitted in 1930. Between 1968 and the early 1970s I did a lot of cleaning and assessing. There was no rust, and when we removed the extra leaves in the rear springs we found the ride height was still correct (the original springs were just as they should be). However, the cracked cylinder blocks and the need to have all the main bearings re-metalled blocked progress, as they required money which we didn't then have.



72MG, as a lorry, as she left for her new home with Mike

It was not until 2005 when Andy Wood saw her that we really made serious progress. He was a constant source of encouragement and advice and gave me the confidence to continue. He shared my dream, once he saw 72MG, which indeed he had always wanted to see. He was amazed at just how complete the chassis was – even the step for climbing into the dicky seat was there, the silver plating, the unique instrument panel, the non-standard steering wheel and unusual side filler. Dr Robin Barnard when he saw her in the 1960s thought she had not done more than 12,000 miles and even now, the car has probably done no more than 13,000 miles.

Andy managed to find a pair of cracked cylinder blocks which he thought would be repairable and which turned to be exactly the same as the original blocks. He also rebuilt the thermostat, oil pump, slipper flywheel and much more. I did all the chassis work myself, including completely re-wiring with replica wires, under the guidance of Graham Mead. Amazingly, the starter, solenoids and dynamo still worked. I took the

basic engine components myself to Coldwell Engineering in Sheffield, which was fairly close by, and they allowed me to be part of the engine rebuild. The radiator matrix had frozen and that had to be replaced, and the petrol tank was also reskinned (in Cambridge). The wheels were rebuilt in Cardiff (not as beaded edge, on Andy's advice).

The original body was re-created by Steve Penny and his team at Penny Vintage Carriage Bodies. I was able to supply a spec which included original photos of both sides, front and rear and quite a few dimensions. The words on the chassis cards, referring to "special bonnet and dash" puzzled me for a long time, but they turned out not refer to the instrument panel, which was obviously unique. The "dashboard", as Rolls-Royce called the bulkhead, was I found much wider than standard allowing the coach lines to be a continuation of all three bonnet hinge lines, and the bonnet was dimensioned accordingly. We discovered traces of the original paint, so we could get the colour right.



The rebuild in progress at the Steve Penny's works



Details of the instrument panel and some of the silver plated fittings after restoration

All the elements which had originally been silver plated, such as the starting handle, were re-plated in silver. Gary Wright did the trimming. Barry Hares performed near miracles with the instruments including the speedo and rev counter and he even remade the clock, on the basis of a 1914 seven day car clock which I had found in Caerphilly. Steve Lovatt at Ristes allowed me to join his team in getting the engine back into the chassis. I had worked out that this could be done from underneath – not the usual practice but it worked! The coachwork and wings went back on at the Penny workshop. None of this was simple, but I had a lot of help over the years, including from Alan Glew, as well as Andy Wood, Graham Mead, Ian Neish and so many others. Andy, Graham and I did a first engine run on 23 February 2010, and on 15 May 2012 she passed her MOT.

Ed's husband: That must have been a great moment. How much do you take her out on the road now? And do you drive her at 3000 rpm?

Mike: I haven't even contemplated 3000 rpm! Although the restoration is done, we are still running her in and going through the shaking down process and there is an oil leak on the supply to the engine's front main bearing which we are working on.

Ed: Does all this mean you have a lot of spare time now?

Mike: Well, I do still go into the Rolls-Royce Heritage Trust reasonably often. Back in the late 70s, Dennis Head, the Managing Director, asked Roy Heathcote (Director of Engineering) and me to come up with some proposals for how the Rolls-Royce heritage could be saved and brought to the fore. I became the first Chairman of the Trust in 1981, and remained in that position until 2003. I have continued my association with it ever since. Although I am no longer Chairman I am still Chairman Emeritus.

Ed.: We will look forward to learning more about the Rolls-Royce Heritage Trust very soon. Thank you so much for your kindness in sharing all this wonderful information about your car. It has been a real privilege to meet you and to see 72MG. May we wish you and your wife Frances many years of happy motoring.

Editor's note Mike very kindly took us to have a quick look at part of the collection of the Rolls-Royce Heritage Trust in 12 Shop. Many more displays belong to the Trust and are housed in the UK and beyond, in particular at the Learning and Development Centre in Derby where the original Silver Ghost is displayed. The aim of the Trust is to preserve the history of Rolls-Royce and its associated companies and the heritage of the company recorded and documented. They publish the Historical Books Series (now with about 50 titles) as well as the Technical Series. The Trust is keen to inspire future generations of engineers and to interest young people in engineering as a career, in particular with Rolls-Royce. It is run on a not for profit basis and currently has over 3000 members. A number of members volunteer in Derby as well as other sites in the UK. They welcome interested visitors, but as the collections are held on Rolls-Royce premises we are asked to book an appointment by contacting heritage.trust@rolls-royce.com.

PHOTOGRAPHING YOUR CAR

Colin Hughes

August 2015

The new Editor has suggested that I write something about taking pictures of 20-Ghost events. In the hope that some of you will step forward to take more pictures at events than you usually do, I want to talk about what and who to photograph, what is involved in covering an event and finally something about how to present the pictures in a way that suits *Ne&R* or your own picture collection.

We are a car club with interesting and historic cars, but also with interesting people and locations for our events. We are relatively small in numbers, so more people are known to others than in a larger club, but our worldwide membership means that pictures of the cars will be important for those who do not necessarily know many of the people.

Many of you have digital cameras or smart phones that you will have found can take good pictures; it is the person in control more than the equipment that counts. Set your camera up for medium resolution. This allows editing and gives decent quality on publication.

Shots to look for are: cars arriving at the event and being greeted by the organiser or marshal (both the latter need encouraging by appearing in the coverage) (picture 1); something close to a coach-builder's side view to show interesting cars (see more later); and something that connects



Picture 1: Brian Palmer greeting Andrew and Pippa Ayres in their 20/25hp GXB77 on arrival at Broughton Castle.

cars to the event, such as being judged for a Concours d'Etat with the judge at work (see picture page 783).

When establishing the event's setting, limit the number of cars in the shot to a maximum of about five: we know what R-R radiators look like, so twenty in a row shows little.

I usually suggest that if you want to photograph owners and their car, especially if they or the car are at their first event, then they should stand behind the car, ahead of the windscreen, so that the car can be seen in full. If you stand them in front of the car, and as we know what the R-R radiator looks like, it may be OK to hide it, but let the lines of the car's body show.

If someone lifts a bonnet, then take an engine shot (picture 2); an interior shot also adds variety.



Picture 2: Engine detail of John Kennedy's 1913 SG 2260E. This shows the float chamber's externally controlled "tickler" for aiding starting with a locked bonnet. You may need to hold the camera high to clear the mudguard or spare wheel and may need to use flash.

Interiors usually need you to be rather forward in encouraging the owner to empty it of clutter, but a shot of an original or well-restored one is well worth while. Don't assume that this type of picture is only for the event report, it may be useful for some other article.

In a rolling event, an action shot of a car on the road, or with people may appeal. Where there is a planned route, you can seek out a good

background on the route to take the cars, preferably where they have to slow down. You may get sore feet and no reward: it is amazing how many people go off-piste, so somewhere close to the destination may be more fruitful (picture 3).



Picture 3: Ashley & Sue Wills' 20/25hp GBT81 followed by Alan & Diana Watkins' 25/30hp GLP26. The feel of the open road achieved by standing on a curve in the lane approaching Broughton Castle

In an event with prizes, you need to cover the presentation. I prefer informal shots, but it is difficult to get the faces of presenter and recipient without going for a posed shot. So be it: I usually try for the informal one, but do a posed one as well. If you can get the presentation held somewhere with a good background, that helps, but if the background is other members, it gives a sense of the occasion (picture 4). A telephoto lens is invaluable.



Picture 4: Graham & Sarah Tyson's 40/50hp 47AE received the Ladies' Award at Broughton. I think Graham is asking the President's opinion on whether it should be presented filled with something appropriate.

To cover an event well, you need to concentrate on the cars. It is good to arrive early to assess the lie of the land: you may be able to persuade the organiser to park the cars more to the advantage of photography in terms of the cars' spacing, the sun's direction and the background. You can also look for somewhere with a pleasant background before the cars reach the rally field, rather than just parked among the other cars. You don't miss out on the social part if you walk round after the majority have arrived and talk to owners about their cars, look for more pictures of the cars and people chatting or picnicking with the cars around. You will meet more people than you usually do. Portraits of personalities or conversations can become historic records.

Each N&R needs a good cover picture, usually a square (best achieved with a vertical shot), and try taking some action shots.

With a stately home setting, you can often take a picture like early R-R publicity or coach-builder's photographs. Mostly these were side views with the camera aligned with the windscreen or centre pillar of the body (picture 5).



Picture 5: Alan & Diana Watkins' 1937 25/30hp GLP26. The classic coach-builder's photograph. The photographer's reflection is mostly concealed in the centre pillar.

Watch out for any distracting reflections of yourself and others in the body side panels, as well as trees, lamp posts or a head appearing to sprout from the roof. Try and place the mascot against a uniform or dark background as it can disappear against a light one. Side views look best if you compose them to give more space in front of the car: it appears about to move into it, even with a static shot. Given a suitable opportunity and space, you can ask a car owner to bring out

and pose the car for you. Include them in a second shot for their album.

If there is a stately home tour, you may be able to take pictures of members in the house, although house and garden shots may not appeal to *N&R*. A different view of the cars may be possible from an upper window or the roof.

The technical bit. Small digital cameras or smart phones can take good pictures and the technology doesn't prevent success as much as it did with film. You need a good eye for a *Record* shot - selfies with an R-R radiator in the background don't usually appeal to *N&R* editors. I find that setting the camera towards the telephoto end of its lens range suits most views of individual cars: wide-angle shots overemphasise the front of the car (picture 6). Even so, that may be the only opportunity to get an interesting car parked among a row of others. I suggested earlier that a way of getting shots of individual cars is as they arrive. If you stand on the side of the road furthest from the car, you can get close to a side view, especially if the cars are turning into an entrance to the event (picture 3). You will usually be looking towards the driver's side: they may wave or be partly obscured by the external driving mirror - a mixed blessing. If they are driving up to a marshal, then back from there is good if they slow down on approach, but avoid queues with cars close together as they can overlap.



Picture 6: The Brooks' 20/25hp GHA40 on its way over a bridge. This shows the distortion arising from using a wide-angle lens, similar to the effect when taking a car parked among others.

Set the camera for shutter speed priority, run it at 1/250 sec or faster, and pan with the car as it passes. If the sun is shining, set the speed (ISO) at 200; if not, at 400. Otherwise set the camera on the image of a running figure on the dial and let it work it out. Image stabilisation should be off if the camera has it: turn it on again for static scenes. For still scenes and people, I usually set the camera to f/11 and aperture priority, with the ISO at 100 if the sun is shining and 200 if not.

Not all your pictures will be masterpieces, so edit the inferior ones out to avoid wasting your own and the editor's time. Very importantly caption the pictures. I provide a Word file of the image numbers and captions that I send along with the image files. Car pictures must have the chassis number; the Editor will be able to work this out if you put the owner's name or the registration number in the caption. Take a shot of the registration number if you want to remind yourself. If you have been asked to do the report on the event as well, then the pictures are a good *aide memoire* for the story. Let the captions support but not repeat the report.

When sending pictures to *N&R*, use about 2MB Jpegs (usually at Medium quality); if you are sending a lot, use a CDROM or a file sharing service like Dropbox or We Transfer, or if it is just a few, e-mail one or two at a time.

Now, over to you; if I haven't put you all off, having the assignment to photograph an event gives you a different view on it and probably you will see more of the cars and people than you might otherwise. Please volunteer and enjoy! I think you will get a lot of more pleasure from your car if you are able to produce some really good photos.

QUIZ

Tim Forrest

Picture 1



1. What 20 Ghost Club event was this, where was the immaculate workshop and in what year did it take place?
2. Why were the ladies under my car and who or what had persuaded them to take refuge there?
- 3 To whom did the Glamorous Legs belong?

Picture 2



4. Can you name the ladies in Picture 2 and how many are still members of the Club?
 - 5 What equally stimulating day did the men have whilst the women were having such fun in the workshop?
- Answers by e-mail to the Editor please. Prize a bottle of wine for the best answers.

NEW MEMBERS WELCOMED TO THE CLUB

Peter and Julie Mill
Coverpoint, Church Road, Offham,
West Malling, Kent, ME19 5NY
1932 20/25 GAU 26

Peter Livanos
Gstaad, Switzerland
1911 SG 1701

W. Daniel Ghose
205 Litchfield Road, PO Box 447, Norfolk,
Connecticut 06058, USA
1911 SG 1557

Michael (Mick) Matheson and Anne Baker
“Glenheather”, 778 Maitland Bar Road,
Maitland Bar, NSW, 2850, Australia
1924 SG 64; 1934 PII 193RY

Ewen and Laura C.S. Macpherson
The Old Rectory, Aston Sandford, Aylesbury,
Buckinghamshire,
HP17 8LP

Stephen and Camilla F. Brauer
11250 Hunter Drive, Bridgeton, Missouri,
63044 USA
1937 PIII 3CP128; 1937 PIII 3BT181; 1936
PIII 3AX179; 1934 PII 127RY; 1931 PII
269AJ; 1931 PI S214KR; 1930 PI S375LR;
1929 PI S226KR; 1929 PI S301LR; 1929 PI
S358LR; 1912 SG 4690

James Anthony and Carolyn Kennett
18 Breckenridge Place, McLeod Vic, 3085,
Australia
1927 PI 60RF

Ian and Sue Berg
15 Avenue, Canterbury, Vic, 3126, Australia
1921 SG 62JG; 1934 20/25 GWE16

Ken Redford and Billie Rowley
133 Banyan Street, Warrnambool, Vic, 3280,
Australia
1927 20 GAJ29

Christopher and Rita White
“Elanora”, 27 Nelson Street, Apollo Bay, Vic,
3233, Australia
1925 20 GPK1

Jane Pedler
Honorary Member (ex officio, as Chairman of
the SHRMF)

BOOK REVIEW

Rosemary Jeffreys

MR RADLEY DRIVES TO VIENNA by John Kennedy, 2015, published by Hirmer

It is well known that James Radley drove the Alpenfahrt in 1912, 1913 and 1914, but not perhaps quite so well known that he drove out a few weeks before the 1913 Alpenfahrt began with photographer Reginald Hooton Hope. The Hope Album remarkably survived, and in 1994, John Kennedy, the current owner of the Radley car, 2260E, was invited to view it. John set about finding the exact locations where the photographs were taken and in 2013 he and his wife Rae decided to retrace the route and repeat the original photographs, so far as it was now possible to do so. For reasons that are now lost to us, the album finishes before Radley arrived in Vienna to start the Alpenfahrt, possibly because Hope left the car in Carinthia in Austria and returned by train to Vienna. As did Radley, John and Rae departed from Brown's Hotel in London; John and Rae left on Sunday 19 May, and arrived at the Mount Cenis Pass on 22 May 2013 in order to arrive on Lake Como on 23 May. Not the least amazing part of this story is that a 100-year old car was able to do this challenging drive in four days, not to mention that John was also able to take superb photographs along the way. This book presents the original Hope photographs side by side with the 2013 photographs so that we can see the Radley car in the same locations, or the modern equivalent (for example the old toll bridge near Spittal in Austria, now submerged, has been replaced by a modern bridge). I am familiar of course with the story of the 1913 Alpenfahrt and its modern recreations, but until I read this book I knew nothing of the journey to get to the beginning of the route. I am lost in admiration for the research that went into recreating the journey, and in producing the book, and found it a thoroughly enjoyable read. I commend it to all those who love Silver Ghosts and have an interest in history or photography.

OBITUARY Lord Montagu (1926-2015) Sir John Stuttard

Edward Montagu, 3rd Baron of Beaulieu, may be remembered by some for the heavy-handed prosecution which led to his conviction and imprisonment in 1954 for homosexual acts. This contributed to the establishment of the Wolfenden Committee, which in 1957 recommended the decriminalisation of homosexual acts between consenting adults in private. But for those of us who own pre-war Rolls-Royce cars, we will remember him and we salute him for his outstanding contribution to the world of veteran and vintage motor vehicles. At every turn he championed their use and sought to defend them from detrimental EU and UK legislation. He was a great supporter and an inspired innovator. His legacy speaks for itself. In 1952 he established the first motor museum in the country, now the National Motor Museum at Beaulieu. In 1956 he launched the *Veteran & Vintage* magazine (now *Classic Cars*). In 1962, he cofounded Vintage Tyre Supplies which remains the world's largest supplier of original equipment tyres for veteran, vintage and classic cars. In 1967, the now world-famous Beaulieu Autojumble was held for the first time. The inspiration came from the automobile swap meets which Montagu saw in the United States and he was proud that the name he devised, *Autojumble*, was later given a place in the Oxford English Dictionary. An enlarged Motor Museum was opened at Beaulieu in 1972 inaugurated by the Duke of Kent. Then in 1989 the National Motor Museum Collections Centre opened to provide an administrative centre for the Trust and to house the ever-expanding motoring libraries and archives. The reference library is one of the largest of its kind and, together with the photograph and film libraries, is used by commercial and private researchers from all over the world. But it didn't stop there, he was also instrumental in setting up an advisory group that became the Federation of British Historic Vehicle Clubs, of which he was President. Using his seat as an "elected" hereditary peer in the House of Lords, he argued against attempts to introduce restrictive legislation on old cars, for example the introduction of seat belts into cars built before seat belts came into use. He helped ensure that vehicles built before 1975 are now exempt from vehicle tax. In 2012 Lord Montagu received the accolade of a lifetime achievement award for his dedication to preserving automotive history over many decades.

Edward Montagu showed a great interest in the use of old cars and was a frequent participant in car rallies and tours in Europe and beyond. I joined him on six of these tours, where companionship, a sense of fun and mutual technical advice and assistance were reciprocated. On one tour, the 1992 Rallye Monte-Carlo des Voitures Anciennes, the overdrive on my 20/25 came loose from its fixing; Edward and Doug Hill, the Beaulieu Museum's Manager and Chief Engineer, provided the nuts and bolts to secure it and get me going again. On another tour, the 1997 Peking to Paris Motor Challenge, Roy O'Sullivan and I stopped to provide first aid to his 1914 Prince Henry Vauxhall which sadly could not complete the 10,000 mile journey due to a damaged radiator. He was always an enjoyable dinner companion and the source of a wealth of anecdotes and amusing stories. We were pleased to be "waved off" by Lord Montagu at Bucklers Hard at the start of the 20-Ghost Club's Centenary Tour of France in 2004 and we were delighted that he became an Honorary Member of our Club.

Lord Montagu's memorial service will be held at St Margaret's Westminster on 20th January 2016 at noon.

OBITUARY Don Meyer (1943-2015)

Tim Forrest writes: one of our most colourful members from New York, died in July after a long illness. He was the man who frightened the life out of the BBC reporter climbing the Stelvio in the 93 Alpine. I remember vividly how he passed me flat out just before one of the hairpins, then jammed on his handbrake and did a really neat hand brake turn round the hairpin before hurtling off to the next one. He had a very fast Silver Ghost which he used to race in Classic car circuit races in the States. Later in the Alpine he went over some of the bumps on the Loibl so fast that he bent the swan neck of his exhaust pipe to the extent that it suddenly gave his back seat passenger a very hot ride when the floorboards caught fire, fortunately without further mishap. In normal life Don was to be found wearing his trade mark red braces as a New York bond dealer and was as you might expect a pretty fearsome and successful trader. He will be sadly missed by those who knew him.

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 or soon will be available on the club website.

Friday 26 February 2016

AGM and Annual Dinner 2016 Armourers' Hall in the City of London (Sir John Stuttard and Susie Forrest)

Friday 26 February to Wednesday 9 March 2016

National Tour of Tasmania, Australia – Andrew & Marg Bayley (aobayley@bigpond.net.au)

Saturday 23 April 2016

Spring Lunch at Armsworth Park House (Strone Macpherson)

Saturday 7 to Monday 9 May 2016

Annual tour with Irish Georgians in Cornwall (Bodmin). It would be useful if those members interested in participating could, without any commitment, indicate this to John Redmill as soon as possible (John Redmill)

Tuesday 17th May to Sunday 29th May 2016

A spoked tour of West & South West France, with a shorter mini-tour of the Loire and Normandy (Tim Forrest and John Stuttard)

Sunday 3 July

Driving Tests, Concours and picnic at Sandhurst (Graham Tyson)

October 2016

A tour of North Wales for small as well as large HP cars (Ashley Carmichael)

10 June 2017 for two weeks

A tour of the Iberian Peninsula (Ken Forbes)

SUBSCRIPTIONS

As you will be aware, our financial year ends on 31/10/15. Shortly thereafter, we ask you to pay your subscription to the Club for the following year, whether in pounds, euros or dollars.

If you already have a Standing Order with your bank, you need to do nothing. If not, it would be most helpful if you would instruct your bank to pay us annually; details for the Sterling payments are given in the loose flyer with this copy of News & Record.

If for whatever reason you prefer not to do this, would you please complete the flyer with your latest contact details, plus any changes in your vehicle information, and send it to Brian Fidler, The Eighth House, Vernon Avenue, Oxford OX2 9AU with your cheque for £50 in the next few weeks. If you want to pay by euros or US dollars, life is a little more complicated but instructions on how to do this are again on your flyer, euros direct to Lloyds bank account, dollars by check(!). BUT made payable to Marianne Karger, who banks them in USA and remits the Sterling proceeds to me from her UK account. Thank you for your help and co-operation, which makes it possible to keep the subscription amount unchanged for yet another year.