



News & Record



Issue 69, Autumn 2022



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Top L: Wade! Top R: GBT81 'Gemma',
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Letters, Emails & Pictures

8 OCTOBER 2022

20HP Centenary event invitation,
organised by John Fasal, for 20HP only.
Contact: jfasal@btinternet.com

16 OCTOBER 2022

Autumn Lunch,
Chavenage House, Tetbury Gloucestershire.
Contact: ashley@aacarmichael.co.uk

17 MARCH 2023

AGM & Dinner
Stationers Hall, London.
Details to follow

9- 27 JUNE 2023

The Alpine Tour Commemoration
18 nights from Salzburg and onwards - open
to all club cars.
Contact: 20-ghost@mindworks.co.uk

JULY 2023

The Club Concours. A one day family
friendly picnic event is planned. Exact date/
venue yet to be finalised but we are having
interesting chats with venues to see what
we can do in terms of an event and perhaps
driving tests.

Contact: jgallop66@gmail.com

4-10 SEPTEMBER 2023

Tour of the Loire Valley based at Château
de Rochecotte at Saint Patrice, near Tours.
Contact: johnstuttard@btinternet.com

10-15 SEPTEMBER 2023

Return leg from the Loire taking in Eure
& Seine Valleys and Haut Normandie to
Le Havre.
Contact: johnstuttard@btinternet.com

Hello Johnnie, in issue 67 on
p.48-49 you've got that wonderful
13 March 1895 apprenticeship
document for Harry Allcock.
I'm glad to report that I had
him in my notes as a Royce Ltd
company director from 1924
onwards, so he did well. He was
with the crane side, not the car
side, of Royce Ltd at Trafford
Park in Manchester.

Best wishes, Tom Clarke

Cambremer in Normandy
with Mike Hoare. I was
delving through old style
photo albums (great
fun and a massive time
waster) and found this.
It was 2002 on the way
back from a tour back and
forth over the Pyrenees
with Graham and
Barbara Meade and Tony
and Vivian Dyas both in
their pre-WWI Ghosts
with only two wheel
brakes and high pressure
beaded edge tyres. Quite
an education for us.

You can see Mike with his gloved indicating hand, that's Gilly in the back seat.

BW Anthony Armitage

The piece on the 1962 Blenheim Palace event (issue 68 p.56-57) reminded me
that it was one I made a 16mm film of, but have never had it transferred to
video. In the trip from Battersea Park to Blenheim I was with Jumbo Goddard
in his 8 litre Bentley on a boxed 3 litre chassis (he later turbocharged it), we
were trying to get past most of the cars, having filmed them leaving, but the
opportunity on the road then, except for a bit of the Great West Road and the
early part of the Maidenhead bypass, was well nigh impossible via Henley
and Oxford... The acceleration in top and the sound of the car was very much
of appeal to the adolescent in me...

Kind Regards, Colin Hughes



Back in April, before the snow had
finally melted, I visited Finland
to lecture on the book I wrote last
year *Rolls-Royce Motor Cars with
a Finnish Connection*. Apart from
giving a presentation with slides
on two occasions – at the Stock
Exchange Club and for the Hjelt Art
Foundation, I gave a short after dinner
speech at the Swedish Club, attended
by HRH Prince Michael of Kent
and the famous Finnish opera diva,
Karita Mattila. The real highlight was
spending time with club members
Bernt Ehrnrooth and Ilkka Brotherus,
visiting their homes and riding in
their cars. On two days, camera crews
interviewed Bernt, Ilkka and me and a
clip of the film was shown on MTV3,
one of Finland's commercial television
stations. Screenshots are shown below.
After an absence of many years, due
to Covid travel restrictions, it was a
delight to be back in Finland and to
see the Club's most northernmost
members and their cars.

Sir John Stuttard



Great picture
of Doug and
Diane Magee
at the Hampton
Court Concours
on Saturday 4th
September, where
Doug's 1912 SG
2092 won its class.
Congratulations!



For over 20 years, Tony Dyas and his wife Viv were familiar figures on 20-Ghost Club car tours and at club events driving one of their two immaculate 40/50 horsepower cars. In addition to participating, Tony also helped organise other tours. After a career in the City, as an accountant and finance director, his skills and experience were much appreciated and he served as the club's Treasurer from 1999 to 2006 and as Company Secretary from 2004 until 2013, combining this latter role with that of Membership Secretary until 2012.

As a young man, Tony was a keen footballer and owned a very special Ferrari and a Lamborghini before discovering the joys of pre-war Rolls-Royce motoring. But Tony didn't just own and drive his cars, he knew a great deal about the mechanical aspects of a Rolls-Royce motor car and was adept at maintenance as well as the technical aspects. In 2001, Tony wrote in News & Record, about having new wooden wheels made for his 1909 40/50 (1179) Crailville Barker style Roi-des-Belges (Registration number R-749): "Since fitting the wheels I have toured in Devon, Cornwall, Dorset, Wiltshire and the Cotswolds and I can report that the exercise has been very successful. The handling of the car is unchanged, the tyre size virtually identical and the wheels and rims appear to be very stable".

Tony's attention to detail and his fastidiousness came to the fore when he masterminded the transition of the club to a limited liability company in 2004 and when he worked with David Davis, then Secretary of the Australian Chapter and now its Vice-Chairman, in settling the Licence Agreement in 2006. This provided that the 20-Ghost Club Limited would be one single club with two geographical locations, each with its own committee. It provided that the Australian Chapter had the right to use the Club's name and would be responsible for the membership of Australian and New Zealand residents.

Tony and Viv toured often with their friends, Graham and Barbara Mead, in either 1179 or their younger 40/50 car, a 1912 40/50 (2087E) H A Hamshaw Torpedo Tourer (Registration number LX-6165). They were awarded a succession of trophies over the years: 1996 – The Fergusson-Wood Trophy; 2001 – The Harding Rolls Trophy; 2002 – The Fergusson-Wood Photographic Trophy; 2005 – The Stanley Sears Trophy "for his many years of service including the oversight of the transition of the Club to a Limited Liability Company"; 2011 – The Alpine Trophy for driving 6,870 miles in a year in 2087E.

Sadly, due to a deteriorating condition, Tony had not been able to join club events in recent years, but his legacy as a participant and his service as a key member of the club committee will be long remembered. We send our deepest condolences to Vivien.



Sir John Stuttard

Failure to Proceed: the worst possible fear!

Henry Fitzhugh and Rosemary Jeffreys have some lessons following a recent FTP

We were barrelling very well along the M40 to get to the Brockencote event. Suddenly the engine gasped and we lost all power! As we coasted to a stop on the shoulder – thank God there was one! – steam started to rise from the bonnet. Opening up, I could see why – a spraying spout of water from the water pump, very luckily shorting the out all the electrics and stopping the engine from running while dry.

It took six hours before we were safe in loving care. Object Lesson #1: Make sure the recovery vehicle is big enough to take your R-R – the first one wasn't, and the second one would not go into London, only taking us to the nearest motorway service station. Number 3 eventually got us to a proper repair garage.

What had blown was the gasket between the water pump and the engine block. Close inspection reveals that it is by far the weakest link in the cooling circuit. Object Lesson #2: Inspect yours and carry a spare. A replacement of ours cost all of £2.60.

We got Grace, GRP49, back, and I soon notice a fine spray of water coming from the water pump. I guessed that modern mechanics are not familiar with waterproof grease in a screw-down cap. Object Lesson #3: Don't forget this yourself.

We had just returned the week before from twenty-four days of driving all alone through France, Germany, Austria, and Switzerland, so we can be really thankful that it didn't happen there! Lessons learnt!

Right: a Fiennes water pump gasket (KB090)



Dan Geoghegan sent me this great period postcard: Shoreditch College, Englefield Green. Does anybody recognise the car in the far left?



Just as we went to press, we learned of the death of Klaas de Boer from Holland. Klaas and his wife Luus (who passed away a couple of years ago) participated in a number of tours and were great fun. We will include a piece on Klaas & Luus in our next edition.



The Autumn Lunch, Sunday, October 16th 2022

The Autumn lunch will soon be with us and this year I have arranged a private visit to Chavenage House, Tetbury GL8 8XP, a Grade I listed building dating from the late 16th Century.

TV addicts will recognise the property from the Poldark series. The BBC realised that Chavenage House was almost identical to Trenwith, which was the actual setting of Winston Graham's Poldark novels.

The Lowsley-Williams family will give us an entertaining tour of their property and its long & fascinating history.

Arrival: 11.15 to 11.30 am.

Tea/coffee with a bacon bap or a Danish pastry on arrival.

Then the guided tour of the house, grounds and chapel, before pre-lunch prosecco or non-alcoholic drinks served with canapes.

Lunch at 1.40pm including wine or soft drinks.

£65.00 per person

Please join us - don't miss this as it's going to be excellent. Email: ashley@aacarmichael.co.uk to confirm your places and menu choices and pay the club's account direct Lloyds 30-96-35, a/c 00066803 (please let Philip Hall know you've sent the money: pah.rr@btinternet.com)

Lunch:

Melon with grapefruit and avocado
or salmon pate with Melba toast

followed by

Chicken breast in bacon, stuffed
with cream cheese & served with
watercress sauce or loin of pork
with crackling and apple sauce

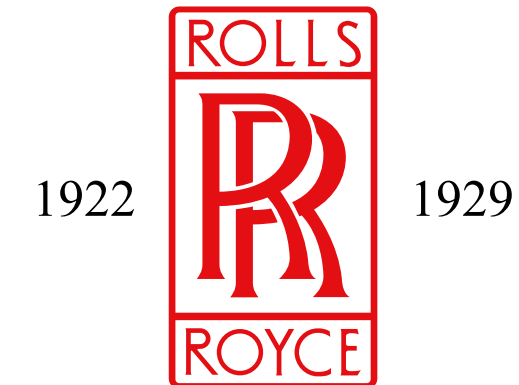
followed by

Chocolate roulade with cherries in
brandy or apple crumble

Delicious!



THE TWENTY CENTENARY INVITATION. SAT. 8TH OCT. 2022



JOHN & TARA WELCOME ALL 20H.P. OWNERS
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R.S.V.P. JOHN FASAL - JFASAL@BTINTERNET.COM

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CONTACT HERMINIE BALMER ON 07773663657
AND MENTION THE ROLLS-ROYCE CENTENARY
FOR A DISCOUNT ON YOUR STAY.

New Members

Lisle and Adrienne Richardson

Ilkley, West Yorkshire
1925 20HP GSK 26 Dual Cowl Tourer by Mawhinney
of Belfast (pictured right)



Seán and Lesley Reddy

Banff, Aberdeenshire
1924 SG chassis 82EM Jarvis bodied tourer in the style of
Barker - see also this issue's centrepiece spread.

Richard and Vanessa Fitton

Knutsford Cheshire
Richard is Bryan and Ros' son, they don't currently own a
car but pictured left are Bryan & Ros in 1920 SG 39EE



Ralph Bünger

Sanlucar la Mayor
(Sevilla), Spain
1923 20HP chassis
66H9 Barker bodied
Polished Aluminium
Tourer (pictured left).
Formerly owned by
members Ben and
Adrienne Grew.



Welcome to you all!

Persuade your friends to buy a pre-war R-R and propose them to Graham: gtyson@outlook.com



THE 20-GHOST CLUB LIMITED REGISTERED NUMBER 5224633

PRESIDENT: HRH The Duke of Gloucester

CHAIRMAN: Ken Forbes kennethforbes@btinternet.com

HON. VICE-PRESIDENTS: Brian Fidler, John L Kennedy, Sir John Stuttard, Jimmy Valentine

COMPANY SECRETARY: John Snook

WEB: John Narvell narvell630@gmail.com

TREASURER: Philip Hall

MEMBERSHIP SECRETARY: Graham Tyson gtyson@outlook.com

OTHER UK DIRECTORS: Ashley Carmichael; Brian Fidler; Johnnie Gallop; Rosemary Jeffreys; Fokko Keuning; Strone Macpherson; Doug Magee; Nick Naismith; John Narvell; John R Redmill.

Please see the website for full contact details of our committee, directors and the Australian Chapter

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Top: Hamish is on the road again! A quick pic from Hamish McNaught whilst running in 1930 20/25 GTR31 - full report to follow!

The Forbes Report:

It is rare for us Brits to complain that it is too hot and be praying for rain, but such has been our summer. The Habsburg Tour proved to be a training session for coping with warmer temperatures, with hoods raised by many for shade rather than rain protection! I turned to Jane as we sat sweltering in a traffic jam entering Budapest at the end of the tour in temperatures of 36 deg C, to say 'don't worry, we won't see these temperatures at home' – little did I know what lay in store for us!

The Habsburg event was yet another magnificent 20-Ghost Club tour, with every detail carefully curated by Angelika Elliott encompassing private visits and dinners in palatial venues, with musical and historical presentations at every turn. As usual, Roy was on hand to see everyone safely on their way each day. Cars that had been in transit a long time needed the odd bump start and battery charge, but after the first couple of days there were few dramas. I particularly enjoyed seeing my old Phantom I, 95LF, now owned by Gerald and Fran from Botswana, out on the road again. 2 years of lockdown followed his purchase of the car after a 1 mile test drive, so Gerald celebrated by driving all the way there, doing the tour and then driving all the way back! A true 20-Ghost Club stalwart.

A much more local event followed (for me anyway), with the Worcestershire Tour and Concours in July, organised by Brian Fidler. An excellent hotel and modest mileages for visits each day were well received, as was a very convivial lunch hosted by Andrew and Pippa Walker at their home in the lee of the Malvern Hills.

We now turn to our last few events of the season, with the Peak District in September (organised by Sarah Dowding at Classic Travelling for us) and the Autumn Lunch, which has now been confirmed for Sunday, 16 October, with a unique visit and lunch at Chavenage House near Tetbury (better known as 'Trenwith' in the recent Poldark TV series, we will be entertained by the Lowsley-Williams family). Places are still available, so please contact Ashley Carmichael if you would like to join in.

Turning to 2023, we look forward to returning to an 'in person' AGM and Annual Dinner, at Stationers Hall in London on Fri 17 March. A Friday evening at a distinctive Livery Hall in London seems to have the widest appeal, so make sure you put this in your diary. A flyer will follow in December with all the details.

Our usual full programme of events are planned, but we would like to include some more one day and weekend events, to enable younger members and families to attend. The Concours is planned for a Sunday, a one day driving test event and a 'family and friends' picnic at a venue where we can get younger or aspiring members behind the wheel (in safety!) are also on the cards. Affordable and fun is the theme here.

If you are not one of our regular travellers and reading about our escapades in N&R has kindled your interest, Kimberly Shaddock has produced an excellent video of the Habsburg Tour, which you can view on YouTube at:

https://youtu.be/jUP3jNO_Dv4

This will give you a true flavour of one of our Grand Tours. Thank you Kimberly for agreeing to share this with all our members.

Enjoy the weather while it lasts!

Best wishes
Ken

Top left: Jane and I on the Habsburg tour at the final night gala dinner in Budapest Castle restaurant balcony with a spectacular view of the city.

Top right: Chatting to Terry Bramall

Bottom: Pulling away the morning after the reception at Hotel Kaiserin Elisabeth, Feldafing.



Tyson Holds Forth

Graham Tyson, our membership secretary, owns a fine 1920 Silver Ghost (97AE) fitted with a touring body made by Cunard. Fearless of controversy he provides a regular source of fun, wit, and thoughtful reflection!

Those of you who did not go on Brian Fidler's Brockencote Hall short tour missed something great - great hotel, great food, great organisation, great value for money and great to see one's friends again, great FUN!

Andrew and Pippa Walker produced a stunning lunch at their lovely home for all 40 odd participating members and their partners, so generous of them and it made for a great day (that word again).

Mind you, the journey up was pretty torrid. I ignored the heavy threatening clouds and insisted on having the roof down. Going thru' Wiltshire in slow moving heavy traffic the heavens suddenly opened, nowhere to pull over and rivers of flood water rushing down the road and heavy, very heavy rain. Sarah put her umbrella up, obviously it turned inside out whilst I desperately tried to find a place to pull over. Eventually I spied a side road, pulled over and jumped out - and fell flat on my face in the torrent of rushing water. I eventually raised the hood but was as soaked through as if I had fallen into a pond - not pleasant. Nor was it pleasant continuing driving in totally wet clothes, with them eventually drying on me courtesy of the heat from the engine - obviously character building though!

I confess that I have not touched the Ghost since coming home, usually I spend the days following a tour fettling the car and totally cleaning it including the undersides - not this time, and to cap it all Sarah had a very unpleasant dose of sinusitis for around ten days after returning as a result of the constant wind buffering and has indicated she would prefer the roof up rather more often in future - hmmm, we shall have to discuss that proposition!



Now, I have decided that my musings will not be contentious this time, do I hear our esteemed editor and chairman breathing a collective sigh of relief?

My garage can house four cars plus the workshop with its inspection pit, and I was recently approached by our local publican asking as a favour whether he could park his newly restored MG Midget in it, to which I agreed. I then almost immediately regretted it as I did not want a 'modern' in with the oldies so what to do?

Build another garage - simple! So I decided to build one that would again house four cars and build it totally on my own, it is a good way of keeping the black dog of depression at bay. It would not be a fancy one with green oak and 'pretty' roof tiles, more agricultural and simple in its appearance with a mono pitch roof, timber cladding over concrete block walls and all under a crinkly aluminium powder coated insulated roof.



At Brockencote the smokers' hatch in Brian Fidler's 1919 SG 9PP fell out. Never one to duck a challenge Graham jumped up and provided a temporary fix using some gaffer tape. Top man!

I bought a decent cement mixer from Amazon that arrived flat pack, and had delivered some steel posts that I used to make the corner supports, digging thru' shillet (compacted slate) for well over a metre is not easy. Once erected I formed a reinforced concrete ground beam to help prevent any future 'heave' from the roots of a nearby tree and then started building the blockwork walls. Thus far I have used around two hundred blocks, why do they seem so much heavier than when I was in my 30's I wonder. I also bolted the steel stanchions thru' the block walls for additional stability.

The steels spanning the roof would be 8 metres in length so I thought I would initially bolt them to the uprights and then weld them together. I have discovered that one can learn to do anything from the internet so after studying welding tutorials I bought an electric stick welder, easier to use I hoped than a MIG with its large gas bottle. What I then discovered when practising is that the stick part lives up to its name - it constantly sticks whilst one is welding which is infuriating, the finished weld also is not the tidiest but it seemed to do its job.

However I found I could not lift the 8 metre steel beams. They were just too heavy so I used 6 x 2 inch timbers that I cut into three lengths, hoisted them into place and then joined them to create the required 8 metre length; cunning!

The work is good fun, especially the block laying which I discovered is quite a skilled job.



I have not yet worked out how I shall lay the roof and the blocks of insulation given a ladder will be needed, I shall undoubtedly do it when Sarah is busy in the house and does not notice I am climbing ladders again - forbidden after my fall last year and I shall report on my further progress in the next issue (unless I fall off again.....).

When the weather is either wet or too hot to lay the blocks I return to restoring the acetylene headlamps of the Delahaye. Restoration has taken four years so far and will, I think, take another two before it is ready to collect from the restorer for painting. It will need around twelve hand painted coats, each one flatted by hand. I am not looking forward to it.

I have already restored and changed the oil side lamps back to oil from a previous conversion to electricity and restored the quadrant but it all takes far longer than originally envisaged.

My word of the issue is: EMBERLUCOCK
vb: to bewilder, to confuse

FIRST DOCUMENTED USE 1548

"...Ha, for favour sake, (I beseech you) never emberlucock or inpulregafize your spirits with these vaine thoughts and idle conceits; for I tell you, it is not impossible with God, and if he pleased all women henceforth should bring forth their children at the eare...."

Mr. Francis Rabelais: Doctor in Physick.



Just a century ago....

Herodotus casts an eye over R-R related matters within The Autocar during July-September 1922.



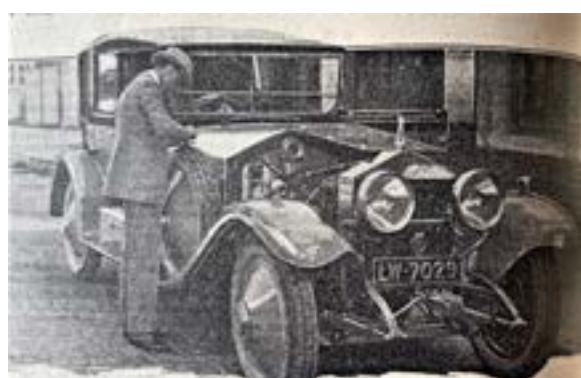
The Rapson Tyre and Jack Co Ltd frequently advertised in the Autocar, and in July the magazine published a photograph of the fleet of cars owned by the company. These were used to demonstrate the diversity of the range of tyres it produced. The cars included an ABC, a Sunbeam, a Rolls-Royce and a Benz. The Rolls-Royce featured in many of Rapson's advertisements.



The Autocar observed that a feature of the great lawn tennis tournament at Wimbledon was the immense number of cars for which accommodation had to be found. It showed a photograph of the parking arrangements. Very prominent among the parked cars was a 1912 Silver Ghost landaulette, chassis No 1897.

For the first time in the Autocar, Rolls-Royce advertised its aero engines.

The Silver Ghost given by Lord Louis Mountbatten to his bride Miss Edwina Ashley was described as a superb wedding present. The happy pair left in this exceedingly fine gift for their honeymoon.



The caption to a photograph of Lord Mountbatten standing by the car pointed out that the bonnet was open, not because the car needed some adjustment but because, like most naval officers, Lord Mountbatten was keenly interested in mechanism and was familiarising himself with the engine.

An advert for Rapson tyres in a later issue featured the same car, with Lord and Lady Mountbatten standing alongside.



The brotherhood of the road: "Nothing demonstrates so clearly the brotherhood democratic nature of road travel as the holding of a big function at any accessible spot" declared the Autocar. It showed a photograph of various forms of transport travelling to a meeting at Goodwood. Most prominent is a motor cycle combination followed by two Rolls-Royces.

Mention was made of a booklet, 'Rolls-Royce Design, Workmanship and Materials', published by Rolls-Royce at Springfield. The booklet explains that practically every single part of the chassis from radiator to petrol tank, except the magneto and tyres, is the direct product of the brain and organising abilities of Mr F Henry Royce. Each American-made part, however small or large, is accurately checked against a corresponding part made in England.

Continental style: Coupé de ville or brougham coachwork was said to have long been

popular in France, particularly in Paris, and is now increasingly in favour in Great Britain. It showed a "particularly smart" example by Barker.

The latest offering by the frequent contributor, George Abraham, whose stunning photographs inspired Sir John Stuttard's book, 'By Rolls-Royce Silver Ghost to the Isle of Skye in 1920' was an article on a tour of Wales. Although the car is not mentioned in the text, the superb photographs show this again to have been the Silver Ghost, Chassis No 39TW, owned by Abraham's friend, Geoffery Summers.



Longer than anybody else.

In issue 68 we learned of Phantom I 81CL's early years. Now, in Part 2, Gary Richardson tells about the fall and then rise of this magnificent motor car.

In September 1937 undertaker Mr W.G. Dixon of St Helens, Lancashire became the third owner of 81CL and his son Douglas wrote to me in late 1993. As luck would have it Douglas was also the owner of a 1923 20HP Tourer 80K7 and had picked up my interest in the history of 81CL from mutual membership of the RREC.

He explained that his father William had bought a new motor hearse on a fully reconditioned Phantom I chassis 81CL, from Woodall Nicholson of Halifax. I think it a reasonable assumption that Woodall Nicholson had purchased 81CL from Col. Brocus Burrows in 1937 and were responsible for removing the original Hooper body.

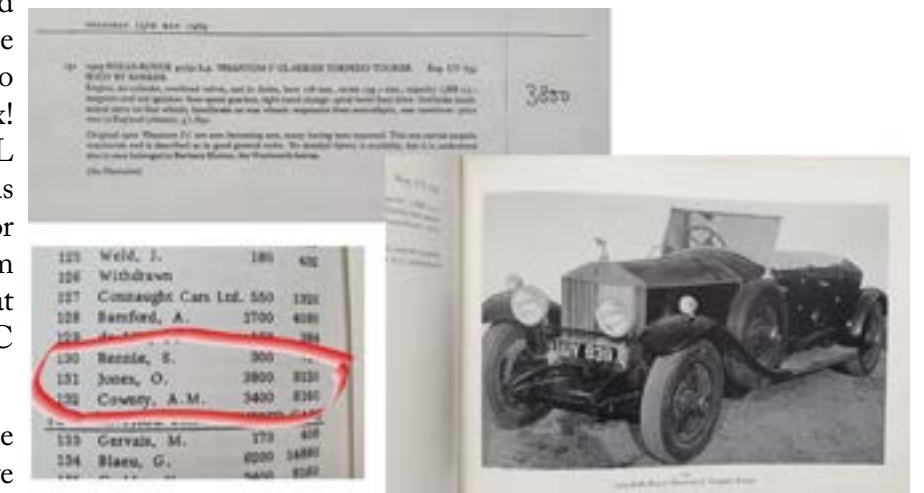
Thomas Woodall Nicholson founded his eponymous coachbuilding firm in 1873. He died in

1914 after which the company was run by his two sons. They produced their first car bodies before the outbreak of the Great War and during the 1920s provided coachwork for Austin, Crossley, Wolseley and Rolls-Royce. However they hit financial trouble in 1929 and new management stepped in. After that the company's focus began to alter. The manufacture of individual vehicle bodies declined and by 1937 the company specialised in converting used Rolls-Royce models into funeral vehicles.

81CL performed faultlessly in its new role until about 1951 when the aluminium cylinder head had corroded. Rolls-Royce could have supplied a new head but at an exorbitant price. By this time William had died and Douglas and his brother were running the business.



They approached J. Blake & Co. of Liverpool who had a 1927 Phantom I chassis 74RC which had been an ambulance during WW2. The engine was in good condition and had a cast iron cylinder head. The chassis was duly purchased for £35 and Douglas drove it the fourteen miles from Liverpool to St Helens sitting on an orange box! The engine was swapped to 81CL with brand new pistons and rings as well as a reconditioned carburettor and throttle governor obtained from Woodall Nicholson. Sadly, what happened to the remainder of 74RC is not recorded.



With its new engine 81CL continued to give good service in the hands of the Dixon Family Undertakers for a further twelve years but, finally, in 1963 the Rolls-Royce was sold to a dealer/restorer Harold Murray of Aughton, near Ormskirk Lancashire. [Incidentally Dixons undertakers merged with Fishers in 1997 and the firm Fisher & Dixon continue to operate in St Helens today].

The registration document issued on the 6th September 1963 records the car as a tourer which was black in colour. Harold Murray's son Geoffrey was general manager of his father's Rolls-Royce restoration business during the 1960s. Murrays had placed an ongoing advert in The Funeral Director Magazine (at a cost of £12 a year) which merely said "Old Rolls Wanted." As a result they were inundated with offers of both formal limousine and hearse bodied Rolls-Royce

motor cars. Geoffrey said that they never paid over £100 and usually just £50 which was scrap value at the time.

He recalled that they did not like the way the aluminium heads of later cars corroded and so concentrated on Silver Ghost and New Phantom models. Typically they would have 35 Ghosts and Phantom Is in storage with six in the workshop at any one time. Harold was the engineer whilst Geoffrey did the bodywork.

Geoffrey would jump on his motorbike and go off to view cars and negotiate with the seller to throw in spare tyres and kneeling mascots in addition to the originals (undertakers preferred a kneeling lady as more appropriate for a funeral car).

They had lots of bodies available to swap from car to car and the tourer body on 81CL is thought to be by Barker. Geoffrey remembered 81CL as a car they retained for a while and thinks they used it to drive to Italy to buy a brace of Bentleys. He would have driven because his father had a wooden leg.

The car must have moved on from Murrays at some point as it was being advertised for sale for £1,550 at The Halfway Garage sometime in the mid-1960s.

Exactly who owned the car during the 1960s isn't known but it turned up at a Sotheby's auction in May 1969 with condition described as "Not Good". Whilst the car was ostensibly 'sold' for £3,800 – to a Mr O Jones – it appears that 'O Jones' was just one of the names used where lots failed to reach reserve and were 'Bought In'. 81CL was subsequently listed for sale in the January 1970 RREC Bulletin by J.A. Pearce: 'Original Condition, Ex-Barbara Hutton £3,495.'





There are repeated references to 81CL having been owned by Barbara Hutton, in sales catalogues as well as press articles in the late '80s and early '90s and they are clap-trap. Charitably, perhaps somebody had been muddled and an erroneous story had been repeated or, perhaps more likely, it was deliberate bunkum to try to inflate the price. Woolworths heiress Barbara Hutton died in 1979 and was a much married and much troubled lady – famous for her glamorous cars – but 81CL wasn't one of them...

I had read an article about Colin Crabbe and his life as an automotive sleuth and private F1 entrant alongside his parts business: Antique Automobiles. That reference to Antique Automobiles rang bells: I had seen the name on one of the few documents that came with 81CL when I bought her – on an old V5.

I went to see Colin Crabbe and invited him to dinner. On the way to the restaurant we diverted to his garage, an old converted Methodist chapel, containing a jaw dropping selection of some of the most exotic racing motorcars of yesteryear. His favourite was a birdcage Maserati 'Hop in!' he said. I didn't need to be asked twice!



Colin had a copy of the 1969 Sotheby's catalogue and had written down '£3,400' which he believed would have been his bid at the time. The car market was in the doldrums in the late '60s and Colin had just entered F1 as a privateer so his recollection was hazy but piecing together the information he probably bought 81CL from J.A. Pearce in January 1971.



Colin felt that he could improve on the waistline that Barker produced on their tourers and also give the rear profile a more pleasing appearance. His modifications included reversing the two rear doors and construction of a V-screen rear cowl – as well as catching up on the general maintenance required for a Phantom. He also changed the colour from black to white. He finally sold the car in the mid-70s and it passed through various owners.

Part 3 in Issue 70 starts with yet another Sotheby's auction and the beginning of the author's 30-year ownership. The longest period of single ownership.

In May 1988 the car was stripped to bare metal and painted in blue over black. A new dashboard was made and the brightwork replated. Later a new (to the car) cylinder head was fitted along with a new hood - £26,985 had been spent by the end of 1988.

In 1989 Sotheby's had another go at selling the car. Once again Barbara Hutton was mentioned and the Sunday Times gave it a plug because of the celebrity status (see above). 1989 was the height of a classic car boom and this time the auctioneers were successful. The hammer fell at £60,000 right in the middle of the estimate, which together with the buyer's premium and VAT came to £66,900.

The car was bought by a Scandinavian living in England. But the late '80s boom turned to bust and by 1992 81CL was not the only car coming to the market on behalf of financial institutions following foreclosure.



Conserving our heritage; Part 2: The Jack O'Lantern Garage

By Harrison Royce, photos by Rick Ford & other contributors



Fairfax Guy Wade-Palmer, above, (known as W-P or just plain Wade) was born in Kirkcudbright, Dumfries and Galloway on 15th November 1922. He served in the RAF, flying Hurricanes during WWII. He was an officer in the Royal Air Force Volunteer Reserve from 1946 until 1950 and continued his flying career after the war in civil aviation. Latterly he was the Chief Flying Instructor at the Wiltshire School of Flying at Thruxton and, while there, he was able to pursue his second love, the Rolls-Royce motor car. The proximity of Downton Engineering, run by the ever enthusiastic and very knowledgeable Daniel Richmond, ensured a flow of spare parts and repair facilities specialising in these cars. Wade left Thruxton for a brief spell flying a DH Rapide Biplane on joy flights out of Ramsgate Airport, then a Percival EP-9 for oil companies in Libya, before a grand finale of ferrying a Catalina Flying Boat from the USA to England.

Seeking a more peaceful life from flying aeroplanes, Wade Palmer settled in Fordingbridge, Hampshire, to help run East Mills Motor Works, a motor garage in the centre of the village. The workshop seemed always to be full of dismantled DH Tiger Moths bought at the disposal sales of the hundreds of ex-RAF training aircraft at an average price of £60 each.

In April 1956, he married Annette Firth (1927-1998), the daughter of Colonel Montague Mark Firth (1896-1982), who was head of the Firth family's steel and armaments business in Sheffield, known after 1930 as Firth Brown Steels. Founded in 1842, Thomas Firth & Sons featured prominently in the early history of Rolls-Royce Limited by providing springs of high quality which met the demanding standard required of Henry Royce. Mark Firth also owned the experimental 1922 20HP (5GII) H J Mulliner All-weather. In the 1950s, Annette's family moved south to Fawley, near Southampton and then to Cupernham Grange in Hampshire. It was in Hampshire that she met Wade. A couple of years after their marriage, in 1958, on the other side of the New Forest a petrol filling station/tea rooms/garage business came up for sale. The garage, bearing the whimsical name Jack O' Lantern, on the A31 south of Romsey, together with 11 acres, was purchased with money from Annette's father and the name Jack O'Lantern was retained. At the same time, Wade was joined as a partner by the younger and energetic Rick Ford, pictured below.



Rick Ford was born 21st June 1937 and spent his childhood in Basingstoke and Bournemouth where his father had been the manager of the Grand Theatre. After school he joined the Royal Air Force as a three-year regular and, coincidentally, had met Wade Palmer earlier at the Thruxton flying school. There he also learnt his photographic skills, the products of which we can enjoy in this article. The black and white photos of the Jack O'Lantern Garage and of the cars there are courtesy of Rick Ford.

In 1958, he left the RAF, having served in Germany, and was at a loose end. He joined Wade and the scene was set for a very productive five years, from 1958 to 1963.

During the War, the Jack O'Lantern Garage had been used as a storage yard for MOD lorries and other vehicles, run by Daniel Britton. The workshops helped maintain the transport preparing for the D-Day landings. The restaurant was very popular with the American airmen from the nearby Stoney Cross airfield, attracted no doubt by the red-headed waitress, Ruby, who was still in employment at the garage when Wade acquired it in 1958. So too was Mrs Bates who ran the kitchen after being bombed out of London during the Blitz. It was said that many of the tins of food in the kitchen did not emanate from the Government's ration books. Many simply had no labels or perhaps just 'Made in the USA', demonstrating the close links with the restaurant's transatlantic customers.



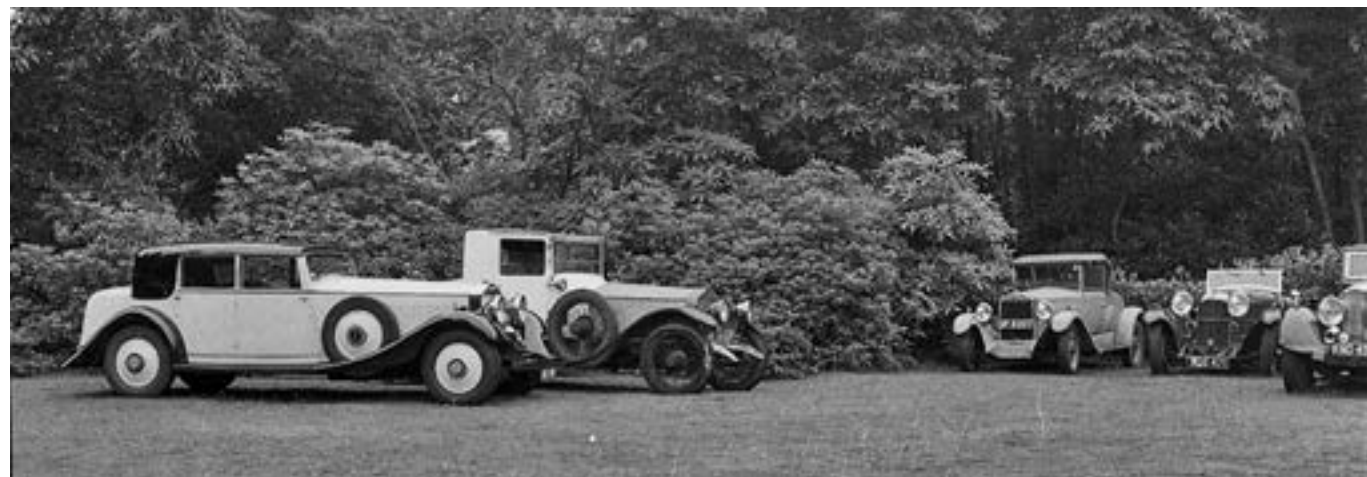
The gravel forecourt of the Jack O' Lantern Garage had a wooden canopy and was bare and unwelcoming. It was thus decided that vintage cars would do well as decoration and hopefully generate interest and some much needed income. Their very first car was a 1934 Derby Bentley (B80CR), a fine Park Ward Sports Saloon, alas 'so rickety in the joints that any sharp braking would cause the windscreen to fall out'. But, in 1958, it graced the forecourt and added an attraction, if not inviting customers to come and have a look.

The activities of the garage

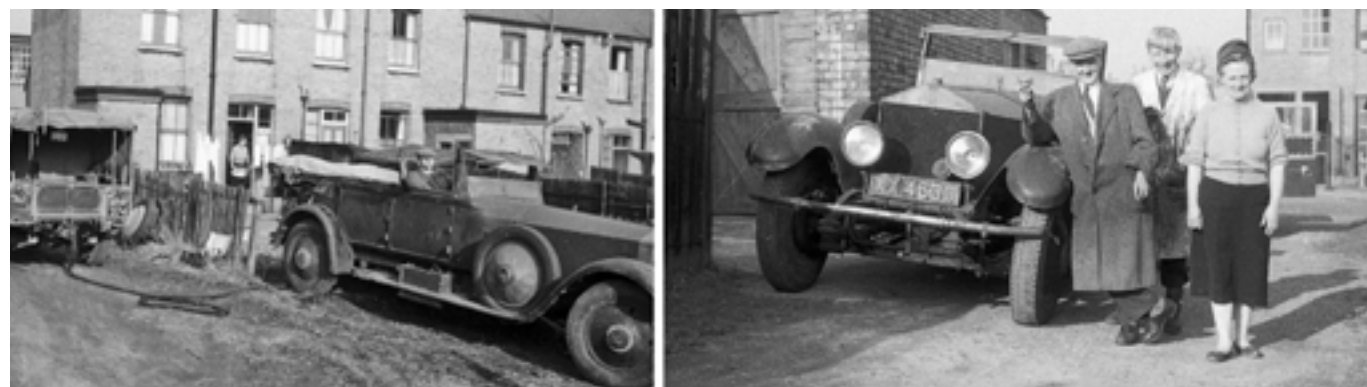
The name Jack O'Lantern is associated in English folklore as a will-o'-the-wisp, warding off evil spirits. The name was not inappropriate for an organisation that was involved in magic – the rejuvenation of pre-war motor cars ready to be scrapped. Over the years, the magic of the team at the Hampshire based garage saw hundreds of restored vehicles being returned to good working order and enjoyable use – a 1960s version of recycling as well as preservation of classic works of art. In this endeavour, Wade and Rick were joined in the workshop by Sam Melhuish and Fred Pratt.

Tired cars were brought to the Jack O'Lantern whose large grounds resembled an enormous scrapyard – a graveyard of elderly conveyances, waiting for the final rites. But most went into the workshop, were repaired and emerged ready for a further life. This was magic in its most benign form.

Of the cars tracked as having benefitted from Jack O' Lantern care, more than 120 Rolls-Royce motor car chassis are associated with the garage. They were taken in as unbodied chassis, breakdown trucks, tired saloons and tourers or as vehicles being traded for sale or for repair by local owners requiring a caring service. There were rows and rows of Silver Ghosts, 20HPs and Phantoms. It was quite a sight.



Some were barely driveable – for example 7AU, a 1924 Windovers Cabriolet, the Paris Show car, owned by Lady Cartwright, who had given the Silver Ghost to her chauffeur, Dick Hoppitt. He had fought in the First World War, been injured, and was not fit to serve in WWII. A caring employer, Lady Cartwright, also purchased a Hackney Carriage licence to enable him to earn a living as a taxi driver. Some ten years later, in the late 1950s, when travelling by train, a well-known collector, Jeremy Bacon, spotted a large car languishing under a tarpaulin in the small back garden of the chauffeur's end of terrace house in Ponders End north-east of London. Wade and Rick struck a deal, the garden fence was dismantled, and the car was towed out of the back garden by their Series I Land Rover. Dick Hoppitt and his wife are seen in the photo with Rick Ford.



The car was brought back to Romsey and sold for repairs to its body after being given some spare replacement front wings of a more appropriate style. It was the first car to leave Jack O' Lantern on a low loader, then a revolutionary form of transport. 7AU was later restored to its former glory and appeared on the front cover of Jane Windover's book *The History of Windovers*. This was a typical Jack O' Lantern recovery project.



The garage continued to help passing motorists who needed petrol, breakfast, a cup of tea or the services of a breakdown truck – usually a converted Rolls-Royce whose body had been removed and replaced with a flat bed truck and a jig with which to hoist a stranded modern car.



A 1920 Silver Ghost (34PE), seen above being filled with petrol by Wade Palmer, had become a flatbed breakdown truck and then a tractor for an articulated horsebox, before being owned by Noel Mavrogordato, the well-known motor cycle Isle of Man TT and Silverstone competitor. Noel is seen above watching the 18-gallon tank being replenished. During Noel's ownership, 34PE was used as an open pickup truck, even for collecting his children from school – without seat belts, which were not obligatory in those days. One can imagine the children having fun in the back but probably being embarrassed by their school friends at the state of their father's car.



Wade and Rick found Noel a more appropriate 1934 Phantom II Continental (203RY) Freestone & Webb two-door Drophead, shown above right (with Rick's girlfriend, Sheila, posing with it).



After that 34PE was restored and converted into a Tourer for use as a staff car in the filming of *Lawrence of Arabia*. That story will be described in Part 3 of this series in the next issue.

There was a pioneering feel to the garage. Everyone worked hard. There were young lads, not least Richard Bialy who spent weekends and holidays there. Mrs Bates continued to provide tea and canteen meals for the team and for passing motorists.

Pre-War motor cars were often sought after by film directors seeking to match the period of a movie. One such car, seen overleaf, was a 1924 Rolls-Royce 20HP (GAK27) Barker Cabriolet which featured in the 1958 film *Me & The Colonel* starring Danny Kaye and Kurt Jurgens. Its owner later had an accident while driving past the Jack O' Lantern Garage, blaming his failure to stop on the two-wheel brakes. He asked if it were possible to retrofit the chassis with brakes on all four wheels. In a first of its kind, and demonstrating some not so insignificant ingenuity, Wade and Rick used a later four-speed gear box with servo-assisted brakes to meet the owner's wishes.

The first film in which Wade and Rick were actively involved was *The Greengage Summer*, based on a 1958 novel by Rumer Godden, starring Kenneth Moore and Susannah York, featuring a young Jane Asher. Set in Épernay, it is a murder mystery also capturing the transition of a teenage girl into womanhood. The film poster read: 'A Young Girl's Awakening in a Summer of Evil!' A customer in Fordingbridge who used the Jack O' Lantern Garage for maintenance supplied his 1936 4¼ litre Derby Bentley (B3HM) four-door Drophead Coupé.

The car was flown from Eastleigh Airport at Southampton in a Silver City Bristol Freighter (shown right about to convey a 1939 Wraith Drophead Coupé). Rick then drove the Bentley to Épernay and afterwards down to Béziers in South-Western France for filming.

Another film was Four Horsemen of the Apocalypse, directed by Vincente Minelli, starring Glenn Ford, in which a 1934 Phantom II Continental (74MY) Gurney Nutting Sedan Coupé featured. Of the 120 photos in Rick Ford's collection of Rolls-



Royce motor cars which were acquired, restored or serviced by The Jack O'Lantern, many are listed on our club website as having been owned by its members. The following 12 cars are owned, or were once owned, by current members of The 20-Ghost Club.

1911 SG (1701) London to Edinburgh owned by John Snook

1701 is the original car entered for the famous London to Edinburgh Top Gear Trial. In 1911 under RAC supervision the car completed the drive from London to Edinburgh and back in top gear (a remarkable achievement in those days). It outperformed all competition of the time and reconfirmed Rolls-Royce as the 'Best Car in the World'. Between the Wars 1701 disappeared and then, in 1962, the chassis frame, axles and wheels were found in a transport contractor's yard in Andover (below left). Rick appreciated its significance: the cantilever to frame prototype fixing is found only on 1700 and 1701). He urged Wade to buy it. £10 changed hands and it was restored by Wade. 1701 was sold to Kenneth Neve (now bearing registration number R-1075) who arranged the new body. Recently, 1701 took part in the 2021 re-enactment of the Top Gear Run.



1912 SG (1905E) Roi-des-Belges

Originally a Landaulette, 1905E spent time in Australia and was rebodied as a Roi-des-Belges Tourer. In the 1950s it was acquired by Major WT Pitt, a member of The 20-Ghost Club, who regularly took the car to the Jack O' Lantern Garage for servicing and repair. In 1979 it was acquired by 20-Ghost Club member, Jack Woolley, and joined the club's tour of Japan in that year as well as the Australian Bicentennial Castrol World Rally of 1988. 1905E participated in the club's Dutch Discovery Tour of the Achterhoek region of Holland in 2017.



1912 SG (1962) Roi-des-Belges owned by Michael & Cynthia Sierra

Originally a Cockshoot Torpedo Touring Phaeton, 1962 saw service in the Great War as a staff car. In 1947 it was found operating as a breakdown truck in St Annes on the Sea. Rebodied by Allard as a Tourer when owned by Lt Colonel Rupert de Larrinaga of the Liverpool based Larrinaga Steamship Company Ltd, who was an Olympic skier, it was serviced regularly at the Jack O' Lantern Garage in 1959. It was rebodied again, this time by Jarvis, as a Roi-des-Belges Tourer in the 1970s when owned by Tom Lightfoot, a member of The 20-Ghost Club. The car has lived in the United States for over 20 years but is seen frequently on tours in Europe.



1913 SG (2412) Penny Holmes style Tourer owned by Lord Laidlaw

Originally a ¾ Cabriolet by White-Coleman. By 1938 it was a breakdown truck and rescued by Jimmy Skinner, and former 20-Ghost Club President, Stanley Sears. Given to member, Dr Robin Barnard, it was in turn passed to Wade in exchange for parts used in restoring 22LM (described later). Rick Ford and Brian Cooper collected the forlorn chassis for restoration. Once refurbished the chassis was shipped to Australia where it received a new body. However, in 2005 it returned to the UK and Penny rebodied it as a Holmes style tourer. In 2011, 2412 joined the 20-Ghost Club's London to Edinburgh Top Gear Trial Centenary re-enactment.



1919 SG (9PP) Jarvis Open Drive Brougham owned by Brian Fidler

Construction of 9PP started in 1915 but was not completed until after the Great War. It was bodied by Barker as a Landaulette. By 1947 it had lost its original body and was being used as a pick-up truck. The engine was restored by Wade Palmer. In 1984, the car was acquired by the motor car dealer, Terry Cohn, who commissioned Jarvis to build a lavish Hamshaw style Open Drive Brougham (right).

1923 SG (36EM) Hooper Cabriolet previously owned by Brian Fidler

36EM bodied by Hooper as an Enclosed Drive Cabriolet for Lord Stanley, MC, who was a British Conservative politician and succeeded as the 17th Earl of Derby. Nothing is known about the car until after WWII when it passed into the hands of Wade and Rick from a brusque Yorkshire market trader. Below left 36EM is shown arriving at the garage (with Annette Wade-Palmer stroking the cat). Of interest, the height of the bonnet had been raised by two inches to make it look more modern. This has been lowered again to its original height as shown today.



1924 SG (82EM) Jarvis Torpedo Tourer owned by Seán and Lesley Reddy

Originally a Barker Pullman Limousine 82EM was first owned by Edwin Bacon, a fishing industry magnate from Grimsby. After the War it was abandoned in a garage near Southampton having been used as the garage utility vehicle, bodied as a shooting brake. It was acquired by Wade and, in 1961, converted into one of two armoured cars for the film Lawrence of Arabia. Afterwards 82EM was acquired by a well-known collector in Aberdeen, and later sold to Jack Mount of Esher, who completed a full mechanical restoration and a new body, by Jarvis, in the style of a Barker Torpedo Open Tourer. Over the last three decades, 82EM has been owned by several members, including Paul Roberts, Roger Bale, Ian Murray and Christopher Cox. New members Seán and Lesley Reddy acquired 82EM in 2022. See overleaf for a picture of the car today.

1924 SG (22LM) Gill Tourer owned by Nick Whitaker

Bodied by H J Mulliner Ltd as a Coupé de Ville, 22LM received a replacement body in 1947, namely a 1919 Gill Tourer body, taken from a 1911 Silver Ghost. By the 1950s, the car and coachwork were in poor condition when acquired by Dr Robin Barnard. See 2412 on page 31, Robin arranged for Wade to restore the chassis whilst Jarvis repaired the coachwork. 22LM was at Blenheim Palace in 1970 and after a spell in America the car returned to the UK.



1924 SG (68RM) Windover and Jarvis Tourer owned by Ken Forbes

Originally a ¾ Landaulette body by John Croall of Edinburgh, 68RM was owned for many years by Lady Battersea. In the late 1940s it was rebodied as a hearse and then acquired in 1958 for £50 by Wade. In 1961 it was one of two Silver Ghost chassis to be converted into an armoured car for Lawrence of Arabia. After the filming finished, 68RM was sold as a running chassis to 20-Ghost Club member, Lenox Jamieson, who had Jarvis fit an existing Windovers Tourer body. Lenox owned the car for more than 50 years.





1924 SG (89RM) Charabanc owned by Jeremy Leasor

With Enclosed Drive Limousine coachwork by Hooper, 89RM's first owner was Sir Harry Mallaby-Deeley, Bt, MP, a wealthy financier and property developer. By 1958 it had been converted into a breakdown truck in service at a garage in Streatham. It was acquired by the Jack O'Lantern Garage and, with a crane on the back, used to rescue stranded motorists on the main road near Romsey. In 1963, Wade replaced the truck body with bus coachwork which was fully convertible with detachable roof and side windows for use in the summer on a warm day. The bus body has now been removed and 89RM will receive a light Open Tourer, inspired by Baron von Bonstetten's Gangloff coachwork on 1922 Silver Ghost 2HG.



1933 20/25 (GYZ32) Park Ward Two-door Drophead Coupé owned by Gil Fuqua

GYZ32 was built in 1933 with low 'F' rake steering, designed as a fast touring car. Its first owner, RC Graseby, was an inventor and Managing Director of the Venner Timed Switch Company and had to his name a number of patents for timed switches, general electric work in generators and street light fittings, and also for trafficators in cars and trucks. In the late 1950s and early 1960s, GYZ32 was acquired by the Jack O'Lantern Garage. The car has been in the United States for many years and is shown in the photo in a light cream livery with red wheel spokes and interior.



1936 20/25 (GMD36) Park Ward Brougham de Ville previously owned by Steve Horne

The Brougham de Ville coachwork fitted to GMD36 by Park Ward was very stylish. Its first owner, Mrs Evelyn St George of Coombe House, Campden Hill, London NW8 had an eye for fine objects: Carl Zeiss headlamps, Ducellier opera lamps, ebonised door cappings with silver inlay and champagne coloured hides to the rear compartment, consisting of 23 hides of brushed calfskin. GMD36 was later owned by Sir Hugh Casson and serviced at the Jack O'Lantern.



The move from the Jack O' Lantern

In 1961, rumours circulated in Hampshire of major road redesigns for the county. These included the upgrading of the main A31 road heading to the seaside resort of Bournemouth, the very road which passed the Jack O'Lantern Garage, between Romsey and Ower. The construction of a dual-carriageway in front of the garage would have had a serious adverse impact on the business. So, Wade sold the site and transferred the activities, reduced in size, to premises in the centre of Romsey – a former jam factory, which he rented. The Old Jam Factory was a warren of wooden buildings behind an historical high street building, all highly inflammable but, more importantly, it was vacant and had plenty of barn-like storage. There was, needless to say, a fire late one night, but the miscreants forgot that the Romsey Fire Station was only just around the corner and was serviced by a fire crew of exceptional efficiency. Although the listed building was seriously damaged and had to be demolished, the wooden sheds and dozens of Rolls-Royce cars were saved.

The final move

Wade continued to restore and service cars at the Old Jam Factory until 1967 when the owner of the freehold land sold the site which became a Tesco store, and is now a Coop. About this time, his marriage to Annette broke down and Wade found alternative premises nearby in the village of Sherfield English where his elderly fitter, Sam Mellhuish, lived. At the rear of Sam's cottage was a field large enough to accommodate the extensive number of vintage cars waiting to be restored. For a while Wade lived in a caravan on the field and then

moved to a cottage in the nearby Frenches Lane in Shootash near Romsey. The business continued fruitfully for many years until 16th January 1984 when Wade died after suffering a heart attack. The era of the magical Jack O'Lantern ended but the name lives on in the description of the history of some wonderful, restored, Rolls-Royce motor cars, which have survived to this day.

Thanks, in particular, to Rick Ford for his help in writing this article and providing so many wonderful photos of the cars which passed through the hands of Wade and Rick. Thanks also to Tom Clarke for additional information and photos as well as from Gil Fuqua and John Fasal.

Postscript

I couldn't resist including a final photo, taken by Rick Ford, showing an exuberant (perhaps I should appropriately say 'triumphant') Wade Palmer after rescuing a damaged 1959 Triumph Herald with his breakdown truck, the 1924 Silver Ghost (89RM) now owned by 20-Ghost Club member, Jeremy Leasor. I fear that the Triumph Herald did not survive whereas 89RM is 98 years old this year.



The Austro-Hungarian Empire Tour

A reflection by Clare Corbett on the Club's major 2022 tour, with photos by Kimberly Shadduck & Sir John Stuttard

The Austro-Hungarian Empire Tour, aka the Habsburg Tour, was a Tour de Force. An intimation of this arrived with the Itinerary and Route Book. Not only detailed driving instructions but a beautifully illustrated introduction to the history of the region and the family Habsburg - The Good, The Bad and The Ugly. The traumas underlying this work of art and instruction can be gleaned from the three-year gestation period due to Covid cancellations and the fact that the Route Book went through no less than 26 versions before being finally issued. Our gratitude goes out to Angelika Elliott and Sir John Stuttard for the hours of work and agony which led to its production. Thanks also to John Narvell for producing a TomTom friendly route directions guide.

The flavour of the tour was established early at our meeting place at the Hotel Kaiserin Elisabeth in Feldafing, Germany on Friday 10th June. This charming hotel had been adapted from the Strauch Inn where The Empress Elisabeth (known as Sisi), wife of the Emperor Franz Joseph, and her

entourage stayed no less than 24 times in the summer months to be close to her family in Bavaria. The terrace where we met for drinks had fine views over Lake Starnberg. In the distance there was a statue of Elisabeth.

Mary Jo Heckman then gave a fine rendering of Susanne Halusa's vignette, The Bavarian Connection, Ludwig II and Sisi. Susanne was unable to be there in person but joined for the second week. These vignettes, the imaginative idea of Angelika, were an original feature of this tour; brief evocative descriptions to capture the subject for the following day and to be confined to ten minutes or thereabouts.

Susanne's information on Ludwig and his friendship with his cousin Sisi illuminated the following day's drive which was a tour of the Ammergau. For those who had booked it, a visit to Schloss Neuschwanstein revealed all its Wagnerian glory. For those who had not booked a tour, or who could not face the walk up the hill, a sighting



of that fairy-tale castle was its own reward. Ludwig was known as the Mad King but was conveniently declared insane by a pair of psychiatrists who had never met him. This was largely due to his extreme extravagance as well as his eccentricity. His castles are now the most visited attractions in Bavaria so, as many of the party thought, he was not so very mad at all but in fact a marketing genius. News of his death, in mysterious circumstances, in a boat with the psychiatrist assigned to cure him, was brought to Sisi while staying at our hotel.

Michael and Angelika were next to hold the floor with an expose of the Dramatis Personae and Places of Action on the Tour. Fine portraits of the various players: a youthful Franz Joseph and the glamorous Sisi, were held up by Michael. Poor Emperor Ferdinand fell into the category of ugly but was apparently renowned for very good handwriting. Franz Joseph was decried for his failure to understand the female psyche.

Sisi: clever, brilliant at languages and poetry, rebellious, obsessed with her appearance and was certainly a challenge. Sisi was to make regular appearances throughout the tour.

The Hotel Kaiserin Elisabeth was a comfortable and appropriate start to the tour. Apart from its links with Sisi, the atmosphere was relaxed, the food was excellent and there was plenty of parking for our precious Rolls-Royce motor cars. Of interest, two visitors with Rolls-Royce connections had booked to have dinner at the hotel and were delighted to meet participants. The first was Klaus-Josef Rossfeldt, a German author of books on the marque, who took a number of photos of our cars. The second was Ian Cameron, an honorary member of the Club, and formerly Chief Designer and Engineer of Rolls-Royce Motors Limited.

The magnificent Schloss Tratzberg, a medieval style hunting lodge of Emperor Maximilian in the Tyrol, was the first venue on the Sunday. Travel to the castle itself was in the mini tram 'The Tratzberg Express'. Mary Narvell and Ruth Evison were prominently located in the drivers' seats.

We were greeted by the Countess von Schubert and after refreshments, there was a tour of the castle during which we learnt more Habsburg dynastic information and a properly confusing family tree.

At Schloss Tratzberg in the third vignette, Sir John Stuttard managed to condense 700 years of Habsburg rule into 10 minutes. Michael Elliott listened intently to confirm that John got the story right!





Passing Lake Achensee and climbing into the Tyrolean Alps, the cars started to perform. John and Denise Dolan's early tourer of 1908 (60756) was the most popular backdrop for tourist selfies closely followed by Dave and Kimberly Shadducks' 1929 Springfield Phantom I Newmarket (S138FR) and Doug Magee's 1912 Ghost (2092). Maybe unsurprisingly the cars outperformed the drivers. None failed to proceed and with some gentle encouragement from resident mechanic, Roy O'Sullivan, they all completed the tasks asked of them. Sadly, the drivers were less fortunate. Covid wreaked its havoc with Peter and Rea Velvart retiring early as did Jean-Pierre and Alexandra Müller. They were missed but thankfully recovered well. Others did complete but were hampered by illness and hindered by masks. Tom Heckman was the first to succumb, but open Ghosts are perfect for ventilation. Alas poor Sandy Sayer fell victim on arrival, a baptism of fire for her first trip in an open Ghost as navigator to John Snook. For the second week both personnel and cars were replenished by Chip and Jacque Connor in their sleek Phantom II, Martin and Susanne Halusa in their speedy 1912 Ghost and Sir Michael Kadoorie and David McKirdy in Michael's elegant Phantom III.

Whilst there were no tyre issues on the Alpine roads, John Snook suffered a puncture in his beautiful 1914 Ghost on the motorway out of Budapest. Fortunately, an EM Rogers lorry close by was able to help. What was not helpful was an irate local driver who claimed his car had been damaged by the soft rubber inner tube in the road and insisted on calling the police. Fortunately, the Hungarian police were unimpressed, and he retired still irate but unrecompensed. Fokko commented that the Moravian roads were maladapted to his 'rut-seeking tyres' and most of us felt in the same camp!

After a spectacular drive through the Tyrol, our one night stand was the Hotel Kitzhof in Kitzbühel, redolent of ski-ing and of course the site of the Hannenkahn downhill race. There was an opportunity to see the attractive town of Kitzbühel as well as plan the following day's route.



The following day the scenery started to shift, and a longer drive took us through the Pillersee Valley between the Northern Limestone Alps and the Slate Alps. On through the federal state of Salzburg and finally to Styria.

Our destination in Styria for three nights was Schloss Pichlarn, a fine country retreat. It was a little alarming to be housed in the covered indoor tennis courts as most of the cars are prone to minor incontinence issues but Sir John and Gerald Davies came to the rescue with sheets of polythene. That evening our happy congregation for drinks under the ancient Linden Tree in the courtyard was interrupted by a persistent buzzing of Porsches, Ferraris and Lamborghinis. Recalling the robotic mower at the Hotel Kaiserin (which in fact spent the night docked under Ken Forbes' car and was lucky not to be destroyed) Doug Magee likened the low slung buzzing Porsches to giant robotic mowers.

Fokko's vignette of Kaiser Franz Joseph that night was, as predicted, a masterpiece. The Kaiser was a military man of great discipline and sense of duty, but relationships were not his forte. Tragedy and longevity (he reigned for 68 years) have resulted in enduring affection and sympathy such that he is much seen on the wrappers of chocolates, remarked Fokko.

Spectacular scenery with less climbing was provided on Tuesday in the area known as the Salzkammergut. The salt deposits have been exploited from the 2nd millennium BC and were the source of much prosperity. It is also an area of outstanding beauty and the town of Hallstatt was a gem.

After Hallstatt, more Habsburg history at the Kaiservilla in Bad Ischl. This is where Franz Joseph met Sisi, and called it 'his heaven on earth'. The cars fanned out in front and were welcomed by Markus von Habsburg-Lothringen, a great grandchild of Franz Joseph and Sisi. Our tour around the Kaiservilla was notable for the huge number of sporting trophies on the walls and the more informal feeling of the place. Franz Joseph was a great devotee of hunting throughout his life. The historic desk where the declaration of war on Serbia was written was displayed. Stuffed animals were admired by Fokko.

At the Kaiservilla, Angelika had arranged for the Austro-American actress, Elisabeth-Jo Harriet in the form of Sisi, to read some of Sisi's poems. Delwyn Klevenow was impressed by her translations into English. Some are rather sad and poignant. Kathy Deane was struck by her Anti-Drinking Song of which the refrain is :

*I don't need love
And wine I just spit
The one makes me sick
And the other vomit.*

Our drinking was prolific but of course never to excess. The wine just flowed in copious quantities throughout the tour. A minor mishap occurred when one of the Habsburg great-great grandchildren (perhaps just four years of age) not over-enthused by poetry was fidgeting and fell off her chair. She was comforted by the black clad Sisi, but this possibly just increased her tears.





On the Wednesday we had the opportunity of venturing in to the Sölkertäler National Park. This, we were reminded, was the home of the liberal Archduke Johann, a Habsburg prince of the 19th century and key in the rebellion against Napoleon. A highly educated man, he had a degree from the University of Edinburgh. This recalled an event earlier on the trip when Strone Macpherson had a minor breakdown

and was supported by a local dignitary who asked him where he was from. On replying 'Scotland', his new found friend was happy to reveal that he was the Mayor of Munich which is twinned with Edinburgh. Smiles and refreshments were forthcoming for a hot Strone and Alex. On this occasion, participants stopped for refreshments at the Alpengasthof Kreuzerhütte before climbing the Sölkpass.

In the evening, back at Schloss Pichlarn, it was my turn to give a vignette – on The Mayerling Affair: Tragedy, Crime, Scandal!

The drive to Vienna was punctuated by pilgrimage. The first was at the Benedictine Monastery of Admont with its magnificent library. Thursday 16th June was the feast of Corpus Christi when the people process in local costume following the monstrance carrying the Blessed Sacrament.

Sir John managed to get a ringside view for the procession but was upstaged by Gervase and Margaret Forster who somehow managed to end up leading the procession in their yellow Ghost before speeding away no doubt blessed by the experience. John and Kathy Deane picked up the procession in Mariazell, one of the world's oldest pilgrimage sites.

The final step before Vienna was Mayerling, the topic of my vignette the night before. The Mayerling Affair was the scandal of Prince Rudolf's suicide

in 1889 and the depredations visited on the body of his mistress Mary Vetsera. Very little remains of the original hunting lodge which Franz Joseph demolished in favour of a Carmelite nunnery, but the small tea-house was original and the site of a rather grisly exhibition. What was left was however well displayed in a no holds barred exposé with some wonderful photos of the time.

The route into Vienna took us past the Abbey of Heiligenkreuz (where Mary Vetsera was buried) and onto the motorway. Arriving in Vienna is often hot and bothersome but this one was challenged by a spiral corkscrew ramp to the carpark level 3 which tested the 3-point turn uphill when reverse gear is in kangaroo mode. Some participants left their cars outside the hotel after special permission had been obtained from the Vienna Police Department. The Palais Hansen Kempinski was soothing and air-conditioned, so all were restored before dinner at the Mezzanine Restaurant.







Here it was the turn of Martin Halusa to introduce us to The Ringstrasse (Arts and Culture of the Jahrhundertwende in Vienna). He described the demolition of the old fortifications of the city and its replacement with the fine treelined Ringstrasse and the building of those palatial residences belonging to some of the rich and often Jewish families. He mentioned the astonishing flowering of culture. Names such as Klimt, Schiele, Mahler and Freud. A fine and fluent vignette which he told us was produced for 'fear of the headmistress'.

Fortunately, Angelika took this as a compliment and indeed confirmed that the qualities of a headmistress have been very useful in the organisation of this trip, what with the endless changes of personnel at the hotels and venues not to mention the participants whom we accept need to be kept in order. On the ladies table, dining in the Pichlarn Restaurant, she had summoned the chef to ask from what lake the

remarkably cod-like 'trout', had been caught in. He sheepishly admitted that this was not trout but indeed cod. What attention to detail.

Vienna at leisure for two days based at the Kempinski Palais Hansen, there was so much to see and do. Many corners were covered with trips to the various museums or just wandering the streets and drinking in the cafes. St Stefan's Cathedral, The Capuchin Crypt (site of the tombs of many of our now more familiar Habsburg protagonists), Schubert Mass at the Augustinerkirche, The Vienna Boys Choir and The Spanish Riding School. A select group of us including Dolans and Shadducks made it to the extravagantly ornate Opera House for Orpheo. Early music but a highly original production. John Dolan was impressed by the individual ipads attached to each seat with details of the opera and translations of the score but sadly not the football score.

On the second evening in Vienna, we were treated to a private tour of the Hofburg Imperial Apartments with questions being asked of some of the erstwhile occupants. Sisi's mother-in law Countess Sophie, Sisi's Greek teacher and her Hungarian lady-in-waiting (the recital of another poem from Elizabeth-Jo Harriet). The Emperor Franz Joseph himself deigned to speak to us. Clayton Banks crept back for a further audience and witnessed him carrying a Marks and Spencer bag. Hastily hiding the bag from view 'Franz Joseph' did agree that he was looking forward to the end of the evening and a cool beer. We moved on to dinner in the open at Plachuttas Gasthaus zur Oper for a traditional Austrian dinner of Wiener Schnitzel and potato salad. The portions were immensely generous and sadly we had no dogs to feed.

Our last day in Vienna featured an optional tour of the Vienna Woods; site of the Imperial hunting grounds. The route covered the Höhenstrasse which included a dust-free road for automobilists started in 1907. The participants joyously wound their way from Grinzing to Stift Klosterneuburg - Austria's oldest wine estate. The impressive Monastery of Klosterneuburg founded in the 12th century and remodelled in Baroque style was stuffed with treasures. The route back took in the Kahlenberg hill which in 1683 was the site of Vienna's victory over the Ottomans. From there were views of Schloss Schönbrunn, site of our dinner that evening.

Schloss Schönbrunn was a relaxed coach trip from the hotel. A wedding gift for Maria Theresia the renowned Empress alluded to frequently during our trip. She, who was not allowed to be official Emperor but with the compliant husband Emperor Francis, was known by all to wear the trousers despite begetting 16 children. We saw her impressive

lacquer room and a magnificent State bed. Drinks were in the courtyard to the lovely strains of the Mozart Ensemble, who serenaded us throughout the evening and encouraged dancing from those of the party who were either fleet of foot or sufficiently uninhibited to take to the dance floor. Strictly Come Dancing eat your heart out. If prizes were to be given, Terry Bramall and Jane Forbes would have to feature and of course Michael and Angelika as most glamorous couple. Angelika danced with Sir Michael Kadoorie, while William Corbett received treatment after physical excess on the dance floor.

Monday 20th June saw us back in our cars for the Marchfeld Castle Tour to Bratislava. The first castle was Schloss Eckartsau, in theory closed for a wedding but this did not deter eager viewers. Next was Schloss Niederweiden, an informal hunting lodge lacking in shade for the cars so bypassed by some. This too was remodelled under Maria Theresia but fell into disrepair under the Red Army. Finally, the impressive Castle Hof. This was a baroque palace which had belonged to Prince Eugen. He was a man renowned for military victories including helping the Habsburgs against the Turks.

Crossing the Danube at the end of the day we found ourselves in Slovakia heading for Bratislava. This was the site of the crowning of Maria Theresia in 1741. From her portraits she was a substantial lady to which William Corbett alluded in his vignette. She trained to ride a stallion, wearing the pudding basin shaped Hungarian crown. In her hand she carried a sword to be turned to the four corners of the kingdom. Hungarians are proud horsemen, and she did not disappoint.

Walks were taken to the historic centre of town with meals on the banks of the Danube or within the city walls. The heavens opened but amazingly by morning clear skies resumed and we were spared wet driving throughout the trip bar a few drops on latecomers in Vienna.

Leaving Bratislava, the urban sprawl extended for some considerable way before emerging into rolling fields with no fences. Few animals were to be seen although Terry and Liz Bramall spotted some pigs, whilst the Forsters found bees and were treated to honey tea.

Our destination for two nights was Chateau Appony where we were treated to a tour of the fully restored Baroque library with 15,000 books.

The following day, the Moravian countryside was wonderfully free of traffic. Stuart & Ruth Evison, Ron & Nanette Elenbaas and Bill Johnston & Ronda Stryker were all interested to view the National Stud farm next door to Kistapolcsány Castle which breeds Arabs and Lipizzaners among others.

The castle, itself purchased by the Habsburgs in 1890, had moved ownership to the Czechoslovak state and the décor was in keeping with its current trade union ownership. Albert Eberhard, who often seems to have a language at his fingertips, told us that Russian gave him a good understanding of the Slovakian guide so was able to pay rapt attention. Monique the ever-dutiful navigator was by his side. The rest of us had to make do with crib sheets and some slunk away early. The basement bar was frequented by a group of Slovak school children all fascinated by our ancient automobiles. Wonderfully self-assured, they engaged in conversation and were delighted to meet a genuine American in the form of Doug Magee.

This tour was followed by Lady (Lesley) Stuttard's vignette, given from the terrace of Chateau Appony setting out a compelling comparison of Sisi and Lady Diana Spencer noting the similarities and differences. Afterwards the hotel arranged a barbecue with a lively local string band accompanied by a delightful young girl playing the cimbalom. This is a box on legs with strings stretched across the top which she struck with cotton tipped sticks.



Later in Budapest at the Aszu restaurant we heard an even more proficient player who serenaded Denise Dolan on her birthday with tunes of Happy Birthday and 'I Did It My Way'.

The final drive was to Budapest but we stopped at Esztergom Basilica, seat of the Catholic church in Hungary; a huge, imposing neo-classical structure with ornate interior. It was a hot day but Gerald Davies and Fran Fuzzey did it properly and made it all the way up to the dome. Dave Shadduck and John Dolan were to be seen circumnavigating the church holding handbags having lost Kimberly and Denise to the interior whilst Ron Elenbaas was spied snoozing, feet up, in his car having decided to avoid the citadel entirely.

Budapest, the final countdown, is a mecca for tourists and renovations are proceeding apace.

The Parliament building has the Hungarian crown. The Fine Art gallery had an exhibition of Hieronymus Bosch. The thermal baths were a must.

The second evening featured a visit to Gödöllő Palace a coronation gift to Sisi from the Hungarians in gratitude for her interventions in support of the Austro-Hungarian compromise, Franz Joseph having rejected it as too expensive. It was another building which fell into disrepair under Soviet occupation but which has benefitted from massive refurbishment. Sir John gave our final valedictory vignette on the end of the Austro-Hungarian Empire. We were saddened ourselves at the approaching close of our most enjoyable and informative tour.

To Dr Michael Elliot's horror, news had leaked that it was his birthday: a fine cake was produced!

Saturday 25th June was our last day and the cars were loaded for transportation from the Formula 1 circuit at Hungaroring.

We had a private tour of the Crypt of Buda Castle in the company of Archduke Joseph von Habsburg-Lothringen and his wife, Princess Margarete of Hohenberg. This was the day the Hungarians open all museums until midnight.

The crypt itself was the only part of the castle to survive the bombing during the war and the fine marble tombs remained intact and cool.

Our final dinner was in the Halászbástya Restaurant. The top floor was a circular turret with stunning, balcony views over the Danube and the whole of Pest. This provided an exceptional venue for pre-dinner champagne accompanied by the music of a gypsy band. Below was a cavernous room with a circular table and vaulted chambers provided the setting for the grand finale. A Habsburg cousin (a cranio-facial surgeon and keen driver) and his wife joined us as the band to played authentic Hungarian songs.

Angelika produced surprise presents for the vignettors and for John Narvell who had so valiantly produced the TomTom route guides. Ken Forbes initiated the thanks and introduced Mary Narvell. Poetry was the flavour of the evening as Mary recited an ode to our magnificent organizers, Angelika Elliott and Sir John Stuttard. Gifts included a book of Sisi poems as translated by Elisabeth-Jo Harriet whilst Sir John presented Angelika with a Hungarian Herend tea set, chosen by Lesley knowing of Angelika's preference for tea in the morning.

And so ended the unrepeatabe Habsburg Tour.



Habsburg Pictures:

Page 36: Clare (our author) and William Corbett, with Clare at the wheel of 1920 SG 60AE.

Page 37 top: The Empress Sisi . Page 37 bottom: Sir John Stuttard, Angelika Elliott, Ken Forbes.

Page 38 top: John & Denise Dolan in 1908 SG 60756. Page 38 bottom: Roy O'Sullivan .

Page 39: Bill Johnston & Ronda Stryker's 1923 SG tourer.

Page 40: Ron & Nanette Elenbaas in their 1911 SG 1676.

Page 41: Albert & Minique Eberhard with their 1212 SG 2145.

Pages 42 & 43: From top left clockwise in a spiral (best endeavours!): Sir John and Lesley Lady Suttard, Angelika thanks the musicians at Schönbrunn, ladies table at Denise's birthday party, Alex & Strone Macpherson and Bill Johnston, BBQ at Chateau Appony, Dave Jeremy Ron John & Strone, Helene and Fokko, Sir John presents a book to Markus von Habsburg-Lothringen at Kaiservilla, Fran Fuzzy with PI , Jeremy Green & Lesley Lady Stuttard at Hofburg, Tom Heckman David McKirdy & Sir Michael Kadoorie, Delwyn Klevenow, Clare Corbett delivers her vignette at Pichlarn, Mary Narvell and Jane Forbes, Kimberly & Dave Shadduck, the musicians at Chateau Appony, Kimberly behind the lens, opening night at Hotel Kaiserin Elisabeth.

Page 44: Dr Michael and Angelika Elliott with their 1933 PII 80MY.

Page 46: Terry & Liz Bramall in 1913 SG 23NA.

Page 47: The cars line up outside the Sisi Museum in Vienna - Doug's 1912 SG 2092 at the head.

Below: Gerald and Fran Davies arriving at Chateau Appony in 1927 PI 95LF

Opposite top: Jean-Pierre Mueller's 1928 20HP GKM 22. Opposite bottom: John Deane cooling off!



Running in the family!

Joy Wills on her 1932 20/25 (GBT81) Barker, Sedanca de Ville - 'Gemma'

I was chatting to Joy Wills about 'Gemma' her 20/25 Barker Sedanca. 'Come and see her' suggested Joy, and so I did. We met up at Phyllis Court in Henley (where Joy is a member) just as Henley was gearing up for the Regatta. The world around us seemed all in a rush, but we were able to kick back and relax overlooking the river, with Gemma the Rolls-Royce parked on the lawn.

The Wills family have a long history of 20-Ghost membership. Joy's parents, Digby and Margery, first joined in 1969. At the time Digby had a Silver Ghost in the garage at their Stanmore home which he campaigned for several years. Born in 1918, Digby was an early British pioneer in advertising, combining artistic flair with keen business acumen. "It's amazing that when I look back now on the adverts and designs he created in the early post-war years, they remain so contemporary - you could be forgiven for thinking they had just come out just this year - they look so modern" recalled Joy over coffee. Digby undoubtedly did well, sold his agency, and finally retired in the early 1980s.

Joy recalls the conversation between her parents:

'Time for much more Rolls-Royce touring!' said Digby happily.

'Not in that ghastly, draughty, thing in the garage please!' replied Margery, can't we get something more modern - with a roof?'

Clearly if retirement was to be appreciated, then some degree of re-evaluation was required. Digby got his thinking cap on - sadly he knew the Ghost had to go, but what should take its place? He had owned lots of classic vehicles of all makes, but the Silver Ghost had raised the ownership stakes - it would be hard to go back to a lesser car...and besides there was the 20-Ghost Club to think of!

Well, a 20/25 was undoubtedly more modern than the Ghost - but what model suited? Digby needed a car where Margery would be warm and draught free and yet allow him, as driver, the pleasure of open-top motoring. A Sedanca de Ville! And if you wanted a Sedanca, then really it needed coachwork by Barker.

These days a quick internet search would undoubtedly uncover several suitable cars for evaluation. However, in the 1980s tracking down the perfect car was much harder. Eventually, one was located in deepest Devon. Digby made the trip from London by boat. Margery, still smarting from all those wind-blown trips in the Ghost, was not for letting Digby buy whatever he liked and decided to join him. She wasn't fond of sea travel, so took a flight to Exeter to scrutinize his prospective purchase. She needn't have worried; GBT81, or Gemma as she was christened, was perfect.

GBT81 was 'Off Test' on 22nd March 1932 and delivered to Barker & Co Ltd, Olaf Street, Notting Hill to fit a Sedanca de Ville body (with 'E' rake steering) for the car's first owner Miss Gladys Ermyntrode Matthew of Paignton, South Devon. Miss Matthew took delivery of her new motor in May that year.



Little is known of Miss Matthew, she never married and the file suggests she might have been somewhat eccentric. She always lived by the sea with Rolls-Royce records pointing to addresses in Sussex, as well as Devon. Her final years were spent at the Imperial Hotel in Torquay. She owned GBT81 for over four decades and was always driven by her chauffeur, who inherited the car on her death in 1975.

Subsequently, the chauffeur sold the car and it went through the hand of two further owners before Digby and Margery bought it in 1984.

Digby maintained the car to perfection and, as a result, it became a multiple concours winner: 1987 – the Harding-Rolls Trophy; 1988 & 1990 – the Messervy Salver (best small HP car). Digby also won the Dymock-Maunsell Trophy for the best

driver in 1991, '92, '93 and '95, a seriously impressive achievement. I was also delighted to learn that he was a past editor of our News & Record.

Sadly, Digby's eyesight began to fail and so he often asked others to drive the car for him including John Redmill during one Irish Georgian Tour.

In 1992, Digby and Margery gave GBT81 to their children Ashley and Joy. Happily both became

club members and continued the family tradition of winning concours awards: the Messervy Salver again in 1995 and 2003, as well as the 2003 Ladies' Choice. Then in June 2019 Joy took over the full ownership. It is obvious that she adores the car. 'I think I might have a bit in common with the original owner Miss Matthew.' She told me with a smile. 'I love to be driven in the Rolls-Royce whether I'm in the front or the back, I go where the mood takes me.'

She has a great driver: Richard, her friend, who looks after the car attending to its various needs. Richard also joined us for lunch and told me about his business Vintage Days Out www.vintagedaysout.com, which runs a small fleet of classic motor launches and Rolls-Royce Motor Cars. Have a look at the website – I have to say it looks like huge fun. Richard is also training up one of Joy's other friends, James, to be able to drive GBT81.

When taking pictures of the car – I also snapped some shots of Joy. 'I don't want any pictures of me in the magazine please!' she told me sternly – and so I have obeyed. But she has lots of tales of club events, long past, which I much enjoyed. She remembered James and Janet Valentine and also Sue Taylor with particular fondness. And so, I hope we begin to see the car again at club events – perhaps driven by James – with Joy in either the front or the back smiling and waving. 'Why is the car called Gemma?' 'Ahh well Miss Matthew – she was Gladys Ermytrude Matthew: G.E.M. – so Gemma just seemed correct!'

I for one would love to see Gemma resume her concours winning ways!

GBT81 is in truly excellent condition; with attention to detail and love lavished by all the Wills family.

Previous pages: the Barker coachwork is a joy. The cockpit is very fine as to be expected, but a revelation are the tools which are located in the scuttle. All the original tools are present and correct complete with their R-R branding.



The Brockencote Hall Hotel in Worcestershire was the venue for this year's concours preceeded by a short tour. Eastnor Castle was very grand and the Severn Valley Railway was huge fun but the highlight was lunch at Andrew & Pippa Walkers' house - quite close to Eastnor. They really did us proud. A massive thank you from us all!

Brockencote was a lovely base, very good food and attentive staff. As usual Brian attended to every detail and nothing was left to chance.

The concours competition was held on the last morning. As in past years Anthony Armitage was in the chair as chief judge but this year the poor man had to contend with two newbies: Gervase and yours truly! I think we did okay - there seemed to be lots of smiles and no eggs got thrown! Terrific fun.



The 2022 Concours at Brockencote

Brian Fidler's short stay and concours at the Brockencote Hall Hotel at the end of July was a tour de force. Photos by Dr Rosemary Jeffreys, Sir John Stuttard, and Johnnie Gallop.



Above: Eastnor Castle

Far left: Charles Rentoul and Zelda heading off towards Eastnor Castle.

Left: Michael and Linda Hilditch arrive at the Walkers'.

Bottom left: Johnnie G directs Tom and Linda Jones on arrival at the Walkers'.

Bottom middle: Parking up at the Walkers'.

Bottom right: Most of the gang at the Walkers' about to set off for their post lunch walk.



And the 2022 winners are:

**Tom Jones:
1927 20HP GXL39
won the Small
Horsepower Trophy.**

Presented by Wendy Fidler



**Charles Rentoul:
1933 PII 118MY won
the Large Horsepower
Trophy.**

Presented by Lesley Lady Stuttard



**Sir John Stuttard:
1921 SG 33LG won
the Ladies Choice.**

Presented by Gilly Armitage



Above: Michael Joy, Anthony Armitage and Sally Whittet.

Below: Anthony announces the winners.



Left: Agnieszka Kuhnke, Rosemary Jeffreys, Margaret & Gervase Forster, Henry Fitzhugh

Below: Brian Fidler, Michael Joy and Zelda



Top: Brockencote - Fokko and John chatting.

Above: Kathy, Adrienne, and Linda.

Below: 'Right Away!' at Kidderminster.

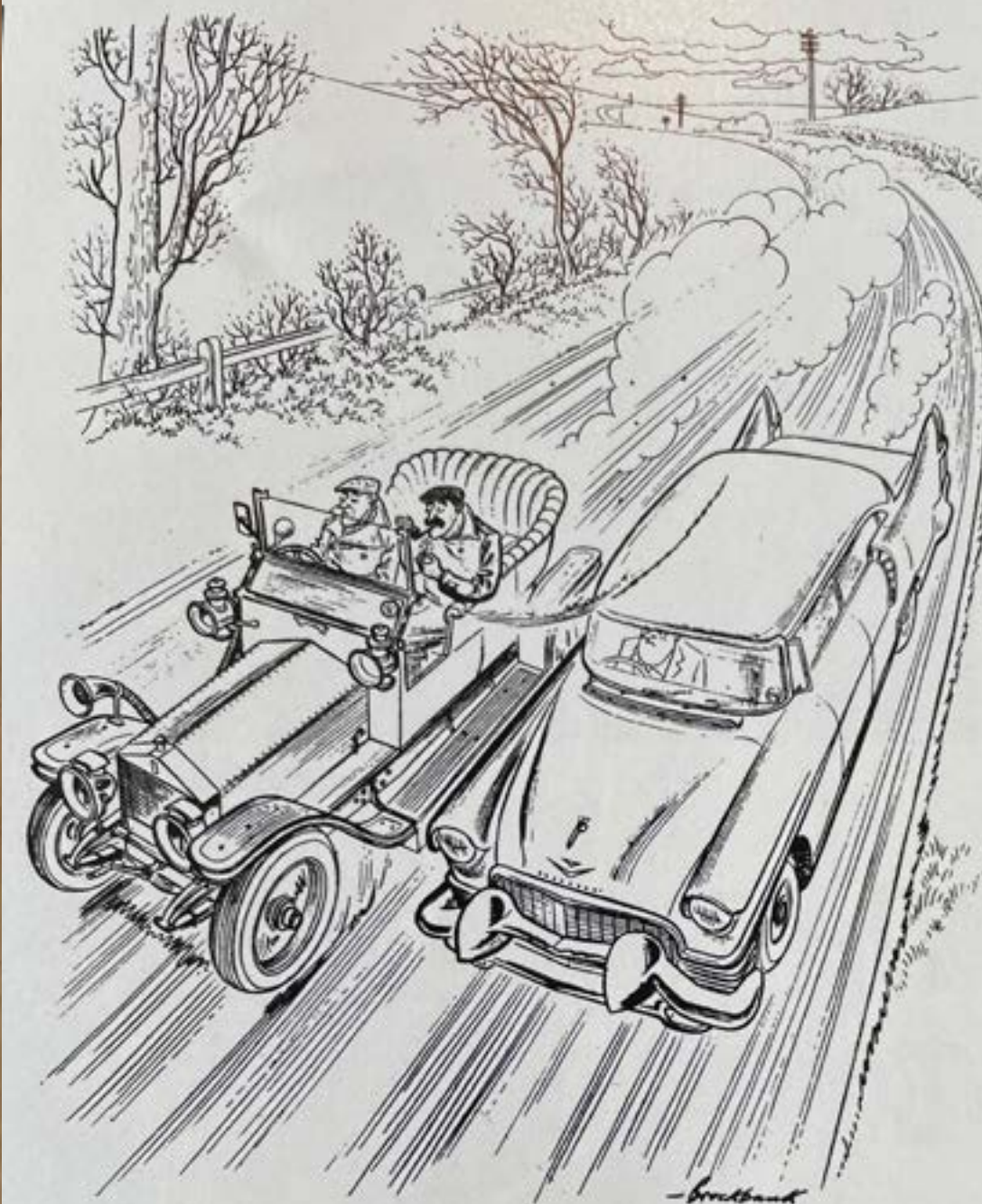




From the Archive:

Above is a photo from the collection of the late Harry Fergusson-Wood (ex Jack Barclay and a very active 20-GC member) recording a club visit to Filton, Bristol on Sunday 5th October 1975 during the construction of the Concorde. You can see it was an era of the club when owners of post war R-R cars could become members.

Harry's son-in-law Patrick Hassell was a member of the BAC Technical Staff and arranged the visit, which was reported in N&R Volume 17, 1975. The same issue contains this lovely cartoon by Russell Brockbank which I couldn't help but run again here – I'm almost tempted to take up smoking a pipe as a result!



From PUNCH

I sought to persuade Russell Brockbank to write us a short piece on why he draws Rolls-Royces so often, in addition to drawing them so well. He disclaimed any literary ability in a charming letter saying, "Why do I draw Rolls-Royces? I am besotted with them: there are so many **different** Rolls-Royces: I adore them all!"

So I make no excuse for reproducing his famous cartoon, which must stand as a wordless motto for the 20 Ghost Club.

The Last Word

Well I don't like it but I have to start my piece this time with an apology. When I got round to sending off the last issue to my trusty proof-readers I realised – to my horror – they were all abroad. So proofing was down to me and Kevin the cat (and Bella too – to be fair). Anyway, we all missed that on the cover of the last issue, whilst I managed to change the issue number, I forgot to change the season. And so 2022 has brought you two 'Spring' issues of N&R. If you do keep these magazines then go back and pop a post-it note over the word 'Spring' on Issue 68 and write on the word 'Summer' instead! Sorry!

But it was a stunning Summer and the Doctor and Peabody have been out and about, both on club tours as well as lots of local events. Bella opened the garden at Gasper Cottage for the National Garden Scheme in August and we had quite a few visitors. Gardening is all well and good but to give the 'punters' proper value for money I ran steam trains and put Peabody on show. Pictured below is the Darjeeling B Class passing Bangalore Belle, whilst right is me with stepson Tom (ace photographer). Finally, there is a pic of Kevin who, quite frankly, was disdainful of the whole malarkey.



By the way, with sympathy to John & Desmond who I gather lost Freddie the cat very recently.

There are two invitations in this issue - set out on pages 8 & 9. Do sign up to the Autumn Lunch – it's going to be a really good one. And if you own a Twenty then email John Fasal and come to the 100th celebration on Saturday 8th October. Maybe see you at both?!

If you're reading this as the leaves and weather have turned autumnal then Google: 'high summer in gasper cottage garden' to find Bella's recent You Tube video which covers the open day (although, alas, with no pictures of Peabody!)

Do you have any decent pics of your car from over the summer? Please email them through to me with a word or two about where you were. The next issue will hopefully be on your doormat before Christmas and it would be great to have some summer memories in the dark of winter! jgallop66@gmail.com

See you next time, best wishes,

Johnie



