

The 20-Ghost Club Record



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A Ghost in Winter

20-Ghost Club Record

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CLUB OFFICERS:

President:

Earl of Elgin K.T.

Chairman & Honorary Treasurer:

David C. Martin
Martinique, 94 Carisbrooke Road
Newport, Isle of Wight PO30 1DB
Tel: 01983 522470 Fax: 01983 522470

Honorary Secretary & Record Editor:

John L. Kennedy
The Moat House
Warfield, Bracknell
Berkshire RG42 6BN
Tel/Fax: 01344 883033

Committee:

Susie Forrest
Kay Marsh
F.A.B. (Jimmy) Valentine
Brian F. Wootton

Trophy Master:

Ken Smedley
Tel: 01993 823439

Librarian:

John Marsh
Lawnswood House
Wordsley, Stourbridge
West Midlands
DY7 5QJ
Tel: 01384 273061

Australian Chairman:

Malcolm N. Johns, GPO Box 4139
Sydney, NSW 2001, Australia
Tel: 02 327 2600 Fax: 02 362 3256

Australian Secretary/Treasurer:

Dr. Byron C. Dobson, 49 Dorset Road
Ferntree Gully, Victoria 3156, Australia
Tel: 03 9758 2315 Fax: 03 9758 3568

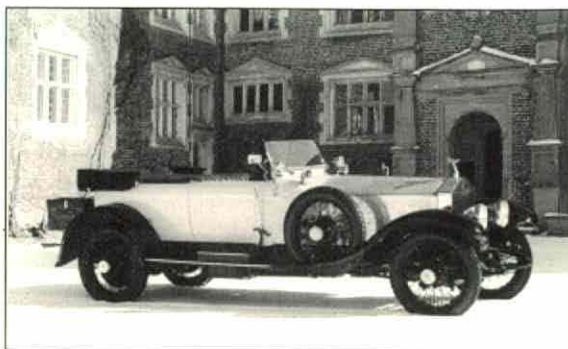
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Cover Photo: A Ghost in Winter - 58UE in original Barker coachwork, poses in the crisp snow at Coldham Hall, Suffolk



Photograph: Jens Pilo

ON THE RECORD

The big disadvantage of the European seasons is that vintage motoring is compressed into only half the year. But this does give the chance to head south and join in some of the activities which are in full swing when the north is hibernating.

We were thus able to enjoy, for the first time, the major tour of our Australian compatriots. This very active chapter has one major rally, a number of weekend rallies and various other one day social gatherings in their busy annual calendar. Many of the events are during the northern winter.

We had timed our visit to take part in the Coonawarra Rally and spent a thoroughly enjoyable week or more driving Ghosts in Victoria and South Australia. The fact that the base was one of the premier wine districts was a mere coincidence, of course and in no way influenced our decision to go. The rally was superbly organised by Rory & Liz Poland and David Vinall and our thanks go to them for such an interesting time. Elsewhere in this edition is an article and pictures of the tour.

Prior to the rally, the Australian Chairman, Malcolm Johns, organised a welcome for Rae and myself in his home in Sydney, allowing us to meet many of the local 20-Ghosters, particularly those unable to come on the tour. Thanks, Malcolm and to all the locals for a great evening.

After Australia, we continued to New Zealand and met with many of the members of the New Zealand Rolls-Royce & Bentley club who were holding their annual rally and general meeting in Napier. Although not there with a Ghost, I did get a chance to drive Adrian Garrett's early Ghost, 588 (or is it 715?), which he had recently re-restored and driven nearly 400 miles to appear. Complimenting it was 3PK, Graham Mead's 1923 Ghost, spending a year in New Zealand, having reached the halfway point of its round the world tour.

Napier was an ideal venue as it is known as the 'Art Deco Capital' of the world. This may sound a grandiose title, but the city centre (and much of the surrounding area) was destroyed by an earthquake and subsequent fire in 1931. The entire business district was rebuilt in the 1930s in the art deco style and much of this still remains, making it unique - a fitting setting for early cars, even if some of them pre-dated the buildings.

During our time touring and sightseeing in the area (yes, it is another wine

producing area!), we visited the Hawkes Bay branch of the Vintage Car Club. They must be one of the most fortunate car clubs anywhere, as they have their own Silver Ghost which is gradually being restored. The car a 1922 saloon (45ZG), with colonial coachwork from nearby Neilsons of Dannevirke is virtually complete and being slowly and meticulously restored as a club project. It may not be many more years before it is back on the road.

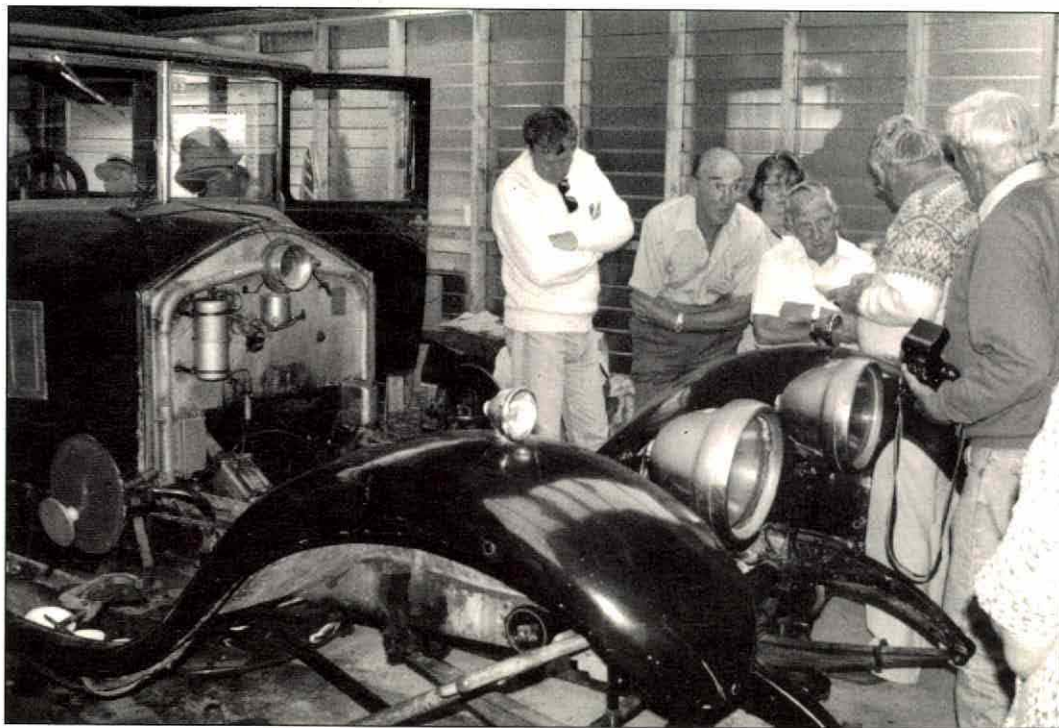
Another Ghost, an early one, also well under way with restoration is 2038E, being restored by club member Roy Southward. A fine 1912 model, it will be equipped with an original Charlesworth tourer body from another car of similar age. Although it may not be ready in time for the 1996 rally, he hopes to have it on the road for the next big NZ rally in February 2000. I hope it is.

Finally, I must mention with sadness the death of Derek du Toit in August 1995 when on the Oregon Trail tour which he had organised. Derek belonged to our Club, as well as many others, contributed many articles, organised tours and technical seminars and was well known to most active Club members. He took part in Alpine 93, won the reliability section and wrote the article published in the Record last year. As a tribute to Derek, we are publishing another of his articles in this edition.

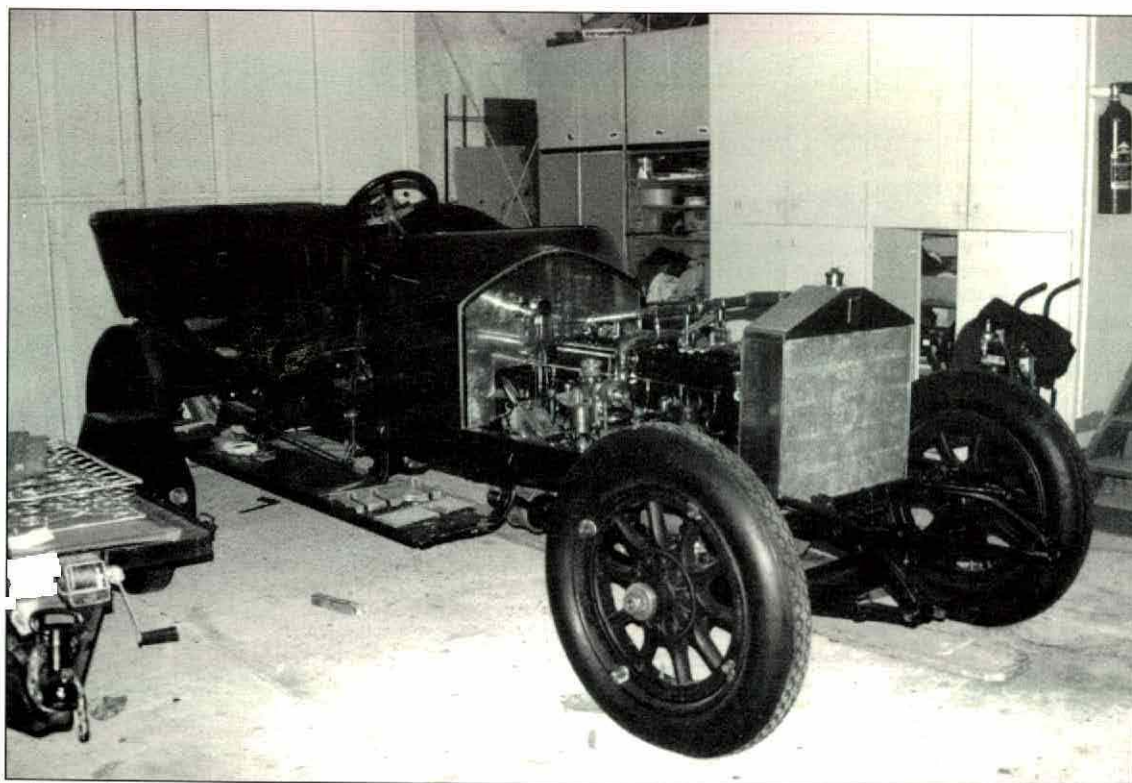
John L. Kennedy



Adrian Garrett's & Graham Mead's Silver Ghosts at Napier



Hawkes Bay Vintage Car Club Silver Ghost being restored at Napier.



Roy Southward's Silver Ghost under restoration at Lower Hutt.

CHAIRMANS LETTER

In my first year as Chairman of the 20 Ghost Club, an honour which the Committee has bestowed on me, I must thank the previous Chairman, Lynn Brua, for his many years of dedicated service to the Club on the Committee and as Chairman.

1995 has been another very successful year with the most events ever, their popularity shown by the fact that a number of them were oversubscribed. The one day "Get In & Go" events introduced over the last few years have continued to grow both in number and strength and I can only urge members to take full advantage of the opportunities to use their cars for the type of activity for which they were designed, without being heroic. During the year a number of Club cars participated in a major French tour and members managed to survive numerous civic receptions and soaring roof-melting temperatures.

Active membership of the Club increased during the year, the Australian chapter being particularly flourishing. All of this success and activity would not be possible without a strong committee. I congratulate all the Committee members for their hard work and enthusiasm.

David Martin

AGM & ANNUAL DINNER

Cavalry & Guards Club - 27 January 1995

This central London Club was once again the venue for the 20-Ghost Club annual meeting, well attended as usual.

Outgoing Chairman Lynn Brua conducted the meeting and afterwards presented the trophies.

Past years events were reviewed, the Committee re-elected and the wining and dining proceeded as usual. Our thanks are due once again to Norman Gardner for organising the venue and to Susie Forrest for organising the meeting arrangements.

CONCOURS & SUMMER PICNIC

Dorney Court - 16 July 1995

Dorney Court, tucked away on a quiet backwater near Windsor, provided the historic setting for the annual concours, attended by cars ranging from the 1905 Light 20 (26350) through to a fine brace of 1937 Phantom IIIs, (3BT133 & 3BT139), back together for possibly the first time since they were built.

A splendid lineup of Silver Ghosts kept the judges busy until Colin Laybourne's fine 1919 tourer (30PP) was awarded the honours for large horsepower cars. With a replica body built by Colin himself, it was a worthy winner.

A somewhat smaller group of small horsepower cars saw Ashley Wills follow in the family footsteps and win with his 1932 20/25 Barker Sedan de Ville (GBT81).

By popular vote, the Ladies choice went to Bryan Wootton's Schaphandrier bodied Silver Ghost (104EU).

After the usual picnic, everyone took the opportunity to visit one of the finest early Tudor houses in England.

EXMOOR DRIVING WEEKEND

28 - 30 September 1995

The base for this event was the Combe House Hotel, Holford, just off the edge of Exmoor; an above expected entry was received with a waiting list. This was mainly due to the number of hotel rooms available and the narrow roads and lanes being used for the event. Eight Silver Ghosts, one Phantom I and three Phantom II's arrived on the Friday evening. After dinner, during coffee, a short briefing was given by organisers John and Kay Marsh. Their chosen route was both interesting, with outstanding views, but also challenging for both car and driver.

The first car left at 9 o'clock next morning; the others following in three minute intervals with a lovely sunny sky, with route cards having been prepared for all navigators on the trip mileage basis.

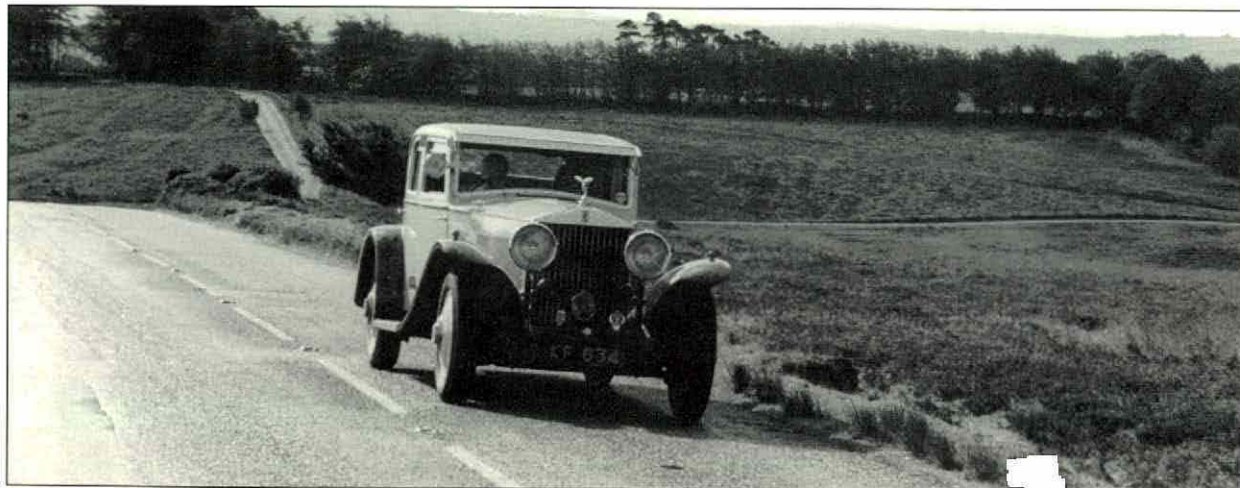
A few miles had been allowed for the oil to warm up before turning off the Minehead main road where a moderate climb of 1 in 6 took us up to Raleigh's Cross. This gave our first views across those innocent looking moors.

The first real hazard arose after 30 miles when descending to a coffee stop at Tarr Steps, where the hazardous ford of some 100 metres in length, was running with over half a metre of water. This was the River Barle - a proper river and the major tributary of the Exe. Much humming and hawing took place before the first car took the plunge, it arrived none the worse on the other side and after a bit of traditional drying out of brakes, faced a long climb up to the church. However, the very steep descent at Dulverton had many hanging on hard to the hand brake and hoping that the road in front was clear. Many more ups and downs faced the drivers before lunch at the Blackmoor Gate where all checked in, some with better tales than others.

After lunch, we headed in the direction of Lynton where the views out to sea were fantastic. Then down the steep hairpin bend, most made it in one, and up the well-known 1 in 4 Countisbury Hill, again the views eased the peddle off and then a right turn down to Oare and over the narrow stone Robbers Bridge to climb back to the A39 brought us to the array of signs saying "Low Gear, Dismount, S Bend, Steep Hill, Escape Road". Yes, we had arrived at Porlock Hill. Proceeding on through the village towards Minehead, we took a right hand fork which said Dunkery Beacon, 3 miles. Having past through Horner we took a right turn which immediately made you aware that first gear was required for this very long and twisty climb to the top of the Beacon; many people changing up only to have to change back down again. One car was found with its bonnet open at the top taking a breath of fresh air. It was now a downhill run back to the hotel with another not so deep ford to cool things off and wash the wheels. A total distance of 121 miles of very, very many gear changes.

The evening was spent reminiscing with some quite amazing stories; then to find at the coffee briefing that the next day's run was a navigator's nightmare, being a re-run of that day's route in the opposite direction, so that many of the descents became even more interesting as did the ascents and visa versa. No arrangements had been made for lunch but a lot of us by coincidence met at the Royal Oak, Withypool, which had just re-opened after being burnt to the ground. No cars actually completed the course. Two came very near before time ran out for our 4 o'clock venue at Dunster Castle, which, regrettably, had shut its doors just before our arrival.

Jo Wootton



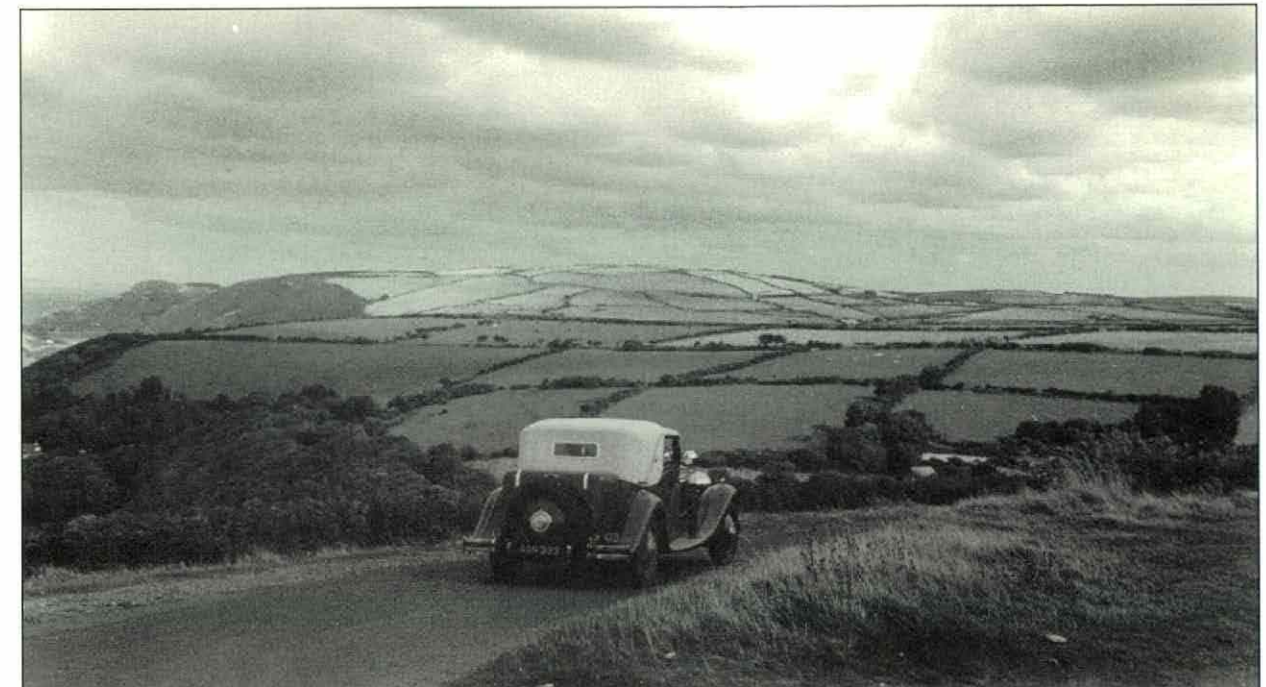
The Fairbairns on the moor

Photograph by Jens Pilo



The Pils, lost in the mist high on Exmoor

Photograph by Jens Pilo



The Elliotts on top of the world

Photograph by Jens Pilo



The Gaines Coopers go into the ford at Tarr steps

Photograph by Rae Kennedy



Michael Panter comes out safely

Photograph by Jens Pilo



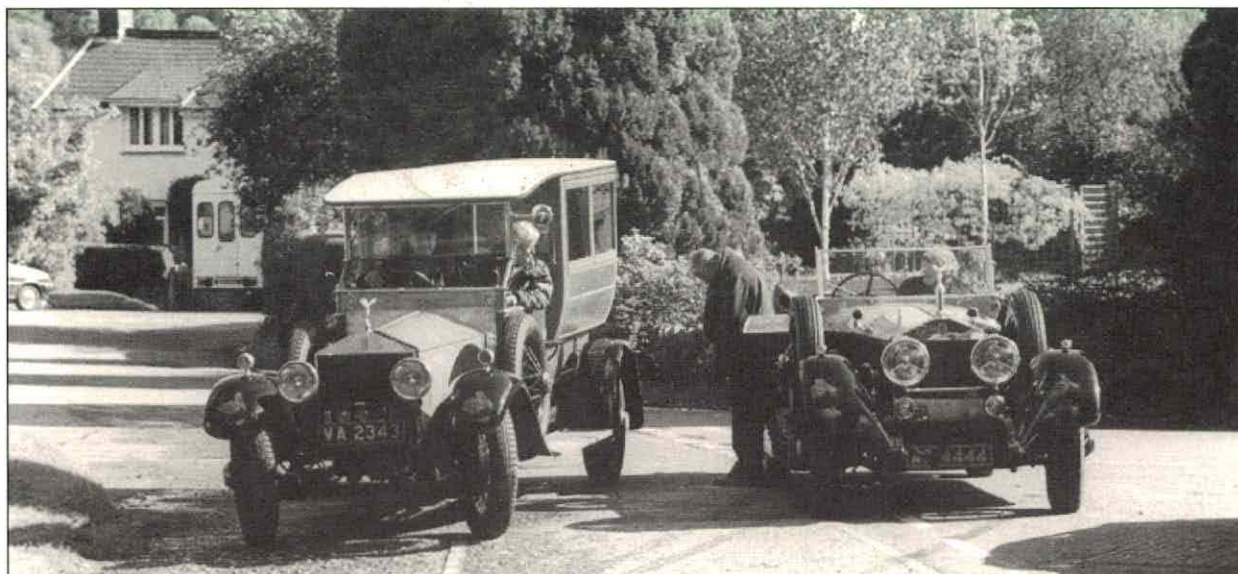
Smiles turn to consternation as the Forsters drive into deep water

Photograph by Rae Kennedy



West country watering hole

Photograph by Jens Pilo

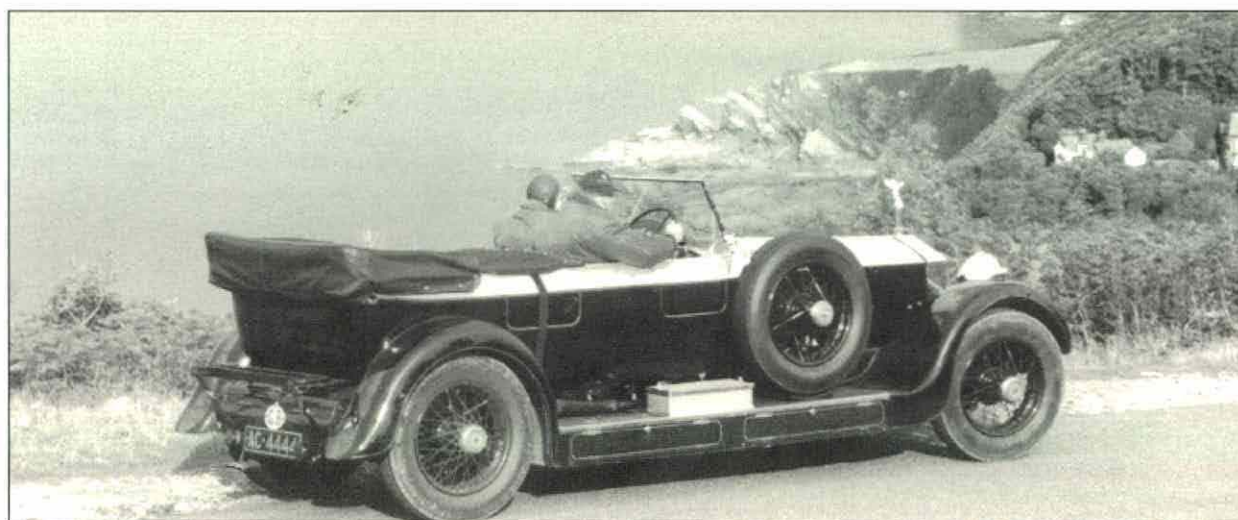


The Marshs & the Adams about to set off from a lunch stop

Photograph by Jens Pilo

Exmoor participants:-

Adams	Graham & Gill	1920	SG	51TW
Ashley-Carter	Graham & Jane	1927	PI	26EF
Elliott	Michael & Angelika	1933	PII	137GY
Fairbairn	Kenneth and Rita	1932	PII	74MS
Forrest	Tim & Sue	1912	SG	2154
Forster	Gervase & Margaret	1920	SG	26TE
Gaines Cooper	Robert & Jane	1912	SG	2211
Kennedy	John & Rae	1913	SG	2260E
Marsh	John & Kay	1924	SG	107EM
Panther	Michael & Susie	1921	SG	168AG
Pilo	Jens & Anne	1933	PII	8MY
Wootton	Brian & Jo	1925	SG	104EU



The Adams pause to admire the view over the Bristol Channel

Photograph by John Kennedy

The Radley Route to the Alpine Trials

May 1995

Following the publicity of the Alpine 93 video, an album of photographs was discovered showing a number of locations which Radley's party passed through, en route to Vienna before the 1913 trials. It was the intention to follow Radley's route to investigate the locations of the photographs; firstly to actually find the locations, then to see how much they had altered during the intervening 82 years.

All the photos were taken before reaching Vienna and thus prior to the start of the Alpenfahrt. From evidence of identified photographs and other sources, the route taken appears to be from London via Folkestone, Boulogne, thence to Paris, probably via the N1, then the N6 to Tournus, then either the N75 via Bourg-en-Bresse or the N6 via Lyon to les Arbrets where the two routes intersect, then the N6 again to Col du Mont Cenis and the France-Italy border. Thence to via Torino, Brescia, Riva, Passo Pordoi, Passo Falzarego and Loibl Pass and Klagenfurt. From the photographs in the album, it is likely that the Alpine route from Pordoi to Vienna was traversed, excluding the circuit from St. Lucia (Most na Soči) through Trieste, or going from the Wurzen Pass via Jesenice direct to the Loibl Pass, although there is insufficient evidence to be certain.

Five cars took part in the tour altogether, but they did not all meet until Lanslebourg, at the foot of the Mont Cenis Pass. Three cars, Silver Ghosts 2018 (Bill Handcock & Jack Charlton), 2260E (the Radley Ghost with John & Rae Kennedy) and 107EM (John & Kay Marsh), took a few extra days in France, to participate in the 90th anniversary commemoration run of the 1905 Gordon Bennett in the Auvergne and around Clermont-Ferrand. Jens &

Anne Pilo came direct to Lanslebourg in their 1920 Silver Ghost (58UE) as did Michael & Angelika Elliott in the Ashley-Carter's PI (26EF).

Many of the locations were located, or, if already known, were confirmed. The enclosed photographs give an idea of the changes (or in some instances, lack thereof, over the years). Some locations were easy to find; others difficult; some have still not been found. A few were found by sheer luck, especially those where the view was photographed from the rear of the moving car by Reggie Hope (it seems that Radley did not make many stops, apart from the mountain passes). In one instance when we were en route to Riva and had stopped at a bar on a very hot afternoon, we asked the locals if they knew one particular view which we thought may be in the vicinity. They looked at the photo, laughed, then said it was taken from less than a kilometre further down the road! Lanslebourg, where a number of photos had been taken in 1913 at the customs post, had the misfortune in that in 1943, after Italy capitulated during the war, the Germans crossed the Alps into France and virtually destroyed this alpine village. Only the churches remain from the early days. The remainder of the town was totally rebuilt after the war.

The route (as those who took part in Alpine 93 will know!) is scenically superb and there were numerous highlights. One was the chance to see the Grand Hotel in Levico Terme. In a parkland setting, it was the hotel used by Rolls-Royce in the autumn of 1912 when testing Silver Ghosts for the alpine trials. Derelict for decades, it had just been restored to its original splendour at enormous cost. The building was now about to be opened and we were allowed to see the entire hotel, completely ready for use, but still empty and smelling all new. We trudged around on the deep pile carpets and drank in the luxury, hoping wistfully that we might be invited back again when it is in business!

The cars performed faultlessly; alas, the same cannot be said for the tyres. 2260E, shod with six brand new Michelins, suffered two blowouts in Italy on the hot days run from Mont Cenis to Brescia; one tyre had severe bead damage and was a write-off. The other was repaired. Then on the run over the Dolomites, the car suffered a further blowout on the last part of the run from Toblach to Villach. The last spare was fitted and it lasted only five further kilometres before the same thing happened again. This time it required a rescue, as a Ghost does not run well on three wheels! A beaded edged tyre was borrowed from Jens Pilo the following morning to make 2260E serviceable again and Michelin in Clermont-Ferrand (who we had met during the Gordon Bennett event) were advised of our plight. They responded magnificently and in an action replicating the legendary unknown mechanic who arrived in the night to fix a Rolls-Royce in trouble in Europe in the 1920s, they sent a van clear across France, Italy and into Austria to deliver, at no charge, three new beaded edge tyres and tubes, then return from whence they had come!!

The tour concluded with a few days at the Elliott's splendid hotel at Villach, motoring in the mountains and relaxing. A further chance to drive up the old Loibl Pass route added to the pleasure. Those who wanted to save on the beaded edge tyre wear, took the overnight motor rail from Villach to Köln on the return journey, leaving less than 200 miles back to Calais.

John L Kennedy



Three Ghosts on the Col du Mont Cenis. The old tunnel was used by the Fell railway (with centre adhesion rail), in use last century before the long railway tunnel under the Alps at Modane was built

Photograph by John Kennedy

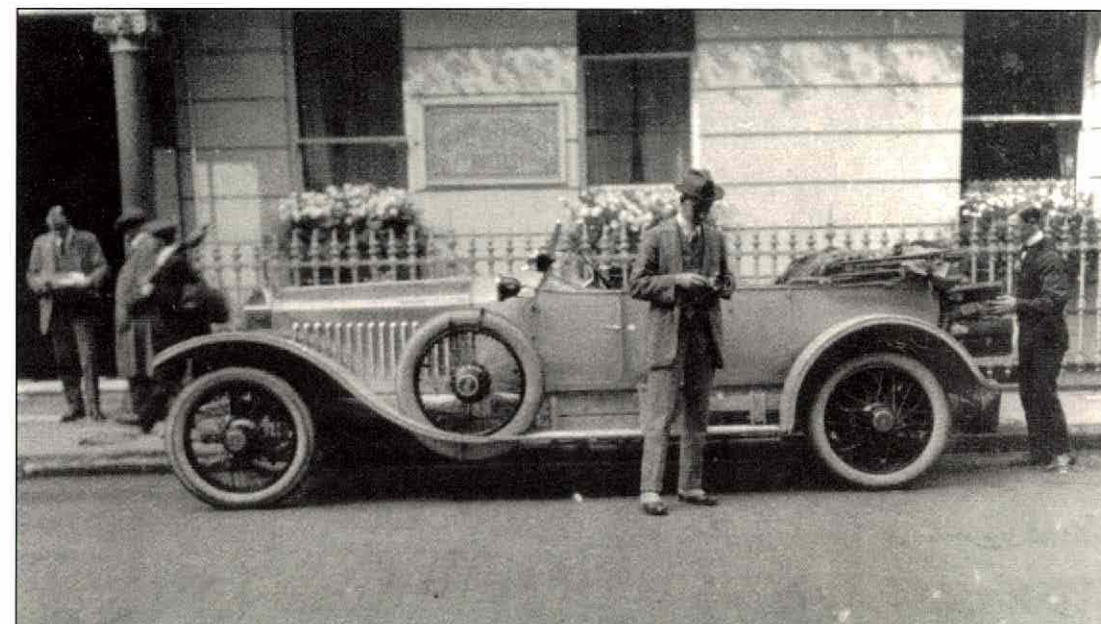


The newly restored Grand Hotel, Levico Terme, Italy Photograph by John Kennedy

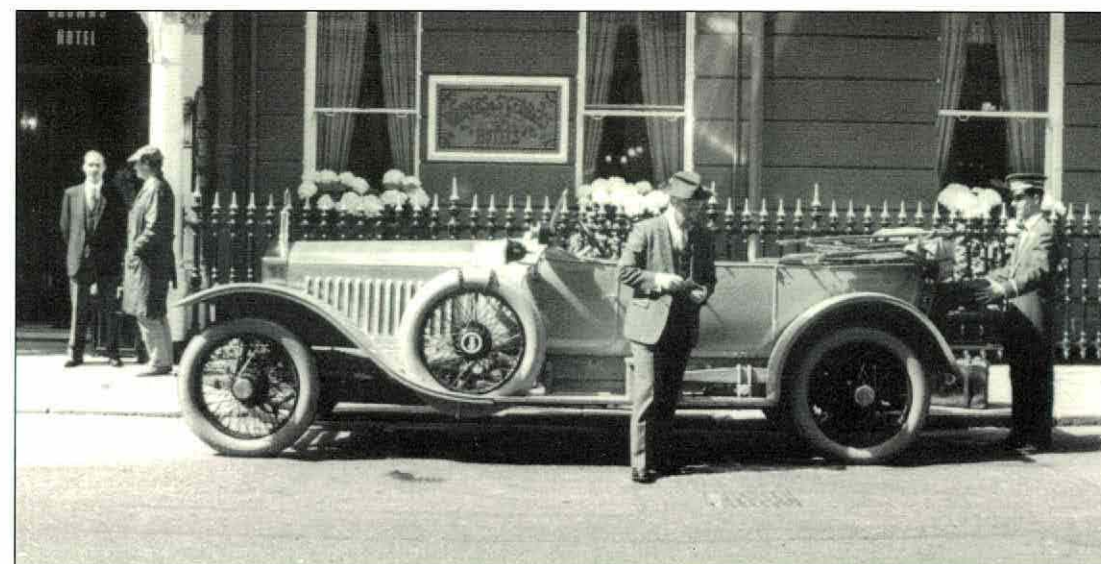


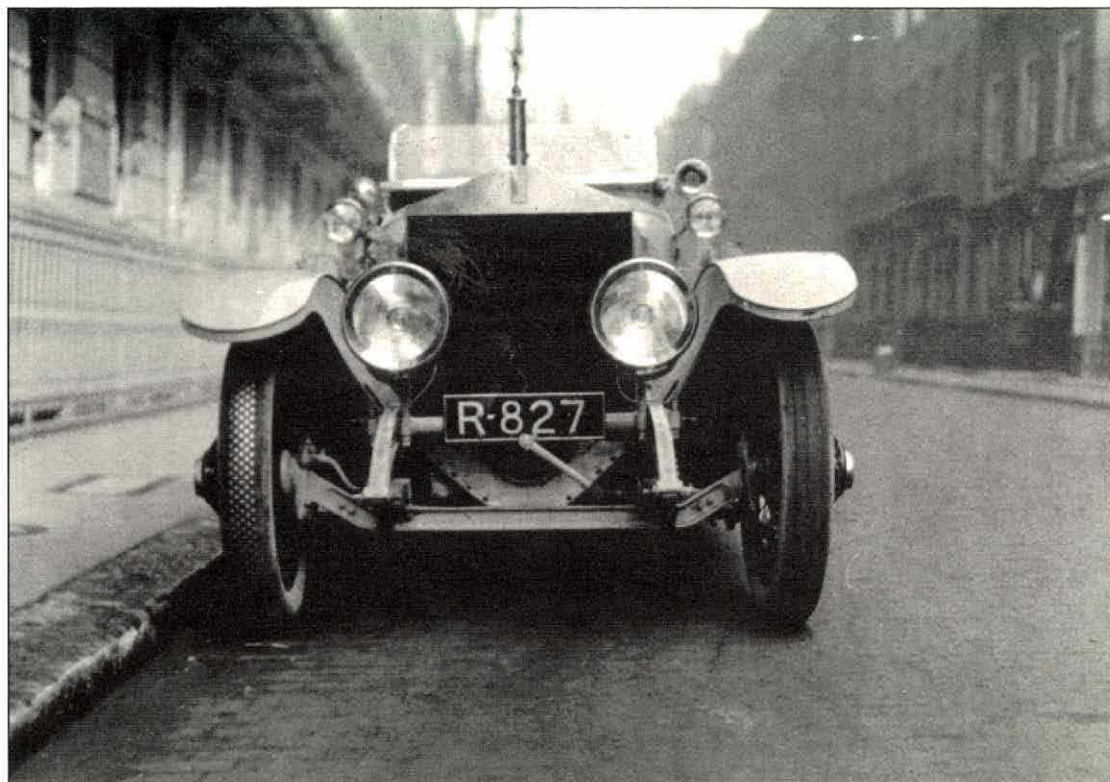
Rendezvous at the Loibl summit. The obelisks now restored with their proper finials

Photograph by John Kennedy



Radley's car outside Brown's Hotel, in Albemarle Street London W1. The mosaic sign behind the car reads 'Brown's & St Georges Hotels' and is still there. Brown's Hotel was used by Radley as his London address and was probably the most elegant hotel in London. It remains little changed to this day. The original photo was taken in the morning as the party set out for Vienna in May 1913





Radley's car from the same location outside Brown's Hotel in Albemarle Street



At the Col du Mont Cenis summit at 2083m. The hand written caption on the old photograph reads "Mont Cenis May 22nd 1913" which accurately dates the trip through France to Vienna. Radley is quoted by Freeston as taking only 2 days to reach this point from London





At the Pordoi Pass (2239m). The summit obelisk in the background, commemorating the completion of the road in November 1904, is still in situ



THE LOIRE VALLEY RALLY or LA RALLYE DES PETITS CADEAUX et DES PETITES VERRES A L'AMITIE FRANCO-BRITANNIQUE

23 June - 2 July 1995

Ron Skerman had sent us all brochures and maps: we were to assemble in the main square of Gien on the Saturday afternoon. Here Ron explained to us that the Rally was going to be a French Rallye under the direction of the formidable new club member M. Jacques Gilbert who introduced us to his team of dashing guide/minders Jean-Claude and Christian together with Chinon wine-grower Gatien Ferrand, each equipped by Citroen with a van for our luggage or a "person carrier", all bearing flashing red lights to deter other traffic. We were issued with car stickers representative of local sponsors and a first instalment of their most generous gifts including T-shirts, rain capes and an emergency supply of anis.

The participants were three Silver Ghosts (Skerman, Gilbert and Adams), two PI (Marsh and Valentine) and three PII (Brua, Fairbairn and Soens). After stabling our cars, we were conveyed back to the square for a reception in the Anne de Beaujeu room of the town hall with a representative of the Mayor, followed by dinner at which Jacques Gilbert gave us our clear instructions - "Demain: Huit heures le petit déjeuner, huit heures et demi DEPART - IMPERATIF!" Somehow, we managed next morning to breakfast and be on the road not long after 08:30 hours. We found we were to be accompanied for the day by four Harley Davidson motorcyclists whose straight-through exhausts kept us aware of their presence as they expertly guided us in the manner of a police escort.

Our first visit was to the town of Briare where we were shown round the museum of the long-established enamel factory which used to make prodigious quantities of beads but now concentrates on mosaics ensuring that each element is exactly the colour demanded by the artist. After an introductory lecture, we moved on to admire the Briare canal aqueduct, almost a kilometre in length, built in the 1890s by the Eiffel company to cross the Loire and still very much in use.

Then on again en crocodile to the Sancerre village of Verdigny for a buffet lunch of local specialties and of course to taste the wine, to which Jacques Gilbert and Lynn Brua, as presidents of our group, were introduced by way of the ceremony of the pipette, roughly the equivalent of our yard of ale. Hastily consuming our tarte tatin in our hands as we left, we then proceeded to visit the Scottish Museum in Aubigny-sur-Nère where Janet Valentine presented a sample of McNaughten tartan and we were all honoured by a further civic reception before driving on to a "cocktail of honour" in the Château of Sully-sur-Loire on our way back to Gien for Dinner and much-needed sleep. This first day's activities set the pattern for the rest of the week. In almost every town or village we visited, Jacques Gilbert had arranged for us to be welcomed at a civic reception - most refreshing in view of the magnificent weather and uncommonly high temperatures. Each reception began with

speeches and the presentation of mementoes.

On Monday morning we assembled outside the Château of Gien which looks down over the rebuilt war-ravaged town and has itself been restored to house the Museum of the Hunt devoted to all forms of artefacts depicting or involved in any way in any form of hunting. After lunch in the nearby Anne de Beaujeu room, we left Gien and drove to St Benoit sur Loire where we were shown round the magnificent Norman Basilica of the abbey by Father Hubert. Thence we proceeded via a reception in the turn-of-the-century Château of Morchene onwards to our new base in Orleans where the pre-dinner reception champagne bottles proudly bore a picture of the Skermans' Silver Ghost on their labels.

On Tuesday morning, a forest road led us to the village of Neuville aux Bois where we were honoured by a civil reception at the Mairie and shown some delightful oil paintings by the mayor's predecessor about a hundred years ago showing various scenes in the wok of the Mairie including an inquest, a trial and a civil wedding ceremony. Then onwards again to the Château of Chamerolles magnificently recreated from a ruin. Here after a glass of wine in the restored formal garden and a buffet lunch, we explored the Gerlain perfume museum housed in the Château before returning to Orleans for a guided tour, on foot, while our cars were safely exhibited within a guarded stockade. In the cathedral, the story of Joan of Arc and her trial and execution, with the inglorious participation of the English, was explained to us in detail as illustrated in a series of stained glass windows. The tour, with the temperature around 100 degrees F, was followed by a reception in the "Hotel" Groslois, originally the 16th century home of the Groslois family and, for a time, the Town Hall.

Next morning, we departed from Orléans under Police escort for Cléry St André where we were given a conducted tour of the ancient Basilica, the building of which was financed by the discovery by the founder of a pot of buried gold revealed to him in a dream. Next, we proceeded to the village of Jouy le Potier for a reception hosted by the Mayor and then on

to La Ferté St Aubin for a lunch reception, again given by the Mayor. Lunch was followed a reception given by M. Warseman, agent for Renault cars, after which we proceeded to the monumental Château of Chambord built in early Renaissance style for Francis I at the time of the "Field of the Cloth of Gold" and still magnificent despite being almost devoid of furniture although the stables still house horses of the Grade Champêtre who patrol the extensive forests forming part of the lands of the Château. Then onwards again we drove to find our new lodgings at the delightful Manoir de Bel Air overlooking the Loire.

On Thursday morning, we set forth to visit the Château de Cheverny which is one of the relatively few

(continued on page 18)



Ron Skerman with his Ghost at the Briare canal aqueduct



Ron & Muriel Skerman doing what they do best



Ken & Rita Fairbairn lead a stylish procession from Château Sully



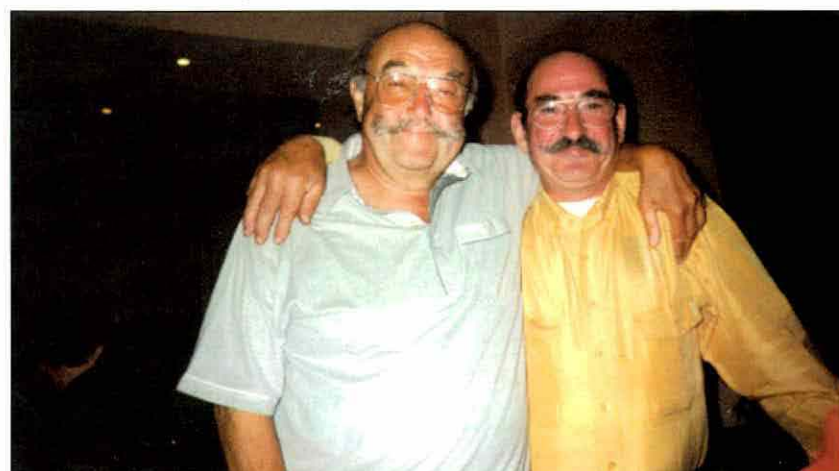
Leaving the hunting lodge at Château Chambord



Jacques Gilbert negotiates his way out from another Château



Lynn Brua graduating as a grand Master of St Nicholas de Bourgueil



Ron Skerman & Jacques Gilbert well satisfied after the last dinner



Château Ussé - where 'Sleeping Beauty' pricked her finger



Cooking demonstration at Château de Gien

Chateaux to have retained its furniture, pictures, fixtures and fittings, including its own pack of hounds. Then on we travelled to take lunch by a surprisingly sandy beach in Montrichard followed by a visit to Chissay-en-Touraine for some serious liqueur-tasting on our return journey to the hotel.

Our first visit on Friday morning was to Le Clos Lucé, a delightful mediaeval house looking out onto the castle and fortifications of Amboise. The house had been the home of Leonardo da Vinci during his exile and its basement housed a collection of models of his inventions recreated from his notebooks.

After a civic reception with buffet lunch in St-Cyr-sur-Loire, we drove on to the Château de Ussé (known as Sleeping Beauty's Castle) where we were shown round by the proprietor before continuing to Chinon for a reception in the ruins of the citadel overlooking the town. After parking the cars in an enclosed courtyard at the rear of our Chinon Hotel - the Manoir Diderot - we set out on foot for the Caves of the Entonneurs Rabelais for a welcome by some thirty Chinon wine growers resplendent in mediaeval robes and caps. The (male) drivers of our cars were then installed with much pomp and ceremony as Entonneurs Rabelais (which roughly translates as Rabelaisian quaffers), promising amongst other things never to mix water with wine.

Saturday was our final day and began with a visit to the Château Ligré, the home of our guide M. Gatien Ferrand who kindly showed us his winery and was most liberal with its products (soon after 10 a.m.). We then proceeded to St Nicholas de Bourgueil where our Leaders were enthroned into the Brotherhood of the Grand Masters

of St Nicholas de Bourgueil. We then took members of the Brotherhood in our cars into Bourgueil. As it had begun to rain for the first time during our tour, it was decided that our buffet lunch should take place under cover. So the town's firemen and their appliances kindly vacated their fire station for us. A brief meeting of 20-Ghost Club committee members was held in the firemen's locker room amongst their boots and tunics.

In the afternoon, we visited the Musée Dufresne for a guided tour of its collection of cars and early mechanically powered horticultural, agricultural and forestry machinery rescued and restored by M. Dufresne. Also among the exhibits were a working waterwheel for driving a paper mill and a mobile guillotine, also restored to full working order, mounted on a farm cart. To his consternation, your correspondent was ordered by our guide to climb the ladder onto the cart but was relieved to find that he was only to act as interpreter of the guide's lurid description of the machine's operation and use.

We then returned to Chinon for the closing reception and dinner of the tour in the Oceanic Restaurant. Next morning, we headed for the ferry, with our memories of a non-stop exhausting but exhilarating week of non-stop activity with friendly waving bystanders as we drove by - we returned the waves (once even to a scarecrow). And this was only the first Loire Valley Tour. To Ron and Muriel Skerman and above all to Jacques and Gènéviève Gilbert and his indefatigable team of helpers, our heartfelt thanks for an unforgettable week.

John & Kay Marsh



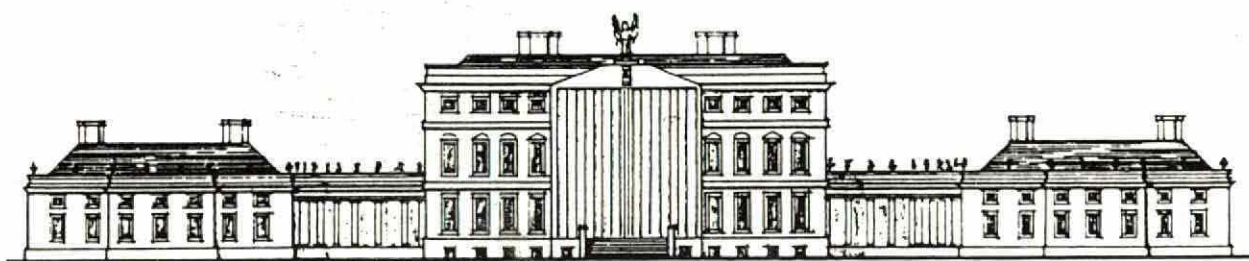
The tour party at Château de Chinon



Stag party at Château de Gien.



Revelry at la Cave de Chinon



IRISH GEORGIAN SOCIETY TOUR of NORFOLK

27-29 May 1995

We gathered on the Friday evening at the Friendly Hotel and received from the organisers Tim and Marylyn Bacon of the IGS (London Chapter) our detailed instructions, consisting of detailed routes for the drivers (or their navigators) and an elegant pamphlet listing the participants and giving us full illustrated notes on each house to be visited and the families responsible for their construction.

On the Saturday morning we all assembled in the car park and the members of the Irish Georgian Society were allocated to the cars which consisted of two Silver Ghosts (Adams & Corbett), two New Phantoms (Taylor & Valentine), Norman Gardner's 20,

three 20/25s (Kent, Collier & Golding), Hamish Scott's 25/30 and Susan Taylor's Wraith.

The first house to be visited was Shotesham Park designed by the young John Soane (later Sir John, architect of the Bank of England) for "the demanding, trying, paternalistic and austere Mr Fellowes". The resulting house has a deceptive simplicity - at first sight a rectangular beige brick box with a few decorative features stuck onto it - but in fact profits from being one of the few entirely new houses Soane built so that the house has a logical and convenient layout as does the stable yard built by Soane as part of the overall ensemble. Inside the house, distinctively Soanean



Irish Georgians at Stanfield Hall

features mingle with stair treads and chimney pieces from earlier periods collected and recycled by the client.

The next house, Worlingham Hall would also have been rebuilt by Soane if the "naughty, selfish and imperious" Mr Sparrow had followed up any of the six schemes proposed by Soane in response to the initial enquiry (or indeed had paid Soane in under 15 years). The house was eventually remodelled by the Derry architect Francis Sandys with a curved Tuscan porch leading into an elegant entrance hall with a large number of doors, some of which are dummies, to disguise the fact that the magnificent octagonal staircase is off-centre. As a further complication, the rooms on the first floor are at different levels so a half landing on one side of the stairs leads through a door into the bedrooms while the matching door on the other side leads into a cupboard as does the grand pedimented door at the top of the first flight.

Then on we drove to Raveningham Hall, a substantial Georgian house originally of plain red brick which we found to sheltering coyly within a cocoon of scaffolding. Alterations and improvements carried out in Edwardian times made the Hall's reception rooms particularly suitable for enjoying the magnificent lunch organised by our host Sir Nicholas Bacon Bt. His title, the first baronetcy ever created, was conferred on his ancestor Nicholas Bacon, son of Queen Elizabeth I's Keeper of the Great Seal and half-brother of Francis Bacon, in 1611.

Duly refreshed, we proceeded to Barton Hall, an elegant two

storey Georgian house built in 1742 and still retaining many of its original features such as its dentil cornice beneath its dormer windows. In 1786 it became a subsidiary house to the next house we visited, Beeston Hall.

The Preston family had lived at Beeston since 1640 prospering as "lawyers, squires and Whigs". Correspondingly, the mediaeval house grew into a complex of buildings. Between 1773 and 1777 Jacob Preston refronted the old house with a facing of flint topped with battlements, propped by buttresses and pierced with a variety of mediaeval windows and with a dummy portcullis in the centre. At the same time, the landscape was cleared and rearranged in the style of Capability Brown, subsequently removing the old village of Beeston to improve the view of the church. In 1785, however, Jacob Preston decided to pull down the old house entirely and to build the current house of classical style faced with flint a short distance away by a lake.

Fortified by tea at Beeston, we went on to Salle Park built in 1761 as a rectangular red brick house of seven bays and fine pediment. In 1890 it was acquired by Timothy White the eponymous chemist whose descendant Sir John White welcomed us on his way to another engagement and allowed us to explore the house and garden and to dine in the house before our return to the hotel.

On Sunday morning our first house was Stanfield Hall which held two surprises for us as well as having been the scene of a



Barton Hall

Photograph by Sue Collier

notorious murder in 1848 when a disgruntled tenant, one J.B. Rush, in heavy disguise, shot the owner Isaac Jermy as he stood in the porch after dinner. Entering by a side door, he then shot Jermy's son in the hall and wounded the son's wife and maid who both recovered but both men died and Rush was convicted and hanged outside Norwich Castle. Our first surprise on entering the said porch was to find a note informing us that the present owners were to be out for the day but hoped that we would enjoy our visit. From the outside, the house appeared to be a restrained Tudor revival type but after overcoming some scruples due to the absence of the owners, we entered by a side door and found our second surprise: a magnificent Gothic stone hall extending the full height of the building with a superb fan-vaulted ceiling.

Then on we went to Carick House, a total contrast to Stanfield, its red brick Georgian front concealing an originally earlier interior which was embellished in 1760 with superb panelling and rococo plaster work in the drawing room.

Our next stop was at Kimberly Hall, a red brick house built around 1700 but remodelled in 1755 as a Georgian house in the Palladian style with a little tower at each corner and a central

pediment. Internally, it has been much altered by succeeding owners although an octagon room survives. Quadrants connecting the wings to the main house were added in 1835 to designs by Salvin.

After lunch at The Paper House in West Harling, we proceeded to a total contrast to anything seen so far, in the form of high Victoriana embodied in Shadwell Park, now owned by Hamdan al Maktoum. The main façade was the invention of two successive architects, the left hand portion being the work of Edward Blore and the later, right hand portion being by S.S. Teulon. The house is not at present in use and we were not able to see inside but we were able to explore the equally highly Victorian stables where Graham Adams found an individual portable Turkish Bath to try for size.

Our last visit of the day was to the park of Euston Hall described by Horace Walpole as "large and bad and standing as old houses do, for convenience of water and shelter, in a hole: so it neither sees nor is seen". Nevertheless, we had a good view of what remains of the Hall after a fire in 1900 and down-sizing in the 1950s as we took tea in the grounds of a house formed from a pair

of lodges joined by a triumphal arch. Afterwards we inspected Banqueting house in the park and the ice-house beneath it.

Our final day started with one of the highlights of the tour: a visit to Holkham Hall, built of the local white brick in the 1730s to designs by William Kent as interpreted by Matthew Brettingham. The Hall was built for the Earl of Leicester largely to house his trophies collected on the Grand Tour of Italy. By driving the wrong way along the one-way system through the magnificent park in brilliant sunshine, we had superb views of the Hall. Our tour started in the Marble Hall modelled on a Vitruvian Temple with columns of Derbyshire alabaster and a ceiling from a design by Inigo Jones, the overall impression, however, being that of a grandiose (emptied) municipal swimming pool. Upstairs, however, the warm richness of the suite of State rooms on the first floor provided a total contrast: the Saloon in particular with its original thick crimson Genoa velvet wall covering and white and gold rococo decoration. These State rooms still display their 18th century collections of works of art and furniture made in the house.

Our next visit was to Gunton Park which started as a Palladian house by Matthew Brettingham while he was supervising work at Holkham. During the second half of the 18th century the house grew enormously to include a vast range of service

accommodation arranged on a strict hierarchical basis. Meanwhile the Park of some 2,000 acres was being laid out. The main house was gutted by fire in 1882 and effectively abandoned. By the time we visited it on our previous Norfolk tour in 1980, the house was semi-derelict but was to be rescued by Kit Martin who, without using any public funds, transformed the vast complex of offices, stables and outbuildings into 20 houses and cottages and is now restoring the Park.

After lunch in the garden of Wickmerre House, we proceeded to the last house of the tour, Wolterton Park, although some of the party went on to inspect the outside of the sadly decaying Melton Constable Hall celebrated as the location of the film "The Go-between". Our notes correctly described Wolterton as an excellent example of a compact medium-sized Georgian house - "one of the best houses of the size in England" according to Horace Walpole. With family rooms on the ground floor, state rooms on the first floor and bedrooms on the second, and with a grand staircase connecting all three floors, it made a fitting end to a most enjoyable weekend of house visiting and motoring. We are most grateful to Tim and Marylyn Bacon for organising it all and to the London Chapter of the Irish Georgian Society for allowing us to join them.

Janet & Jimmy Valentine



At Carick House



View from the roof of Kimberly

BROOKLANDS DRIVING TESTS

23 April 1995

Once again Brooklands was the popular choice for the spring driving tests. Brooklands was the site for many original tests on Rolls-Royce cars, including the speed tests on the London Edinburgh car. After its epic journey to Scotland and back locked in top gear, it was raced around Brooklands at over 100mph to prove that it did not have especially low gearing.

In the period up to 1939 Brooklands was on a social scale similar to Ascot and Henly and still retains most of its original, now listed, historical buildings.

The first test was the famous Test Hill with a stop and start one third of the way up. The aim is a smooth ascent there being penalties for noisy gear changes (better stay in first - the deceptive slope steepens sharply to a 25% gradient towards the top). Next, we get to drive on the famous banking, or what is now left of it. The aim was to cover a length of banking at an average speed of 19mph. Each car had two turns, one in each direction, with a flying start. It always astounds me that even with a speedometer (which my car does not have) the average speed returned varied from 14.86mph to 22.17mph (that was from a 20hp) probably flat out! The last but by no means least test was to drive the car blindfolded through a series of obstacles with the passenger giving appropriate directions. This was a timed exercise with penalty points for ragged manoeuvring. Some members are surprisingly good at this test. I wonder why?

As in past years, the Charterhouse Motor Club went into a huddle to count the results, whilst the 13 cars and their passengers departed for lunch. This year it had been decided that rather than lunch at Brooklands, a private room had been booked at Oatlands Park Hotel. It was on this site that in 1538 Henry VIII, having forced the exchange of Tandridge Manor in Sussex for Oatlands, began to build a great palace in preparation for his Queen, Anne of Cleves. The present building was started by "the Brave Old Duke of York" in 1794 and was extended in the mid-nineteenth century. Oatlands Park Hotel has existed since 1856. A splendid lunch was enjoyed by all after which the Dymock Maunsell Trophy was presented to the overall winner of the driving tests which was Andrew Taylor; second was Digby Wills and third was Brian Wootton. Thanks were given to the Charterhouse Motoring Club for setting and judging the tests and to David Martin for organising the venue.

David C. Martin



Ian Brookes guides 42G5, a 1922 20 hp Robertson tourer, on the steep Brooklands banking

Photograph by John Kennedy

The Coonawarra Rally

17-22 February 1995

There is no doubt that this year's National Rally was the best yet!

Most of us set off early Friday morning from Melbourne, farewelled by our dear friends Patrick Kane-White and Greg Johnston. We arrived in Coonawarra at about 4:00 pm after a wonderful day's motoring.

From that moment on, we were wined and dined in a splendid and varied manner over the next few days. We were taken by coach to the Bushman's Inn in nearby Penola (the oldest town in South Australia's south-east) and returned (singing!) to the bar at Chardonnay Lodge some hours later on Friday night.

The Saturday saw us wandering the streets and wineries in Penola and surrounds and most of us partook of lunch in the garden of The Sweet Grape Gourmet Café, suitably entertained by the wonderful Terry the Bruce, who had plenty of pink Champelli (transported in the Twenty from Melbourne!) to sustain him - and how the local wine growers were impressed!

A visit to Yallum Park Homestead in the afternoon, where we were treated to a wonderful afternoon tea under huge shade trees and a tour of the interesting and historic house. Dinner that night was in the fine dining room of Chardonnay Lodge.

Sunday and a pleasant drive via Millicent, Cape Buffon and Beachport to Robe for lunch and what a lunch - the best lobster in the world! Back to Coonawarra in the afternoon. I had had enough wine to ride back with Robert McDermott in his very fast, very open, 1911 Silver Ghost (1520); thoroughly recommended! That night it was Nib's restaurant for dinner.

Monday was an early start. We drove nearly 50 miles to Mount Gambier, for breakfast on the shores of the Blue Lake, the remnant of an ancient volcano. A feast of champagne, eggs, bacon and all the trimmings - truly wonderful. After a spot of shopping in the town it was back to the picnic area for an al fresco lunch. A

colonial dinner at Cobb & Co (almost) rounded off a perfect day. (The "almost" carried on in the bar!)

Tuesday morning and it was off to "Nareen", the lovely country seat of ex Prime Minister Malcolm Fraser for morning tea (without him - he was away!) a wonderful photo opportunity. Back to Penola for another great lunch, prepared by the ladies of the Hospital Ancillary and, of course, some more of the local lovely liquid.

Our traditional farewell dinner was held at the Hermitage Restaurant. Again, wonderful food and company and some fine speeches. John & Liz Milverton won the observation rally and there was also a prize for second and third. John also took out the prize for the quote of the rally: "Liz, I can't get it up!" (He was, of course, referring to the fuel pressure on 6TB.)

Our Chairman, Malcolm Johns, expressed the thoughts of all the rally participants in warmly thanking Liz & Rory Poland and David Vinall for the great effort they had put into the organisation of what had been a memorable few days. It was agreed that night that future rallies would be of a similar length - certainly not shorter!

Farewell breakfast next morning was taken in Chardonnay Lodge before setting off in various directions towards home, many taking a detour to drive the scenic Great Ocean Road where the previous year's rally had been.

For those of you reading this who were unable to attend, you may think it was all just food and wine.... but that is only part of these rallies - a part that is enhanced by the camaraderie of a group of friends who happen also to love their fine old Rolls-Royce motor cars. I urge you all to come next year.

Kerry Wherry



Fast machine: 1520 at "Nareen"

Photograph by Nick Sims



Gilbert Ralph lost in the bush

Photograph by John Kennedy



Yallum Park Homestead: 103EM, 97LK, 1425

Photograph by John Kennedy



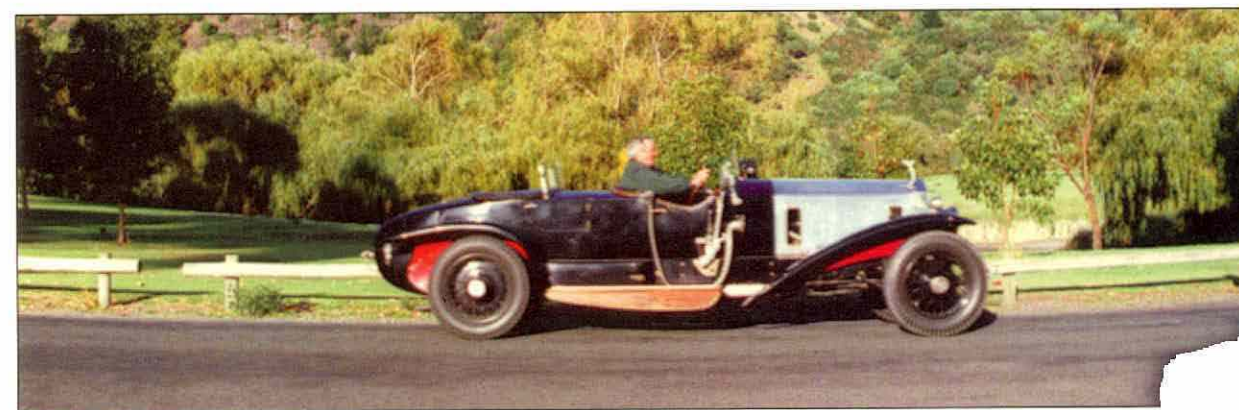
Outside the Robe Hotel: GKM60, HIRC, GYK47, 97LK

Photograph by Malcolm Johns



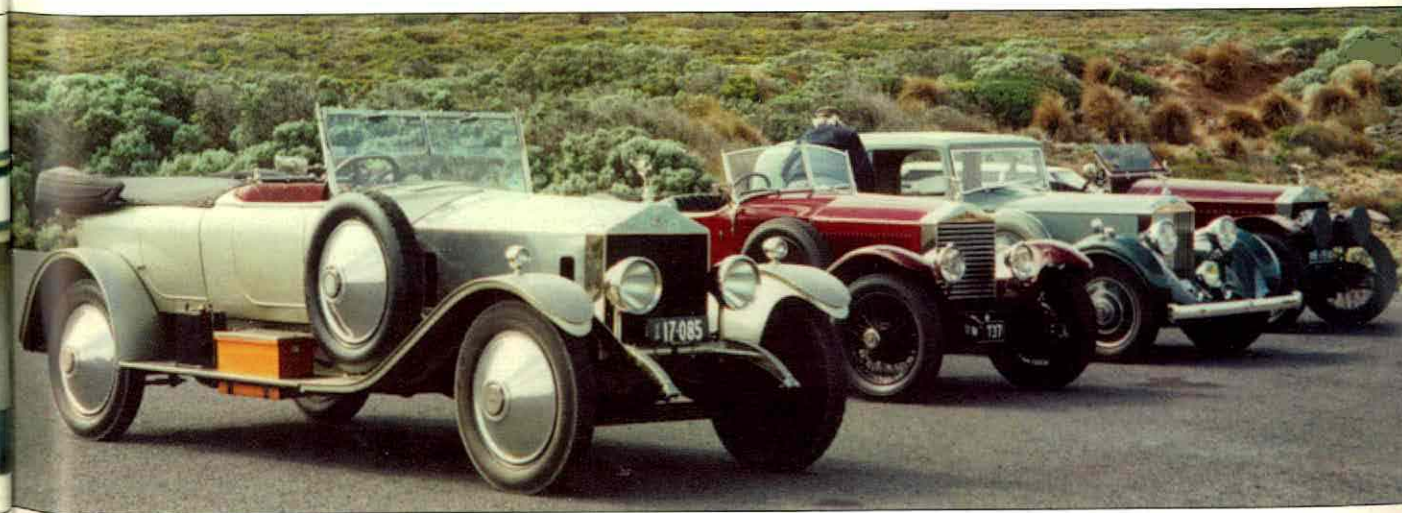
Early start: 8CE & HIRC set off for breakfast at Mount Gambier

Photograph by John Kennedy



Fast Phantom: Murray Richards arrives at the Blue Lake

Photograph by John Kennedy

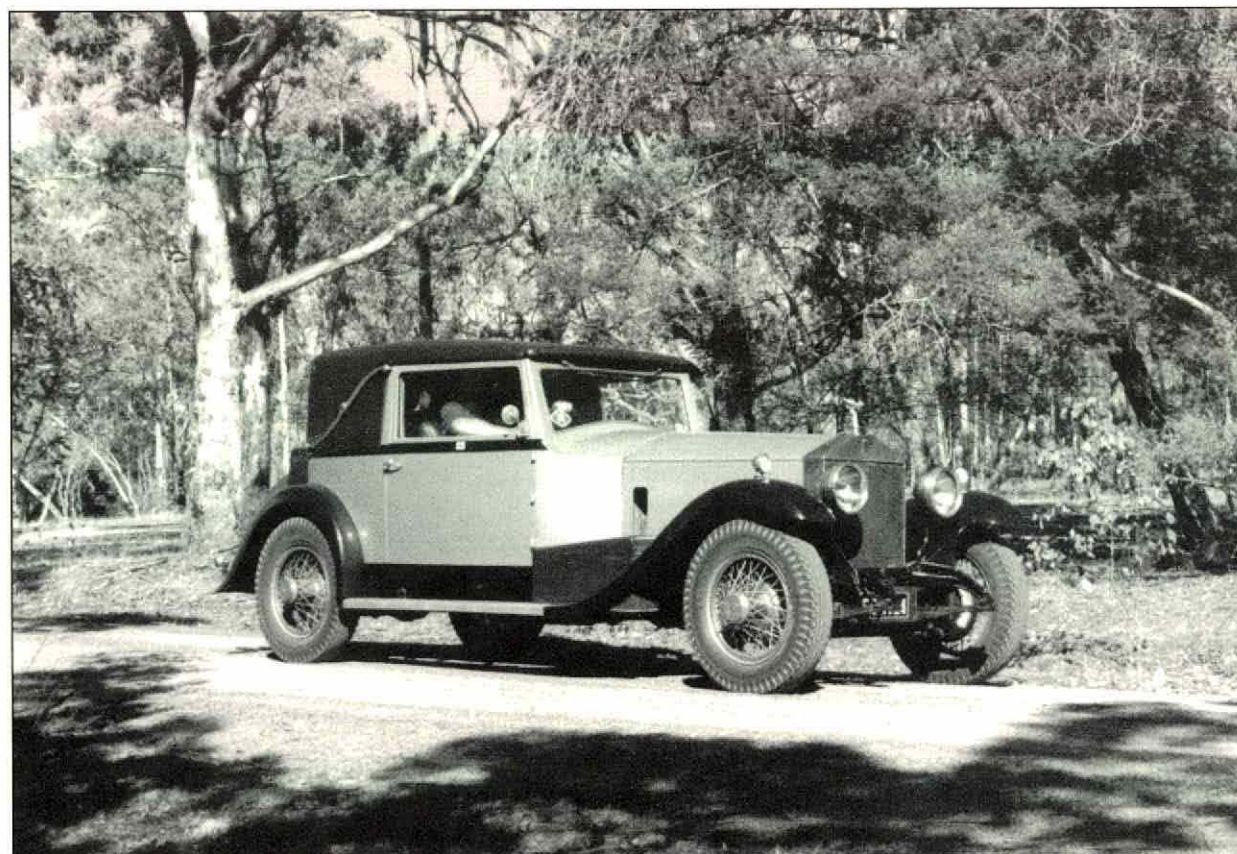


At Cape Buffon Lookout, South Australia: 22NK, GOK74, GTK20, 6TB

Photograph by Malcolm Johns

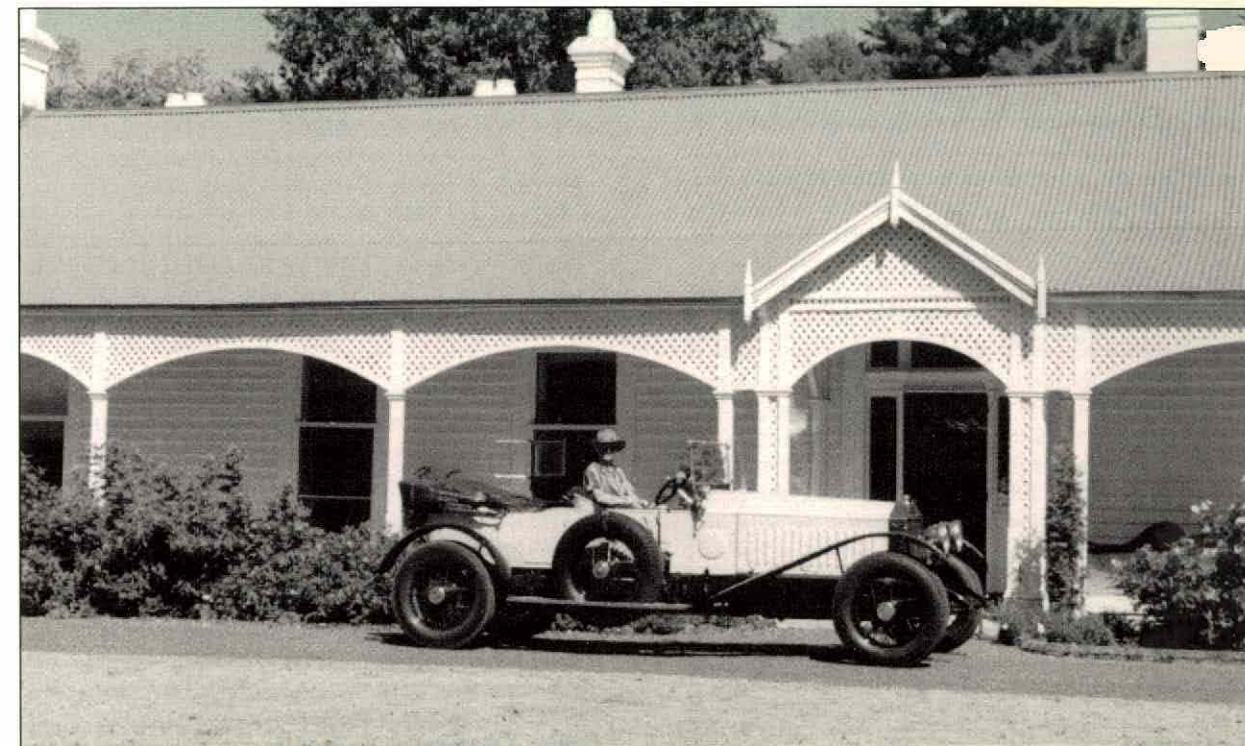
Entrants in the Coonawarra Rally

Chassis	Year	Model	Name
1425	1910	SG	John & Rae Kennedy
1520	1911	SG	Robert McDermott with Nick Sims
49FW	1920	SG	Peter & Joyce Cox
8CE	1921	SG	Rory & Liz Poland
76JG	1921	SG	Lachlan & Margaret Ely
22NK	1923	SG	Malcolm Johns with Warwick Poulden
97LK	1923	SG	Richard Knight with James Baxter & Robert Craig
103EM	1924	SG	Byron & Audrey Dobson
11RC	1925	PI	Murray & Eileen Richards
GOK74	1926	20	George Forbes & Fiona Bailey
GYK47	1926	20	Terry Bruce
GUJ62	1927	20	Ken & Judy Russell
GKM60	1928	20	David & Diana Jones
GTK20	1936	20/25	Gilbert & Nanette Ralph
GUN26	1937	25/30	John & Bev Smith
GGR45	1938	25/30	Rex & Nora Vincent
			David & Marilyn Forward
			Kerry Wherry



Byron & Audrey Dobson meandering through the bush in 103EM

Photograph by John Kennedy



Peter Cox at "Nareen"

Photograph by John Kennedy



Vintage traffic jam en route to "Nareen": GTK20, 49FW, GKM60

Photograph by John Kennedy

Rescuing Radiators

by Derek du Toit

The fine clearances implicit in the hexagonal tube layout of the Rolls-Royce radiator, until circa 1933, means that the silt and rust particles from the engine will eventually diminish its performance. This is an insidious process and, unless you have been watching your thermometer carefully, the first you know of it is that you are suddenly boiling when you should not be. An earlier indication is that rather more coolant replenishment is necessary - this is sometimes accompanied by drooling from the radiator cap after a fast run. The test is to fill the radiator to an inch above the level recommended in the Instruction Book and then rev the engine until it is near maximum speed. If the coolant cannot drain through the radiator quickly enough to avoid surging out of the open filler, you have started the silting process.

There are three other tests you can try. The first is to let the water drain from a full radiator. This can sometimes be misleading, especially if the problem is only in the top tubes of the radiator, where silting usually starts. (A clean Ghost radiator, 20" x 6", will take around 15 seconds to drain from being full to the top level of the filler spout. If it is slightly silted, enough to start causing problems, it will take over 20 seconds.) The second test is to use a flow meter. The third is the process described in R-REC Bulletin of May 1984, using a 25 litre container to pour water into the radiator. These last two will identify the rate of flow, but may not be specific enough unless you can test a new, clean radiator as well. A fourth test is mileage - if your car has done over 100,000 miles, the chances are that your radiator is not as efficient as it should be. Another is that if you have left your cooling system empty for any length of time, such as a year or two, filling it up and starting the engine before flushing all the loose rust from the blocks will invite a quick silting-up.

All this presupposes that your overheating problems are caused by the radiator, and only the radiator. Things are seldom that cut and dried, so you should eliminate other problems before you pull the radiator. One cure is getting rid of foaming anti-freeze. Most modern anti-freezes foam (Prestone does not) at highish temperatures unless under pressure of around 10 lbs/sq. inch. In an unpressurised system, as on all cars up to the PII (which uses a low-pressure cap of some 2 lbs/sq. inch), foaming leads to poor heat transfer and lots of problems. This can be cured by an addition of medicinal castor oil (one ounce per Imp. gallon). Sometimes there can be blockages around the water passages near the valves - cleaning them can remove the problem. Other times the pump can be too frenetic - a freeze plug, suitably drilled with a variable number of 1/4" holes, will slow things down in the upper hose so water does not back up in the upper tank at speed. The simplest of the lot is to avoid over filling. Testing may show that, at the speeds you drive, water is merely trying to find its own level, which is often lower than you think it is. Another is to use only clear water - the heat transfer is better than any anti-freeze and the car will often run up to 5°C cooler. (It would not hurt to add an anti-rust compound to plain water.)

Once you have determined that the flow and/or heat transfer are insufficient, you need to attend to them if you are not to disgrace yourself by dribbling in polite company.

However you finally get rid of silt and chemical scale, the radiator will have to come out of the car - a back-flush in situ will often clear things for a while, but it cannot supply a long term remedy. Once off, you can then survey the options open to you. They are Chemical, Mechanical, Surgical and Vibrational.

Chemical

Over the years, there have been recommendations regarding chemical cures. I have had no practical experience of any of these witch's brews, since I have been unable to persuade myself that they are safe. They do not have a lot of champions amongst the people I surveyed.

Mechanical

Removal of silt and the chemical deposits from hard water can be tried with a flow of abrasive liquid. This, in the example I once witnessed, required a closed circuit of a small pump with hoses connected to the laid-flat radiator, all filled with water carrying a suspension of very fine sand. It puttered away for a couple of weeks, with the flow being reversed occasionally, and when last heard of, the radiator was doing fine after some years of trouble-free service.

Surgical

The most drastic way to cure silt and scale encroachment is by replacement of the core by one of the many radiator specialists on either side of the Pond. By shopping around, you can often get the job you want done at the price you can afford. As with all surgery, it should be the last alternative, and should only be used if the core is rotten and the leaks unstoppable.

Vibrational

In just the same way as technology finally came up with the benign alternative to surgery for the removal of some human plumbing problems - known as "extra corporeal shock wave lithotripsy" - so we now have sonic baths for cleaning radiators. They work in much the same way as for the removal of kidney stones and gall stones and are the painless answer to cooling problems brought on by silting and chemical deposits. It can cost as little as \$200 for a full cleaning. I sent 78FW's radiator down to Florida in a wooden crate and had it back in three weeks. It is now as new.

Final notes - Owners can contribute significantly to the clogging of the radiator by over-exuberant greasing of the water pump. With modern anti-freezes, there is no pressing need to lubricate the pump bearings and, in any event, it is easier and cheaper to repair these bearings and shafts every 3-4,000 miles rather than cleaning the radiator every 20,000. Once your radiator is properly cleaned, it may need soldering to close leaks previously sealed with crud.

RECENT NEW MEMBERS

A welcome is extended to:

Keith & Freda Abraham, Barnstaple, Devon
1926 20 Barker Landaulet GOK48
1932 20/25 HJ Mulliner Drophead Coupé GKT3
Shane & Linda Breaks, Niton Undercliff, Isle of Wight
1935 20/25 HJ Mulliner Drophead Coupé GOH40
Paul Creighton, Kai Tak, HongKong
1913 Silver Ghost Chassis 2317
Alan & Barbara Dixon, Maidenhead, Berkshire
1934 20/25 Replica Tourer GXB50
Tony & Vivien Dyas, Ickenham, Middlesex
1909 Silver Ghost Roi des Belges 1179
Derek & Shirley Hall, Rothley, Leicester
1920 Silver Ghost Replica Tourer 27FW
Michael & Linda Hilditch
1924 20 Park Ward Light Saloon GH61
Robert & Claire Ingram, Shottesbrooke, Berkshire
1929 20/25 Barker Six light Limousine GDP7
Douglas Macmillan, Broadwas on Teme, Worcester
1928 20 Cockshoot Cabriolet GYL55
Gilmour & Gweneth Mayday, Port Macquarie, NSW, Australia
1924 Cheetham & Borwick Sports Saloon GAK57
Wayne & Olwyn Merton, Baulkham Hills, NSW, Australia
1925 Silver Ghost Replica Tourer 121EU
David & Shirley Millar, Redditch, Worcester
1928 Phantom I Replica Tourer 78AL
Lyle & Robin Murrell, Galston, NSW, Australia
1920 Silver Ghost Replica Tourer 127BW
1920 Silver Ghost Replica Tourer 143BW
Graham & Helen Pearce, Exeter, Devon
1929 20 Arnold Six light Saloon Cabriolet GLN53

Howard & Jackie Phillips, Bristol, Wisconsin, USA
1926 Springfield Phantom I Piccadilly Roadster S459FL
1934 Phantom II Windovers Sedan de Ville 150SK
1937 25/30 Hooper Limousine GAR5
1938 25/30 Barker Saloon GGR7
Eric & Margaret Anne Ratcliffe, Christchurch, New Zealand
1929 Phantom II Windovers Sedan de Ville 90WJ
Murray & Eileen Richards, Glen Waverley, Victoria, Australia
1925 Phantom I Replica Tourer 11RC
David & Rosemary Robson, Petworth, West Sussex
1912 Silver Ghost Replica Tourer 2079
George & Susan Santoro, Toorak, Victoria, Australia
1928 20 Replica Tourer GWL33
Julian Smith, Dunedin, New Zealand
1922 Silver Ghost Windovers Tourer 14KG
Blythe Stason, De Kalb, Illinois, USA
1925 Phantom I Replica Tourer 94HC
Nick & Claire Stow, Cranleigh, Surrey
1921 Silver Ghost Barker Tourer 33CE
Arthur & Maria Tilbury, Bayswater, Western Australia
1925 20 Replica Landaulet GLK74
David Turner & Judy Jones, Armadale, Victoria, Australia
1925 20 Replica Tourer GSK34
David Vinall, Dover Gardens, South Australia
1910 Silver Ghost Replica Tourer 1388
Julian & Cheryl Walter, Claremont, Western Australia
1920 Silver Ghost Chassis 51FW
1934 Phantom II Arthur Mulliner Sports Saloon 80SK
1938 Phantom III Rippon Seven seat Limousine 3DL14
Alan White, Westerham, Kent
1924 Silver Ghost Hooper Landaulet 46TM



RECORD TOKEN

Vehicle Licensing

All owners of vintage Rolls-Royce motor cars based in the UK will be delighted to know that these cars (and any others more than 25 years old) are now exempt from road tax. Do not remove your tax disc for a refund. The DVLA will send automatic refund applications showing the amount of duty refundable (beginning with December 1995, the first 'exempt' month). When the existing licence is due to expire, the DVLA will issue a re-licensing reminder (V11) in the new, exempt, '25 year' class, showing duty payable to be NIL. Keepers will then re-license as before, with current insurance and MOT documents, but registration will be free. Who said 20-Ghost Club members do not believe in Santa Clause! (Sorry, forgot to say that petrol prices increased by about 4p per litre!)

GET IN & GO - 96

With the continuing success of the Get In & Go events, an even larger number are planned for 1996. As before, some of these events need not be committed to in advance, but a call to the co-ordinator would be appreciated as all the events need lunch pre-arranged, tickets booked or parking or route instructions arranged. Please do get in touch. Remember, just go to your favourite *real* motor car, kick the tyres, check the oil, 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
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 mini tour with visit to local winery/brewery then return to Chequers Inn for lunch	Gervase Forster 01494 874566
Friday	14 June	Howard Arms Ilmington Warwickshire	On A429 approx 8 miles north of Moreton in Marsh, turn left for Darlingscote & Ilmington. Pub lunch followed by country lanes trip to a private country house and gardens.	Andy Butcher 01608 682016
Tuesday	18 June	Royal Ascot	If you enjoy the world's biggest picnic, come to the first day of the Royal Ascot meeting. We plan to park the Club cars together in Car Park 7 in the centre of the racecourse which has plenty of green mown golf links and is but 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	22 June	The Tunnel House Pub, Coates & Cirencester Park Polo Gloucestershire	This historic pub was built in 1780 for the canal diggers who built the nearby Sapperton Tunnel which is alongside. It is situated up a side lane between Coates & Tarlton, west of Cirencester, between the A419 & A433. After lunch, go to nearby Cirencester Park for the polo which commences at 15:00. Token entrance fee allows us into the Members Enclosure. Suggest you bring picnic tea with you.	John & Kay Marsh 01384 273061
Wednesday	3 July	The Vine Pub Hambledon & Fort Nelson	Take the B2150 between the A3 & A32 to Hambledon village, deep in the Hampshire countryside. Turn east into the main street and park in the large pub car park. A set route will be supplied for the afternoon journey to historic Fort Nelson, overlooking Portsmouth Harbour.	Graham Adams 01489 573773
Saturday	6 July	RAF Northolt, Ruislip, Middlesex	On A40 west of London. In conjunction with the R-REC. A family day to raise funds for children's charities. Attractions include Battle of Britain Flight, flying displays, parachute drops, Queens Flight, static displays, RAF Band, art & craft displays and refreshment tents. This event is not open to the general public owing to security on an operational base. Your cars will be displayed as part of the festivities and should be very safe! Please contact Tom Lee well in advance to get your special security pass and give details of any additional attractions or raffle prizes you may be able to supply. If the weather is bad, covered hangar space will be available. Possible small entry fee for charity. Strictly no dogs.	Tom Lee 01344 843256
Saturday & Sunday	27&28 July	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	11 August	George Hotel Stamford, Lincolnshire	Lunch at Dick Turpin's coaching inn on the old A1 in Stamford town centre. Private hotel car parking available.	Helen Banks 01775 640213
Wednesday	14 August	The Flower Pot Hotel Aston, Berkshire	Approx two miles east of Henley on Thames. Turn off A4130 to Aston. Coffee, then riverside ramble and lunch, followed by a visit to Hoffman's of Henley, then tea by kind invitation of Graham & Jane Ashley Carter at their home.	Brian Wootton 01784 433137
Saturday	14 September	Sussex Navigation Test & Weald & Downland Open Air Museum	Explore Sussex & South Downs on a late summer Pub Run. Meet at the Forrest's House in Chiddingfold on A283, between 10:00 and 10:30 for coffee. Receive tour details and lunch time destination. After lunch, a short tour route ends at Weald & Downland Open Air Museum at Singleton	Susie Forrest 01428 684208
Sunday	15 September	Carriage Driving Windsor Great Park	On A332 just south of Windsor. Carriage driving can be very exciting with many hazards and obstacles, not for us, but for the carriage drivers! They are delighted to have us and we have been assured of preferential treatment. Perhaps Prince Phillip will park us!	John & Kay Marsh 01384 273061

We would be most grateful if members would send to Susie Forrest any photos and comments on any of these events for possible subsequent inclusion in the Record.

Events Calendar 1996

AGM & Winter Dinner, Boodle's Club	26 January
New Zealand - South Island Tour & Vintage Car Club Rally	8-29 February
Grampians Rally, Victoria, Australia	23-28 February
Driving Tests, Brooklands & Spring Lunch, Oatlands	28 April
Great Australian Outback Tour	April/May 1996
Irish Georgian UK Tour - North Cotswolds	24-27 May
Australia Winter Mountains Tour & Luncheon - Bilpin, NSW	14 July
Summer Picnic & Concours - Hagley Hall, Stourbridge	21 July
Autumn Tour - Isle of Wight	20-22 September
Batemans Bay Spring Tour, NSW, Australia	11-14 October

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

Beyond 1996

AGM & Winter Dinner, Caledonian Club	31 January 1997
Southern Highlands Rally - Bowral, NSW, Australia	21-26 February 1997

Club Shop

Car Badges

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

Club Ties

Pure silk ties in silver grey to match your Silver Ghost. With red Club logo. Unique collectors item! £15 each.

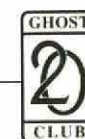
Tyres

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



Trophy Winners 1995

Alpine:	John Kennedy
Woodmansee:	Graham Adams
Harding-Rolls:	Tim & Susie Forrest
Stanley Sears:	Kay Marsh
Fred & Joan Watson:	Colin Laybourne
Messervy:	Ashley Wills
Dymock-Maunsell:	Digby Wills
Fergusson-Wood:	Alan Dixon
F-W Photographic:	Jens Pilo
Phoenix:	Christopher Leefe
Ladies:	Bryan Wootton

Rear Cover:

Same car, same place, some time warp. 2260E in 1913 & 1995. With the small French village of la Rochepot, near Beaune, behind and a spectacular Italianate château on the hilltop beyond, the old main road where the car is parked is now bypassed by the modern N6. Bought and refurbished in the 15th century by a crusading knight Régner Pot, the 13th century château sits on its ridge that now bears his name. In a state of ruin after the French Revolution, it was restored earlier this century. The glistening Burgundian tiled roof was added after the 1913 photograph was taken.

