

The 20-Ghost Club Record



Volume 26
1985



Mediaeval town of Frias



20-Ghost Club Record

Volume 26

1985

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Library

Members are reminded that the Club Library contains a considerable amount of Rolls-Royce literature, most of which may be borrowed from the Librarian. This includes issues of "The Flying Lady", instruction books, Rolls-Royce Bulletins and files of cuttings.

Insignia

Car badges and club ties are available from the Secretary.

The Record

Back copies of some issues exist. Write in first instance to the Secretary.

Note: Opinions expressed in articles, letters or editorials may not be constructed as being necessarily those of the 20-Ghost Club.

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Front cover photo. John Kennedy
Mediaeval town of Frias, Nr Burgos

EDITOR'S NOTE

You will find an article by Clive Carter on page 4 which I think could start an interesting series. Almost every member of the club must have some remembrance of the first kindling of interest in Rolls-Royce, and I hope Clive's article will bring many old memories to the surface, and perhaps an article or two to my desk. My first awakening was at the Police College probably around 1954, when I saw my first Silver Ghost and heard it start on the switch. Although at that time, my aspirations rose no higher than a Model T Ford, the memory of a magnificent piece of machinery stayed with me. You can imagine, what Margery would describe as my childish delight, when my very own Ghost obliged by performing in the same way some twenty years later.

Another issue published. My thanks as usual are due to the contributors who make the job possible and to my wife Margery and daughter Joy - whom, with just the odd complaint or two - do most of the proof reading. This year we also have to thank John Zimble for doing the typesetting for practically nothing.

Digby Wills

CHAIRMAN'S LETTER

It seems fitting that in a Club publication such as this a mention of this year being the centenary of the motor car is in order. France, Germany and Britain all claim to be the birth-place but I don't want to get entangled in that dispute. Rolls-Royce was not in at the beginning in any case, but I have no doubt that no other marque ever produced has as high a percentage of its total output still on the road as Rolls-Royce does. Our Club members were guests of the Company at its headquarters and factory in Crewe in July on the day the 100,000 car (there were 25 of them actually) was being photographed for public relations purposes, and it is estimated that as many as 65,000 are still running. What an achievement!

Volume 24 of The Record had gone to press before I learned of the death of Frank Hellings, and regrettably no mention was made in Volume 25, so I sadly give you this news now. Frank served as Chairman from 1969 until 1972 and then remained on the committee as Honorary Solicitor for some further years. He contributed much to the Club over many years and we send our apologies for the oversight and deepest condolences to his widow Dorothy (who was also on the committee for several years). Another former committee member, Derek Silcock, also passed away this year. He had been an officer from 1977 to 1981 and did a great deal for the Club. His PI and Wraith, I am happy to report, are both in the hands of active members and Barbara continues to attend some of our events. Our warmest sympathies go out to her as well. To conclude these personal items I would like to say that our President, Lord Elgin, spent many weeks in hospital early this year as the result of an old war wound, and therefore was unable to attend any of our events this year, but I am happy to report that he is much improved and we look forward to him and Lady Elgin rejoining us for some of next year's activities.

We had reasonably good participation at our 1985 events but the turnout for our Spanish tour was disappointing, with only five cars, the poorest showing ever. Despite this our departure from Plymouth earned us a five minute spot on BBC TV news, and as always everyone had a great time, including our oldest member Lady Freda



Valentine, aged 90. On a personal note, I had to drive back from Spain to London without being able to use the reverse gear, a feat requiring considerable planning when stopping for fuel, lunch, hotels and hovercraft. This may not equal the London to Edinburgh run by a R-R in September 1911 with the gear sealed in high, but it is close.

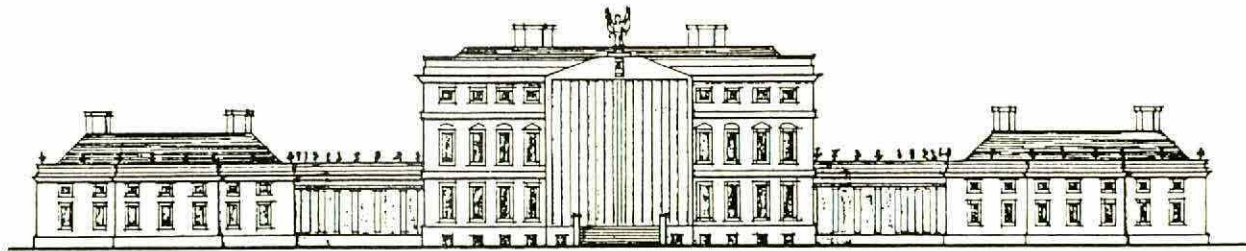
As a result of the lack of enthusiasm for the Spanish tour, the Committee has decided on a major U.K. event for next year instead of going abroad. A Welsh tour of a week or ten days in mid-summer is being planned by Sue Taylor. We hope that it will appeal to more of you.

Finally Dr. Robin Barnard, who has served as Club Librarian, for many years, has asked to be relieved and Sue Taylor has agreed to replace him. We thank Robin for his help and express the hope that since he won't be spending so much time keeping the books we might see him more often on our rallies.

Happy motoring, as Esso says.

Lynn Brua

East Midlands Tour



The joint tour of the 20-Ghost Club and the Irish Georgian Society took place this year in the East Midlands. For those who have never experienced this joint event I will explain a little about its organisation. Obviously each association has its own organising committee and the connection between the two, in this case, is James and Janet Valentine. James on our own committee and Janet on that of the I.G.S. These events have been running for a number of years and consist 'in depth' touring of a selected piece of England and discovering many of the delightful houses and treasured contents which have added to the beauty of England over the centuries. Admittedly one must have more than a passing interest in old houses and art but the event is always great fun – a mixture of history, wit and driving skill!

The East Midlands – hunting country, home of the National Water Sports Centre, horse trials, birthplace of the present Prime Minister. Once again, Nicholas Thompson and John Redmill of the I.G.S. had made arrangements to visit a wide

range, architecturally speaking, of houses. Some 13 to see in three days. Not for the faint-hearted, stamina is required. The majority of the party stayed in the interesting setting of Stoke Rochford Hall. Now a conference and residential centre for the National Union of Teachers it was built in 1841 and it was here that early plans for the ill-fated Arnhem drop in 1944 were laid. The hall not only accommodated our party on this weekend but also a large party from the National Union of Mineworkers. Breakfast time conversation was different!

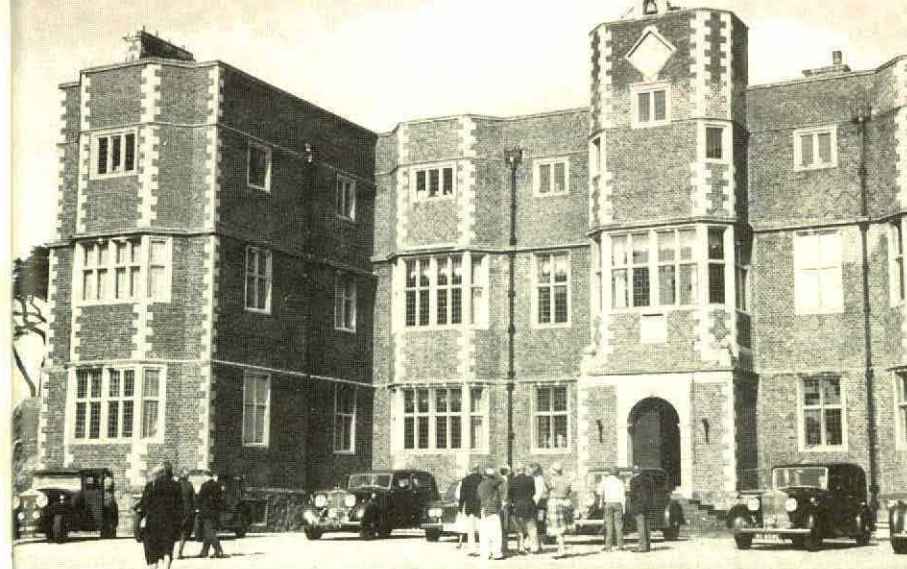
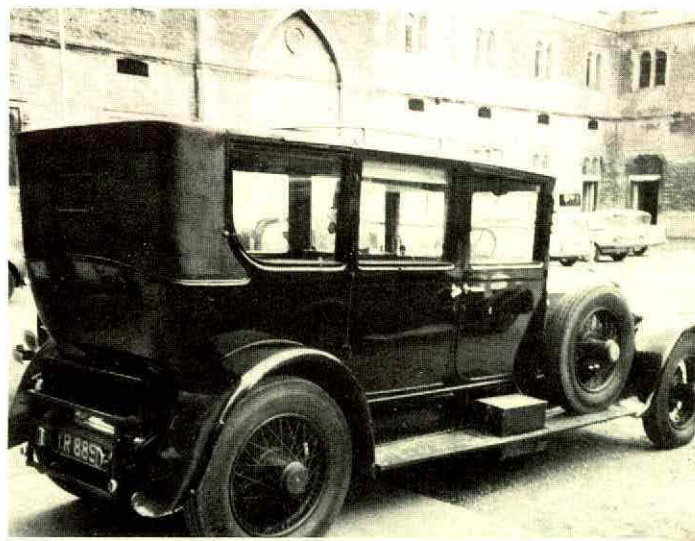
We mustered our forces – Valentines's Phantom I Weymann Limousine and Silver Dawn Harold Radford Countryman Saloon, Digby Wills's 20/25 Barker Sedan de Ville, Lynn Brua's Phantom II Hooper Sports Saloon, Geoffrey Price's 20/25 Park Ward Saloon, a Silver Shadow belonging to a I.G.S. member Peter Byrne and my own Park Ward Wraith – and left for the first house on the itinerary Burghley House. A magnificent Elizabethan mansion home of William Cecil, Lord

Burghley House.

Photograph – Digby Wills

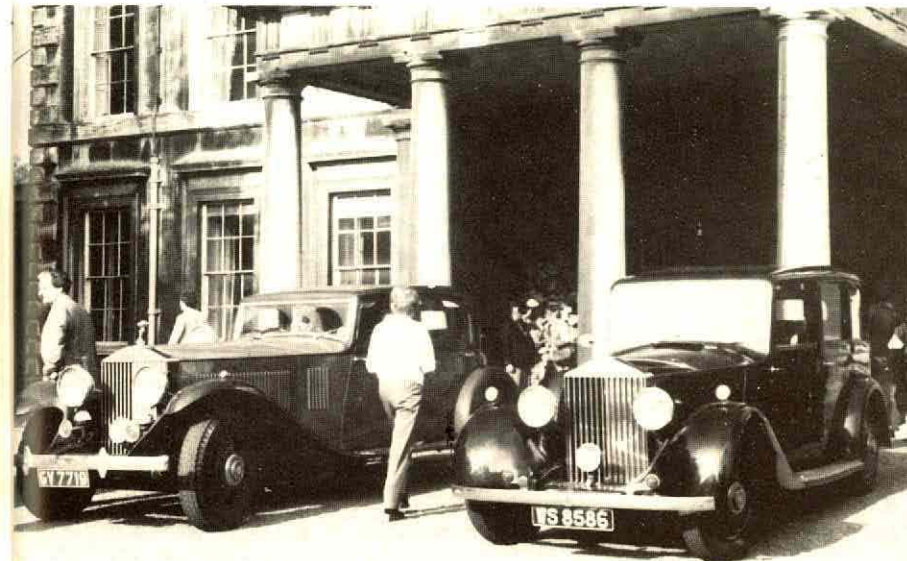
89 YC Phantom I, Burghley House.

Photograph – Susan Taylor



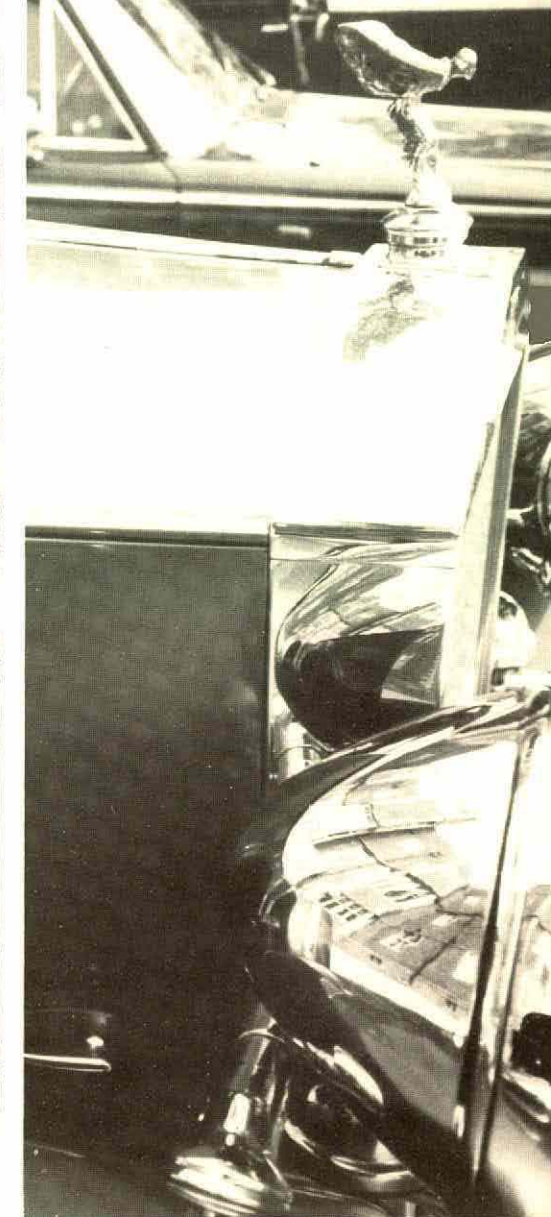
Quenby Hall. Δ

Photograph – Janet Valentine.



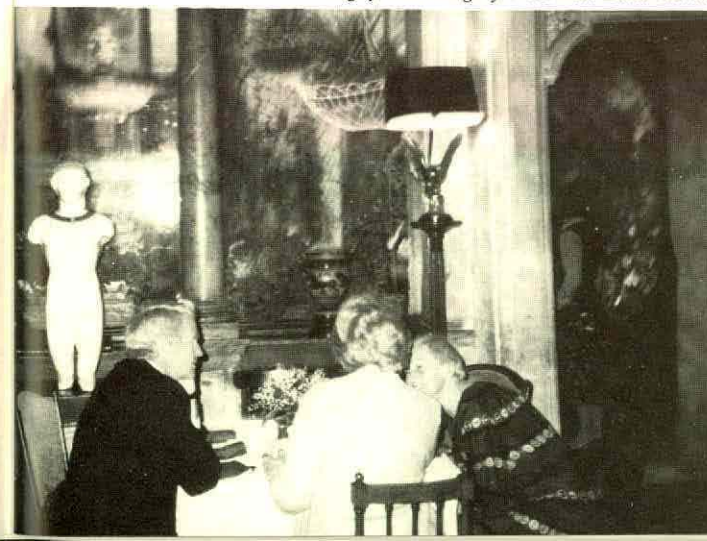
Prestwold Hall. Δ

▽ Digby and Margery Wills with Edna Redmill, Flintham.



Reflections of Quenby Hall. Photo – Susan Taylor

▽ The enchanting supper setting.



Burghley, Chief Secretary of State under Elizabeth I. Whilst being an Elizabethan construction very little of the interior dates from that period. We were particularly delighted to be greeted by the sight of the 'house car' on our arrival. There in the stable yard was a 1926 New Phantom, a dark blue Landaulette by Barker, chassis no. 89 YC. Last taxed in 1955 but at present undergoing restoration to ensure smooth running once more. It was a charming gesture to have the car driven out to await her younger sisters' arrival. The house itself was full of beauty and treasures – paintings by Veronese, Kneller, Breughel and Angelica Kaufmann. The furnishings were very well documented thanks to the copious notes of Culpepper Tanner – accounts, notes, everything was carefully annotated. One of the most unusual works was a carving in wood of a dead bird – perhaps not a pleasant subject but most skilful in execution. A small area was given over to an exhibition of photographs and trophies relating to Lord Burghley (6th Marquess), a renowned sportsman and athlete, winner of a gold medal in the 1928 Olympiad and chairman of the organising committee of the 1948 London Olympics. Burghley deserves a lengthy visit, so much to see including, in my opinion, the most depressing 'hell staircase'. 'Capability' Brown was here too and he left his mark not only on the park but also on the billiard room ceiling.

Burghley-on-the-Hill (1696) was the setting for lunch. A disastrous fire occurred here after a party in 1908 and many rooms were gutted. Winston Churchill was a guest at the party and was reported to have assisted in the fire-fighting by throwing furniture out through the windows. The back staircase was somewhat enlivened by the display of second-hand clothes ready for a cancer Research jumble sale. This sight brought out the bargain hunter streak in some of the party and they would not depart until they had invested in formal dinner wear and riding outfits.

On to Quenby Hall, home of Squire de Lisle and his wife, who is a textile designer and founder of Quenby prints. Another of the family homes was destroyed for motorway construction but slowly Squire de Lisle is gathering the furniture and library from that demolished house, to add to the Quenby treasures.

A feature of all combined 20-Ghost/I.G.S. tours is the excellent catering arrangements and at Prestwold Hall we were treated to a delicious tea and a tour of the house, grounds and church with military precision. Mr. Packe-Dury-Lowe pointed out an important crop in the garden – that of the

evening primrose plant, the oil of which is in great demand at present. It was in the church that we first encountered the name Heathcote – John Heathcote, Conington Castle, Huntingdon. More of this later.

The first day's tour was drawing to a close, albeit a little behind schedule, and we processed – the correct verb for a selection of Rolls-Royce motor cars well driven and skilfully parked, to Flintham Hall for supper. We had time to view the exterior of the house and its conservatory before darkness descended. A Victorian house at first glance, it was in fact a remodelled Mediaeval house. The remodelling included panelling in the dining room, new entrance porch, libraries completely refitted by Holland and Sons, new gas fittings, central heating, bathrooms and a huge conservatory to the east of the libraries. This conservatory provided an enchanting setting for supper – minstrels' gallery, bowl upon bowl of lily of the valley, and a superb repast. Conversation and wine flowed like the water in the nearby fountains. Outside thunder rumbled, adding a very melodramatic feel to the house.

The thunder and lightning continued throughout the night but Sunday proved bright and clear. The weather over the weekend proved very pleasant on the whole with the exception of Monday afternoon. Difficult to believe it was the same weekend as Motor 100 and that soggy tale. But I digress . . . Belvoir Castle was first call of the day. A magnificent sight on the approach from the valley but sadly too much of a tourist attraction upon closer inspection. The castle is often used for television and film locations, the latest being 'Little Lord Fauntleroy'. Two items appealed here – a large open Renault BX (?) in the entrance porch and a marble table complete with marble table cloth.

We moved to Harlaxton Manor. I must admit I took an intense dislike to this house – it was bizarre in the extreme. At one time a Jesuit seminary and now the European home of Evansville University, this house built by Gregory de Ligne Gregory, a man who never married, had no children and hated his heir! The cedar staircase was an amazing mass of cedar balustrading and carving, plaster shells and swags, clouds and cherubs. It really had to be seen to be believed – once is quite enough for this philistine! One redeeming feature was a collection of photographs featuring Mrs. Violet van der Elst, the daughter of a Middlesex coal porter and a Quaker washer-woman who owed her fortune to Shavex, the first brushless shaving cream. An inveterate wearer of black, holder of seances, composer, compulsive litigant, and supporter of ▶



White Hart Inn, Newark. Δ

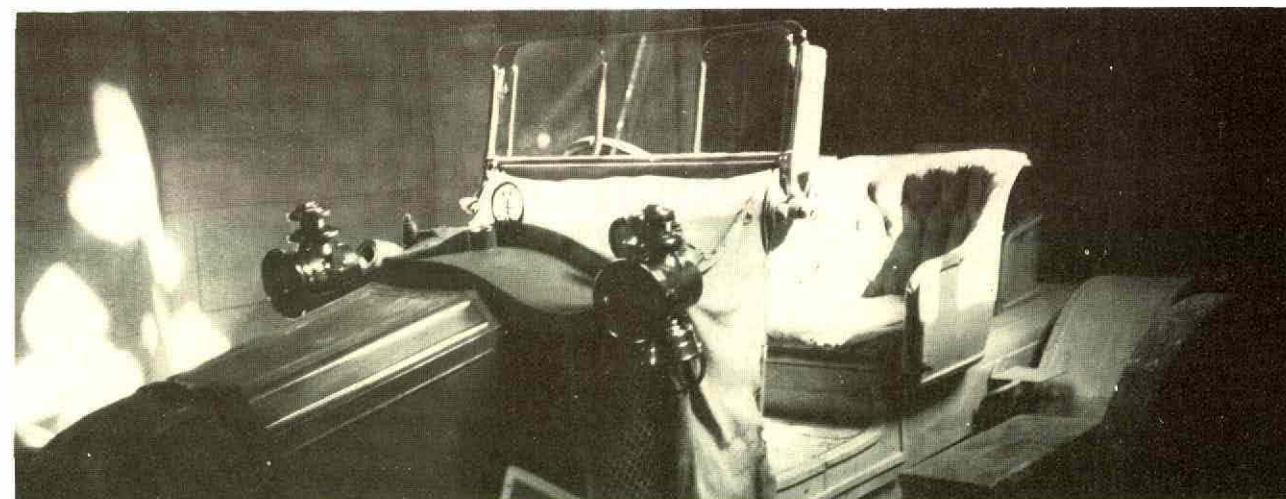
Photograph – Janet Valentine.



Holme Pierrepont Hall.Δ

Photograph – Digby Willis

Renault at Belvoir.



Photograph – Susan Taylor

lost causes. Many of the photographs featured her Phantom I (?) limousine, registration No. UV 7189. Where is the car now I wonder?

The weather deteriorated at the next stop, Marston Hall and umbrellas were rapidly sought. The Thorold family can trace its roots here for over 600 years and it is Royalist to a man. The present incumbent, Reverend Henry Thorold, felt very at home with our cars, having been an owner himself both of a Rolls (a 20 hp I think) and a Bentley. The house and church were in quite a secluded setting – a fortunate setting perhaps because it was here that James' PI exhibited a large amount of unwelcome steam to interested observers. It was considered prudent to leave the PI for collection by trailer and delivery to expert hands. (Happily now returned to action.)

After accommodating the PI passengers we moved to Newark for a walk-about. Newark on the crossroads of the Great North Road and the Fosse way became a rallying point for Royalists during the civil war and was the scene of one of Prince Rupert's greatest victories in 1644. In John Welsey's opinion 'it is one of the most elegant towns in England'. We were shown round the Town Hall by a most enthusiastic town clerk – a man who was trying and succeeding to preserve the town's heritage at the minimum of cost, not least the John Carr's Assembly Hall lately used for Saturday night discos. The Market Place surrounded by inns, including the White Hart Inn – a fine example of 14th century domestic architecture, were a reminder of stage coach days. The bear-baiting post was also a reminder of early entertainments. On departing from Newark I glimpsed a 20/25 and a couple of other older cars in a car showroom. ▶

It was on our way to the house Holme Pierrepoint that the map reading went a little astray. The drive was horrendous, potholes and puddles were made worse by overnight rain. Fortunately it proved to be the back entrance and did not necessitate a return journey. Once again the area showed its strong connections with the civil war. In this house the father was neutral, the elder son with the King and the younger sons with Parliament. Built in the days of Henry VIII the descendants of the original builder still live here. Mr. & Mrs. Robin Brackenbury and their children made charming hosts for supper and exhibited enormous pride in their heritage.

The final day of the tour commenced with Culverthorpe Hall, considered by many of our party to be a house of manageable and therefore desirable proportions. The house has connections with Sir Isaac Newton's family. Lunch was at Barkston House Hotel, near Grantham and was worthy of a longer linger (Barkston, Nr. Grantham, Lincs. NG32 2NH. Tel: Lovedon (0400) 50555. Four miles north of Grantham on A607), but the timetable called! On to Belton House, now the property of the National Trust. Its accompanying village a fine example of estate patronage with cottages built 1828 and 1839 in Tudor and Jacobean styles.

So to the final house of the tour – Grimsthorpe Castle. An intriguing house, each front of vastly different age and style. Square towers from the 13th century, extensions of 1541, building by Vanbrugh, Georgian additions and alterations in 1911. It was here that we came across the name Heathcote several times and I am sure many members will recall Anthony and Clare Heathcote who I understand had connections with this part of the country. Tea followed and once again R-R connections appeared. A large photograph of AX 201 taken at Alwalton on the occasion of the retirement of the local rector. The rector was the Grimsthorpe's agent's father and he mentioned that there were several other R-R's present on that day in the 1960s. Was any member there?

Again an interesting if exhausting tour came to a close. Thank you to all who organised the event and to fellow members for their company. Whither 1986? □

Susan Taylor

N.B. It was with deep sorrow that we heard of Mrs. Edna Redmill's sudden death shortly after the East Midlands Tour. She will be greatly missed.

Culverthorpe Hall.

Photograph – Digby Wills



The A.G.M. & Annual Dinner

The 35th Annual Dinner and Annual General Meeting of the 20-Ghost Club was held at the recently built Runnymede Hotel, near Egham, Windsor, on the 16th February, 1985.



Fred Watson.



Alpine Trophy, Jack Woolley.



Dymock Maunsell Trophy, Susan Taylor.

The members staying in the hotel were treated to a fire alarm complete with fire engines to start off the event! Luckily a false alarm.

Most members gathered in the bar beforehand and it was good to see Fred Watson, who was about to celebrate his 81st birthday, looking so fit. Fred, together with daughter Gay and son-in-law Sebastian had travelled from Devon. Ken Ducommen had also travelled some distance – from Belgium – for this first meeting of the year.

The A.G.M. in true 20-Ghost tradition, ran

smoothly and efficiently. There was lively discussion on the future level of subscription and the cost of the 'Record'. Unanimous approval greeted the suggestion that maintaining the high standard of the 'Record' was necessary, particularly as it is the only contact some overseas members have with the Club. The Committee were left with the problem of fixing the subscription rate for future years.

The dinner which followed the meeting was adventurous for such an event and included asparagus and coulibiac. All agreed it was



Messervy Trophy, Ken Smedley.



Phoenix Trophy, Jimmy Valentine.



Stanley Sears Trophy, Nicholas Taylor.

excellent and well served. We welcomed John and Ray Kennedy to their first attendance and everyone was pleased to see Barbara Silcock back after her sad loss and yet another hip operation.

Fred was given the job of presenting the prizes which he handled with his usual aplomb. Far too quickly we were finishing our coffee and liqueurs and saying goodbye to old friends we so much look forward to seeing each year at these intimate and very friendly occasions.

Andrew Taylor

How many of those who now own old Rolls-Royces can remember the moment when they were converted to this obscure faith? Did this conversion come as a slow, maturing conviction or was it sudden and cataclysmic at the roadside like St. Paul or Mr. Toad? It happened to me so long ago that I am not very sure that my memories of it are quite accurate. Still, elaborated or not, the memories are there and I offer them for what they are worth in the hope that others will follow suit.

When I was at school, the Modern Languages master whom we all admired as liberated, elegant and genial had a series of pre-War Rolls-Royces which were the result, as I now know, of his acquaintance with Shane Chichester. One afternoon, in pursuit of props for a school play, he gave me a lift to the house of an old lady living locally who used to lend us furniture. The whole experience was quite surreal since her house had been built and furnished in the 1880s and not changed since, but my most abiding memory of that afternoon is of sitting high up, surrounded in wood, looking out at a long, sharply ridged, triangular bonnet with rows of rivets down the middle. It was a revelation. Never

second owner of a James Young 25-30 sports saloon with division and about 60,000 miles on the clock. It caused much hilarity at home but mercifully there was enough room to house it and I began to spend most of my vacations in the garage.

Looking back now, it was a fool's paradise but none the less pleasant for that. Spares could still be obtained directly from Rolls-Royce, from Mr. Nutt originally and then from Mr. Trimmings, by the simple process of quoting a chassis number. The car never gave any mechanical trouble (it had already had its engine rebuilt) apart from occasionally slipping its Bendix drive and developing sporadic trouble with its petrol pumps after 18 months enforced idleness. Only once did I make an involuntary stop: at 2 o'clock in the morning in Esher High Street. Twenty years ago it was still possible to make an involuntary stop in Esher High Street at 2 o'clock in the morning and not see another car. I was rescued by the local policeman, who finding me peering into the bonnet, told me he thought the trouble was probably the petrol feed. He advised me to hit the petrol pump smartly: and obligingly removed his police issue boot as a suitable tool. It worked a treat. I climbed in



First Love

before, except perhaps in a bus, had I sat so high, nor despite father's Jaguar, had I believed that a bonnet could be quite so splendid. The atmosphere of wood and leather, the curious whine of the gears, the amount of space and the silver gear lever on the wrong side, all added to the strangeness and sense of wonder. Trying to piece together clues subsequently I think the car must have been an early 20 horse power limousine – I remember being struck by the fact that the petrol gauge was at the back but I don't remember many of the body details except that the whole thing seemed unbelievably large and peculiar. From then on suggestions about acquiring a nice second hand Morris Minor fell on deaf ears.

Though I worked hard, on a visit with my mother to the local car showrooms, to get her to buy a similar car, which I now think must have been a 1936 24 hp, ex-funeral hire Austin limousine (I couldn't understand why it was so cheap or why she was so horrified at the prospect), it was not until I reached University that I had the good fortune to persuade Geoff Blowers, then Service Manager of Weybridge Motors, that my desire for an old Rolls-Royce was genuine. Having tried to dissuade me at first, he later told me that he knew of a car whose owner had died and whose son wished to sell it. As a second year University student I thus became the

gratefully and set off up the High Street, coasting to a halt in 100 yards. The whole scene then repeated itself; the constable comforting me by saying that, since I had left the boot open with the tool tray unlatched, it was providential that the car had stopped. A second application of the regulation footwear worked a more permanent cure and, with the back this time firmly closed, I reached home safely.

I really loved that car; I spent hours polishing it, vacuuming it, anointing its leather with Hide Food, buffing its woodwork and cleaning its engine – but I simply took it for granted. Petrol was cheap, servicing and repairs very infrequent, spares at pre-War prices. The car went when asked and stopped when asked. It was perfectly happy in modern traffic and delightfully easy to drive. The fact that undergraduates were not allowed cars was easily got round by the purchase of a chauffeur's hat, since there were still several pre-War Rolls in the town being run by their original owners and their chauffeurs. I expect I appreciated all the wrong things: like the two-tone horn and the light that went on in the rear quarter companions when you slid down their covers – and no doubt the car was in many ways very ordinary in mechanics and body but, as a first love, it still holds a very special place in my affections. □

Clive Carter



Fifehead Hotel, Middle Wallop.

Spring Lunch and Driving Tests Middle Wallop, Sunday, 21st April, 1985

After a glorious week when temperatures were into the high sixties it was disappointing, to say the least, to find ourselves on a windswept aerodrome on Sunday morning shivering in air temperatures of around forty. Nevertheless, there was a good turnout, with no one making excuses for non-appearance. The Taylors (Susan, Nicholas and Elizabeth, Andrew and of course Phil), and the Woolleys needed to start early, experiencing snow and hail on the way down from the Midlands! Others were more fortunate with the weather but Betty and Geoffrey Price could hardly keep their eyes open on arrival as they had been up until 2.30 a.m. wining and dining.

John Tanner had devised a short but tricky series of tests, and as usual the early starters were wiser after they had watched others perform. Not many of us would make good chauffeurs as we were pretty rotten at placing our rear door in the correct place for the Mayor to step in. Jimmy Valentine's

Mayor might have considered calling a taxi!! The 'judge the width test' was novel in that it was at a right angle to the road. So, not only did one have to judge the width you would need to get through, in addition you had to guess the turning angle and how much room would be needed to go through on the diagonal. The clever ones gave themselves plenty of room, then spread the car across the gap leaving as little space on either side as possible.

The final test was – backing into a garage – easy enough, but this time you were judged on how little room you left for the front door to close.

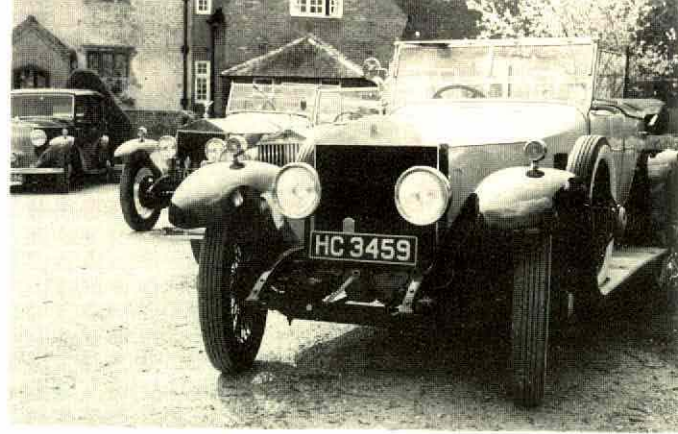
After the tests a short trip down the runway to view the brand new Museum of Army Flying. Before entering we were amused to see a whippet racing club setting a track. Some of us witnessed the first race and still have not worked out how they managed to get a mock hare to flash round the course in most realistic style. ▷

None of us would have missed the Museum. It proved to be most professionally set out, giving an enthralling account of Army flying over the last 100 years. Did you know that the Army experimented at the turn of the century with man-carrying kites? Much of the work was done by a self-styled Colonel, actually an illiterate American who made his home here and became respected for his far-reaching research. Eventually he claimed his right to the rank, as King George V, on meeting him, addressed him as Colonel. A number of most realistic presentations of actual wartime events is a feature of the Museum, with mock-ups of incidents at Arnhem and the Rhine crossing. Aircraft exhibits include an R2 Revvoplane, which is believed to be the oldest surviving helicopter, and an HU 19 captured in the Falklands.

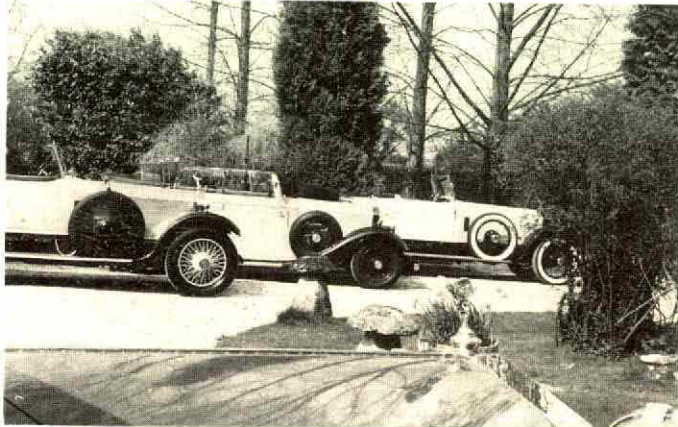
Pre-lunch drinks and chatter ensued at the Fifehead Hotel, Middle Wallop, a delightful country hotel, well worth a further visit. We were pleased to see Norwyn Tanner looking well after a nasty illness. Also Rosemary and Peter Phillips as prospective members. John Kennedy attending his first 20-Ghost meet with his beautiful 1921 Silver Ghost and his two charming children. Alys and Jack Woolley had their PII back on the road after valve trouble at the end of their marathon European run last summer. James and Janet brought 'Auntie' and we were delighted to see Fred Watson turn up with his nephew driving the Shadow, unfortunately Gay and Sebastian did not accompany him. Midge and Lynn Brua were missing as their car was not quite ready.

Lunch was a 'help-yourself' affair with a most attractive and varied array of dishes. During coffee Andrew Taylor was presented with the driving test prize and a special presentation was made to Digby Wills of the Fergusson-Wood Photographic Trophy, because it had not been available at the Annual Dinner in February. The party broke up around 3 p.m., and we made our various ways home. That is, except for the Prices who we left fast asleep in the hotel lounge. Thank you John and Norwyn for arranging such an enjoyable, cosy and friendly gathering. This is what the 20-Ghost Club is all about. □

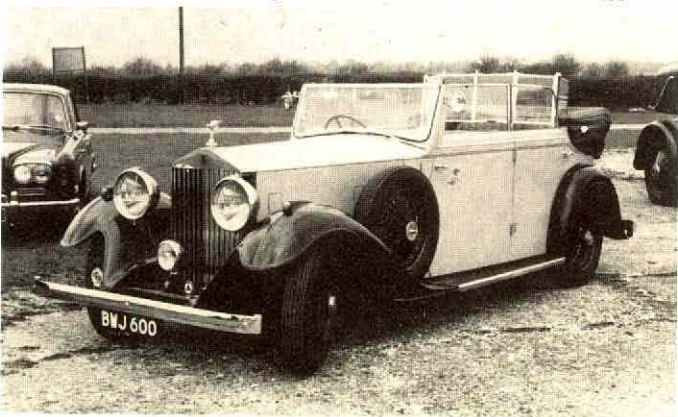
Digby Wills



John Kennedy's Ghost. Δ



A typical 20-Ghost line-up. Δ



▽ Brian Wake's 20/25.

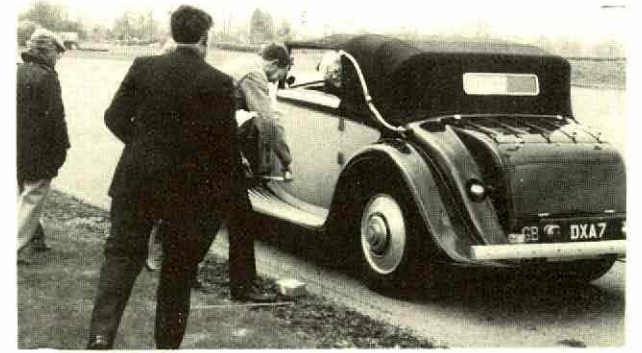


▽ Andrew Taylor collects his mug.



A long walk for the Mayor!

More like the beginning of the Alpine rally.

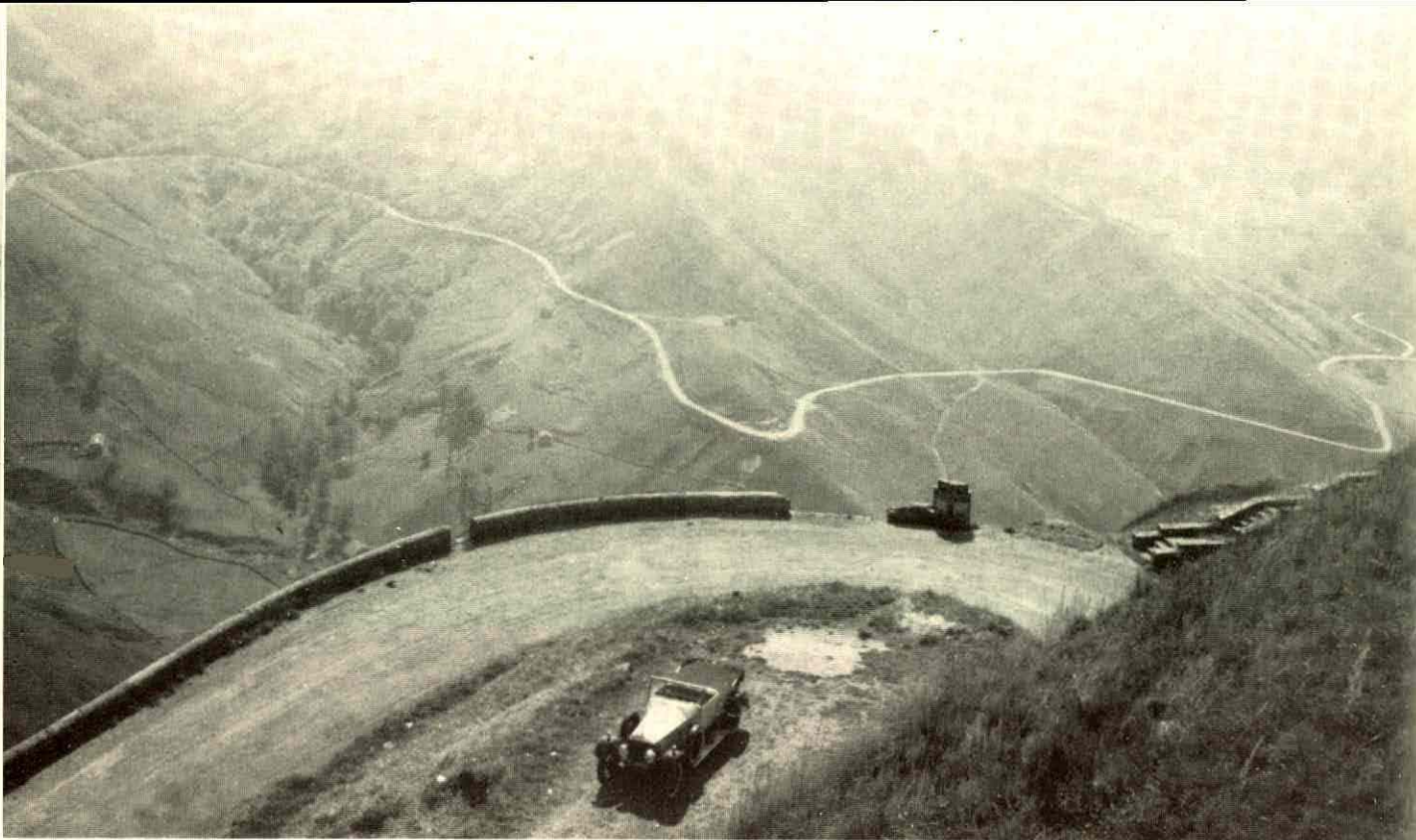


With a little help from Alys.

Museum of Army Flying.



Driver	Car	Town Hall	Repeat	Width	Garage	Total	Position
P. Phillips	GC 2819	48	6	55	11½	120½	
B. Wootton	TD 1234	77	13	28	3	121	
G. Price	WS 8586	40	17	45	17	119	
F. Valentine	MSR 333	141	99	68	11	319	
J. Woolley	DXA 7	42	25	48	19	134	
B. Wake	BWJ 600	65	45	31	11½	152½	
S. Taylor	HLL 34	26	17	26	16	85	5th
N. Taylor	YO 8869	38	4	15	11	68	3rd
J. Kennedy	HC 3459	21	15	21	2	59	2nd
D. Wills	GX 66	73	22	23	20½	138½	
P. Taylor	XV 4	35	2	14	31	82	4th
Col. Smith	TL 4086	69	11	61	33	174	
A. Taylor	YO 8869	28	2	3	14½	47½	1st



Ascent of the Partilla de Lunada pass.

Shortly before 9 a.m. on Wednesday, 25th of September at Plymouth Docks, five Rolls-Royces assembled for a television call prior to embarking for Santander, to begin the 1985 Spanish Tour of the Pilgrims' road to Santiago de Compostela.

Our cars were all different models starting with my Ghost (100 HG), a 1922 Hooper Tourer, being the oldest. James and Janet Valentine chauffeured Lady Freda in her 1929 Weyman Phantom I saloon (10 R). Phantom IIs were represented by Lynn and Midge Brua with their 1932 Hooper Continental Sports saloon (36 MS). Ken Hughes and Jane Ambler brought their fine 1958 Silver Cloud, and Sebastian Lange and Fred Watson came in their 1971 Shadow.

Thursday, 26th September. Twenty-four hours after setting out and a very calm crossing of the Bay of Biscay, we docked at Santander, were all quickly through the formalities, then off towards Vitoria. The party split into two groups, the PI and PII choosing the easier route to avoid overheating whilst the rest of us headed directly for the mountains. We were soon on a superb mountain road, reminiscent of a Dornford Yates novel. A

late lunch stop at the top of a 1317-metre pass, was followed by a descent before climbing another high pass, and later a long stop for the Silver Shadow which ironically had overheated. Arrival in darkness at our parador was rather tricky in the Ghost as a slipping generator belt had caused a flat battery and a loss of lights.

Next morning was mechanics' time. Tighten the generator on the Ghost, check plugs on the PI, timing and tappets on the PII and investigate the cooling system of the Shadow. Soon all were back in full working order except the Shadow which was retired from the trip at this stage.

The remainder of the day was spent on a trip to Elciego in the Rioja district – a chance to taste (and buy) some wine. The spectacular descent from the Sierra de Cantabria via the Balcon de la Rioja and an equally fine mountain road back to Argomaniz provided more fine vintage motoring.

Next day, a morning drive via a castle or two, saw us at Santo Domingo de la Calzada for lunch at the parador, originally built as a hospice for pilgrims on the road to Santiago. The parador was in the Plaza Mayor (main square), as was the

cathedral, and our midday arrival produced a large admiring crowd – the first of many times this was to happen. Then another superb drive to the Landa Palace at Burgos – a violent blow-out on the ghost's nearside (or is it offside when driving on the right?) causing the only problem of the day.

Burgos on a Sunday provided another significant attraction for the locals on their promenade as we parked our cars in the city to explore the large and magnificent cathedral, a

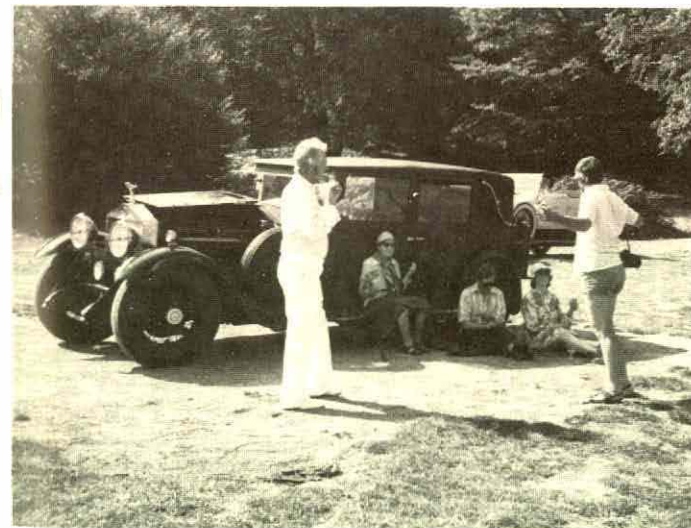
compulsory stop for the early pilgrims as well.

Highlights of an afternoon tour in the countryside included the Pancorbo Ravine, where the road and rail cut dramatically through massive cliffs (the setting for a rearguard action by the French against Wellington in 1813). But the most delightful item, after negotiating a 1,000-metre pass, was the perfect mediaeval village of Frias, perched on the top of a rocky bluff, with its church framing one end and its castle the other. A timeless

TOUR OF NORTHERN SPAIN

Picnic at Balcon de la Rioja – getting into the spirit of the place.

Photograph – Ken Hughes.



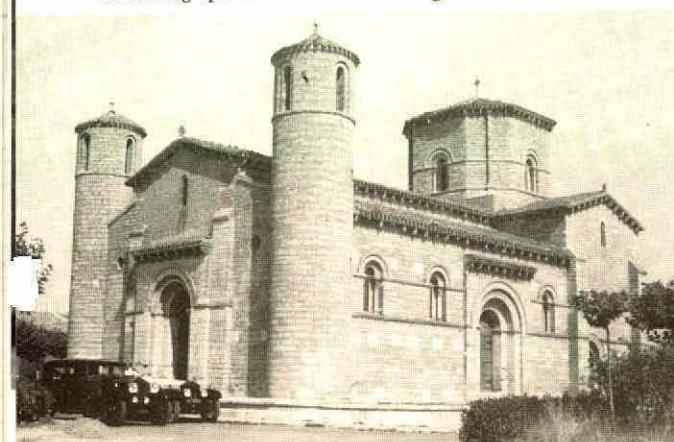
Looking out from the Parador – Aromaniz.

Photograph – John Kennedy.

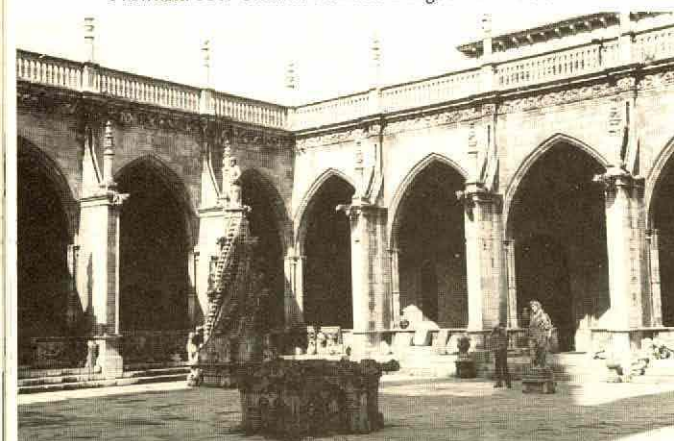




Admiring Spaniards – Santo Domingo de la Calzada.



Fromista 11c. Church between Burgos and Leon.



△ Cloister – Leon Cathedral. ▽ Old farm buildings Nr. Tineo.



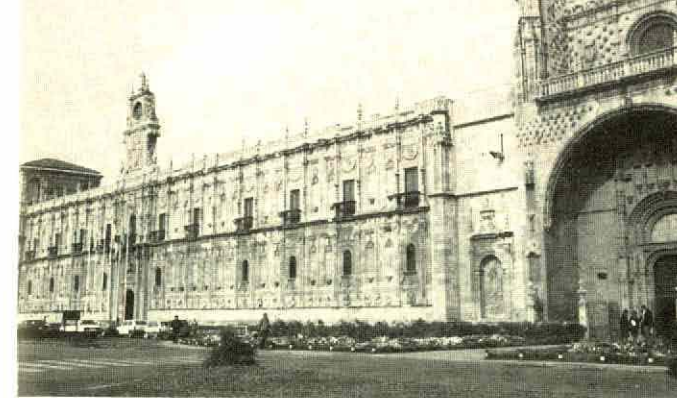
village seemingly unchanged for centuries and still very much a living village rather than a tourist town (but able to supply a welcome beer to us intrepid travellers on a hot, sunny Sunday afternoon).

The run to Leon next day followed the pilgrims' route across the prairie country. Flat landscapes punctuated only occasionally by the odd hill, big horizons, and vast cornfields still being harvested. The many castles, churches and bridges provided frequent points of interest. The perfect 11c. church of San Martin in Fromista and the impregnable castle in the old village of Grajal de Campos were the most memorable features of a very full day.

A day in Leon allowed us to catch our breath, visit the old town and the 13c. – 16c. cathedral with its unique collection of stained glass windows, together with its cloisters, which housed many priceless early Christian works of art, particularly in silver and gilt. The nearby Basilica de San Isidoro, predating the cathedral by some 200 years, housed further precious items in its treasury. A short run into the countryside revealed the early Mozarabic church of San Miguel de Escalada. Mozarabic churches were built by Christians influenced by the Moslems, and this church, mostly over 1,000 years old, was a fine example.

The caretaker was eager to show us around 'his' church, the interior of which was being restored, then to have his picture taken (to be sent to him) sitting in a vintage Rolls-Royce!

The following day's run to Santiago, over 200 miles, was as mountainous as the previous journey was flat. Two passes over 1,200 metres, much of it on very new well-engineered roads, giving us a chance to let the cars show their pace. However, with so many points of interest (plus the delay of getting a flat tyre repaired) these fast sections were welcome. We were still following the original pilgrim route, and after the second high pass we were in isolated hilly countryside, now much slower going but still fine touring just the same. We eventually reached Santiago de Compostela as darkness fell, and, in character with this green corner of Spain, in steady rain. Santiago, and the end of our pilgrim road also – now a few days to relax in the surroundings of this wonderful university city still retaining its entire mediaeval atmosphere. The town was endowed with old arcaded shopping streets, lovely squares, fountains, churches and a market place. The ►



Once a pilgrims' hostel, now our luxury hotel, Leon.

Astorga. Episcopal Palace and Gothic Cathedral.

magnificent main square, Plaza del Orbradoiri, was bounded by the Cathedral, the Chapter House, Town Hall, Archbishop's Palace and our hotel, the Hostel de les Reyes Catolicas. Founded by Ferdinand and Isabella the hotel is still performing its original function as a resting place for pilgrims. A wonderful town to merely wander around and discover and explore, with plenty of places to dodge the heavy showers which punctuated the sunny days.

There were many interesting places in the region to drive to in this isolated and very different corner of Spain with its mild, damp climate, green hills and valleys. The rural people retained much of their originality; women returning from market with their large baskets on their heads, yoked cows, and long stone barns or granaries (horreos) raised up on stone piles for protection from vermin.

Our trip to cape Finisterre (next stop America), brought us all these rural rustic delights plus the roughest roads, the heaviest rain shower and the most brilliant sunshine and clear skies of the tour, during the drive to it around the dramatic coastline. But without a doubt our most vivid



Grajal de Campos Castle on journey to Leon.

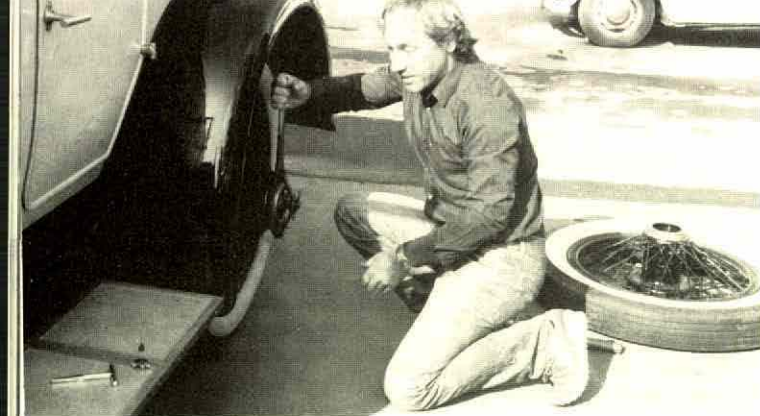


Mozarabic Church of Miguel de Escalada.

memory of all was of a ceremony in the cathedral. Dating from mediaeval times when vast crowds of unwashed pilgrims slept in the upper floors of the cathedral, a huge incense burner (botafumeiro) the height of a man, is hung from a rope pulley in the transept dome and swung to the eaves by eight men pulling on a rope. The sight of this enormous smoking fuming 'dragon' nearly touching the ceiling then plunging to within inches of the floor before almost touching the ceiling on the opposite side certainly produced gasps of amazement, or of fear from those sitting underneath it in the transept as it hurtled about their heads. What a spectacular performance!

After four days in Santiago it came the time to leave. Our final gesture of four Rolls-Royces in a deserted square negotiating into position for a last photograph must have seemed strange choreography to any onlookers!

Another full day's driving to Oviedo over mainly good quality, if remote, mountain roads was yet more truly vintage motoring. Isolated villages, rugged hills, steep-sided valleys with dramatic hydro-electric dams, high mountain passes, rustic farm buildings, fantastic vistas and panoramas, ►



Photograph - John Kennedy Δ

Mechanics day.



Photograph - Janet Valentine Δ ▽

Cathedral - Santiago.



The Botafumeiro flashing past.

▽ The final lunch



Photograph - Ken Hughes.

clear sunny skies, this day had it all. And the sight of a Ghost and a Phantom stopping in the seemingly deserted streets of a little town, followed a moment later by what seemed like hordes of people pouring out of bars to see the cars, was a sight to be remembered. With all the congestion suddenly outside, at least it was not difficult to get a drink!

Our Oviedo hotel was fit for a King - in fact our stay was reduced by a day because King Juan Carlos and his entourage had taken it over for one of the two nights we had originally intended to stay. Next morning there was just time for a quick wander round the old town then breakfast before setting off for Santillana del Mar, for our farewell lunch and the evening ferry from Santander.

However, before I could drive out of the centre of Oviedo I was stopped by a lady who insisted that I must meet her husband who, she said, also owned old cars and would like to see us. So within a short while she had driven with me to meet him and see some of his collection. Tucked in a back alley in the town were garages full of early cars, both veteran and vintage. Their weekend villa revealed even more, plus collections of many other items including books, spares, and general motoring memorabilia. The vehicles included a 1908 Hispana Suiza bus, a 1920s Hispana Suiza open tourer, numerous model T Fords, various Rolls-Royce 20 hp cars (Chassis Nos. GOK 20, GCK 17 were noted, also one mystery No. which seemed to be 7945) and a 1898 Orient Motor Buckboard and many other cars. Even this brief look at an amazing treasure trove caused a late arrival for lunch, but how could anyone have thought of a more original or better excuse?

Santillana del Mar, our farewell lunch stop, was another town from the past albeit with hotels and a few tourist shops, but with cobbled streets, age old houses, and farmers who at nightfall drove their cars up the high street to their cow byres.

After this delightful glimpse of old Spain it was back to the bustle of Santander, on to the ferry and return to Plymouth next day.

Thus our tour came to an end, apart from an early morning start from Plymouth and a 200-mile run home in the Ghost in under four hours - a tribute to these fine cars which travelled almost 2,000 miles in the two weeks of touring. □

John Kennedy

Concours d'Etat and ROLLS-ROYCE MOTORS

Gawsworth Hall, 23rd June, 1985



In typical Taylor-family fashion the organisation of this event, started and ran like one of their well-tuned Rolls-Royce motorcars.

Members from further afield commenced by installing themselves in the elegant 18th-century mansion/hotel, Mottram Hall, set in 120 acres of delightful Cheshire countryside.

Sunday morning, somewhat overcast, cars started to assemble at Mottram Hall to motor on to Gawsworth Manor, south of Macclesfield, to be met there by the rest of the participants. There were nine cars in all, ranging from Tom Love's 1904 10 hp to R-R Motors latest Silver Spur.

Tom from Perth, and passenger Bryan Firth, in coming, marked the first time this car has participated in a club event since Tom's acquisition from Oliver Langton. New member Peter Herring also came to his first event with his 1927 20 hp Hooper Tourer.

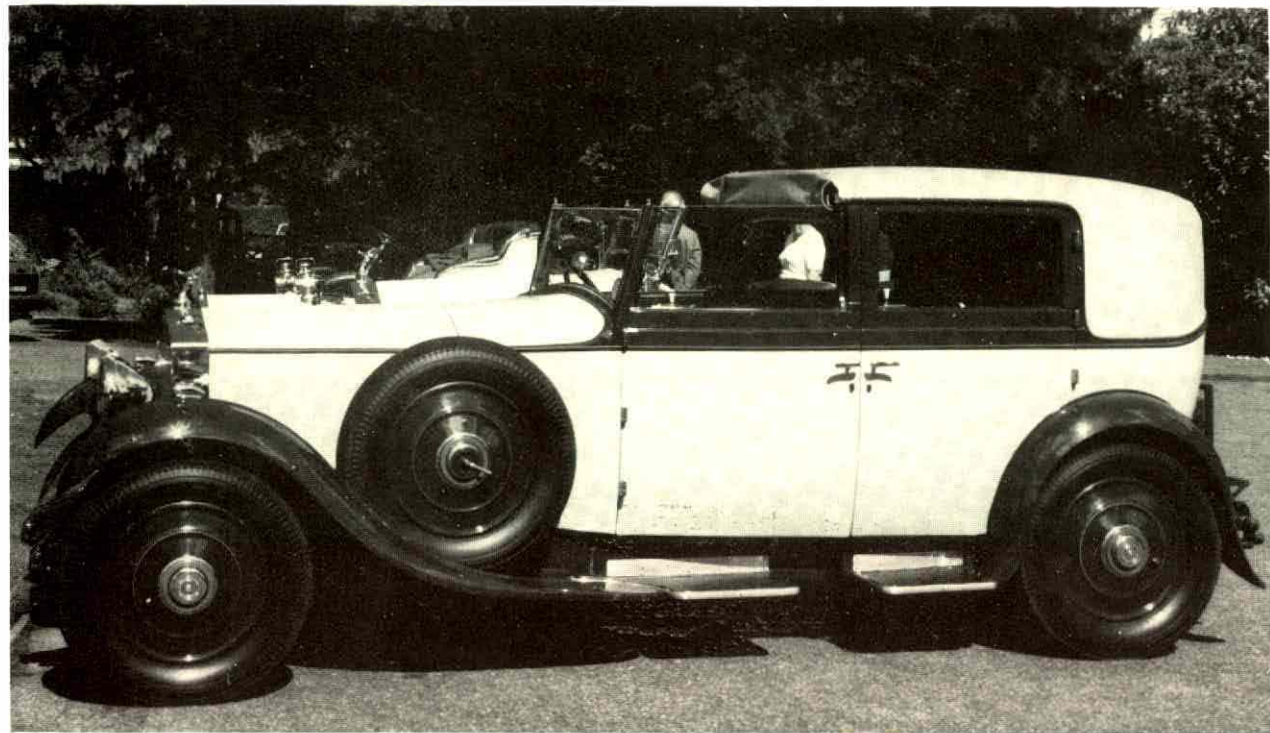
On arrival at Gawsworth, widely considered to be one of the finest examples of 14th-century half-timber manor house construction, we were

treated to a spirited version of the history of the estate by the lord of the manor, Mr. Timothy Richards. He covered well all aspects of the origins, from the time of Mary Filton's residence (sometimes known as the 'dark lady' of Shakespeare's sonnets), to the 1712 duel between the claimants Lord Mohan and the Duke of Hamilton, ending finally with Samuel Johnson, the last professional jester. (Our club's 'professional' jester was somewhat subdued at this event on his daughter's explicit instructions to lay off the Eli and Enoch stories!)

After a tour of the magnificent rooms of the manor, the gardens and the nearby 1490 St. James Chapel, we all sat in the garden in bright sunshine, to an excellently catered, sumptuous, calorie-laden, picnic, with strains of music and speeches from Midsummer Night's Dream in the background, provided by a local thespian group.

In the meantime the two very able judges, Harold Burgess and Norman Bentley were busy judging the cars for the Concours d'Etat. Lynn▷

The Winner: Ken Sedgwick's 1930 20/25 Sedan de Ville.



Brua announced the results and explained that the judges were happy to explain to each owner how to get their cars up to 100% for next year.

Following the results most members retreated to Mottram Hall to prepare for the next day's great event, the visit to Rolls-Royce Motors in Crewe.

All cars arrived in good fashion, lead by Tom's 1904 and a good deal of interest was shown by the works and office staff to see the contrast of 'old' with 'modern' motorcars.

After coffee we split into groups, each ably led by a long-term staff member who took us on a

detailed visit of all phases of production of Rolls and Bentley cars. It is easy after such a tour to realise that the price of these cars is justified in the painstaking manner that they are manufactured. They truly justify the appellation 'The Best Car in the World'.

Our tour was terminated by a splendid lunch in the Rolls-Royce dining room with an excellent speech of welcome by the new P.R. Director of Rolls-Royce. All-in-all a superb two-day event, blessed by good weather, good company, and Sue Taylor's ever efficient organisation.

Ken Ducommun



Concours D'Etat Results Table

Name	Reg. No.	Model	Year	Chassis No.	Interior cleanliness and smartness Max. 100	Exterior cleanliness and smartness Max. 100	Under bonnet cleanliness and smartness Max. 100	Chassis cleanliness Max. 100	Originality Max. 150	Mechanical state Max. 250	Total	
L. Brua	GY 7719	P.II	1932	36 MS	95	95	75	68	150	200	683	4th
J. Eastwood	UU 4905	20hp	1929	GEN 45	70	95	90	75	150	210	690	3rd
Dr. H. Watson	YP 5968	20hp	1925	GPK 2	80	90	90	74	140	220	694	2nd
K. Sedgwick	XAN 83	20/25	1930	GTR 4	95	90	90	74	150	210	709	1st
D. Wills	GX 66	20/25	1932	GBT 81	90	92	60	60	150	210	662	
P. Herring	YT 7777	20hp	1927	GHJ 66	80	65	65	65	140	200	615	
P. Taylor	XV 4	20hp	1927	GAJ 42	85	91	76	60	138	210	660	
A. Taylor	YO 8869	P.I	1926	20 TC	80	80	90	71	140	210	671	
S. Taylor	HLL 34	Wraith	1939	WHC 77	90	90	90	62	140	210	682	

Comments made by coachwork judge and taken from his notes:

Interior leather patched, O.S.R. cushion trimmed in different colour, no tools, hood canvas poor, plastic piping, trunk lid needs attention, paint in hinges, loose screws in woodwork, doors dropped, crazed woodwork, yellow O.S. window louvre, paint faded.

Rolls-Royce 100,000

During our visit to Crewe, we were privileged to witness the display of the 100,000th car produced by Rolls-Royce, with its 25 identically matched 'Centenary' replicas. Bill Love, who was present at the Concours, was the star attraction for us as he placed his 1904 10 hp at the head of the line-up for our unique photograph.



NEW MEMBERS

Mr. & Mrs. W. Baran, 200 Butler Road, Frackville, Pa. 17931 U.S.A.

20/25. Silver Wraith. James Young.

Mr. & Mrs. G. Bull, Route 2, Box 3, Cameron, Sth. Carolina 28939 U.S.A.

Silver Cloud III.

Mr. R. Chapman, Abberfold Farm, Fernhurst, Nr. Haslemere, Surrey.

20/25. 1932. GRW 10.

Mayfair Saloon. JJ 57.

Mr. W. Dobson. 145 West Eleventh Street, Azusa, Cal. 91702 U.S.A.

Silver Ghost. S367 XH.

Wraith. 1939 WLB 39.

Mr. J. M. Donner, Quarkhill, Crowcombe, Taunton, Somerset TA4 4BJ.

Phantom II. Barker Cont. 47 MW.

Mr. J. Foster, Mrktg. Ops. Dir. Rolls-Royce Motors.

Honorary Member.

Master P. Heathcote, 8 Cheyne Walk, Chelsea, London S.W.3.

25/30. GAR 21. Arthur Mulliner Saloon.

Mr. P. Herring, Holcombe Burnell, Barton, Longdown, Exeter, Devon EX6 7R2.

20hp. 1927. GHJ 66.

Tourer. YT 7777.

Maj. L. Jamieson, 19a Dean Terrace, Edinburgh, EH4 1NL, Scotland.

Silver Ghost. 1924. 68 RM. Jarvis Tourer. S 46.

20hp. 1923. 66 HS. Dr's. Coupe H. J. Mulliner.

Mr. J. Lawson, 2 The Ridge, Purley, Surrey CR2 3PE.

Silver Ghost. 1912.

Mr. & Mrs. P. Phillips, Millstream House, Ockham Hill, Ripley, Surrey GU23 6QT.

Phantom II.

Mr. D. Preston, Press & P.R. Manager, Rolls-Royce Motors.

Honorary Member.

Mr. B. Wake, 14 St. Mary's Grove, Barnes Common, London SW13.

20/25.

Club Shop

Car badges: Red or Black enamelling. Deposit £10 with £8 refundable on return.

Ties: £5 including postage.

Lapel Pin, Brooch & Cuff Links: These are available from the Treasurer, B. K. Goodman. Cheques made out 20-Ghost Club. Lapel Pin & Brooch £12. Cuff Links £20. All are silver gilt.

A Friendly Challenge (or an Informal Competition)

Our Chairman, Lynn Brua, has thrown out a challenge to any member of the Club who has driven a single pre-war Rolls-Royce in more countries than he has. He concedes that our late peripatetic Vice-President, Anthony Heathcote, might have surpassed him but wonders if anyone else has. Lynn claims a score of 22½, the half being the principality of San Marino. Let us hear from you.



The Editor,
'The Record'.

Mary and I were fortunate enough to include Springfield, Massachusetts in our holiday itinerary in 1985. I heard that the Rolls-Royce of America Inc. factory was still standing and went to see. The property is now occupied by "Titeflex" and access and photography is not allowed within the gates. All the original buildings appear intact as is the R-R siding crossing Hendee Street in front of the works. The factory now backs on to a motorway. My photograph shows the old executive offices on the right of the power house chimney and end of the works maintenance depot, pattern shop and carburettor assembly building on the left. Alongside the factory is the Indian Motorcycle Museum (Indians were also made in Springfield). The museum is restoring one of the only three Indian cars made in 1929.

Bryan K. Goodman

The Badges of the Royal Automobile Club



Full Membership
Associate Membership

Redesigned Car Badge



The new design of the Full Members Badge was approved by The Queen when Her Majesty gave her permission that the Elizabethan crown could replace the Edwardian crown of the old-style badge.

Owing to the design of modern cars, the old-style badge did not show against the chromium plating of the radiator, and for that reason the R.A.C. blue background has replaced the spokes of the old badge.

Members Car Badge



Approved by the late King Edward VII, and first used in 1907.

The King personally approved the design of the badge when he gave the Club his patronage and ordered that in future the Club should be known as The Royal Automobile Club.

The King's head should always be worn facing to the front.



Associate Badges



This badge was first worn in the year 1908, and was issued to Associate Members of the Club.

Owing to the growth of the Associate organisation and the country-wide use of the R.A.C. monogram, it was decided in 1936 to replace the Union Jack with the R.A.C. monogram in white on a blue background to conform with the Associate insignia.



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A Look at Tour Participation

Our Chairman Lynn Brua has made an analysis of the Club's major tours over the past 15 years, with a view to trying to make them as suitable to the wishes and preferences of the members as possible. Here are his findings.

I began my analysis with the 1971 Irish tour, the first one I attended. Records of earlier tours are sometimes vague about who attended, and even on the more recent ones I have had to rely to some extent on my own memory, so my apologies for any omissions. You should also note that I have only enumerated names of members. Spouses and guests have not been counted and members did not always use their own cars. In a few instances guests brought their own cars which were not counted in my tabulation.

During the past 15 years the Club has organised 12 tours, with only 1972, 1974 and 1983 being omitted. All but the Scottish Highlands tour of 1981 have been overseas. There have been several "long week-end" events abroad which have not been included. Numbers of cars have ranged 22 in Portugal in 1973 to 5 in Spain in 1985. Norway was second most popular, with 17 cars, and Japan, the most distant and exotic of our tours, had 12 cars and 31 people.

I have looked for reasons why there has been such a variation in popularity over the years. Season is a factor, and while our tours have been spread over most months, it is noted that the two most popular, Portugal and Norway, were held in June. In recent years we have tended to hold them in the Autumn to avoid the summertime tourist crowds, but we are thus making it harder for members with school children to take part.

Cost is undoubtedly a factor but I have no records on this matter. It is my observation that we have been inclined 'to go first class' rather than to use lesser calibre facilities, probably to be in keeping with our motorcars. Because of the splendid hospitality we frequently receive on our trips, it is my belief that we have had very good value for money over all. We have enjoyed some sponsorship over the years, ranging from free petrol from BP on tours such as Portugal, Norway and Hungary, to subsidy of two-thirds

of our total costs by Cathay Pacific for Japan. Sponsorship gives us economies but some members have objected to bumper signs, or early morning TV appearances in Japan. I personally favour reasonable sponsorship but do not know how to obtain it nowadays.

Political factors seem to play a part in the popularity of our tours. The reason we had no tour in 1983 was that we were going to return to Ireland again, jointly with the Irish Georgian Society. As it turned out only one party signed up, everyone else apparently being too nervous about IRA activities. I know of others who refused to go behind the Iron Curtain to Russia or Hungary, and I believe fear of the Basque terrorists limited the number on the Spanish tour.

Now let's look at those who did participate. Fifty-two members have been on at least one major tour, but 21 of those did only one while a further 17 did only two. The average number of members per tour has been 11, and with spouses and guests I would put the average total of people at about 26.

It is evident that I enjoy these tours as my wife Midge and I have been on all 15 of those tallied. Cecil Chapman did the first nine but ill health has kept him away from the last three. Lady Freda Valentine and son Jimmy have each done eight, and Lady Freda proves that age is no excuse for she turned ninety a few weeks before going on our 1985 Spanish tour.

On the tally, of course, are people who have been members during the entire period, others who have died or resigned, and some who became members during the years in question. The tally shows the number of events each has attended, the possible number of events for them, and their percentage participation. This results in the finding that of all those who have toured with us at all, attendance has been 29%. Put another way, these 52 members have averaged 3.5 tours.

This analysis is a bit pedantic but it would serve a good purpose if it stimulated our members to think on the subject and pass on to any members of the committee their suggestions as to how we could make our major tours better and/or better attended. □

Lynn Brua

Participation in Major Club Tours 1971-1985

	1971 Ireland 11 Cars	1973 Portugal 22 Cars	1975 Norway 17 Cars	1976 Dordogne 10 Cars	1977 Spain 6 Cars	1978 Russia 6 Cars	1979 Japan 12 Cars	1980 Hungary 9 Cars	1981 Scotland 7 Cars	1982 Germany/ Denmark 8 Cars	1984 France 12 Cars	1985 Spain 5 Cars	Number of Events Attended	Number of Years as Member	% Attended
Bailey	////	////	✓			✓					✓		3	10	30
Board	✓								////	////	////	////	1	8	12
Brewer									✓				1	10	10
Brua	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	12	12	100
Carler	////	////	////	////	////	////				✓			1	6	17
Chapman	✓	✓	✓	✓	✓	✓	✓	✓	✓				9	12	75
Clare			✓	////	////	////	////	////	////	////	////	////	1	3	33
Collinson		✓			✓								2	12	17
Curtis		✓	✓	✓		✓		✓					5	12	42
Dale	✓				////	////	////	////	////	////	////	////	1	4	25
Ducommun	////	////	////	////	////	////	////	////		✓	✓		2	4	50
Earl of Elgin									✓		✓		2	12	17
Fergusson-Wood		✓											1	12	8
Frederick	////	✓											1	11	9
Goodman							✓		✓		✓		3	11	27
Hand	////	////	////	////	////	////	////	////	✓		✓		2	4	50
Harrison	✓	✓									////	////	2	10	20
Heathcote		✓	✓	✓	✓	✓	✓	✓	////	////	////	////	7	8	88
Heilbron	////	////	////	////	////	////				✓	✓		2	5	40
Hellings	✓	✓	✓								////	////	3	10	30
Hermanson		✓											1	11	9
Hoppe	✓		////	////	////	////	////	////	////	////	////	////	1	2	50
Howell		✓			////	////	////	////	////	////	////	////	1	4	25
Hughes												✓	1	12	8
Karras	////	✓					✓						2	11	18
Kennedy	////	////	////	////	////	////	////	////	////	////		✓	1	2	50
Lacerda		✓			✓								2	11	18
Lange	////	////	////	////	////	////	////	////	////	////	✓	✓	2	2	100
Leake	////	✓											1	11	9
Lund			✓						////	////	////	////	1	8	12
Meachen	✓								////	////	////	////	1	9	11
Moring							✓						1	4	25
Pestana	////	////	////	////			✓	////	////	////	////	////	1	2	50
Poulter	✓	✓								////	////	////	2	9	22
Price								✓		✓	✓		3	12	25
Sears, J.	✓												1	12	8
Sears, S.		✓			✓								2	12	17
Silcock		✓					✓				////	////	2	10	20
Smedley	////	////	////	////	////	////	✓		✓				2	6	33
Tanner	////	////	////	////	////	////	✓	✓					2	6	33
Taylor, L.							✓	////	////	////	////	////	1	7	14
Taylor, P.		✓	✓										2	12	17
Taylor, S.											✓		1	12	8
Valentine, F.	✓	✓	✓			✓		✓		✓	✓	✓	8	12	67
Valentine, F. A. B.	✓	✓	✓			✓		✓		✓	✓	✓	8	12	67
Watson	✓	✓	✓	✓					✓			✓	6	12	50
Wilkins	✓							✓			✓		3	12	25
Williams		✓		✓		✓		////	////	////	////	////	3	7	43
Wills							✓			✓	✓		3	12	25
Woolley	////	////	////	////	////	////	✓			✓			2	6	33
Wootton	////	////	////				✓	✓					2	9	22
Zimble	////	////	////	////	////	////	////	////	////	////	✓		1	2	50
													131	446	29

//// Indicates not in membership.

Fergusson-Wood Photographic:
John Kennedy
Fergusson-Wood:

A limited number of 20-Ghost Club blazer badges are available at £20 each. Beautifully made in silver braid on black, to the Club badge design. Measurement 4½" by 3". Early application to the Secretary recommended.

8 Sunbury Court
Barnet
27th January, 1985

... In answer to Robin Barnard's query in the last 'Record', I can claim to have had the same 20 hp since 1949, in which my wife and I attended the inaugural meeting at the Café Royal and the first Concours in Hyde Park of the 20-Ghost Club.

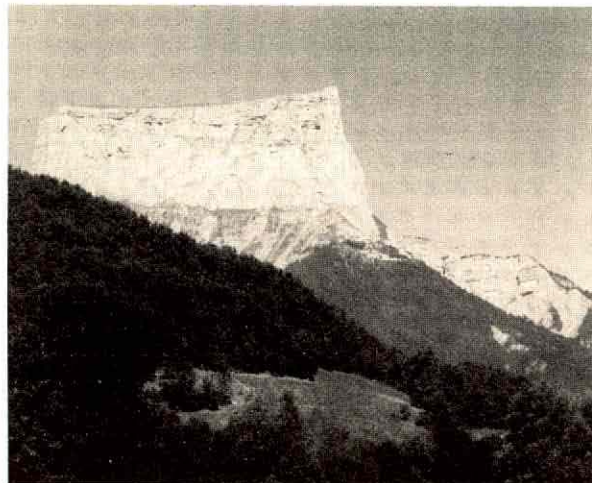
Yours sincerely,
Hugh Keller.

Gatwick House
Horley
Surrey
29th April, 1985

As I said on the 'phone on Friday evening, I claim the £10,000 prize for recognising that most unlikely looking mountain in the photograph on the back cover I think of the last 20-Ghost Club 'Record'.

Yours sincerely,
H. K. Hughes

*I bet it would. Ed.



Apparently the scaling of this rock on the 1st of July, 1492 was to amaze everyone to the same degree as the conquest of Mont Blanc did in 1876.

Digby Wills,

TROPHIES

TROPHIES

Some of the winners names were not available at the time of going to press. The gaps can be filled in as follows. Fred & Joan Watson, Not awarded: Alpine, J. Kennedy: Messervy, A.Taylor: Dymock-Maunsell, L.Brue: Stanley Sears, A.Taylor: Fergusson-Wood, Not awarded.



THE LU-GHOST CLUB Newsletter



No. 1. JANUARY 19

EDITOR: John Anderson - 37 Cecile Park, Crouch End, N.8

Scrapbook

We must thank Fred Watson for these copies of the first 20-Ghost Club News Letter, forerunner of the 'Record'. They are the first pages of a long report.

EVENTS OF 1958

by JOHN ANDERSON
Chairman, Events Committee

ANNUAL DINNER - 8th FEBRUARY

ANNUAL DINNER - 8th FEBRUARY

The first event of the New Year was the Annual Dinner, held at the Hyde Park Hotel, London, on Saturday 8th February. This happy annual affair was greatly enjoyed and was reported in a club circular of 21th February. No more need here be said about it except to emphasize once again how much everyone enjoys the opportunity to meet a number of Rolls-Royce executives at this function. We think, too, that the lively enthusiasm displayed by our members is infectious. As the evening goes merrily on its way we notice with great appreciation how readily our Honorary Members from Crewe and Rythe Road escape the shadow of the Silver Cloud to revel with us in the telling of stories of Ghosts galore!

LECTURE - 27th MARCH

LECTURE - 27th MARCH

With our thoughts turning towards the Rally and Concours d'Elegance at Longleat in June, we were very glad to welcome at the Eccleston Hotel, London, on 27th March, a timely and informative talk on "Body Renovation" and "Do-it-yourself repairs" by Mr. C.F. Rivera, Director and Chief Designer of Hooper & Co. A most appreciative audience asked many practical questions to which the lecturer gave most straight forward and helpful answers.

In April the Events Committee was all but decimated, losing two of its three members. First Mike Vivian resigned. There can be very few members of the club who do not know at first hand the dynamic personality of Mike - fountain head of information on almost everything R-R. Whilst giving invaluable service on the main Committee he found that increasing pressure of work in his business affairs made it quite impracticable to continue the work he was already doing so well on the Events Committee. Next George Post, known to all for his inimitable sketches which have enlivened our Rally programmes and Christmas cards. He too found that he could not continue his enthusiastic committee work for the Club owing to ever increasing pressure in his business. This state of affairs left your humble scribe the sole survivor - and the Longleaf Rally now only a couple of months away! Hearing of our predicament two stalwarts in the shapes of John Hampton and Bill Matthews rallied to our aid. The Events Committee was reconstituted under my chairmanship and we plunged headlong into the extensive and arduous preparations for Longleaf.

LONGLEAT RALLY AND CONCOURS D'ELEGANCE - 29th JUNE

In all some 150 cars were mustered - a grand turnout indeed. The officials of the meeting, the judges, and the system of marking are here reprinted from the official programme.

Editorially speaking in the event of the sight of this publication causing a state of apoplexy among some of our members, and a mood of stern albeit kindly reservation among others, a few words of explanation seem desirable if not essential.

The primary object of this newsletter as its description implies is to disseminate club news. It will report in the main club events which are of general interest to all. This is its most important function - since a report of a club event, such as a rally where prizes are won, is of interest not only to those who competed, but perhaps even more so to those whose other engagements perforce kept them away. As this first issue is experimental, a short survey is attempted of the events which took place during 1958.

1959 begins another year of, we hope, even more successful social gatherings. The newsletter will appear at intervals following

The Annual Dinner of 1959 begins another year of, we hope, even more successful and enjoyable events. The NEWSPLETTER will appear at intervals following as closely as possible upon the main events. The purely social gatherings such as a cocktail party will merit no more than a mention. A rally, however, will be covered with as much detail as will enable a reader who was not present to gain a reasonably coherent picture of the highlights of the event.

as closely as possible. The Newsletter will merit the same treatment as will enable it to be as useful as such as a cocktail party will merit. It will be covered with as much detail as will enable it to gain a reasonably coherent picture of the highlights of the event.

It would not perhaps be out of place to mention here that the main responsibility for the NEWSLETTER will fall appropriately enough upon the members of the Events Committee. Whilst this extra burden will be shouldered with, we hope, dignified equanimity, this seems the place to make a final point of great fundamental importance. This is your NEWSLETTER from your Club. Every member can help in some way or another to make this publication a really lively and interesting link between us all. After all our beloved cars are not kept in mothballs or museums up and down the country. WE USE THEM! WE RISK OVER THEM !! WE LOVE THEM !!! Fine - let's talk about them in our own NEWSLETTER. How they perform - where we take them, touring abroad, rallying in the mountains or what have you. The NEWSLETTER could become great fun, instructive and interesting.

It is interesting to explain the appearance of this first issue. It is more than scant justice to 1958. We

WE LOVE THEM - where we could become good friends.
How they perform - where we could become good friends.
or what have you. The NEWSLETTER could become good friends.
interesting.

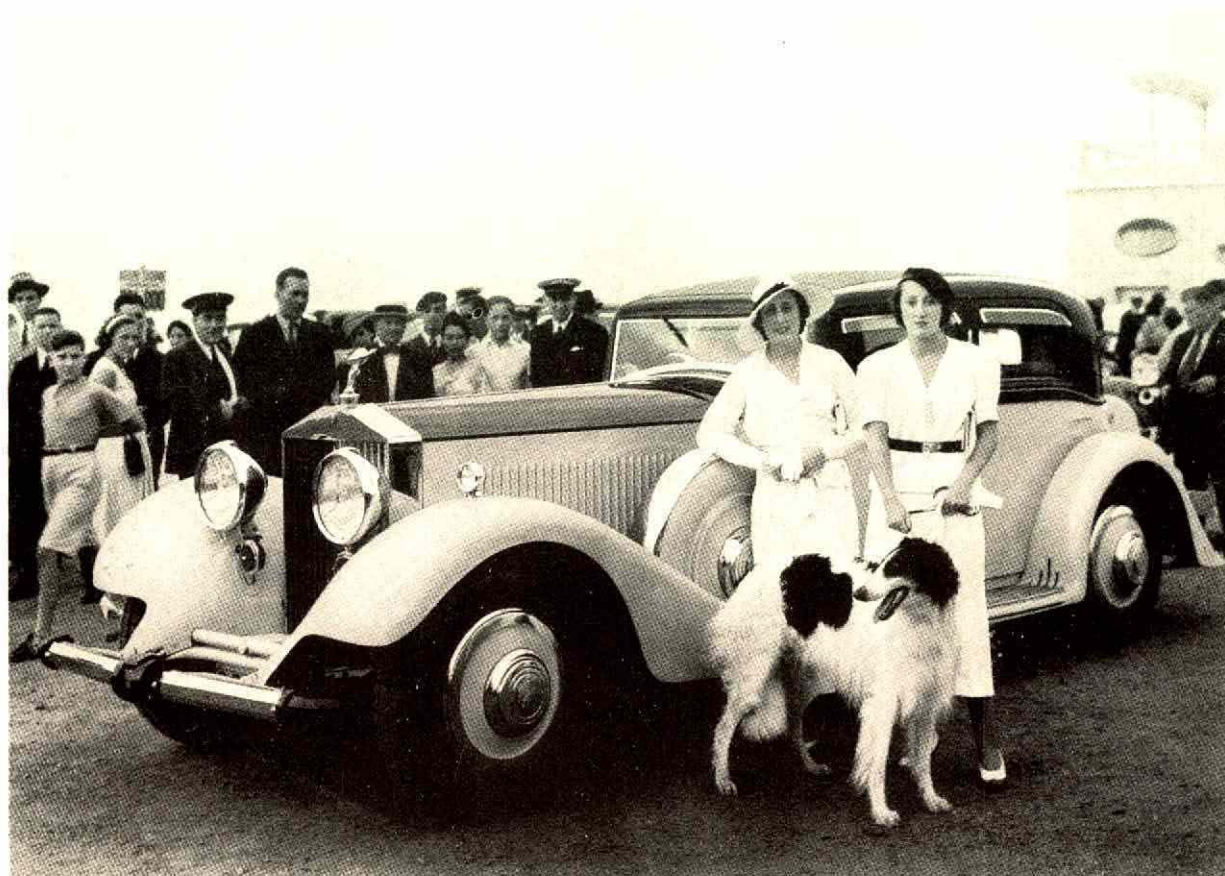
Enough has now been said to attempt to do more
only a start. It makes no attempt to do more
do look forward with great inspiration and hope to 1959.
Do please resolve to do whatever you can to see that any item great or small,
that you deem might be of interest to the club, is sent without delay to your
scribe, at the address given at the head of this page.



Lady Freda celebrating her 90th birthday, 8th September, 1985.



A Phantom II takes the Grand Prix D'Honneur Concours D'Elegance, Biarritz, 1933. No prizes for naming the breed of dog, but you might like to have a go at naming the body builder.



Events Calendar 1986

A.G.M. and Annual Dinner, The Tallow, Chandlers Hall

21st February

Spring Luncheon and Driving Tests, Manor Hotel, Morton in Marsh

20th April

Irish Georgian Tour, Warwickshire

24th, 25th & 26th May

Welsh Tour, starting at Ludlow, Finishing at The Elms, Gt. Whitley

27th June to 6th July

Maulesbury week-end and Concours d'etat

26th & 27th September
