

The 20-Ghost Club Record



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The Lady vanishes - The Lady returns

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Cover Photo: The Lady Vanishes - The Lady Returns
(See article - Return of The Lady)



Photograph courtesy of Rolls-Royce plc

RETURN OF THE LADY

The cover picture shows the original mascot used by James Radley in the 1913 Austrian Alpine Trials. Missing for many years - in fact 'lost' since the 1914 Trials, its rediscovery and reuniting with one of the cars on which it made its historic journey.

In October 1994, the mascot once again sat on the top of the radiator extension tube of 2260E, the first car to be so adorned. That this was the original mascot for which I had been searching for more than five years was beyond doubt; the mascot, nay 'the Lady' had remained with the same family through all those 80 years and was a treasured possession of the daughter of Tubby Ward, a maiden lady of similar age to her charge. But how to know of her history.....

During the first World War, Tubby Ward joined the Royal Naval Air Services and wrote a series of articles in their house magazine, 'The Wing'. Space does not permit the publication here of the articles he wrote of the adventures of 18PB, Radley's 1914 Austrian Alpenfahrt car. That treat may come later. But the articles, written as though an autobiography of the car itself, describe the entire life of 18PB from its final assembly, its testing and the trip to London to meet Mr Radley at Brown's Hotel, thence to Huntingdon to receive its test rig, right through the entire 1914 Alpine Trials.

Written in 1916, while the event was still fresh in his mind, H Ambrose (Tubby) Ward, writing under the name of H.A.W. Arde, was called Mr Hayward in the articles; Radley was Mr Yeldar. The meeting with Mr Yeldar and with the Lady both took place in London. The story goes as follows, told, of course, in the 'person' of 18PB:-

I was ultimately pulled up at Brown's Hotel, Albermarle Street, as the clock was striking eleven, having done the journey from Derby of 130 miles in three and a quarter hours, from which must be deducted ten minutes while Hayward made his examination.

My owner was quite a young man. I took a fancy to him at once. A very good type of the English sportsman of the day; well built, clean cut, athletic-looking man, of a very highly strung temperament, energetic, a rapid thinker and talker, and possessed of an extraordinary vitality, in fact, he was, as our American cousins say, like a bit of live wire.

"Well, Hayward, you've got here all right, up to time, good; come and have a drink. What's she like? All right? As good as the Monte one? How long did it take to get here?" - these, and a score of questions he fired at Hayward, barely waiting for an answer.

"We must have a bottle to christen her. Here, John, just fetch a bottle of 'The Widow', will you?" And there, outside Brown's I was duly christened, and a glass of champagne was poured into my radiator. "I see, you've got 'the Lady' all right" - this in reference to a beautiful little bronze statuette which Hayward had fixed to my radiator cap before leaving Derby.

I must tell you a little about her. She had been with Mr. Yeldar and Hayward on several stunts before, always, of course, on sister cars, the first time in the Austrian Trials of 1913, and again on a record-breaking run to Monte Carlo in November of the same year, when Mr. Yeldar, driving the whole way, had done the journey from the A.A. Offices in Coventry Street to the Casino at Monte in 26 hours 4 minutes, including the crossing to Boulogne, on a brand new standard chassis.

"Poor Billy Moorhouse, V.C., who was killed in the Spring of 1915 while flying in France, was a passenger on that trip, and a splendid chap he was; absolutely invaluable on a stunt of that kind."

The 'Lady' had told me all this and many things besides. She was a sweet young thing, but I was always afraid she would catch cold perched on top of my radiator, for she was dressed in the height of fashion, having nothing on at all.

I fell in love with her at sight, and though I am supposed to be a 'she', I always feel very masculine when I look at her....



Spot the difference

Since her car adventures 'the Lady' had two other more ignominious adventures. Firstly, she was broken at the ankles; extra brazing is clearly showing. Secondly, she has been chrome plated; this is after her first misadventure and may have been done at the time of the repairs.

Apart from this she is 'as original'. A precise replica, not chrome plated and without the ankle repair on the original, is now gracing 2260E, Radley's 1913 alpine car. The mascot the car sported on Alpine 93, created solely from photos, was very close to the original, but was not exactly the same. This is now serving as an ornament, making way for another little bit of history.

John L. Kennedy

CHAIRMAN'S LETTER

Like all organisations that have been around for quite a while, the 20-Ghost Club has to change over time to survive and serve its members in a changing world.

Having now been a member for many years I keep seeing these changes; mostly they must be for the good, as our Club continues to grow. The success of the Get In & Go events this year is yet another example. After the euphoria of the Alpine last year, there was the possibility that the Club would run out of ideas, but not a bit of it. Next year there are plans for nearly twice as many of these new 'instant' events and I am sure they will be every bit as popular as they have been this year.

I was pleased that the Club have finally returned to Ireland after an eleven year absence - too long I am sure, but at least it has happened. Speaking as a new world cousin and seeing who came on the trip, I wonder if too much has not been made of the reasons we have stayed away so long. The same certainly cannot be said for Scotland, even though this year's trip was mostly to different areas which took somewhat more organising to achieve. We are thankful, also, that our President, Lord Elgin, has such good contacts which always adds something unique to these tours.

It was also very special to be the first car club invited to travel to France by Eurotunnel during their initial public services. Such a difference to the usual waiting around to reach the other side of the Channel in little over half an hour.

I must also comment on the increases in membership in recent years and particularly in the numbers of active new members. It has to be a measure of success, even if there are now many members on tours whom I have never previously met. Many of my fellow travellers of past years are now longer touring and, alas, some are no longer with us. Still, it happens to us all and my successors look likely to keep the Club in fine heart for the future.

AGM & ANNUAL DINNER

House of Lords - 28 January 1994

Eleven years had elapsed since the previous time that the 20-Ghost Club were privileged to meet at this very special venue, so the event was eagerly anticipated with far more members than usual attending.

A packed meeting in the Moses Room, the re-election of the Committee, the review of the past years events and a brief outline of plans for the year ahead, followed with thanks to Clive Carter for organising the event and to Lord Hacking for being our sponsor. The presentations were then held before the group disbanded.

An early meeting than usual had left enough time for a guided visit of both the House of Lords and the House of Commons, which was for many their first chance to see these august institutions. The walking around certainly generated an appetite as well.

Such were the numbers that the facilities at the House of Lords was able to accommodate only half our group, so the remainder adjourned to the Caledonian Club where we had been entertained the previous year.

BROOKLANDS

10 April 1994

Our now traditional pilgrimage to Brooklands to get the motoring season under way for 1994 took place the week after the Easter break. Clive Carter had once again arranged for the Charterhouse School Motor Club to set some fiendish driving tests.

The first was the test hill, a daunting prospect for any car (or driver) not on song, with the requirement to stop part way up then restart without rollong back or grauching gears.

Then came the test on the steep banking. Driving into a gateway then reversing out and into another agteway is normally an easy operation, but when performed on the test hill is an altogether proposition as those who tried it soon found out.

For the survivors, the blindfolded driving test was there to sort them out. When the sensation of movement disappears, driving relies entirely on the navigators eyes (and instructions!), so some amusing results ensued. Perhaps the driver from the first two test should be the navigator for this one.

After an adjournement for lunch in the art deco Bluebell Room, the results were made available and Andrew Taylor in his 1926 Phantom I proved to be the winner for 1994.

BOOK REVIEW

The Edwardian Rolls-Royce

by John Fasal and Bryan Goodman

Probably only once in a lifetime does such a blockbuster book appear. In two volumes of almost 900 A4 size pages in all, this remarkable book represents decades of painstaking research by John Fasal, its primary compiler. There is very little text in the book, apart from the initial section by Tom Clarke which deals with the cars produced before the Silver Ghost. This comprehensive and well-researched section continues from Bill Morton's work and contains about 100 pages of detailed text and nearly 50 pages of superb photographs. The second section, by John Fasal and Bryan Goodman lists every Silver Ghost built between 1906 and 1917 and contains over 1000 photographs, mostly half page in size and enlarged to a very high standard using the latest computer technology. The photographic detail really is outstanding and it would be worth buying the book for this alone, but it has much more to offer.

There is a summary of every one of the nearly 3000 Chassis numbers built during this period, showing (where known), Engine no., Coachwork, Coachbuilder, Body no., On test date, Finish (Nickel or Brass), Original Registration no. and Original Owner. Changes to all of these details, especially replacement coachwork, re-registration and later owners produce almost a potted history of every car.

Painstaking research with the photographs which have come from various sources world-wide, has enabled many obscure pictures to be identified and given extensive captions which bring them to life. The end of the second volume also contains some technical details relating to changes during the 20 year build history, plus a reprint of an early book produced for the Coachbuilders to ensure that they adhered to Royce's instructions regarding ergonomics as well as legal and practical considerations. Finally there are two important and very useful indices; a name index and a registration index. Both are essential to any research, and this is very much a researcher's book as well as a general interest book.

It may seem churlish to criticise such a work of art, but there are a few strange anomalies. Whilst computer technology has been used to produce the superb photographs, the same has not been done at all with the text. As this is a reference book it would have greatly benefited by the use of computers to enable useful list and indices to be added. As the index which is compiled manually, some arbitrary decisions have

been made. I looked up 'Radley' and he appears both as an owner and a coachbuilder, but the later coachbuilding company of his, Portholme Motor Coachworks, is not shown in the index at all. Thus not only are other small volume coachbuilders likely to have been omitted, it is not possible to do a quick reference under coachbuilders.

Although there is an extensive list of acknowledgements, it would have been useful if many of the photographs had included either an acknowledgement or a description of their origins or how they came to be found. This is an additional piece of history which may otherwise be lost. With the superb narrative detail shown on some shots, it is unfortunate that a few others were inspired guesses when the caption does not say so. I found one, which I could positively identify and attribute to a different car, as I had recently obtained a private family album with pictures of the same car with the registration number clearly visible.

All this serves not to denigrate the superb effort, but to point out that for this reference book to retain its authority, a periodic update with corrections or subsequent information found, will surely enhance it even more. Subsequent changes of owner would also be a highly desirable addition but it could be a never ending task. As this is the definitive reference book, one can but hope for these extras to bring this tome closer to perfection. The only other book likely to move this from the front of my bookshelf would be a revised second edition in ten years time.

Rarely is there a book so useful to all owners of vintage Rolls-Royce cars and an essential reference book to all Silver Ghost owners. This is the best yet and well worth the £195 cost. If you are a true lover of the marque or just of early motoring and social history you will already have bought your copy. If not, buy yours now while they are still obtainable. Remember that old adage about remembering the quality....

The Edwardian Rolls-Royce is published privately. John Fasal is a Club member. Contact him directly for your copy.

IRELAND 1994

Nine cars foregathered at Fishguard on 22 April 1994 for the first 20-Ghost Club tour in Ireland for more than a decade. The cars varied in date and style and looked well prepared for Ireland's notorious roads. They represented the marque well with five Silver Ghosts, one Phantom I, two Phantom IIs and a 20 horsepower. Our group included the Alloccas and the du Toits from USA and John Kennedy with the famous Radley car, sadly lacking Rae as navigator as she was unable to join until the Scottish rally due to follow the Irish jaunt.



Jimmy Bolands Silver Ghost (172LG) at Rathsalagh

The weather was our only dampener. The outline routes devised for us were very enjoyable and it was possible to move around from one excellent Irish Country House Hotel to the next, mostly using small and even very small roads, all lovely with little traffic. Driving was exciting when high winds and pot holes made keeping the cars on the straight and narrow exacting.

From Rosslare we went north to the Wicklow mountains and near Dublin we were entertained to lunch by Desmond and Penny Guinness in their lovely home, Leixlip Castle. We had with us for two days John Redmill, architect and advisor to the Irish Georgian Society. He arranged visits to beautiful Palladian Georgian Houses for which Ireland is famous. The famous Irish National Stud and various gardens were also suggested attractions.

Tea in the friendly atmosphere of Jim and Breda Boland's kitchen followed, with a visit to his collection of cars ranging from the lovely little Renault with 17 London-Brighton runs

to its credit, to the larger Hispano-Suiza and Bentleys kept us all intrigued. They are beautifully kept and displayed in his 'garage'. We enjoyed his company the following day also, when he brought along his very original 1921 Silver Ghost (172LG).

Next day our tour took us west over the Slieve Bloom mountains in lovely weather, to the south coast of Galway Bay. The glorious views from the pass made way for the



Frank and Janet Allocca on top of the world in Ireland on the Slieve Bloom mountains

fascinating scenery of the limestone uplands of the Burren. The cliffs of Moher gave us a bracing walk after a relaxing evening at Cregans Castle, before we moved north up the coast to Galway and Connemara. Alas, the weather failed us and the navigators in the open cars found the continuous south westerly gale too much for them (Steve's Guinness had already blown over at lunch time!) and we headed inland for more shelter, as the scenery gradually disappeared in a downpour.

Our hotels throughout were most comfortable and we were very well fed; fish lovers were by now growing gills!

From Connemara another day's run took us through poor, bare country after we left the coast. At Sligo there was busy traffic and dual carriageway roads - things we had until now not associated with unspoilt parts of western Ireland.

At Donegal we had a two night stop on our very own island. The causeway gave Frank and John an opportunity for some leg pulling. Elaborate faking of tide tables led to some of us believing we would be tide bound!

Alas our day touring round was the worst yet for weather with one open and normally indomitable Ghost even admitting to giving up and returning to Donegal. In fact the run over the Glenesh Pass was very satisfactory as the weather cleared in time for some to go one way and some the other. We managed to pass each other safely although the road was narrow and steep.



A friendly wave from Pippa Southall as the Alloccas descend the Slieve Bloom mountains towards Birr

Rathmullen, our last stop was lovely. The Radley car had run out of electricity and it was suitably wired up to the dining room for recharging, giving rise to the suggestion that for certain reasons John was converting it into an electric car! Some of us abandoned our cars and walked on one of the most perfect beaches you could wish for, along the shores of Lough Swilly.

The last day came all too soon. The border guards waved us into Northern Ireland and the north coast was the aim, to see the Giants Causeway. Some of us walked to the shore while others used the excellent National Trust cliff path and failed to see much of the causeway but had a first rate walk. The rest of the coast road was grand and impressive all the way to Larne. Here Sealink had decided to cancel our crossing, but let us on the sailing over an hour earlier. Unfortunately one car failed to make this and had to wait another four hours.

The dinner in Portpatrick was a grand meeting and parting event, as some were returning home whilst others were continuing on to join the Scottish tour which commenced here on the same evening.

All in all it was a most successful and enjoyable tour which we all thanked John for organising. For the five Silver Ghost crews who had been Alpinists the year before it was a great reunion and I hope we were not too guilty of being 'Alpine Bores'.

Pippa Southall

SCOTTISH ISLANDS TOUR

1-11 May 1994

All tours seem to have a theme to them. This one was without doubt water - and the ferries needed to travel across it. Lord Elgin's eagerly awaited Scottish tour was on this occasion spending most of the time island hopping - and covering parts of Scotland which most of these seasonal travellers had never visited. To harmonise with this theme, the club had decided to support a most appropriate charity, the Royal National Lifeboat Institution, so the stage was set for an unusual tour. (Two of our members on the tour, Ron Bonar and Jo Wootton were both members of the RNLI, so they organised our charity support.)

It started for half of the group with a ferry journey from Ireland. For the Scottish tour was set to commence in Portpatrick in Ayrshire, where, by a strange coincidence, the Irish tour was set to end. Half the group were continuing after the Irish tour and half were joining afresh. Included in this group were Michael and Angelika Elliott who flew from Austria that morning, collected their car from Henley, drove to London to savour the relaxation of the daytime motorail to Carlisle, then after a relaxing evening drive on the quiet roads of Ayrshire, reached their hotel in time for dinner.

The reunion of the arriviers and leavers and early starts for those heading south, left a day to tour Burns country before

the first of our many meetings with Caledonian MacBrayne, to cross from Ardrossan to the Arran Isle. After an overnight stay, the realisation dawned on some of the party that a serious problem existed. We were celebrating the 500th anniversary of the Scotch whisky and there were no distilleries here! This important omission was best solved by two ferry journeys, firstly to leave Arran at the north end on a short ferry crossing from Lochranza to Claonaig, then a mere six mile drive across the Kintyre peninsula to Kennacraig and straight onto a large ferry for a two hour cruise to Islay. Here, with seven distilleries, was surely a chance for some serious research to satisfy everyone. Not at all! A few tenacious Club members discovered on arrival at Port Askaig, that the adjacent Isle of Jura (yes, the name of the island and the whisky), could be reached from a small ferry from the same wharf and that it was due to leave immediately. So two Ghosts drove off the big ferry for all of 20 metres, then backed onto the little ferry to set off for this unique little island. Undaunted by the fact that this was a bank holiday, the arrival at Craighouse, the only village, along the narrow single lane road soon brought out locals curious to see the cars. One lady, obviously a mind reader, said that her husband would be arriving shortly. Before we could wonder why, she explained that he was the distillery manager and he would open up for us if we wanted him to.

Reluctantly, we were eventually talked into it (who is kidding who?); the fact that we would not be able to do a tour but go straight to the tasking area was a problem we bore with great fortitude! Returning to Islay, we discovered that the Port Askaig Hotel overlooked the pier at which the car ferries arrived; the lifeboat station



20-Ghosters about to board the Tobermory lifeboat



Ron Bonar's Silver Ghost at Tobermory harbour

was also nearby, a useful state of affairs as our hotel hostess also ran the lifeboat station, a volunteer, of course as were those who manned the boat in response to every call out.

Supper over, we were then surprised by the lifeboat siren calling its crew from the surrounding area. Some of us thought that this may be some form of display for our benefit; not at all. This was a genuine emergency and within about 15 or 20 minutes, with a full crew aboard, the lifeboat sped off on its mercy mission. We learned afterwards

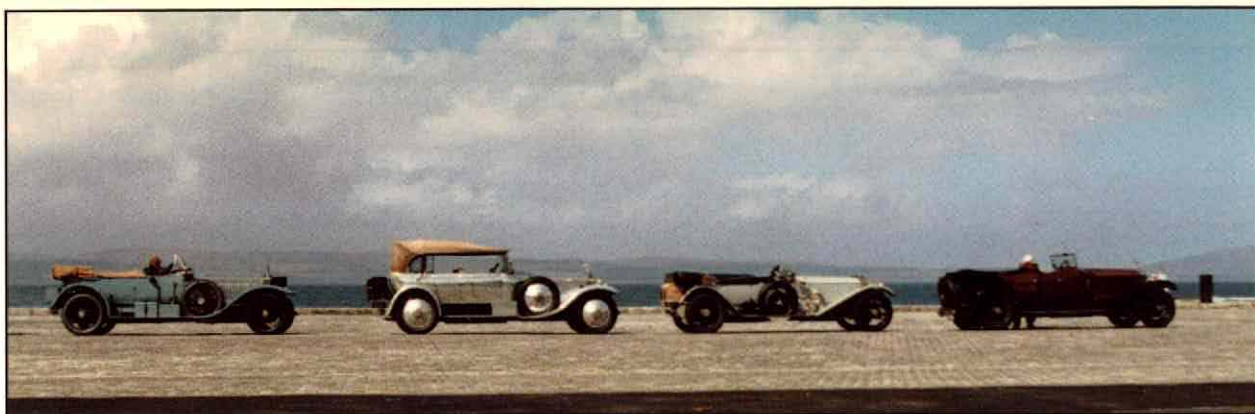


Frank Allocca trades his Silver Ghost for a bicycle

that they were out for over 12 hours and helped a boat which had broken down and drifting. And all the men on the boat have full time jobs to attend to as well!

A more threatening sky next morning saw the cars heading off as they chose - and some chose to continue the research from the previous day. First on the list was Caol Isla, situated on the coast near

Port Askaig. All supplies originally arrived by steamers which called twice a week and collected the whisky at the same time. Now there is a precarious road which winds its way down to this remote spot. The distillery has been recently



Waiting for the ferry at Mallaig

modernised and although it now longer had the picturesque appeal of some of the more traditional ones, its end product remained the distinctive Islay malt with its hint of iodine.

A brisk tour (but a leisurely tasting) left just enough time before lunch to visit nearby Bunnahabhainn, a short but winding journey away, also in a cove facing Jura. Until departure from here we were not aware of the change in the weather - the Gulf

Stream was now sweeping rain across the bleak uplands as we made our way to Bowmore - the town and the distillery where Lord Elgin (regrettably unable to tour himself) had been invited to bring the Club to lunch, so while the weather did its worst, we were entertained to the most superb seafood lunch in the distillery visitor

centre, hosted by Bowmore General Manager James McEwan. Plenty of time to visit this most interesting distillery which, unusually still has its own maltings; back for a tasting to spend a little more time while the weather obligingly cleared, and the group set off, each car making space to stow a bottle of 17-year-old Bowmore Islay Single Malt for the journey.

Woollen mills and suchlike were then on the agenda, but there was still time (pun intended) to drive to the traditional

style Bruichladdich distillery before it closed for the day. Built in 1881, it continues to use much of the original equipment which was even more vintage than our cars. The vintage tasting room was also to our liking, but the day was almost over. Alas, the other three distilleries at the south of Islay will have to wait until the next tour!

Our respite from island hopping ended early the next morning. Just time for breakfast and packing before our

longest ferry cruise, to Oban. The captain, who had brought us to Port Askaig a couple of days earlier, now treated us like old friends and invited us onto the bridge - an ideal place to watch the view from, as there were always islands (and rocks) nearby and in addition we called briefly at Colonsay. The weather turned

very wet again before a transit hour or two in Oban, spent buying fuel or trying to stay dry until the Mull ferry departed for Craignure and sunshine.

On Mull, our Tobermoray hotel had a fine view of the harbour and here it had been arranged for us to meet the lifeboat crew and take a tour. We showed the cars to the lifeboaters then they offered us a cruise in and around the bay. It was quite a revelation, for few of us had ever been on a lifeboat, certainly not one being put through its paces



Helen & Derek du Toit enjoying the quiet roads on the Isle of Skye



The last thunderstorm of all, Sleat, Isle of Skye

as this one was for us. It helped us to raise about £700 in all for a very apt and worthy cause.

That evening in the Tobermoray Hotel we drank a toast to Charles Rolls and Henry Royce - exactly 90 years to the day since their first historic meeting. Later in the evening, Ron Bonar made a presentation of a splendid miniature lifeboat to Rae and John Kennedy for their efforts in organising both the Irish and Scottish tours.

The weather continued to cause problems and the enforced morning by the fire next morning as the rain fell relentlessly, was a welcome and unexpected relaxation for everyone. The fine afternoon was a fitting reward.

An early start next day saw at Fishnish to return to the mainland, this time on the dramatic road to Mallaig. Although the tour theme was ferries and lifeboats, the Elliotts added another of their own - golf. In this land where the game was invented they had decided that they could manage a round on almost every day. Whether organising their time to play or fitting two sets of clubs in their handsome PII took more ingenuity we did not know, only that they managed to play on a number of the world's finest links, starting at Turnberry. On this day their chosen links

were at Morar near Mallaig and the road bisected the course. The sight of the cars winding elegantly round the sand hills was for the intrepid golfers as interesting as it was for the car occupants watching the golfers in action.

A night on Skye, followed by a dramatic morning thunderstorm saw a change to brilliant weather for the remainder of our tour. No shortage of different activities in a day on Skye kept everyone busy without anyone missing the evening ferry to Harris. Golf was, of course, on the menu for some. The Radley Ghost had broken a front main spring the previous evening and although the car was mobile it was hardly fit to do another thousand miles or more of motoring without severe damage or breakage of further springs. A local who lived next to the overnight hotel had a welding works in his garage and he made two U-bolts which, when used to clamp a spring steel tyre lever above the broken spring, produced a temporary repair which allowed the car to handle as new and lasted for the remainder of the journey and more.

Harris on a Sunday morning is rather quiet, but a pre breakfast tour on the lunar-like landscape started the day for some of the group. Fortunately there was petrol available on a Sunday now, so suitably replenished, the cars set off on various trips round Harris and Lewis (as the northern half of



Atlantic breakers near Horgabost, South Harris

the same island is called). Highlight for many was a visit to a Harris tweed weaver who prepared to open up on his day of rest.

Monday was certainly no day of rest, with another early start on the ferry back to Skye. A chance here to try out the cars on the hill climb between Staffin and the moors above Uig. While some put their cars (or others cars) through their mettle, others viewed the proceedings from a superb vantage point at the top of the hill where the cars were visible for over a mile.



Over the sea to Skye. Return ferry from Harris

For the last ferry of the tour, most took the main crossing from Kyleakin to Kyle of Lochalsh, but the intrepid du Toits took the seasonal and remote ferry from Kylerhea instead. Although the cars had scattered into small groups, an unscheduled meeting on the back roads at Plockton was caused by Frank Allocca's Ghost failing to proceed. after performing faultlessly the previous year on the Alpine tour, it had



Off for a round of golf. The Elliots on Skye

chosen this time to strip the sphere and was out of the tour. After seeing his car safely aboard a rescue vehicle the remainder decided to remain on the original long route plan for the day, through Lochcarron and over the dramatic Meall Gorm or Pass of the Cattle, to Applecross. The early evening run on the narrow undulating road to Shieldag was a highlight of the tour and the sight of stags on the hilltops

in the late evening sun seemed almost like a cliché of the highlands.

A later than planned arrival at Contin House and the du Boulay's hospitality was worth waiting for. These small country house hotels run by owner proprietors are a delight, even if too small for our group which was here split into two; those who were staying at the Muir of Ord instead were

treated to similar hospitality.

A couple of days here was a fitting way to end the tour. The inevitable returnings were by a variety of methods, with the efficient motorail still being one of the preferred ways to haste away home from Scotland. Pity it was rumoured to be ending.

John L Kennedy



The Adams hillclimbing on Skye

Rolls Royce 20 - Silver Ghost Chic Scottish Islands Tour

When Patron, Lord Elgin, pointed his fellow members of the Silver Ghost Club towards the Western Islands of Scotland in May, he was banking on the commonly-held belief that the best time of year to visit there is May or June. He is right, of course, but dear, perverse Mother Nature decided that the weather at Bowmore Distillery on 3rd May would be what is best described as "typical", as we played host to 24 members and friends and, of course, 12 wonderful cars.

Our photographer, Eric Thorburn, was incandescent with frustration; there they were, 12 veteran/vintage Rolls Royce cars aged from 61 to 81, gleaming, graceful and glorious - but drenched in Scotch Mist! However, after a lovely seafood lunch in the distillery visitor centre hosted by general manager, James McEwan and with a bottle of 17-years-old Bowmore Islay Single Malt safely tucked into the luggage compartment "for afters", the group set off for Mull - island of the cool, high bens.

Jim McColl

Photography by Eric Thorburn

Another far travelled couple - Michael & Angelika Elliott, driving a 1955 Barker Drophead Coupé, started off from Karnten in Austria.



First through the tape, one of the furthest travelled, all the way from New Jersey, were Frank and Janet Allcock in their 1920 Silver Ghost Tourer.



Quickly followed by an A Howes & Son Fixed Head Coupé from 1927, piloted by Michael and Lola McRobert from Kent.



Scotland was represented by Ron Bonar and John Eyler from Tayside with their immaculate 1922 Barker Torpedo Tourer.



As Mums was never like this!



Off with the wraps and prepare for the off Frank Allcock looks pretty keen to get going.



Kay Marsb from West Midlands, gets ready to board the 1928 Replica Tourer not so sure about the poach, though.



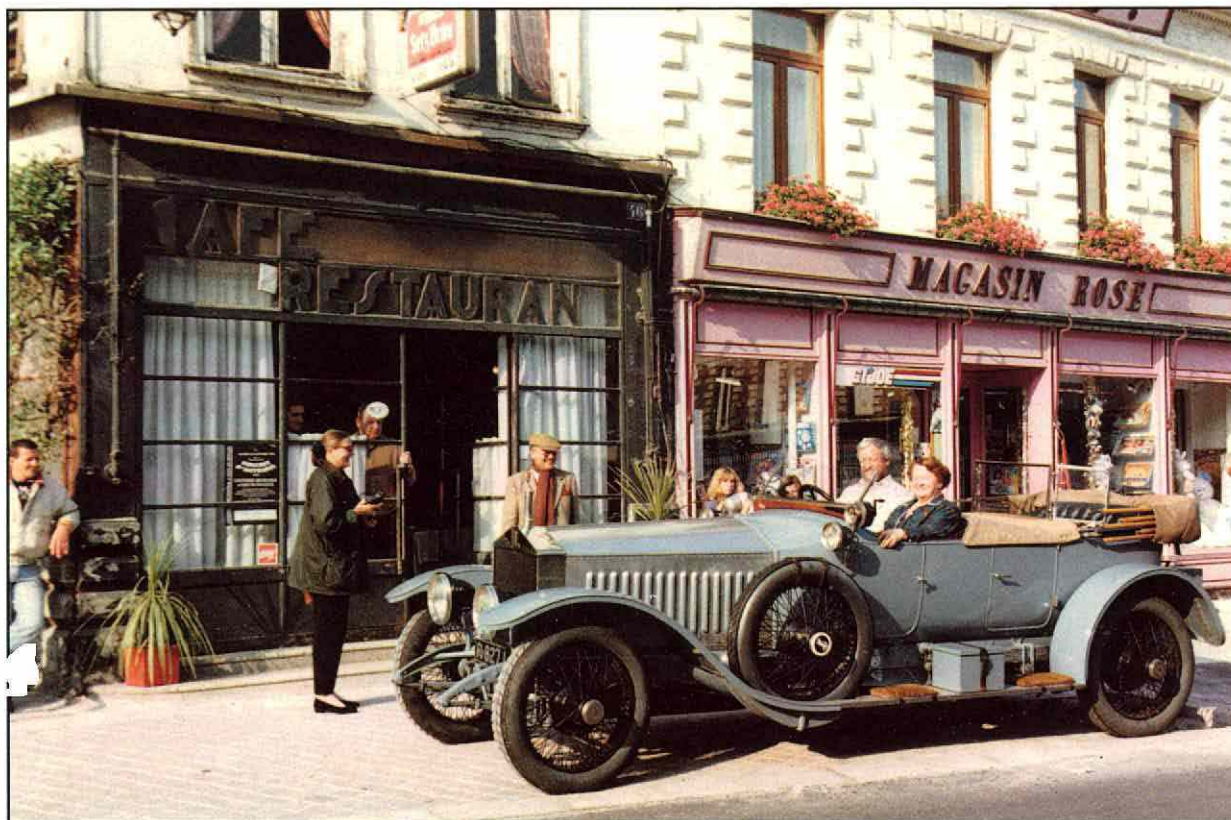
Variable vintage, the 1920 Flewitt Tourer of Graham & Gill Adams from Hampshire and the 1925 Replica Tourer of Brian and Jo Wootton from Surrey, getting the once-over from James McEwan in car-parking mode!



With bumper-secure, Clayton and Helen Banks from Lincolnshire, steer the 1922 Hooper Tourer out through the Distillery gates. Au revoir!

CHANNEL TUNNEL, PAS de CALAIS & PICARDY TOUR

An Overture to France
14-17 October 1994



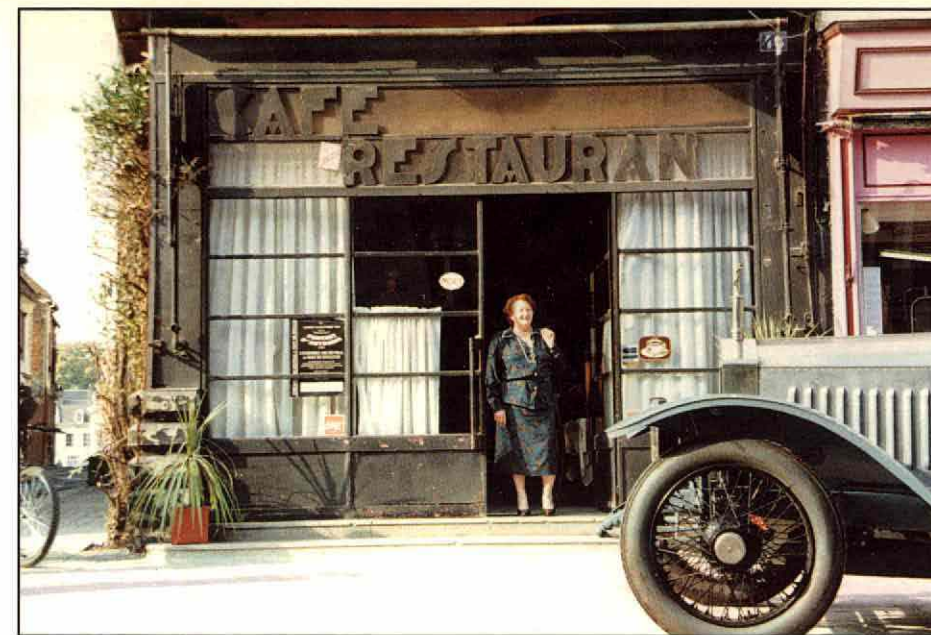
Madame Mimi sets off for a ride around Doullens'

When the 20-Ghost Club were entertained by Eurotunnel in 1990 during the 80th anniversary commemoration of Charles Rolls' epic two way Channel crossing in 1910, we promised to return to the same location in a few years - but this time under the seas.

After some construction delays, we were finally able to fulfil our promise in October 1994 when we were invited to travel on one of the Overture public runs of Le Shuttle. Almost like a maiden voyage, this was a unique occasion to have a quarter mile long shuttle train virtually to ourselves. Our group was small - six cars consisting of John & Rae Kennedy's Silver Ghost (2260E), another Ghost (104EU) brought Brian & Jo Wootton. PIs of Graham & Jane Ashley-Carter (26EF) and Robin & Nicky Salmon (25EH) were accompanied by a sole PII (36MS) in which the Club Chairman Lynn Brua brought his wife Midge and also Digby

& Margery Wills. The sole small horsepower car was the 20/25 (GSR40) of Dave & Barbara Morgan.

Rendezvous location was the Eurotunnel Cheriton Visitor Centre where we were invited to look around their exhibition whilst waiting for our departure time, as this was before the continuous service came into operation. Loading up went smoothly, it was quite a treat to drive onto the gleaming new train. We were as interested in the train, the tunnel and all of the eight billions worth of investment while the crew of Le Shuttle were just as interested in our cars, particularly as we were almost their sole customers. Scarcely more than 35 minutes after setting off, we were driving along in France, the first stop being at the Eurotunnel Information Centre for a short welcome, before driving down the spectacular coast road in the autumn sunshine. A quick stop of Mimoyecques V3 base from World



Chez Mimi, Doullens Northern France'

War II allowed us to drive through the back roads to our hotel near St Omer, where we met Go von Wedel from Germany in his PI (61LF) who had no need to avail himself of the generous offer from Eurotunnel.

From this base, various trips were possible. Saturday was a superb day and those who decided to visit Amiens had the added bonus of meeting Madame Mimi at her ancient restaurant in

Doullens. One of the delights of France is that these places still exist, often where least expected. Chez Mimi was straight out of the art deco world and was probably last painted around the time that the Silver Ghost which parked outside was built. This had no effect on either the welcome or the quality of the food on offer. Madame Mimi also discovered that many of the locals were also impressed by the clientele she

attracted and when after the usual two hour repast she was

offered a drive round the town she took up the offer with enthusiasm. By now the local bush telegraph was in full swing, so she was able to wave like a veteran to her many friend who were greeting her from first floor windows or standing open mouthed in the street.

Somewhat later than planned, Amiens eventually was reached. The large area in front of the cathedral is now closed to normal traffic but it was possible to manoeuvre the Radley Ghost into the location where the Rolls-Royce team cars were pictured in 1913 en route to Vienna, to get a

modern version of an old photograph before inspecting the cathedral.

A further day of touring and dining was followed by the return journey on Monday. Another smooth and rapid journey under the Channel brought this special tour to an end.



Silver Ghost (2260E) at Amiens Cathedral



Le Shuttle - our own check in



Le Shuttle - our own queue



Lynn Brua driving onto our Le Shuttle train

PICTURE *le Shuttle* **RECORD**



On board our own gleaming new carriage



Our own Le Shuttle crew examine the Woottons Silver Ghost



Arrival in France



Barbara & David Morgan meet Bill Coleman of Eurotunnel



Return in our 'private' train

BANBURYSHIRE WEEKEND

The 20-Ghost Club Banbury Rally

17 - 19 June 1994



Rendezvous at the Falkland Arms

A perfect weekend for a mini Aussie invasion. The 20 Ghost Club Runs around Banbury was held in perfect June weather, in a perfect location, with perfect cars and perfect organisation of

F.A.B. (Jimmy) Valentine. Nine cars and participants (seven Australians) listed below had a feast of fine scenery, fine food and wines.

On the Friday a pre rally lunch was organised for the visiting Aussies by John Kennedy at Falkland Arms, Great Tew. Jeremy and Breda Greene, Nanette and Gil Ralph, Malcolm Johns (Chairman of the 20-Ghost Club in Australia), David and I.

Peter Vacher, who is temporarily living in Australia, had generously lent his 1922 Ghost (35TG) to Malcolm for this run with David as navigator. I was the backseat driver (and

only needed to speak up on rare occasions). Peter's car had just won an Elegance Prize for Ghosts the week before at Althorp - weren't we lucky.



Malcolm Johns at the Falkland Arms driving Peter Vacher's 1922 Silver Ghost (35TG)

We arrived at Wroxton House a few miles east of Banbury in the late afternoon and met with the other participants in the car park, where a lot of time was spent chatting and admiring. The next day there was a "morning meander" to Sulgrave via Deddington (twice), so if you missed coffee, or, more importantly, antique shops the first time, you had another chance, (how thoughtful of Jimmy). The directions were so explicit no one could get lost (or no one would dare to admit to it).



View from Broughton Castle

The narrow lanes, high hedges and fenced, exquisite thatched roofed houses with beautiful gardens in the villages, peony roses, climbing roses, rhododendrons etc. and fields of red poppies were an absolute joy. We saw them all - one of the many advantages of driving in a Ghost - it has a high back seat.



Dinner at Wroxton House Hotel

We lunched at the Star Inn, then after a short walk visited Sulgrave Manor, the ancestral home of George Washington. As well as a tourist attraction, it is used for concerts and theatrical productions and the "Stars, Stripes and Stiches" annual needlework fortnight is well known. Saturday night dinner was in the formal private dining room back at Wroxton House - one table for all. Had lots of chat about a most pleasant day.

Next morning after

breakfast we had a long leisurely walk, much needed after all the excellent dining and wining, around Wroxton Village and the grounds of Wroxton Abbey.

Then into the cars for a tour and short drive to Hook Norton Brewery, still run as a family business with some older machinery still doing the work. After climbing up and down the narrow stairs, viewing cool rooms, fermenting tanks, the complimentary tasting was much appreciated. Several tea towels, bar towels and posters were purchased by the group and quite a few of these are happy in their new location in Australia.

The brewery supplies 42 nearby villages and has a staff of 35. The cars parked out the front complimented the structure and age of the building.

It was then on to a gourmet lunch at the "Moon and Sixpence" in Hanwell. Minestrone soup was strongly recommended by the delightful Italian owner as a starter and more Hook Norton naturally. The local brew certainly passed the test of the beer drinking Aussies. It was here a presentation of thank you was made to Jimmy - a novel by Henry Cockton - vintage era we think and appropriately named "Valentine Vox".



Hook Norton Brewery - older than the cars

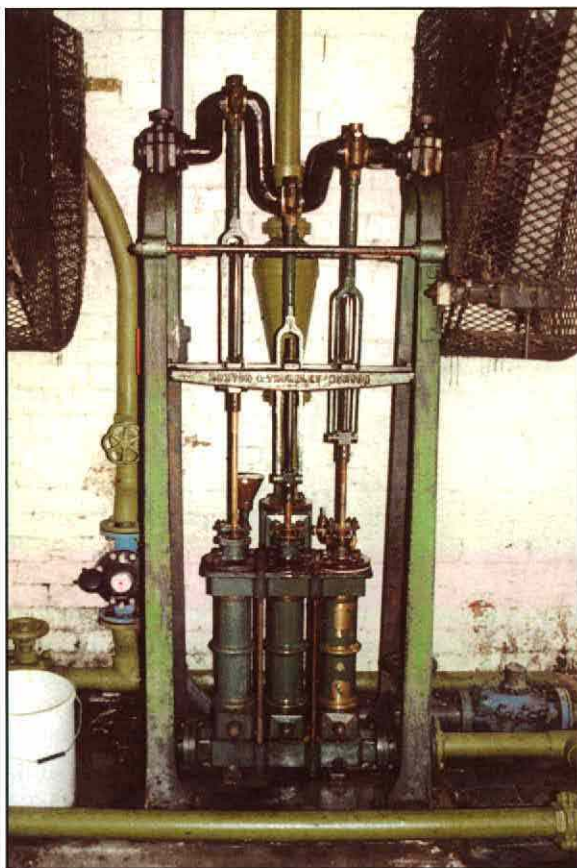
We then moved on to Broughton Castle and the gems inside were almost as good as those parked outside. Jimmy had organised a special area just near the moat for our cars. This castle dates from about 1300 and restoration is going on all the time. The moat makes it quite special and was in the headlines of the UK newspapers recently when

some intruders were seen in the castle one night. With great difficulty the owners raised the rarely used drawbridge, the "baddies" did not dare swim across the moat (or could not swim). A Police helicopter roared in and nabbed them. A little more modern history for this wonderful old historical castle.

Unfortunately it was now time to say goodbye and time for the cars to return home in many directions. Thanks to Jimmy "F.A.Bulous" Valentine, ably supported by Janet, the rally could not have been better. The detail of organisation, thought and consideration, especially for the Aussies, was exceptional plus the great company and cars. It was certainly the highlight of our trip to the United Kingdom and I cannot wait for the next one.

Highlights

- The many beautiful thatched houses. Even a duck pond with a shed in the middle with a thatched roof for the ducks.
- Reliability of the cars and perfect driving (of course).
- For David - driving the Radley Ghost.
- For me - being invited to play the spinet at Sulgrave Manor.
- For everyone, the swapping of drivers and riders so more could enjoy the cars, Nanette Ralph with Sue Taylor, Gil with Andrew Taylor.
- Mortimore the Moose (Valentine) on yet another jaunt.
- Driving through the main street of a village with a fete, band and banners - maybe they thought we were part of the parade.



In Hook Norton Brewery - vintage machinery for a vintage beer

Overheard

"I won't mind going to the dentist now, I can think of this great rally sitting in the chair" (sorry Jeremy and Breda).

Female Bystander to Ghost Owner

Female Bystander: "Do you polish your car everyday?"

Owner: "Yes."

Female Bystander: "Is it the pride and joy in your life?"

Owner: "Yes."

Female Bystander: "Does it give you great excitement?"

Owner: "Yes."

Female Bystander: "Then, you have not had a girl like me!"

Diana J Jones, Melbourne, Australia.

Participants

David and Sue Collier - West Midlands

Gervase Forster and Vaughn Wenham - Buckinghamshire

Jeremy and Breda Greene - WA, Australia

Malcolm Johns - NSW, Australia

David and Diana Jones - Victoria, Australia

John and Rae Kennedy - Berkshire

Gilbert and Nanette Ralph - Victoria, Australia

Andrew Taylor - Worcestershire

Susan Taylor - West Midlands

Jimmy and Janet Valentine - London

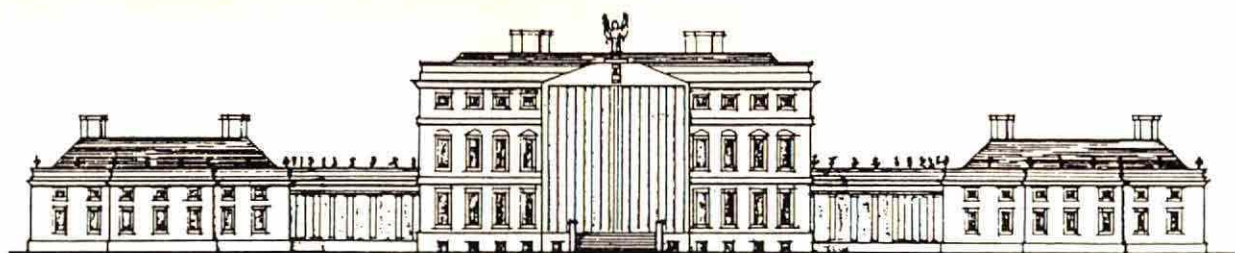
Brian and Jo Wootton - Surrey



In Hook Norton Brewery - Waiting for the process to start.



In Hook Norton Brewery - Belts & Pulleys everywhere.



IRISH GEORGIAN HEREFORD & WORCESTER TOUR

27-30 May 1994

By John R. Redmill, Chairman of the Irish Georgian Society, London Chapter.

The joint tour of the 20-Ghost Club and the Irish Georgian Society in 1994 was a tour of superlatives for many reasons. The weather was glorious to match the scenery in the gentle West Midlands. The friendship and camaraderie were as always enormous fun, proving the longevity of the relationship between the two societies built up since the first joint outing in 1978. The country houses on the itinerary organised by IGS members Tim and Marylyn Bacon were wonderful, full of the most stunning contents and, best of all, the hotel where we all stayed for once matched the cars and our aspirations. The Elms Hotel at Abberley was built in 1710 to the designs of a pupil of Sir Christopher Wren!! Set in beautiful surroundings, it was grand, comfortable and very satisfying. We felt utterly at home.

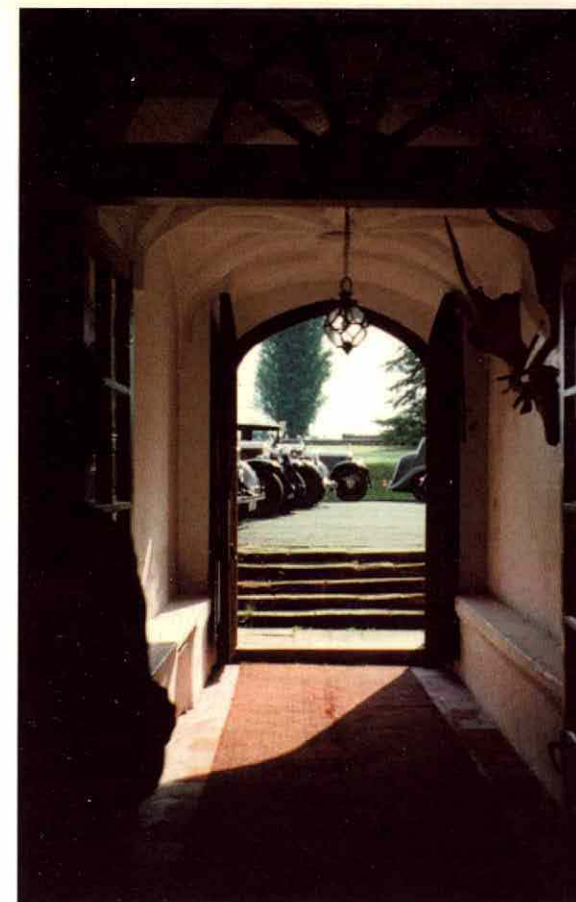


Rolls-Royce cars rub tyres with 1950s Fords at Ragley Hall.

On the Saturday, we set off across the Herefordshire countryside for MAWLEY HALL, seat of the Gaillers-Pratt family who have restored this 1730s house, one of the best Baroque houses in the country, over the last thirty years. Interiors, contents, joinery and plaster work all combined to create the richest of buildings. Even the agent there had a 1990 Bentley (modest enough, we thought). From there we went to BERRINGTON HALL, now owned by the National Trust, given to them by Lord Cawley, who still lives there. He told us of how the house had been built in the late 1770s to the designs of Henry Holland for Thomas Harley and how it had passed to the Rodney family through his eldest daughter who had commissioned Capability Brown to lay out the superb park in the 1780s. A grand exit led by Jimmy Valentine reached a firmly locked gate and, in the consequent confusion, the considerable indignity of having to thumb a lift from his Lordship to the lunch time pub was



Witley Court ruins



Holt Castle - The entrance hall

experienced by me.

The sheer elegance and comfort of OAKLEY PARK, seat of the Earls of Plymouth, put matters to rights however - his son, Lord Windsor, welcomed us to the mid-eighteenth century house of the Earl of Powis which had been altered by first Clive of India, then his son and finally his grandson, who on his marriage to the daughter of the then Earl of Plymouth in 1819, carried out the works designed by the architect C. R. Cockerell. Again, we were all amazed by the quality and quantity of the marvellous contents of the house which we enjoyed while Mozart was being played for us on the harpsichord in the staircase hall. Then the Plymouth children were given rides up and down the drive by John O'Dowd while we all enjoyed tea and the invitation to the marriage of Raine Spencer and her French Count.

Arriving at CROFT CASTLE, several participants chose to change for dinner while they were waiting outside for Lord

Croft to open the door to his 14th and 15th century castle. The interior is mainly Georgian and this we saw before drinks and a super buffet supper - a most successful first day. The sunniest of Sunday mornings saw us motoring southwards to one of the strangest and most impressive houses, the neo-Norman EASTNOR CASTLE built from 1817 onward for Sir Charles Cocks. Vast and forbidding, it stands overlooking its lake and a beautiful view, which can be seen from the vast and forbidding interiors designed by Sir Robert Smirke and A. W. Pugin. The present owner James Hervey-Bathurst, the direct descendant of Sir Charles, gave us a most entertaining tour of the house, which included a highly dangerous walk around the parapets of the roofs. We all survived this adventure to proceed to the nearby HELEN'S, a curiously spooky late medieval and Jacobean manor house. It was with some relief that we then headed to the splendours of CROOME COURT near Pershore, where we had a lavish picnic near Robert Adam's orangery, one of many garden structures designed in the mid-eighteenth century for the 6th Earl of Coventry. Lord Coventry had also built the house itself, his architects being Capability Brown (who also did the landscape), Sanderson Miller and Adam. It was a splendid walk around these delightful edifices, following which we saw the enchanting Gothic Revival church of 1763, full of Coventry monuments. The mansion, sold by the family after the last war, is now empty having been used in a depressing and unsympathetic way as an institution for over forty years - what does the future hold for it? We motored on to the WHITE HOUSE at Suckley where we were entertained to afternoon tea by the owners of the charming small house of 1700, Mr. & Mrs. Jeffrey Haworth. As the National Trust's Historic Buildings Representative for the region, Mr. Haworth had been most helpful in arranging the weekend. We then returned to the hotel for an excellent and relaxed dinner.



At Holt Castle



Holt Castle - Defenders view

Our third day was third time lucky with the weather, as yet more sunshine blazed down on us as we made a grand arrival at RAGLEY HALL, seat of the Marquis of Worcester and his son, the Earl of Yarmouth. They agreed that we upstaged a rally of 1950s Fords as we parked in a huge V formation centred on the central flight of steps up to the main entrance portico - this proved to be an irresistible temptation as a venue for the group photograph. We then saw endless sumptuous interiors of the later 17th century house - but all of these are mid and late 18th century in date and can be claimed as amongst the finest of the date in England. We were able to see the house before it opened to the public who had the privilege on their arrival of seeing us driving off to COUGHTON COURT nearby, where Mrs. Throckmorton had recently inherited the house from her uncle and de-National Trust-ified it after their work to it since 1945.

Although Throckmortons have lived here since 1409, the oldest part to survive is the early 16th century stone gate house which is flanked by slightly later black and white half-timbered wings on each side. The family has always been fiercely Roman Catholic and suffered as a result of their support of Mary Queen of Scots and then of the Gunpowder Plot of 1605. They still possess many relics of the tragic Queen including the shift she wore to her execution in 1587 as well as a wonderful range of family portraits from the 16th century to the 19th. We relaxed in the glorious garden, partly laid out by Mr. Throckmorton's daughter, before proceeding to lunch at the King's Court Hotel and the, by now



The party on the steps of Ragley Hall

customary, presentations to the Bacons and the Valentines for all their much appreciated work in organising the tour.

Then on we drove to WITLEY COURT, one of the largest and grandest ruins in England and now looked after by English Heritage. The enormous Jacobean house of the Foley family had been further enlarged and embellished during the centuries until the self-impoveryished Lord Foley had to sell up in 1837 to the 1st Earl of Dudley who transformed it into an Italian palace with luxurious interiors where his daughter-in-law royally entertained her "friend", the future Edward VII. Tragedy finally struck: she was drowned in Ireland in 1920, following which the distraught Earl sold everything to a wealthy carpet manufacturer, during whose ownership the house was accidentally gutted

by fire in 1937, hence its present ruined state, with the exception of the wonderful church of 1735 & 1747, immediately adjacent.

Many of the public were even more interested in the cars than Witley Court, but we had to tear ourselves away for our final visit to HOLT CASTLE, a delightfully small 14th and 15th century Tower House with later additions, high above the river Severn. In the elegant 18th. century dining room, the present owners, Mrs. & Mrs. Hayes, gave the most splendid and lavish afternoon tea assisted by their ten children, which was the most fitting conclusion to yet another successful tour.

SUMMER PICNIC & CONCOURS

Audley End, Essex

Sunday 17 July 1996

The façade of Audley End, viewed across the superb landscaped parkland that surrounds it, is one of the great sights of East Anglia. The building reflects the palatial ambitions of its Jacobean Lord, Thomas Howard, Earl of Suffolk and yet what we see now is barely one third of the original 17th century mansion - the rest was demolished when the house was remodelled in the 18th and 19th centuries. Little wonder that James I described Audley End as "too large for a King".

The richly decorated interiors of this unique house, with its notable collections of furniture offer 30 rooms to view in all. Outside, the magnificent park, transformed by Capability Brown, has become one of the most successful pastoral landscapes in England and contains some wonderful delights.



Lynn Brua presents Tim Forrest with his award



The cars at Audley End

This was the tempting venue for the 20-Ghost 1994 picnic on a hot summers day and produced a fine turnout of cars, with Tim & Susie Forrest winning the large car award with their 1912 Silver Ghost Barker tourer (2154) and Michael & Sue Kent winning the small car award with their 20/25 Hooper Limousine (GWX23).

Our thanks to David Martin, once a local in this area, for organising this event in such a stunning location.

THE GREAT OCEAN ROAD RALLY VICTORIA, AUSTRALIA

19-23 February 1994

The 20-Ghost Club Australian Chapter's main summertime event, The Great Ocean Road Rally from Queenscliff to Port Fairy, was held in beautiful weather with magnificent scenery and perfect cars. Sixteen Rolls-Royce cars and thirty-one eager participants met at the Vue Grand Hotel in Queenscliff on Saturday February 19, to drive to nearby

Port Campbell we drove on through Peterborough by way of Martyns Bay and Bay of Islands to observe the way the wind and sea erosion has affected these areas.

After arrival at Port Fairy there was the usual washing and polishing and more talk about reliability. A delicious dinner



En route to the Great Ocean Road Rally. Three Silver Ghosts pause to view the devastation caused by the recent bushfires at the royal National Park in New South Wales. Front car - Keith & Kerry Wherry (1606), behind - Malcolm Johns (22NK), rear - John & Liz Milverton (6TB)

Scotchman's Hill Estate for a private afternoon tour conducted by the owners, along with some wine tasting. Our veteran and vintage models blended beautifully amongst the vines.

After pre-dinner drinks in the courtyard of the Vue Grand complete with a string quartet, a sumptuous dinner on Saturday night was presented by the chef (à la Paul Bocuse, Victoria's grandest restaurant). Guests were also presented with small bottles of Van Cleef & Arpels perfume and Boss aftershave.

The Great Ocean Road provided spectacular views and corners as we drove via the Turtle Track to Beacons Point for lunch, then on to nearby Apollo Bay for dinner and the night via Horsepaddock Road, Wild Dog Road and Beauchamp Falls (a certain Silver Ghost has not ever been on such roads!).

Breakfast was in the courtyard around the pool and cars. As we continued the drive along the Great Ocean Road, with its spectacular erosion features caused by the relentless pounding from the southern ocean. Views of the Twelve Apostles, Loch Ard Gorge and the Blowhole were a knockout. Long stops were required here for photographs and chats about the wonderful performance of the cars. After gourmet lunch at

was held in the Old Borough Chambers, the original Post Office of Port Fairy which was opened especially for us on the Monday night.

Port Fairy is a sea port village and preserves the history of whaling and sealing and is well known for shark, crayfish and abalone fishing. The old cars seemed to blend well with the old world charms and its peaceful atmosphere and whitewashed cottages.



Richard Knight's spectacular Silver Ghost (97LK) on its first rally appearance



David Jones' much travelled Silver Ghost (1910E) on the Great Ocean Road Rally

The last full day of the tour produced the great challenge - the observation trial. Twenty-six testing questions for intelligence, observation and perception as well as good driving including a great deal of reversing. No cheating allowed as wonderful prizes were at stake - lottery cards with a possible prize of hundreds of thousands of dollars. The winners were Richard Knight and Jim Baxter; second Ken & Judy Russell with Lachlan & Margaret Ely coming third. Other awards were made to Richard Knight - first rally since his car was restored, Margaret Ogle - best lady driver and Keith & Kerry Wherry - oldest car.

A special award of the Goerge Adams Tattersall's sweater was presented by David Jones to Byron Dobson for his excellent organisation of the rally, ably supported by his wife Audrey along with Neil & Glenys Walker. Videos of the rally were even able to be shown before the final dinner.

Another great event - cannot wait for the next one!

Diana J. Jones



Participants in the Great Ocean Rally

Highlights

- Nice to have Chairman Malcolm Johns along, looking well after a recent illness.
- The reliability of the Rolls-Royce cars.
- We did eat and drink well.
- Good to see swapping of cars and drivers.
- Also noticed two keen Scrabble players - from Sydney.
- Goodie bag with excellent maps and various Tattersall's lottery tickets.
- The sight of Silver Ghost 97LK going along the road on its first rally after 13 years restoration.
- Ice box manufactured by David Vinall on a certain Silver Ghost. Made to look like a battery box, but lift the lid and bingo! Iced champagne.



Silver Ghosts on the Great Ocean Road

THE SPRING HUNTER VALLEY TOUR, NEW SOUTH WALES

4 -6 November 1994



Rally cars outside Belltrees Country House, Scone, New South Wales

It may have been winter in the northern hemisphere, but down under, summer was close at hand. On Friday evening when we left Sydney it was raining. Boy, was it raining! Barrie and I had just turned on to the freeway entry ramp in our Phantom II (147GN) when we heard a traffic report of an accident further on. Too late we heard the advice to take the old Pacific Highway. It took us an hour to reach the Hawkesbury River, by which time the windscreen wiper motor was getting hot and I would have killed for a demister. Our only comfort was that we were at least in a closed car, unlike our friends who could be in the same situation but in Ghost tourers.



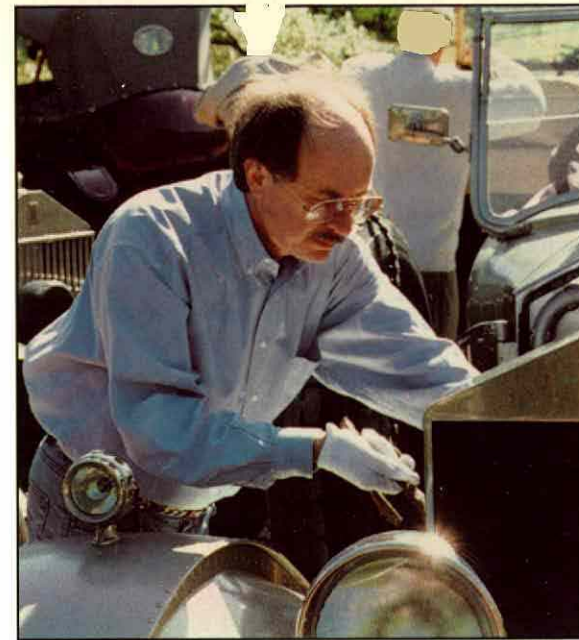
The notice says 'No Drovng' - not 'No Driving'. Rally cars near Gundy N.S.W.

We reassured one another that they had probably left earlier in the day and may have missed the worst of the weather and the traffic. This turned out to be untrue. Liz and John Milverton had arrived at Peppers Guest House in their Silver Ghost (6TB) very shortly before we did, after a long, wet and tiring trip. Of course it was hard to begrudge the rain after a drought, even at five o'clock on a Friday evening. We were still in plenty of time to join everyone for an al fresco dinner on the balcony. There were 12 of us in all; Malcolm Johns, Liz and John Milverton, Linda and David Neely, Laurie Ogle, Poll and Peter Vacher, Kerry and Keith Wherry and Barrie and Margaret Gillings.

Saturday was fine but windy and we did leave almost on time



The Milverton's 1914 Silver Ghost (6TB) in hooded mode



Malcolm Johns (in white gloves) replaces his whittle belt.

at 9 o'clock, the four Silver Ghosts and three Phantoms making an elegant procession through the beautiful countryside of the Hunter Valley with its many wineries. After stopping for petrol, Barrie and I lost sight of the others. We knew that the next stop was a provisional one at Arrowfield Winery, but seeing no sign of the cars as we went by, concluded that they had deemed it too early in the morning for wine tasting. Fools that we were, it was not until we arrived at the Linga Longa pub in Gundy that we were able to confirm that they were behind us. Evidently Keith had been doing a war dance trying to attract our attention but we had not seen him.



Hunter Valley rally participants lingering longer

The wind was so strong during this part of the trip that everyone in the open cars was now feeling quite windburnt. The glass 'eyelid' over our windscreen fractured from the buffeting it suffered in the wild weather.

Kerry had arranged for lunch at the beautiful Belltrees homestead at Scone. What a fascinating place it is, a truly Australian country home full of treasures and the White family history. We were also able to visit the lovely little chapel on the property.

Dinner that night back at Peppers was preceded by a wine tasting in the lounge. Unfortunately, most of us felt the need for a bit of a lie down before dinner after our day in the bracing fresh air. Subsequently, Malcolm and Laurie spent some time in the bar before the rest of us emerged, tardy but refreshed. The menu was a multi-course affair with each course surpassing the one before. I think that it was while Peter Vacher and I were engrossed in conversation that the significant but mysterious award of the after dinner mint was bestowed upon John Milverton by our illustrious leader. Maybe, if I pay attention, I could be in the running for it next year.

The weather had not improved on Sunday but we still enjoyed the drive back through Cessnock and onto Wollombi for what was described in the instructions as a stop for a cool drink. I don't think Dr Jurd's Jungle Juice at the Wollombi pub has ever been described that way before. We found time to check out the antique shops, but Polly still could not find the chair she was hoping to pick up for a song. The Neelys left us here to go to Newcastle but the rest of us continued down the old Pacific Highway.

Lunch at Mooney Mooney Workers Club served the biggest seafood platters we had ever seen. When the first two were brought out we thought that they were for all ten of us, but there were five more to come. Before we all dispersed for home, this seemed a fitting place for us to express our heartfelt thanks to Kerry Wherry for organising a really fun weekend.

Margaret Gillings

RECORD TOKENS

The Federation of British Historic Vehicle Clubs

Considerable effort has been required this year regarding proposals for continuous licensing. This would require all of our vehicles to be licensed, whether on the road or not. Naturally this has met with opposition from the old car movement as the reasons for the proposal are for entirely different reasons. Firstly, the police want to know the current vehicle owner and this proposal would, they believe, ensure that car sellers advise the DVLC in Swansea, so that they are no longer liable to pay the licence fee. Secondly, this would eliminate the evasion of annual payment by the large numbers who do not bother to register their cars annually or who skip a month or two before re licensing. The Federation co-ordinates all the club activities in this regard and we hope for a change of opinion on this issue. We can but hope.

Overseas Visitors

Overseas visitors are always welcome at events; many took up the offer in Britain this year and we hope that they will continue to do so. Remember that this invitation is also extended by the Australian chapter to UK and other members, in the same way. Do bring cars if possible, for the longer tours, but rides will usually be available if enough notice is given.

They Got In & Went

For the first year ever, a series of Get In & Go events were organised where participants did not need to decide until late on, if they would come. Pub rendezvous proved very successful - at least the organiser could prop up the bar whilst wondering who would turn up. Some events required at least a phone call to the co-ordinator as they provided route details or, in one instance, booked a dining car on a steam hauled train for a Sunday lunch.. All the events proved popular - some were not expected to be. At the Pub with no Name, for instance, it was a wet



Lynn Brua's Phantom II (36MS) heads a group of cars parked outside Lurgashall winery. Yes, you can find English wine, too!



John & Kay Marsh test driving their newly acquired 1924 Silver Ghost (107EM) with its 1910 Barker shooting brake body on it. On future small tours, John will drive and about 50 other members will be able to travel in his bus.

summers day and a pub that is impossible to find, but over a dozen turned up, some from nearly 100 miles away. For 1995 there will be almost double the number of events which we are sure will prove as popular.

RECENT NEW MEMBERS

A welcome is extended to:

Mark & Marilyn Babidge, Applecross, Western Australia
1924 Silver Ghost Martin & King Saloon 67AU
1927 Phantom I Replica Tourer 69EF
James & Breda Boland, Naas, Co. Kildare, Eire
1921 Silver Ghost Car Mart Tourer 172LG
Timothy & Gemma Boyd Maunsell, Maidenhead, Berkshire
1936 20/25 Offord All-weather Tourer GBK56
Ian & Molly Brooke, Haslemere, Surrey
1922 20 Robertson Tourer 42G5
Patrick & Mavis Child, London
1933 20/25 HJ Mulliner Sedan de Ville GT272
William & Clare Corbett, Brentford, Middlesex
1920 Silver Ghost Replica Tourer 60AE
John Dymock-Maunsell, Weybridge, Surrey
Bob Elliott & Marisa Luckwell, Guildford, Surrey
1930 Phantom II Replica Drophead Coupé 137GY
Alan & Heather Esmore, St Arnaud, Victoria, Australia
1920 Silver Ghost Replica Tourer 27FW
Michael & Frances Evans, Little Eaton, Derby
1921 Silver Ghost Chassis 72MG
Kenneth & Rita Fairbairn, Solihull, West Midlands
1932 Phantom II Freestone & Webb Sports Saloon 74MS
John & Liz Field, 1606 Forel (Lavaux), Switzerland
1912 Silver Ghost Replica Roi des Belges 1955E
1923 20 Claude Hamilton Saloon 68H3
1929 20/25 Park Ward Saloon GGP6
David & Marilyn Forward, Stirling, South Australia
1924 Springfield Silver Ghost Mayfair Town Car 353LF
David & Ann Gaul, Great Moulton, Norfolk
1920 Silver Ghost Replica Tourer 92CW
Jacques & Genevieve Gilbert, 45590 St Cyr en Val, France
1923 Silver Ghost Barker Doctors Coupé with Dickey 54LK
Roger & Margaret Giles, Rouse Hill, NSW, Australia
1928 Phantom I Windovers Fixed head Sedan 33CL
Nigel & Ann Hughes, Cheltenham, Gloucestershire
1925 SG Barker Tourer 120EU

Ron & Val Kaplan, Hunters Hill, NSW, Australia
1934 20/25 Freestone & Webb Four light Saloon GHA11
Tom & Nancy Lee, Wentworth, Surrey
1934 Phantom II Replica Drophead Sedan Coupé 156SK
Graham & Barbara Mead, Hartshorne, Derbyshire
1914 Silver Ghost Brewster Salamanca Cabriolet 53PB
1923 Silver Ghost Replica Tourer 3PK
1931 Phantom II HJ Mulliner Sports Saloon 58GX
1923 20 Replica Tourer GF7
1926 20 Hooper Tourer GYK23
1932 20/25 Barker Sedan de Ville GMU33
Raymond & Elizabeth Millington, Round Corner, NSW, Australia
1925 20 Mann Egerton Saloon GSK49
Laurence & Philomena O'Neil, Edgecliff, NSW, Australia
1912 Silver Ghost Williams Tourer 2133
1924 Silver Ghost Hooper Landulet 125AU
Ian & Anne Scoggins, Farnham, Surrey
1937 Phantom III Hooper Sedan de Ville 3BT133
Clive & Rosemary Sherwood, Bromsgrove, Worcestershire
1921 Silver Ghost Barker Double Cabriolet 40UG
1925 Phantom I Barker Cabriolet de Ville 10LC
1926 Phantom I Park Ward All-weather Tourer 37DC
1926 Phantom I Windovers Tourer 47YC
1923 20 Hamshaw Tourer 83K1
1926 20 Penman Limousine GZK32
1926 20 Barker Prince of Wales Cabriolet de Ville GYK3
1927 20 Cockshoot Owner driver Saloon GRJ52
Brian & Tae Soo Staples, Newdigate, Surrey
1922 Silver Ghost Barker Tourer 84TG
1932 Phantom II Barker Continental Touring Saloon 60JS
1926 20 Barker Coupé GZK39
1934 20/25 HJ Mulliner Sedan Coupé GYD37
Matthew & Carol Sysak, Washington Crossing, Pennsylvania, USA
1937 Phantom III Barker Sports Saloon 3CM92
Andrew & Marilyn Wood, Great Dunmow, Essex
1922 Silver Ghost HJ Mulliner Tourer 42YG



GET IN & GO - 95

After the success of the 1994 Get In & Go events, an even larger number are planned for 1995. As before, many of these events need not be committed to in advance, but a call to the co-ordinator could be useful; if the event needs lunch pre-arranged or a tickets booked, please do get in touch. Otherwise, if you have not made plans and it is a great day, just go to your favourite real motor car, check the oil and tighten the mascot, then - GET IN & GO!

If you have a favourite venue not on this list, make a note of it for your future GET IN & GO location.

Day	Date	Location	Details	Contact
Sunday	1 January	The Phoenix, Phoenix Green, Hampshire	Start the motoring year on New Years Day at this popular old car meeting place on the A30 near Hartley Wintney. Arrive any time from 12 noon	Brian Wootton 01784 433137
Saturday	11 March	Botley House, The Green, Chiddingfold, Surrey	Chug around Chiddingfold on a Spring Pub Run. Meet at the Forrest's House in this lovely village between 10:00 and 10:30 for coffee. Receive details of tour route and lunch time destination.	Susie Forrest 01428 684208
Wednesday	26 April	The New Forest Heathlands Hotel, Romsey Road, Ower, Hampshire	Tel: 01703 814333. Meet between 10:30 & 11:00 at this hotel on Romsey Road, just off the A36 and close to M27 jct 2.. Time for coffee or a stirrup cup then a gallop round the New Forest and lunch at a mystery pub.	Graham Adams 01489 573773
Saturday	13 May	Chequers Inn, Fingest, Bucks	Fine old Chilterns Pub off the B482 between High Wycombe & Stokenchurch (OS map 186 ref 777911). Meet at 11:00 for mint tour with visit to local winery/brewery then return to Chequers Inn for lunch	Gervase Forster 01494 874566
Wednesday	14 June	Dew Drop Inn, Hurley, Berkshire	Come for lunch in this old Inn lost in the middle of nowhere. (OS map 175 ref 823815) Take A4130 (was A423) west towards Henley. After Hurley, turn left up small lane to Grasslands Institute. Continue right up the hill and turn right when road finally turns left. The pub is hidden down this unmarked lane.	John Kennedy 01344 883033
Tuesday	20 June	Royal Ascot	For those who enjoy the world's biggest picnic, come to the first day of the Royal Ascot meeting. We plan to have a group of Club cars parked together in Car Park 7 in the centre of the racecourse which has plenty of green mown golf links and is a short traffic free walk to the Royal Enclosure and Tattersall's. Remember, race traffic is heavy, so arrive at the course about 10:30 to avoid queueing. Note that advance purchase of parking tickets is essential, as are Royal Enclosure or Tattersall's Enclosure vouchers.	John Kennedy 01344 883033
Saturday	24 June	Maidenhead & Cookham Dean	To celebrate the centenary of the famous painting of Boulders Lock on the Thames at Maidenhead by Edward Gregory, a re-enactment with full media coverage and commentary is being staged, together with a pageant through the streets, which we are invited to attend. Meet at 11:00 to prepare for procession. Travel west on A4 over Maidenhead bridge. Half mile further on, turn right opposite Lex Mead into Ray Street then left into Blackmoor Lane for Maidenhead Moor. Lunch afterwards (own account) at the Inn on the Green Cookham Dean. Good parking, food & beer.	Alan & Barbara Dixon 01628 35420
Thursday	6 July	The Phoenix, Phoenix Green, Hampshire	Meet from 18:30. On A30 between Hartley Wintney & Hook. Other car groups also meet here on this evening.	Brian Wootton 01784 433137
Saturday & Sunday	29&30 July	Silverstone circuit	Enter off A43 near Silverstone village. From 10:00 on each day. We will have a parking area available in the centre of the circuit for which special tickets will be issued to us in advance. Ask Kay for yours. Note: There is a Coy's auction on the Saturday at 18:00. Strictly no dogs.	John & Kay Marsh 01384 273061
Saturday & Sunday	5&6 August	Prescott Hill Prestbury nr Cheltenham	Off A46, signposted from Prestbury village. Come on either or both days to this exciting VSCC hill climb meeting. Space will be allocated for the Club. Arrive any time from midday on Saturday and 10:00 on Sunday. Strictly no dogs.	John & Kay Marsh 01384 273061
Sunday	13 August	The Tunnel House Pub, Coates & Cirencester Park Polo Gloucestershire	Two events for the price of one! Come to lunch at this historic pub up a side lane between Coates & Tarlton, west of Cirencester, between the A419 & A433. The pub was built in 1780 for the canal diggers who built the nearby Sapperton Tunnel. It may be possible to travel into the tunnel in an electric powered canal boat. After lunch, go to nearby Cirencester Park for the polo which commences at 15:00. They will charge a token entrance fee with a Day Membership which allows us into the Members Enclosure. Bring a picnic tea. Very 'Jilly Cooper' and great fun	John & Kay Marsh 01384 273061
Saturday	2 September	Botley House, The Green, Chiddingfold, Surrey	Explore Sussex & South Downs on a late summer Pub Run. Meet at the Forrest's House between 10:00 and 10:30 for coffee. Receive details of tour route and lunch time destination.	Susie Forrest 01428 684208

Events Calendar 1995

AGM & Winter Dinner, Cavalry & Guards Club	27 January
Coonawarra Rally, South Australia	17-22 February
Spring Lunch & Driving Tests, Brooklands	9 April
Alp tour to Slovenia	18-27 May
Irish Georgian UK Tour - Norfolk	27-29 May
Banburyshire Weekend - Wroxton (nr Banbury)	17-19 June
Summer Picnic & Concours - Dorney Court, Eton, Berkshire	16 July
Oregon Ghost Trail Tour - Denver to Seattle & return	August 1995
Autumn tour - Exmoor	29 September-2 October
Southern Highlands weekend - Bowral, NSW, Australia	8-9 September

Numerous one-day mini-events are also planned - see GET IN & GO details

Beyond 1995

AGM & Winter Dinner, Boodles Club, London	26 January 1996
Grampians Rally, Victoria, Australia	24-28 February 1996
New Zealand - Vintage Car Club Rally & South Island Tour	February/March 1996
Great Australian Outback Tour	April/May 1996
Batemans Bay Rally, NSW, Australia	4-7 October 1996



Trophy Winners 1994

Alpine:	Elaine Rosales
Woodmansee:	Graham Adams
Harding-Rolls:	Michael McRobert
Stanley Sears:	David Martin
Fred & Joan Watson:	Tim & Susie Forrest
Messervy:	Michael Kent
Dymock-Maunsell:	Andrew Taylor
Fergusson-Wood:	Gervaise Forster
F-W Photographic:	Stephanie Martin
Phoenix:	Colin Laybourne
Ladies:	Kay & John Marsh

Club Shop

Car Badges

The Club still has fine car badges in nickel with red enamel. £25 each.

Club Ties

Pure silk Club ties in silver grey to match your Silver Ghost. Replace your old one with the gravy stains on it! Only £15 each.

Tyres

Goodrich 33x5 and Michelin 895x135 available at very keen prices. Many other sizes also available. Order now and save yourself some money as well.

Back Copies of the Record

All recent editions and some early editions also still available. £2.50 each.

All above items available from the Honorary Secretary

Rear Cover
Brooklands Driving Test
Upper: Ben Grew drives GVO40 up the test hill
Lower: Blindford Driving Tests

