

The 20-Ghost Club Record



Volume 37

1996

Issue 65



Ghosts, Glaciers & Grandeur

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Cover Photo: Ghost, Glaciers, Grandeur - Two Silver Ghosts (58TM & 2260E) pause at the eastern portal of the Homer Tunnel en route from Milford Sound during the South Island Grand Tour in February 1996.



Photograph: John Kennedy

CHAIRMAN'S LETTER

1996 has proved to be another very successful year in the club's 47 year history. For the first time the Club held its AGM and Annual Dinner at the most famous of London clubs, "Boodles" (the rules had recently been changed to allow ladies to use the front entrance) and the venue proved popular. For the benefit of those members who have never attended this event, I do urge you to take the plunge as it is always a relaxed and enjoyable evening in good company with not too much discussion about the cars!

The Driving Tests & Spring Luncheon produced a turnout of 14 cars and Oatlands Hotel proved once more to be a popular choice for the lunch venue although some members felt that they were whisked away from Brooklands maybe a little too soon. A number of members shipped their cars to Australia to participate in the Wholly Ghost tour which was a joint effort between the Silver Ghost Association and our Australian Chapter. Unfortunately the eleven cars from America were stranded at Singapore and did not arrive in Australia, although they were eventually rescued. The Irish Georgian Tour this year centred on North Oxfordshire and the adjacent counties of Warwickshire, Northamptonshire and Buckinghamshire. The weather was somewhat dull and wet but the houses were as splendid as ever. This event held annually on the late spring bank holiday combines the very best of English architecture with touring in the very best of English cars along with interesting and amusing, if slightly eccentric company. What could be better!.

The Annual Concours D'Etat was held at Hagley Hall in the West Midlands and produced a turnout of 25 splendid cars. The weather was beautiful and thanks were heaped on John and Kay Marsh for organising the event and the gardener who had the foresight some 200 years ago to plant that magnificent tree in the middle of the field. The third Isle of Wight tour in September was over subscribed but some problems were experienced with the hotel. Those members who were still talking to me on Sunday evening said that they had enjoyed it. The Get-In-&-Goes were as numerous and as varied as ever and gave some non-committee members a chance of exercising their imagination and talent. The club thanks you.

Sadly the year saw the passing of Midge Brua, wife of the previous Chairman who was much loved and will be long remembered by all those who knew her. Her funeral was marked by a strong Club presence. John Dymock Maunsell, an earlier Chairman also died during the year and his funeral I attended with Andrew Taylor, who drove John's old car down from Birmingham to Weybridge. Well done Andrew!

I wish to thank our Secretary John Kennedy, without whom the club would not be in the strong position it is in today and the other committee members who all make such valiant efforts to hold and attend committee meetings and to organise events throughout the year. Happy and safe motoring in 1997. "May the road rise up to meet you and may the wind be always at your back" (unless you're driving a Ghost).

David Martin

AGM & ANNUAL DINNER

Boodles 26 January 1996

This most famous London Gentlemen's Club was the venue for the 20-Ghost Club annual meeting, well attended as usual. Chairman David Martin conducted the meeting for the first time and later presented the trophies. A presentation was made to the previous Chairman, Lynn Brua, for his many years of service to the club, on the Committee and as Chairman. The members of the Committee were re-elected and accounts for the year to 30 September 1995 were approved. Thanks were given to Jimmy Valentine for arranging the venue and to Susie Forrest for organising the meeting arrangements. Special thanks were given to Martin Williams, our host at Boodles who spoke briefly about the historic buildings and Club before the meeting was adjourned. The food and drink were of a very high standard and when the wining and dining was eventually ended we emerged from the Club into a snowstorm.

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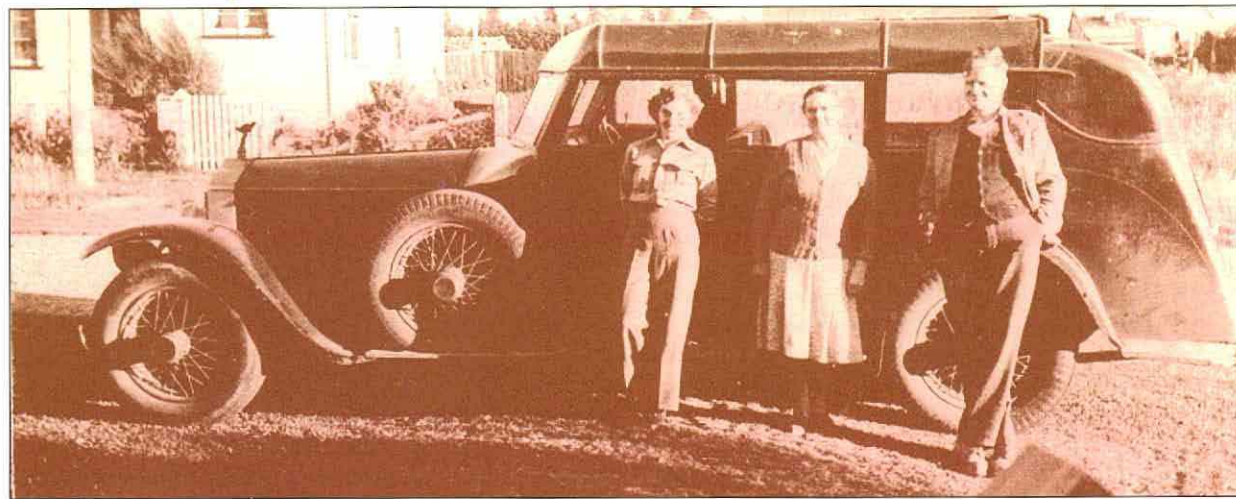
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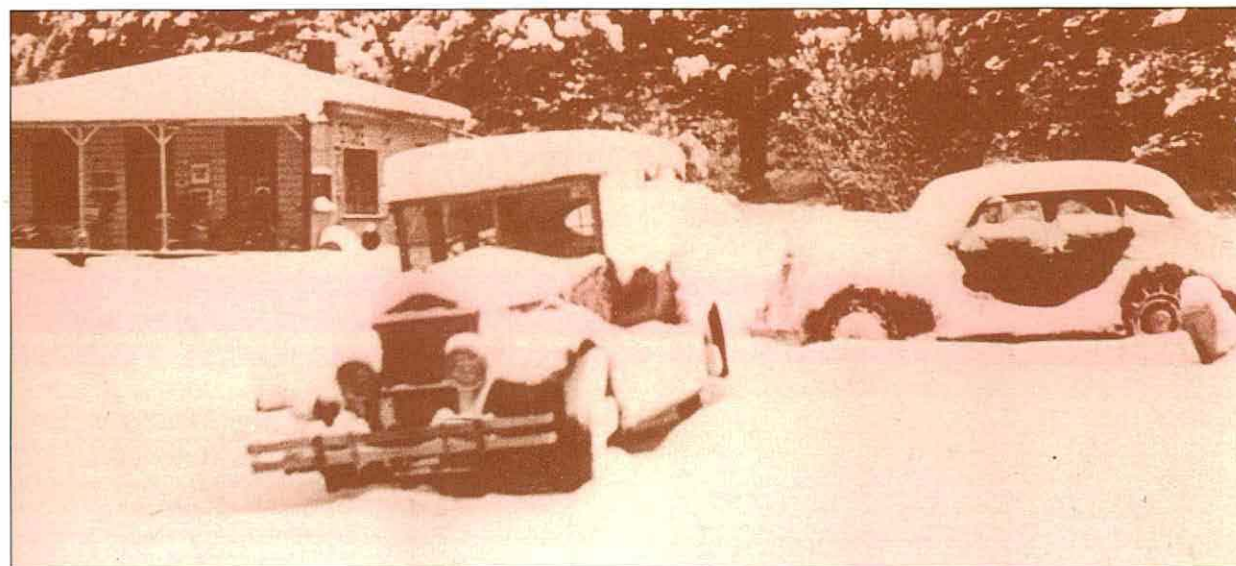
ON THE RECORD

The highlight of 1996, for those who took part, was the undoubtedly the New Zealand tour in February. To travel for day after day on uncluttered roads, with some of the world's best scenery is an experience not to be missed. Shipping costs via container from Europe is surprisingly reasonable and for those who have not tried it, I would recommend going in 2000 or 2004. On these leap years, there is a major local event to add to ones own additional touring. We plan to return with a car in 2000 and could well be tempted to go again four years later, on the centenary of Rolls-Royce.

As well as the scenic touring, there was plenty of chances to catch up with some of those on the local Rolls-Royce scene and there are a few interesting cars about to emerge from their cocoon of rescue and restoration. Two Silver Ghosts are in this category. John Chamberlain, from Christchurch, brought out his 1914 Silver Ghost (7BD), for its debut. This has been about as major a restoration as one could imagine. John acquired the engineless chassis from Australia and Club member Roy Southward from Wellington provided the engine. Meanwhile, at Balfour in Southland, another Ghost, 7KG, is also being restored by Robert Grant and is well on the way to appearing on the road again.



1922 Silver Ghost 7KG, still earning its keep as a service car in 1950.



1928 Phantom I, now a taxi, in the August snow at Arthur's Pass in 1951. Obviously a quiet day for fares!

As happens on these tours, by driving through remote areas, in this case Arthur's Pass in the Southern Alps, someone mentioned that 'there had been early Rolls-Royce cars in the area in the 1950s'. Following up on this, we now have pictures of 7KG as a bus or service car and an as yet unidentified Phantom I as a delivery vehicle. That may not seem so unusual until one realises that the item being delivered is a piano! All it needed was to remove a rear door! The Phantom operated as the taxi in Arthur's Pass for almost a decade from 1951.

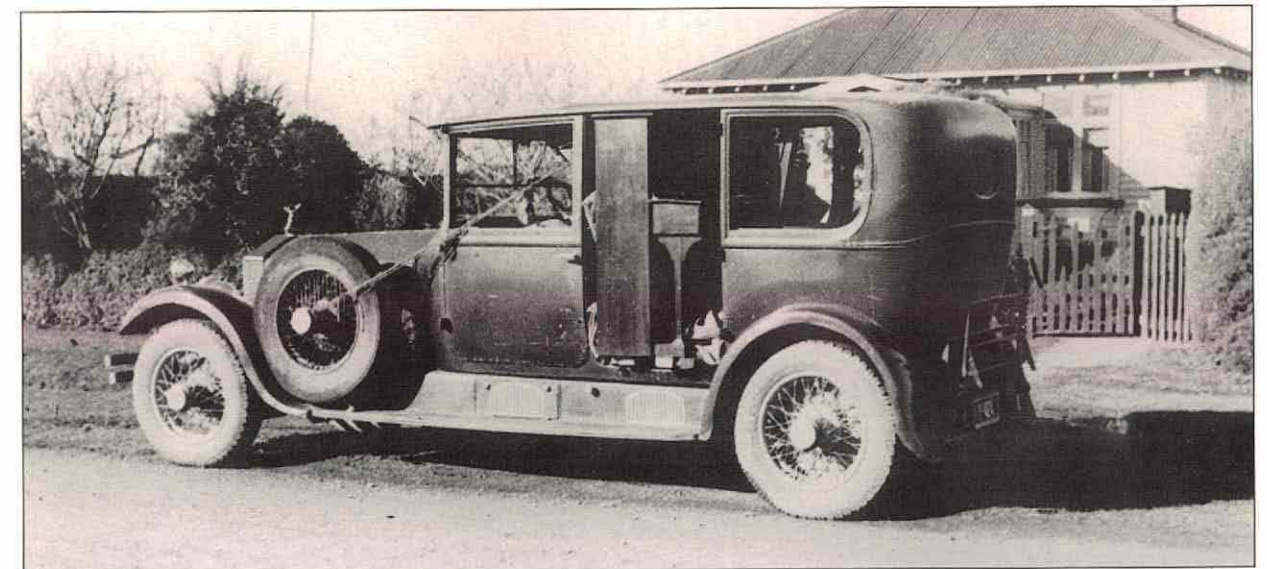
For the many other motoring members, the Australian chapter held their splendid late summer rally in Victoria and in their mid winter, combined with the SGA to travel to Central Australia. These were but two of the many events now held down under.

In the northern hemisphere there was a busy schedule of events more modest in scale, but nonetheless ideal ways for members to achieve some vintage motoring. Main event was the autumn tour on the Isle of Wight, about the shortest 'overseas' tour possible. The venue was the promising Swainston Manor, used as a venue some years earlier to somewhat mixed reactions. Alas, it still had the same management and was the only major disappointment of this most interesting tour.

John L. Kennedy



Mishap on a mountain road (when edge of road gave way) in January 1953.



How many taxis can achieve this feat?

SUMMER PICNIC AND CONCOURSE D'ETAT

Hagley Hall, Stourbridge, West Midlands – Sunday 21 July 1996

The Lyttletons had been established in Worcestershire for several centuries when in 1564 Sir John, knighted at Kenilworth by Elizabeth I, bought the Hagley Hall Estate. This was the setting for our 1996 gathering.

It was a truly hot English summer's day, twenty three cars with 50 members arrived and parked in the front of the Hall, judging started at 11.00 a.m. Our judges, (Chairman David Martin and Tim Forrest), did a grand job and by 12.30 p.m. we were heading for the huge oak tree in the centre of the park to partake of our picnic lunches.

Prize giving followed after lunch with Michael Kent awarded the Fred & Joan Watson Trophy for the best large horsepower car, Michael Hilditch the Messervy Trophy for the best small horsepower car and Nigel Hughes the Ladies Choice Decanter.

Afterwards, a large number of us went round the Hall with our guide and marvelled at the state apartments, the oil paintings, portraits and photographs of the family; it was a relief to be out of the sun. Finally, into the Hall tea room we went, for a delicious cream tea before dispersing for home, having had a most lovely, relaxing and happy day.

Kay Marsh



All the 20-Ghost Club members rest and refresh under the shade of a very large oak tree at Hagley Hall, while their fine motors line up in the hot sun.

Photo by Kay Marsh

BROOKLANDS DRIVING TESTS

28th April 1996

Again Brooklands was the venue for the spring driving tests. The Museum and its exhibits improve each year and there is always something new to see; our members enjoy supporting this venue each year; in fact some preferred not to be dragged away to a different lunch venue without seeing enough of Brooklands Museum which still retains most of its original, now listed, historic buildings.

The first test was an assault on 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 and rolling back (the deceptive slope becomes a sharply steeper 25% gradient nearing the top). Only three drivers negotiated the test hill without penalty. They were Andy Butcher, Andrew Taylor and John Kennedy. We then drove on the remaining section of the famous banking. 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. As usual there were a great variation in what different drivers considered to be 19mph. When my Ghost was new a speedometer was an optional extra costing £12. 10s and Sir Alexander Kleinwort did not take up the option! The driver to get closest to 19mph was Jimmy Valentine in his Phantom I. The last but by no means least test was to reverse the car into a series of garages with penalty points for ragged manoeuvring. The blindfold test had been dropped this year as some drivers had become suspiciously good at it. I wonder why? The best driver at the garaging test was Ashley Wills driving the 20/25 previously owned by his father Digby who was there to encourage him. As in past years, the Charterhouse Motor Club went into a huddle to calculate the results, whilst the 15 cars and their passengers departed for lunch.

This year, it had been decided to revisit nearby Oatlands Park Hotel in Weybridge. The hotel had in error booked us down for a coffee morning instead of lunch (that is the problem of arranging a weekend booking with the weekday staff, they obviously do not speak to each other!) A section of the dining room was rapidly set aside for us and a splendid lunch eventually arrived, with free wine as a consolation for the delays. After lunch, the Dymock Maunsell Trophy was presented to Andrew Taylor, the overall winner of the driving tests. Thanks were given to the Charterhouse Motor Club for running the tests and to me for again organising the venues.

David C. Martin

ISLE OF WIGHT AUTUMN TOUR

20th - 22nd September 1996

Jane and I have long had a fascination with the Isle of Wight and that, combined with the sheer ebullience of David and Stephanie Martin who were organising the event, made this an irresistible outing for us.

Things started well, with David managing to negotiate a reduction for what is, I believe, the most expensive sea crossing in the world. I hope they never build a tunnel to the Isle of Wight. There is still something mysterious about travelling overseas to anywhere, and I found the "ocean voyage" as bracing and intriguing as ever. The operators have got this ferry journey down to a fine art, which is always a joy to watch, and the weather was splendidly clement so that one could go out on deck and feel intrepid. So well appointed was the boat that the dog even managed to get herself a cuddly toy to replace that forgotten in the hurry of packing.

David's impeccable notes took us easily to the hotel, which had an air of faded glamour about it, which is exactly how I remember the average pre-war Rolls-Royce in the days when I first became besotted with them 30 years ago.

The fun began with a visit to Carisbrooke Castle. I have always thought of this as a rather gloomy pile, and, being faintly royalist in my historical sympathies, I tended to avoid it since it was the prison of Charles I. But from the inside, on a privileged visit, it was quite unexpectedly cheerful. The rampart walk commanded sweeping views of the island for those of a less nervous disposition and the mechanical marvels of the donkey wheel gave plenty for the technical to chew on. Watching the larger cars inch their way through the narrow fortified gateway was also a treat for those of us who patronise the smaller horsepower motors.

I had no idea that Sandown airport existed. It, too, is almost pre-war – a grass strip with the road running straight across it – largely patronised by light aircraft, but the old hangars are now the site of a small aircraft museum. This was specialist stuff: a small collection but nonetheless with a number of pleasing oddities. It was good to see such an enthusiastic enterprise which is making what has been a bit of an eyesore into an intriguing exhibition. I hope that it becomes a favourite venue for the tourists.

The weather was good enough for us to have our pub lunch in the garden, but the pub was clearly one which believed in large seaside appetites, so David had wisely arranged nothing specific for the rest of the afternoon. Mindful of the spiritual as well as physical, though, he pointed us in the direction of Quarr Abbey for vespers. I was particularly anxious to see this since I have never been before and I was not disappointed in the event.

The Abbey itself is uncompromisingly brick and yet somehow subtle. A great deal of ingenuity has gone into making architectural detail out of unadorned brick facings and the whole atmosphere inside the church is sombre and impressive. Alas, there were so few monks.

Clive Carter

THEY GOT IN & WENT IN 1996

Some of the interesting events of the year are reported hereunder.

Ilmington. Friday 14 June

Five cars attended the Howard Arms for lunch eaten alfresco due to the lovely weather. Everett Pauls from Texas won the (virtual) prize for the most distant member attending. He almost excelled by arriving in a Club car as well, but he did appear in a Mark IV Bentley.

The afternoon provided the opportunity to tour a route set by Andy Butcher along the narrowest, steepest and most scenic lanes in the north Cotswolds 30 miles later we were still only seven miles from Ilmington at Upton Wood, home of Ian and Caroline Bond, who generously acted as our guides for a tour of their 11 acre garden which they have created around their lovely old Cotswold farmhouse over the last 15 years.

Yet more lanes saw us back at Ilmington Grange, for afternoon tea at the Butchers' house and a tour round their gardens.



Cars at the Howard Arms



Departing Ilmington Grange

Polo at Cirencester. Saturday 22 June

We met at the historic Tunnel House pub near Coates at noon for a pre polo barbecue lunch before making our way in convoy to the Cirencester Park polo ground some two miles away.

After making ourselves comfortable in the Member's Stand, we watched some excellent polo. Highlight was the Thomas Goode Centenary Cup, a friendly match in aid of The Prince of Wales's School of Architecture. Prince Charles played well for Cirencester and eventually beat the Jerudong Park team, with His Majesty The Sultan of Brunei and his brother HRH Prince Jefri Bolkiah both playing.

Prince Charles received his team's cup which was followed by tea. He much admired our motor cars on passing. The security was very tight around The Sultan, who left with his full entourage soon after, followed by Prince Charles with his detective in his open Aston Martin.



Prince Charles and others look on as the Sultan of Brunei collects the prize for his team.

Fort Nelson. Wednesday 3 July

Eight proper cars arrived for lunch at The Vine, a Hambledon pub, was followed by a navigator's run through the Hampshire lanes to historic Fort Nelson, a naval training school high up on the downs overlooking Portchester and Portsmouth Harbour.

The fort was built to defend Portsmouth from a land attack, rather than one from the sea. We were treated to a guided tour of the Armoury and shown part of a Saddam Hussein confiscated gun.

Although the fort is now mainly a museum, it does still train new ratings, who provided the highlight of the afternoon by the firing of a muzzle loaded cannon at 4 p.m., recorded by Prince Edward and his film crew who were making a documentary. Time for tea! A short drive to Wickham Vineyard provided the venue.



Ready to fire the cannon at Fort Nelson.

VSCC at Prescott. Saturday & Sunday 27 & 28 July

Kay Marsh drove there – "An amazing offer – could I drive a W.O. four and a half litre Bentley to Prescott? I would have been a fool to say 'no'. So on Saturday I picked up a friend's W.O. complete with accelerator in the middle and drove myself alone (I needed to concentrate) to Prescott, arriving first and with the 20-Ghost stand already erected the previous evening, awaited the others. John arrived, then the Adams, complete with friends with an old wooden gypsy type camper. Many more cars than I can remember on practice day; another memorable, hot, Prescott day.

Sunday was a very wet day, but the Adams joined us again, having had a night under canvas. The Marsdens arrived from Sutton Coldfield in their newly owned 20 HP. The Hughes came from a few miles down the road in their 20/25 and eventually and with large murmurings of admiration, the Forrests parked alongside. We were then surrounded by lots of admirers.

Our awning kept out the rain and despite the weather there was a good turn out of entrants for the hill climb events, giving us more than enough to look at, especially the wet track which gave hazardous entertainment on occasions.

Flower Pot Hotel. Wednesday 14 August

Lunch at a remote Brakspear pub only a couple of miles from Henley saw 11 cars attend. Coffee at the pub then a riverside walk before lunch, was followed by a visit to the workshops of Hoffman of Henley, a venue which many of our cars are familiar with, was followed by a tour through a selection of the narrow lanes of Oxfordshire to Newington, near Dorchester and the home of Jane and Graham Ashley Carter who had kindly invited us all for tea. We also saw the incomplete building where Graham is to install his church organ, plus his selection of vintage lawn mowers, but as his garden was in immaculate shape, we were not required to put them to use. Many thanks to Jane for a superb tea!



Silver Ghosts at the Ashley Carter's

National Carriage Driving Championships. Sunday 15 September

Kay Marsh reports – "Ten cars came to Windsor Great Park and were stabled on the main showground. All cars were entered for judging by Gordon Lockyer at 2.15. In the meantime we watched some fascinating carriage driving for three hours over picnic lunches in the sun. We were duly called and paraded our cars in the main showing area, with a grand audience and John and Rae Kennedy in their 1905 Light 20 were awarded a bottle of sparkling Saumur. All participants received a commemorative rosette. We left the show with John Kennedy leading a cavalcade of Ghosts, Phantoms and others to the Monument and round the park before we dispersed for home.

New Zealand – South Island Tour

The 1996 New Zealand International Vintage Car Rally in Christchurch in February 1996 was the ideal occasion for another 20-Ghost Grand Tour of the South Island, planned to link with the VCC Rally. This was really the definitive tour of the South Island, more than two weeks of spectacular scenery; mountains, glaciers, rain forests, fiords and the early gold fields. By commencing in Christchurch, but concluding the tour elsewhere in the South Island, it was then possible to join one of the many 'link tours' back to Christchurch as part of the International Rally. Indeed, so many cars were driving to their selected starting places for their 'link tour' that for the two weeks of our tour, there were often more old cars of every make and style on the roads than there were modern cars.

Our route took the inland route from Christchurch to Clyde in Central Otago, thence over the historic Dunstan Trail to Dunedin. This was an old gold miners route, little used for over 100 years and passable only in dry weather. Summer in this area is usually extremely hot and parched – this year was the exception and the country was green and the road treacherous and barely passable. We eventually reached civilisation and the sealed road to Dunedin, where we were able to take part in the vintage street racing on specially closed roads. An interesting feature of this event was that the police took speed check pictures of the cars, to show how fast they were travelling. Because of a tight hairpin before the timed section, we were unable to manage 100 km per hour, but it was close.

Our delayed departure from Dunedin was in torrential rain; fortunately the only rain during the entire tour, but after a stop at the granite city of Oamaru, the weather cleared for our journey over Danseys Pass. This narrow, winding, gravel road presented no problems until near the summit when we encountered fog or low cloud and had to pick our way slowly upwards.



20/25 on the Dunstan Trail



At the Vulcan Hotel in the old gold town of St Bathans

We paused at the top and caused a great surprise to a number of farmers returning from market with sheep. Other traffic on this route is rare, but four vintage Rolls-Royce motor cars looming out of the mist were almost too much for them.

The historic Danseys Pass Inn provided a welcome overnight stop before we set off for Clyde (again), this time via more of the old gold mining areas and over another dramatic hill road, Thompsons Saddle. By now we were getting used to opening and closing the many gates and negotiating fords. The local rule for gates is that the lead car stops, opens the gate, lets all the others go past, then closes the gate before continuing on. This means that everyone has a share of gate duty and their position in the convoy continually changes.

Now we headed westwards from Clyde, alongside the new hydro lake to Cromwell, then over the Kawarau river to find the Nevis road. This was the most isolated of all the special routes, with a high pass before we descended into the Nevis Valley, crossing the swift Nevis river on a narrow bridge at the start of the broad valley up which we then travelled. From then on, we crossed a succession of side streams by fords – some deep, some just a trickle, but the main river, which we knew we had to ford many times further up the valley, was still a substantial river. We passed a small settlement, the only sign of civilisation we saw, then drove on up the valley to picnic alongside the river. So quiet was our road, that no other vehicle came along during our leisurely repast.

So it remained as we continued on, past an abandoned gold mine and came to the first of many river crossings. These proved to be quite a challenge, for although the river was nowhere near as deep or swift as it had been, the fords had been scoured out by the unusual recent summer rains. At one of the fords, the observant crew of the front car noticed that the road dropped straight into a deep pool. At first it seemed that there was no way through, until someone noticed wheel tracks in the tussock grass. So the impromptu route took us 50 metres through the tussock, then into the river at a shallow stretch, 50 metres back down the river, then out the other side. Another of our fords was deep and rocky, but after all the cars negotiated these two fords, the others really seemed quite tame. We lost count at this stage as to how many fords we had negotiated, but it was at least 35, so the route was hardly dull!

Eventually we climbed out of the valley to a spectacular summit from where we had a panoramic view of the south end of Lake Wakatipu to the right, Garston to our left and some summer rain showers sweeping down the broad valley below the tussock clad hills. We picked our way down towards the valley, the road varying from a well defined route to a track through a field of lupins! When we finally reached the valley floor and our last gate to negotiate, a lady ran out from the only house nearby, pleased to see us and saying she had been looking out for us all day. How did she know? Like almost one hundred percent of the locals, she reads the Otago Daily Times and an article about the tour had appeared earlier in the week. Julian Smith, driver of one of the Silver Ghosts on our tour, was also the proprietor!



Mike McRobert negotiates a small but difficult ford on Thompsons Saddle



At the Carrick Range saddle (highest point on a through road in New Zealand), before the descent to the Nevis valley.



Picnic by the Nevis River (26TE, 14KG, 2260E, GAJ31)



Beware! Deep drop into the river, Gervase Forster prepares to turn off into the tussock to find a better way through



The safe way to get across



The deepest and roughest ford on the upper Nevis



Climbing up the narrowing Nevis valley



View from Nevis summit



Foot of the Nevis Road – the last gate. Keith Wilson is the gateman as Julian Smith drives through in his Silver Ghost



Road signs on Nevis road



Pause to admire spectacular scenery on the Milford road



Sheer walls and hanging valleys on the cruise of Milford Sound

In contrast to our scenic but deserted roads, the world renowned road to Milford Sound is firmly on the tourist route. Every morning, like lemmings, they rush over in their hoards, returning in the late afternoon, thus barely having time to appreciate the beauty of the mountains, lakes, rivers and fiords. We wanted not only to appreciate this most spectacular of routes, which is almost entirely through ancient glacial valleys – we also wanted to see it without the crowds, so we set off late in the morning, stopped frequently and picnicked en route and approached Milford Sound (the end of the road) as a procession of nearly 50 coach loads headed out in the other direction. We had arranged for our vehicles to be garaged overnight while we went for a late afternoon cruise in quiet luxury, touring the deep, sheer sided fiord before dining, sleeping on board the specially equipped vessel. Darkness in such a remote location produces a black sky with many more stars than one could believe existed.

Returning from Milford next morning again required good timing to depart shortly before the tourist hoards reached us, giving us another quiet road on our spectacular journey back to Te Anau, on the only route in this rugged area. By the end of the day we had driven the long route alongside Lake Wakatipu to reach Queenstown, the centre of this scenic region.



On the rugged Skippers road



The Kingston Flyer

We took the opportunity to travel the narrow Skippers Road, which dates from the gold mining days over a century ago. Dry, dusty and winding, it variously climbs over craggy saddles or clings to a bluff high over the Shotover River, which is again attracting the attentions of gold fossickers. Early this century my grandfather travelled this road by horse and coach. A Silver Ghost was the next best thing, if not better, even though we travelled cautiously over the high suspension bridge near the end of the road, before reaching the old schoolhouse and the gold miners graveyard. The gold miners were from many nationalities, as reflected in the tombstones. Curiously, there was only one Chinese grave, unique in the area. It was traditional for these Chinese (all from the coastal Cantonese region) to repatriate their dead back a final resting place in their motherland, but for some reason this one was left behind, possibly because he left no money or maybe had offended his fellow countryman. Whatever the reason, history gave him the last laugh, for the sailing ship taking his deceased countrymen back to China sunk in a storm, depriving them all of a land based grave.

Eventually we tore ourselves away from Queenstown's myriad other attractions and after a relaxing lunch at one of the excellent local wineries, the most southerly in the world, it was time to continue our journey over the dusty Crown Range road to Wanaka. From Wanaka, the route heads north west, over the Haast Pass, to the sub tropical rain forests of the west coast. We were fortunate in that the wet weather on the west side of the mountains was clearing as we headed north, affording a superb view of mountains, forest and sea, on our journey to the Fox Glacier. Here, for the first time, the car suddenly seemed sluggish and with no acceleration. As prewar Silver Ghosts run solely on the magneto, I switched over to the trembler coil and all the old performance came back at once. Back to the magneto and the same problem returned. A brief roadside stop showed that the magneto contact arm had snapped in half, so the remaining hours run to Fox Glacier was made on the battery ignition only; once again, one was thankful to Mr Royce, whose dual ignition system had prevented an ignominious 'failed to proceed' and with the assistance from the local garage at Fox Glacier, where they had never seen a Silver Ghost nor a Bosch magneto, they were able to swap over the end unit from the spare magneto which we were carrying.

Fortunately we were staying two nights at the glaciers. Even this was scarcely enough; twice as long would have been needed to do justice to the area, as there had been exceptional rainfall, even for this area and against the worldwide trend, the glaciers had been growing significantly. The high mountain catchment area had received a massive 100 metres of snow the previous winter and the glaciers, having grown over a kilometre in the previous few years, were now moving at more than half a metre per day. A helicopter trip, flying up the Fox Glacier and back down the Franz Joseph after stopping high up in the snow, was an ideal way to appreciate this icy wonderland, with many high mountains and other glaciers besides the most famous ones. Another morning was spent driving up the road to the Franz Josef glacier, then walking up to the terminal face, towering high above the valley floor, too dangerous now to climb on without a guide to check for crevasses.

We proceeded north from the glaciers, stopping to see the greenstone (local jade) factory at Hokitika, before heading eastwards across to Arthur's Pass, to travel over the most rugged of the passes before sunset, so that we could stop near the summit to see the antics of the kea, the mountain parrots which inhabit the area.

This was almost the end of our tour – now we were to drive to the start point of our route to Christchurch as part of the local rally. So although we were now driving towards Christchurch, we turned north along the hot Canterbury Plains. Maybe it was the hot weather, but whatever the reason, almost everyone had tyre troubles on this day. Well base, straight sided, beaded edge, it affected us all. We had stopped at the historic Hurunui Pub in North Canterbury and were inside, propping up the bar when a hissing sound preceded a large bang and yet another beaded edge tyre gave up the Ghost! After the previous year, we had expected some problems and taken many extra tyres with us, leaving them with a friend in Christchurch and calling up supplies after blowouts as we went round the country. We now changed the wheel, phoned for the next tyre to be sent for collection next day, then continued on our journey; our overnight stop at Maruia Springs, a hot spring resort high up in the Southern Alps at the summit of Lewis Pass being only 60 miles further on.

We had travelled exactly 14 miles further before a loud explosion, followed by the alarming sight of the new tyre barrelling past us down the road. Now we were down to our last spare and a decision to make. We decided to continue on into the mountains and drove very cautiously, praying that there would be no more blowouts which would leave us stranded. We were greatly relieved to reach the summit, then a short run down to the springs and a welcome drink as we relaxed in our private hot pool and forgot the cares of the day.

Our grand tour was now almost finished, but the route we chose back to Christchurch was also both scenic and spectacular. The private road from Blenheim to Hanmer, via Molesworth Station, a 150 mile route through a tussock covered wilderness in a rain shadow area of the alps was in stark contrast to the green and tree clad slopes through most of our earlier route. The road was opened specially for the old cars, about 60 in all, so we had a real period feel to our motoring.

A further detour saw us cut through to the coast at Kaikoura and a chance to go whale watching. We saw at least six, plus dolphins, porpoise and innumerable seals. Also lurking in the watery depths were crayfish (the name Kaikoura means food – crayfish). We did not see these until we dined in one of the many local seafood restaurants.

Christchurch saw another week of motoring sightseeing and re-meeting people we had met earlier on the tour. For us there was still plenty more motoring, more tyre problems and finally a run up the North Island to a container depot at Auckland.

John L. Kennedy

Vintage meeting on the Haast road



The Mead's 3PK & the Kennedy's 2260E pause in the mountain scenery between Arthur's Pass and Springfield

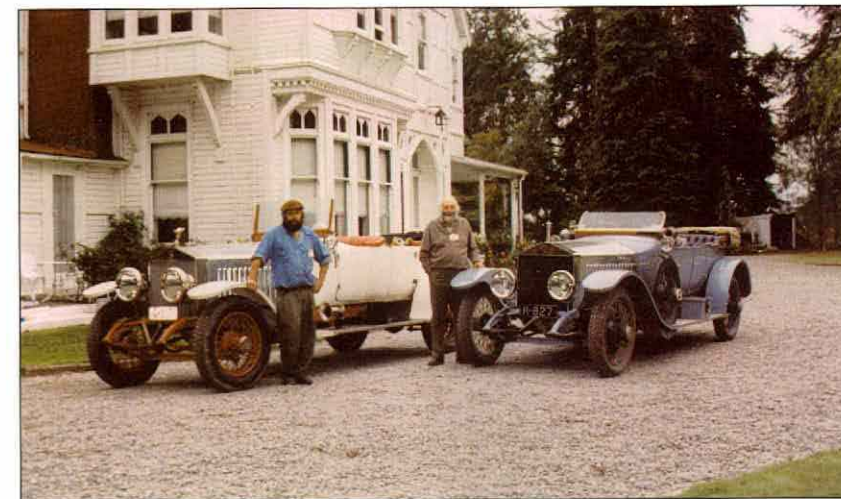


(below) 'Gestapo' Customs halt at the end of the lonely Molesworth road. (Actually a Veteran Car Club check point where a sense of humour and free ice cool beer were in good supply). The cases on the rear of the Ghost have now turned white from a thick layer of dust collected along the way.



Whales off the Kaikoura coast

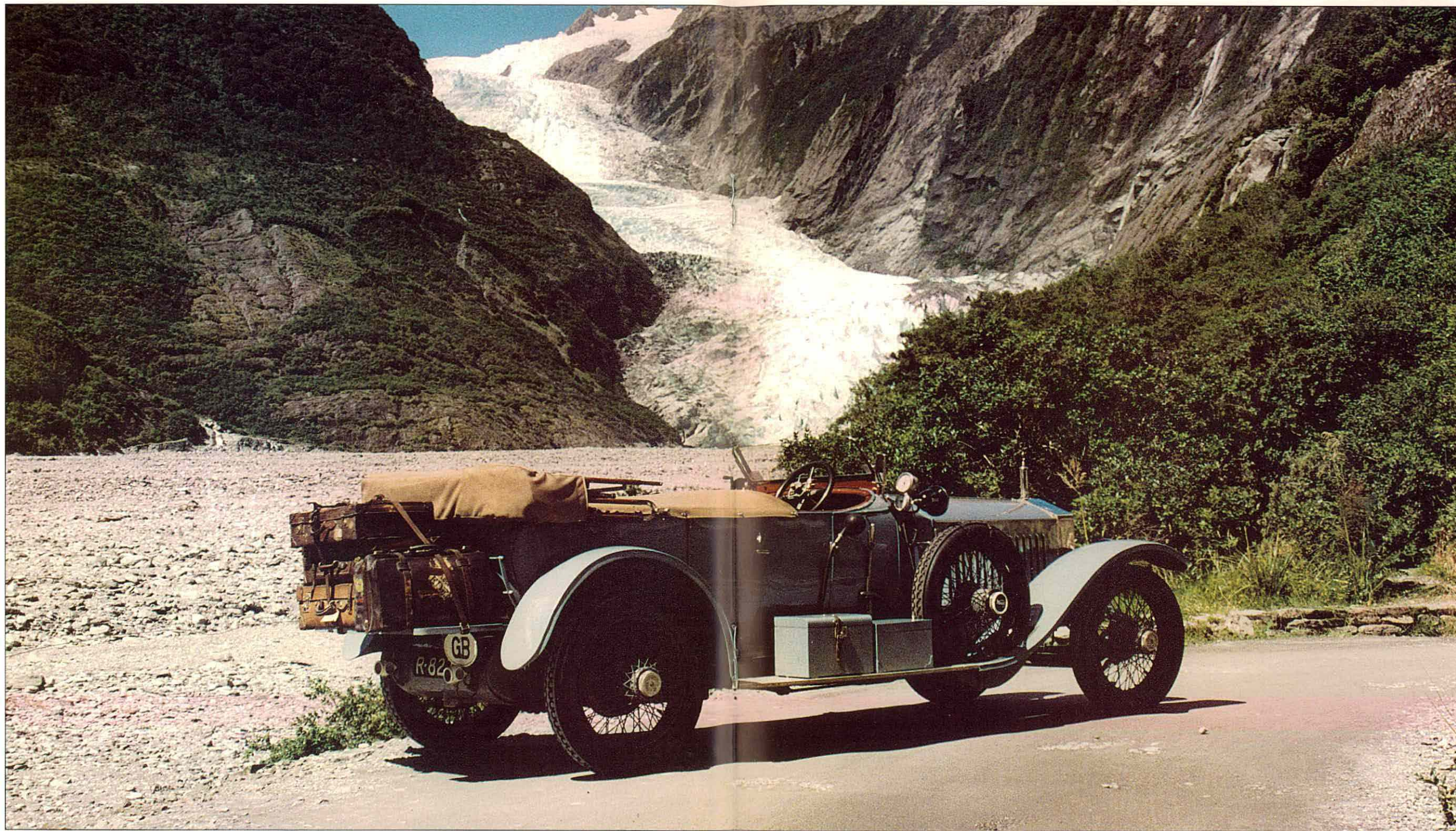
Blowing ← → Going



7BD & 2260E with John and Bill Chamberlain in Christchurch

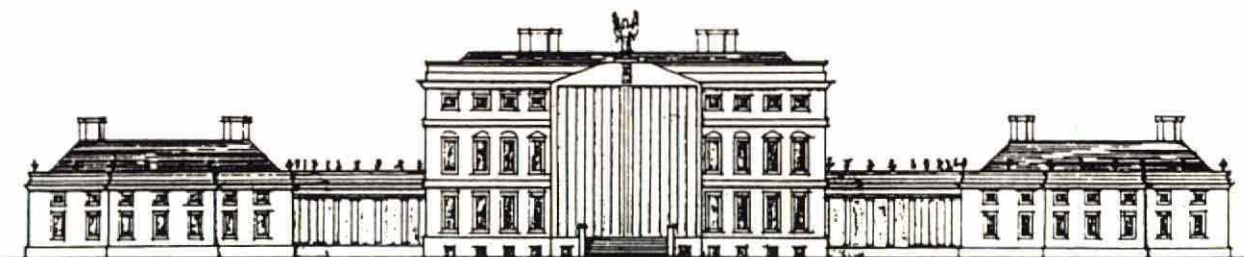
Rolls-Royce gathering in Christchurch





A Ghost in Glacier Country. Epitomising the Grand Tour of Yesteryear, 2260E pauses at the Franz Josef Glacier on the South Island tour of New Zealand in February 1996.

Photo by John Kennedy



NORTH COTSWOLD TOUR with the IRISH GEORGIAN SOCIETY (London Chapter) 25 - 27 May 1996

This year's tour was organised by Robert and Pippa Jennings of the Irish Georgian Society and was based on the Wroxton House Hotel on the edge of the ironstone village of Wroxton. Fourteen cars participated giving the IGS members a greater choice of transport than ever before. The fleet consisted of five Silver Ghost tourers – Dyas (1909), Adams (1919), Corbett (1920), Martin (1920) and Kennedy (1922) two 20 HP (Andrew Taylor and Norman Gardner), the Valentine Phantom I, Susan O'Dowd's PII, three 20/25's (Collier, Golding and Watts), the Scoggins' PIII Sedanca and Susan Taylor's Wraith.

The first house on our tour was Aynho Park which had been the home of the Cartwright family from 1615 until the 1950's. During that time it had been burnt in the Civil War, rebuilt and subsequently updated, notably by Thomas Archer around 1710 and Sir John Soane around 1800. Although now divided into flats for the elderly, it retains its ground floor enfilade of public rooms leading from an orangery at one end to a library at the other byway of a saloon with a fascinating echo. The front of the house with its two projecting wings define the courtyard in which we parked and which faces into the centre of the village of Aynho.

Next we motored the few miles to Broughton Castle, crossing the moat to park in the courtyard of this fortified manor house built in the early 14th century, crenellated in 1405, enlarged in 1554 and since then has been little altered. We were shown round by Lord and Lady Saye & Sele, whose family have owned the Castle since 1377. Among the features of the castle were the Great Hall, where the party tried on various items of

armour, and the Chinese bedroom with 18th century Chinese wallpaper and a late 20th century curvilinear cantilevered bed.

We then returned to Wroxton to lunch in the former stable block of Wroxton Abbey, home of successive Lords North from the 17th century to 1932. We then toured the house and explored the Pleasure Grounds with the remains of the Rococo water gardens which in their heyday were said to outstrip those at Blenheim.

Our next visit was to Upton House which was built in 1695, extended in 1735 and 1757 but had much of its interior gutted in the 1920s for Viscount Bearsted to house his magnificent picture collection which he gave, with the house, to the National Trust in

1948. After admiring the pictures and the fine garden, we proceeded to Foxcote Hall, a grand formal early 18th century house of seven bays decorated with giant pilasters and urns, where we dined in the manner and surroundings to which we like to become accustomed on these tours.

Sunday morning started with a visit to Kirklington Park which we had previously seen on the very first tour with the Irish Georgian Society in 1979. This grand Palladian villa designed in the 1740s with an external stone staircase leading into the entrance hall on the first floor or piano mobile. Decoration of the interior continued into the 1750s, resulting in the library with medallions of Aesop's Fables and the Monkey room with its ceiling decorated with monkeys before the money which the Dashwoods had made in trading with India and China was exhausted by an extravagant election campaign. We then moved on to Duns Tew Manor where Mrs Palamountain, a member of the Irish Georgian Society, was our hostess for lunch.



Elegance at Aynho



Aynho Park



Broughton Castle

In the afternoon, we explored the gardens at Sezincote which was built by two Cockerell brothers who inherited the estate from another brother, a rich nabob Col. John, who had been Quartermaster General to Lord Cornwallis. The gardens included an Indian-styled bridge carrying the drive across a water garden with a Temple Pool with Hindu shrine, a Snake Pool with a three headed snake fountain and an Island Pool. A long curved greenhouse lead into one end of the golden stone house, the main block of which is surmounted by a magnificent onion dome.

Next was Honnington Hall built of brick with stone dressings in 1682 and remodelled in the mid 18th century with fine plaster work in the entrance hall and octagonal saloon with its grand coffered ceiling. Before we toured the Hall, the owner, Mr Wiggin, told us about its history in the adjoining church which was rebuilt in the 1680's. We then moved on to view the exterior of Radway Grange which was the home of the architect Sanderson Miller



The Corbetts leave Broughton Castle

who remodelled in the Gothic style, predating Horace Walpole's work at Strawberry Hill. At the top of the hill was a castle folly or eye catcher to which we drove and found it to be part of the Castle Inn where we were able to refresh ourselves before returning to the hotel for dinner.

On Monday morning, we set out for Farnborough Hall, built of the local tawny yellow Hornton stone by Ambrose Holbech 1700 and enlarged by his son and grandson, both named William. Farnborough is still the home of the Holbech family although now the property of the National Trust. We were shown round by Mrs Holbech and admired the younger Williams entrance hall with its collection of marble busts collected by him on the Grand Tour. We then explored the principal walk along a promontory to see the Temple, Oval Pavilion and Obelisk commanding fine views across the valley (and M40) to Edgehill.

A drive of some forty miles brought us to Wakefield Lodge, designed by William Kent as a hunting lodge for the second Duke of Grafton around 1750. Set in a vast clearing in the middle of Whittlebury Forest, it formed a viewing point for watching horse races held on Wakefield Lawn stretching out in front of the house. For this purpose a two storey hall, with a massive timber gallery, served for gatherings and banquets and connected with the central single storey portico for viewing the chase.

Four identical apartments arranged on two floors on each side of the hall offered overnight accommodation for the Duke and his principal guests. The ceiling of the hall is embellished with the star insignia of the Duke's Order of the Garter and the chimney piece with trophies of the chase, their mark on the house in the form of accumulated contents. For many years it was the home of Sir Sacheverell providing peace, refreshments and renewed mental stimulation for a circle of friends, artists, writers and musicians, including Sir Sacheverell's sister, the poetess Dame Edith, striking portraits of whom add further interest to the house.

So our tour ended. Once again it was a great privilege to be able to join with the Irish Georgians and we are most grateful to Robert and Pippa Jennings for their faultless organisation.

Text - Jimmy Valentine
Photographs - John Kennedy



Late afternoon at Foxcote Hall



Line up at Kirklington Park



Sezincote



Irish Georgians at Wakefield Lodge



Farnborough Hall



Weston Manor

THE GRAMPIANS RALLY

Halls Gap, Victoria – 22-28 February 1996

What a great time was had by all!

Several cars were assembled on Friday morning near Melbourne's Westgate Bridge for the trip to Halls Gap, travelling through the beautiful city of Ballarat, up and over the Pentland Hills, past Pikes Creek reservoir and into Ararat for lunch. And a splendid lunch it was, at the lovely Edwardian Caffè Domenica. This was just the beginning of many gourmet delights.

We arrived at Halls Gap mid afternoon and met for cocktails and chat, followed by dinner at Darcy's, the restaurant at our motel. Great to see everyone and there was plenty of talking, drinking and eating. Malcolm Johns welcomed all the members and guests.

Saturday saw us up early and off into the mountains for breakfast at Baroka Lookout. It was truly beautiful – white cloths, champagne, French toast, fresh fruit and strong coffee under the gum trees, with magnificent views over the lakes and mountains and glorious weather. After breakfast we drove about the place in order to work up an appetite for lunch, which was another fine affair, alfresco by the shores of Lake Bellfield.

In the evening we assembled at the Brambuk Cultural Centre and were entertained by a film and aboriginal dancing, but we were more entertained by the wonderful talents of our members; Susan Santoro, for instance, was a beautiful tree – and a superb corpse! And what of Gil Ralph? an amazing display of versatility and talent! The photos really tell the story. We then partook of emu sausages and 'roo rissoles under a million stars. Sublime. A few of the hardier then went to the Mountain Grand for a few sparkling burgundies and jazz. I personally have no recollection of any jazz!

Sunday morning was a somewhat more leisurely arrangement – our first stop the very interesting Air Transport Museum – dedicated to the history of Sir Reg and his Ansett empire; of particular interest because of Laurie Ogle's Electra connection.

Midday found us sipping Pimm's from a giant punch bowl at the Stirring Pot restaurant in Hamilton, with a very pleasant host and a hostess with an amazing repertoire of very funny jokes. We then visited the local museum and art gallery, which not only has a fine collection of paintings but also a surprising collection of superb ceramics.

Dinner was again alfresco at Halls Gap Tavern, where once again the local sparkling burgundy reared its lovely pink frothy head. Oh dear! To watch those kangaroos gazing against the backdrop of those rugged mountains in the changing light somehow makes one feel awed and humble, whilst bringing joy and comfort to stressed minds and hearts.

Monday breakfast was taken on the verandah of a local café. I have vague sort of hangover recollections of kookaburras and other sounds – all of which seemed very loud. Lunch was at Seppelts – under the spreading boughs of ancient trees we were treated to a sort of gastronomic orgasm; I was feeling a little livelier now after a glass of the famous bubbly. We were then treated to a tour of the extensive underground cellars and a taste or two of wines. All very civilised!

Next day, a tour through the mountains, via McKenzie Falls, Zumsteins and Brimpaen to the historic Glenisla Homestead for yet another superb lunch, during which the wines flowed. The observation run was well subscribed.

At the farewell dinner back at the Kookaburra Restaurant at Halls Gap, our chairman thanked everyone involved, read the apologies and spoke of future events. The prize for the Observation run was presented to those very clever Walkers, with the clever Dick's coming a very close second.

Another wonderful rally, a very happy group, wonderful food, a magnificent venue and fabulous motor cars. Thank you everyone.

Kerry Wherry



Silver Ghosts at the 1996 Grampians Rally. From left – 8CE (Poland), 76JG (Ely), 22NK (Johns) and 1997 (Jones)



Grampians Rally group at the Colonial Motel, Halls Gap

Photo by Gil Ralph



Rex and Norah Vincent's Silver Ghost (123EM) at St Albans on its first outing for five years



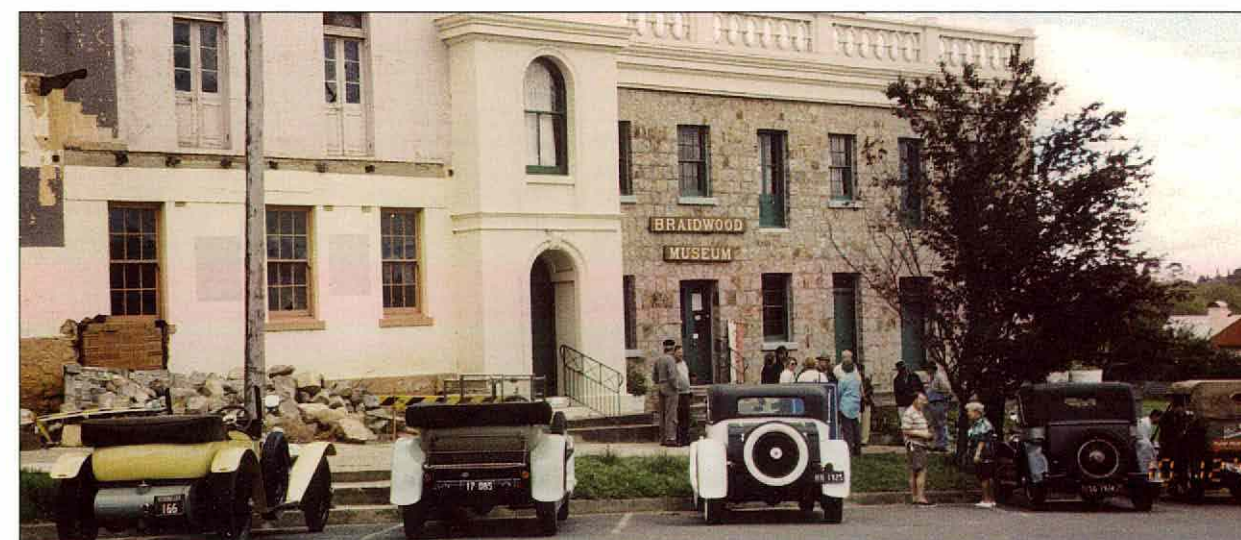
Bill & Jacqui Hall's 1922 Silver Ghost (4PG). The Barker coachwork may pre-date the chassis



The Weirs on tour at Batemans



Ken & Judy Russell arrive at Batemans Bay in good old American style



An appropriate place to park museum pieces. From left – 1958, 22NK, 31HL, 103EM & 1520

BATEMANS BAY SPRING TOUR

11-14 October 1996

Barrie and I left early in our PII to attend this tour and with some others from New South Wales, met for lunch at The Silos, just south of Berry. Many of us had been there on a previous 20-Ghost weekend and remembered too late that it is a hard place to drag oneself away from. However we still had some 80 miles to go to Batemans Bay, but we all made it to the Lincoln Downs Resort in time to meet at the bar. Only Judy and Ken Russell, with tyre trouble, were late – arriving when we were half-way through dinner.

Bill and Jacqui Hall rode with us next day to Braidwood, where we took the advice of the tour guide and visited Mutton's General Store. It stocked everything including the kitchen sink. The only possible thing lacking was a pickle barrel like they have in American country stores. We then had a tour of the Braidwood Museum which contained some very interesting transport pictures and paraphernalia.

We were served lunch at Bedervale, a lovely old country house just outside Braidwood. It is still a family home but many parts of the house, such as the original kitchen and schoolroom are presented as they would have been when the house was first built last century. Our cars looked quite at home parked on the front lawn.

We were able to walk to the dinner venue that night. Jamieson's on the Pier, as the name suggests, is on the water. It was a little cooler than we had anticipated but the braziers around us on the deck where we ate made it quite comfortable. Best of all, the restaurant provided a courtesy bus to take us back to Lincoln Downs.

Next day we headed south via the coast road to Moruya, stopping at McConkeys Pub in Bodalla for morning beer. Evidently the pub had opened specially for us this Sunday. The locals could not believe their luck! Coincidentally, Barrie Gilling's cousin Ian runs the Malibu Mexican restaurant next door which is worth a look, particularly if you are an old surfer. On to Narooma and, when we drove in to the Golf Club, we found Rex and Nora waiting for us. They were on their way back from spending the previous week at a trade fair in Melbourne. We lunched at the Seahorse Restaurant in the Narooma Golf Club which has spectacular ocean views; they also served spectacular seafood platters. We seemed hardly to make a dent on the ones at our table.

The purpose of going on to Marooma was to go to whale watching on and around Montague Island. Not being a boat person I chickened out and Barrie was kind enough to stay with me, although the boat trip was a huge success.

Thanks to Liz and John Milverton for organising yet another stunning 20-Ghost tour.

Margaret Gillings

Bateman's Bay Photographs on previous pages



Australian Chairman's Christmas cake!

CAMDEN PARK, NSW – CHRISTMAS LUNCH

1 December 1996

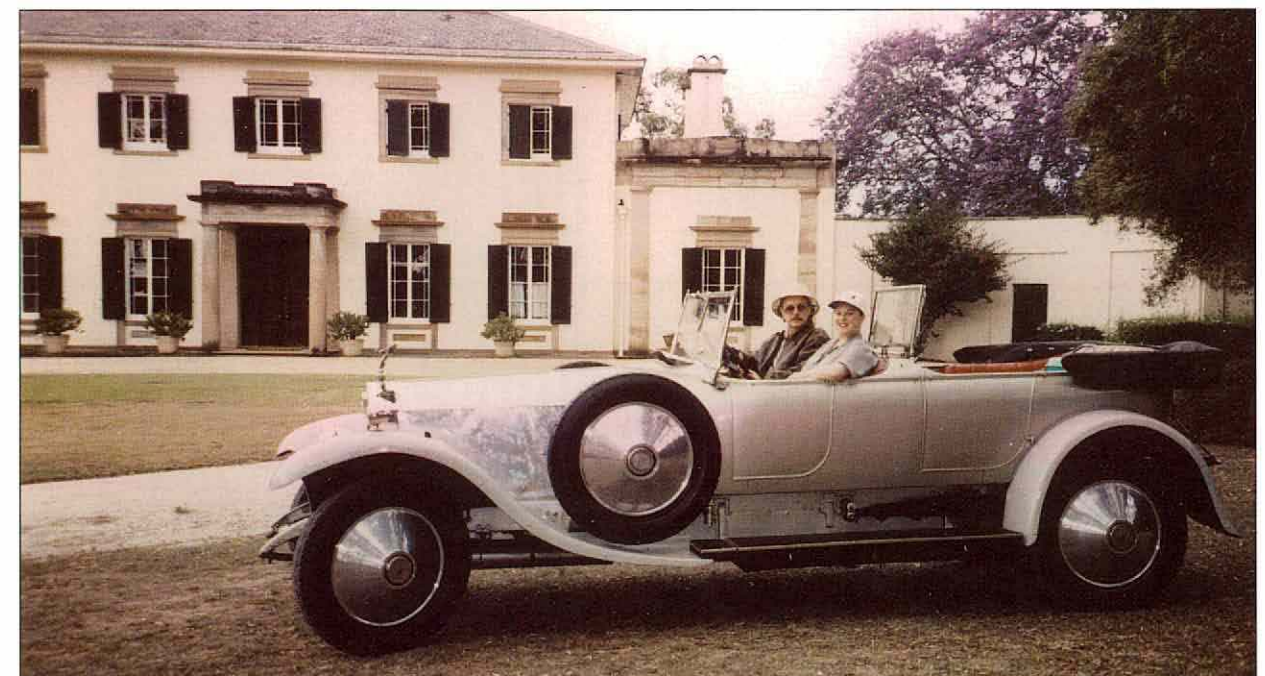
The day dawned fine for the Australian chapter Christmas lunch at Camden Park at Menangle, New South Wales, the historic home of John and Elizabeth MacArthur.

A delightful picnic lunch on the front lawn looking back at the house was followed by a detailed tour of the old residence. It was fascinating to see the original cellars and food preparation areas. Australian Chairman Malcolm Johns provided an excellent Christmas cake, which everyone enjoyed with a glass of the appropriate Christmas cheer.

Rex Vincent



Picnic lineup – GGR45, 102SC, 22NK, 125AU, 127BW, 2133, 1491, 147GN



22NK looks at home

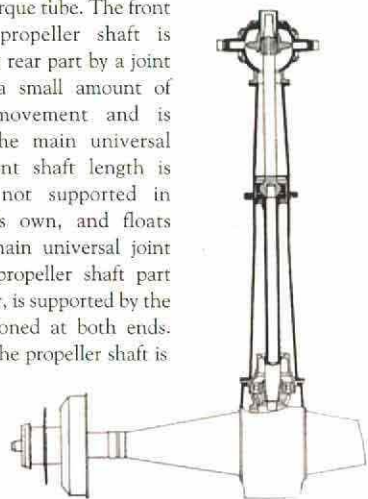
Technical Corner: 'RECENT' AUTOMOBILE PATENTS

These patents from *The Automobile Engineer*, published in 1910 & 1911 were supplied by member Bryan Goodman.

Propeller Shaft Construction.

In this construction a torque tube is used which is connected to the car frame by a universal ball joint, the torque tube transmitting the axle thrust to the frame. The propeller shaft is

divided into two parts, the rear part being mounted into a ball bearing close to the bevel pinion at the one end and in a similar bearing at the centre of the torque tube. The front part of the propeller shaft is attached to the rear part by a joint which allows a small amount of freedom of movement and is attached to the main universal joint. The front shaft length is consequently not supported in bearings of its own, and floats between the main universal joint and the rear propeller shaft part which, however, is supported by the bearings mentioned at both ends. Consequently the propeller shaft is

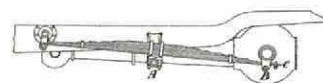


relieved of all stresses due to errors of alignment and spring. The invention also includes a special form of ball joint casing attaching the torque tube to the main frame.

No. 25,485/10. F. H. Royce and Rolls-Royce, Ltd.

Spring Suspension

It will be remembered that in the Rolls-Royce cars the springs take no part of the axle torque or driving stresses. In the construction illustrated a single flat, inverted and laminated, spring is used at each side, being shackled at the front to the frame and fixed at the centre to a block A by means of the usual spring staples. The block is free to swivel on a pin and the rear end of the spring can slide on a roller B, which connects a

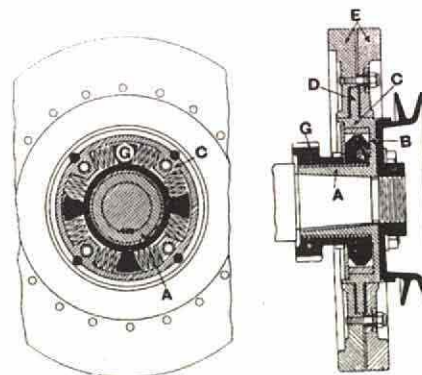


pair of links depending from the axle. The extreme edge of the spring is provided with a stop at C, to prevent the spring from sliding out of the links.

F. H. Royce and Rolls-Royce, Ltd. No. 13516/11.

To Reduce Engine Vibration.

This invention relates to the mounting of combined gear wheels and flywheels, both resiliently and frictionally, on the shaft, so that vibrations are damped out and not transmitted to or from the half-speed gearing. The crank shaft has keyed to it a sleeve A, which is flanged radially and concentrically as shown at DCD. The part D is provided with anti-friction surfaces and is gripped by the twin flywheels E, which are bolted together by the bolts illustrated. These bolts act through springs, so that the gripping effect may be easily varied by adjusting the bolts. The fly wheels are therefore free to slide relatively to the flange D fixed to the crank shaft, as soon as the angular axial acceleration of the crank shaft about its axis rises above a predetermined limit. Thus the friction between the flywheel faces and the flange D absorbs some of the energy of the resulting vibrations, and their amplitude and violence are reduced. The specification states that the limit referred to is not reached by the angular acceleration, which is due to normal load, but is only arrived at when the crank shaft is



subject to an angular vibration about its axis. The sleeve part C has keyed to it a ring provided with internal projections between which and the external projections on the gear wheel G lie springs. The springs are so stiff as not to yield under normal load, but will allow the crank shaft to vibrate relatively about its axis within certain limits without transmitting these vibrations to the gear wheel.

No. 9262/11. F. H. Royce and Rolls Royce, Limited.

RECENT NEW MEMBERS

We welcome:

John Asquith, Maidenhead, Berkshire

1930 20 25 Hooper Limousine GSR41

John & Pamela Bishop, Kingsbridge, Devon

1925 Springfield Silver Ghost Brewster Phaeton S392RK

Geoffrey & April Boscoe, Dover Heights, NSW, Australia

1936 26/30 HJ Mulliners Sports Saloon GGM10

David Collins, Wellington, New Zealand

1922 20 Coupé GA69

Keith & Robyn Drew, Neutral Bay, NSW, Australia

1925 Springfield Silver Ghost Salamanca S242PK

William & Jacqui Hall, Killara, NSW, Australia

1922 Silver Ghost Barker Open Drive Limousine 4PG

Bryan & Sheila Harper, Berwick, Victoria, Australia

1923 Silver Ghost Tourer 65LK

David & Judy Heuzenroeder, Tanunda, South Australia

1921 Silver Ghost HJ Mulliner Tourer 143AG

Michael & Jill Hughes, Beaconsfield, Bucks

1921 Silver Ghost Park Ward All-weather Tourer 33LG

1924 20 Barker Doctors Coupé GHK76

Graham & Barbara Jones, Henley on Thames, Oxon

1929 Phantom II Park Ward Limousine 41XJ

Brian & Maria Jones, Weybridge, Surrey

1925 20 Barker Tourer GSK26

Paul Knill-Jones, Peterchurch, Hereford

1920 Silver Ghost Chassis 16UE

Malcolm & Josie Law, Hornchurch, Essex

1928 Phantom I Boat Tail Tourer 25CL

1933 20/25 Hooper Six Light Limousine GYZ5

John & Jeanne Matheson, Vaucluse, NSW, Australia

1921 Silver Ghost Waring Tourer 9LG

Tony & Gloria Mayes, Wargrave, Berkshire

1935 Phantom II HJ Mulliner Sedan de Ville 121TA

Bruce & Philomena McIlroy, Ashburton, New Zealand

1937 Phantom III Hooper Sports Limousine 3CM57

Louis & Susan Mostert, Perth, Western Australia

1924 Silver Ghost Barker Cabriolet 69EM

Everett Pauls, Galveston, Texas, USA

1914 Silver Ghost Chassis 7PB

1923 Springfield Silver Ghost Playboy Roadster 355XH

Christopher & Elspeth Thomas, Huntingdon, Cambs

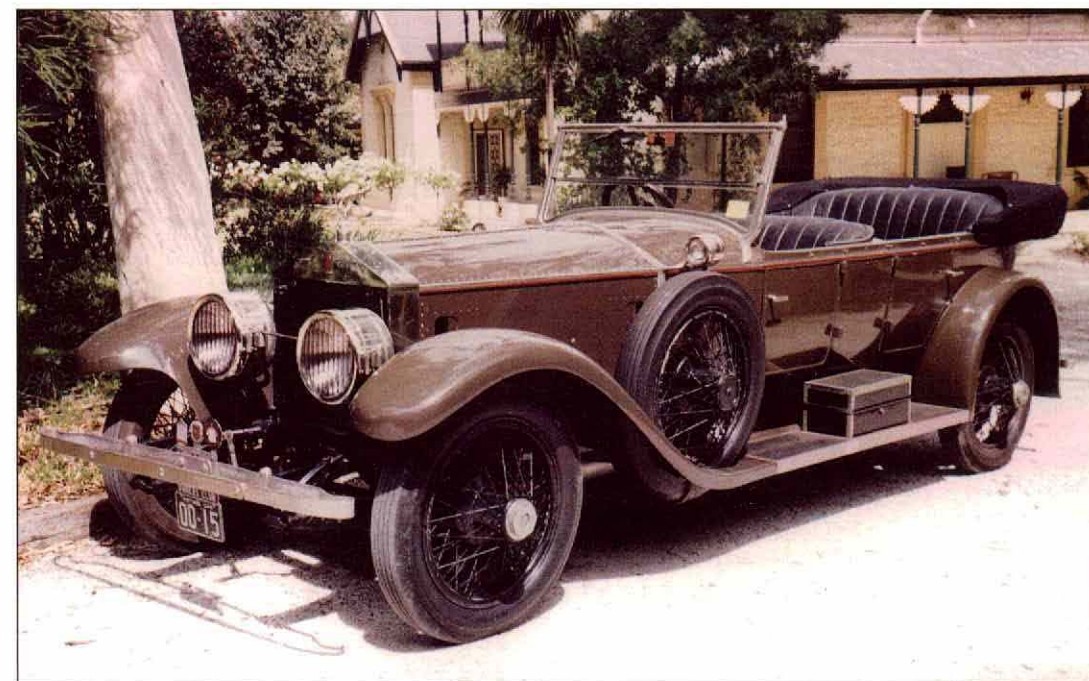
1914 Silver Ghost Tourer 25BD

Robert & Glenys Walker, Daylesford, Victoria, Australia

1920 Silver Ghost Tourer 154BW

Malcolm Whitehead, Hammersmith, London

1920 Silver Ghost Dunske Karosseri Drophead Coupé



The Springfield Silver Ghost (154BG) of Australian members David & Judy Heuzenroeder

GET IN & GO – 1997

Once again, a large number of Get In & Go events are planned for this year. As before, some of these events need not be committed to a long time in advance, but a call to the co-ordinator is 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, polish the radiator, kick the tyres, check the fuel and oil, tighten the mascot, put on your motoring hat, 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
Wednesday	17 March	St Patrick's Day Pub Meet, Surrey	Start the season with coffee at the Forrests and a run through quiet Surrey lanes along a route you will be given to a pub you will enjoy!	Susie Forrest 01428 684208
Tuesday	16 April	Motoring Down in Berkshire	Meet at the Moat House, then drive to along the lanes to the renowned Bottle & Glass Pub near Henley. After lunch, drive up onto the Berkshire Downs, ending at Ashdown House, a National Trust property near Lambourne.	John Kennedy 01344 883033
Friday	13 June	Pub meet near Althorp	Rendezvous prior to R-REC Annual Rally	Brian Wootton 01747 830394
Tuesday	17 June	Royal Ascot	Come to the first day of the Royal Ascot meeting. We 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. Arrive at the course about 10.30 to avoid traffic queues. Note that advance purchase of parking tickets is essential, as are Royal Enclosure or Tattersall's Enclosure vouchers.	John Kennedy 01344 883033
Saturday	21 June	Cirencester Cotswold Circuit, Gloucestershire	Meet at the Bell Inn, Sapperton, just off the A419 Cirencester to Stroud road. After lunch, tour through some beautiful parts of the Cotswolds. Details of B&Bs also available for those attending the concours next day.	John & Kay Marsh 01384 273061
Wednesday	2 July	Chiltern Cruising, Beaconsfield, Bucks	Meet for lunch at 12 noon at one of England's oldest inns, the Royal Standard of England at Forty Green, Beaconsfield. An afternoon tour in the Chiltern ends with a visit to Chenies Manor.	Gervase Forster 01494 874566
Wednesday	6 August	Pub Meet in the Chilterns	Meet for lunch at the Bull & Butcher Inn at Turville, nestled in the Chiltern Hills north of Henley, followed by a 30 mile scenic tour via a ford, ending at The Manor House, Newington, where Jane Ashley-Carter will provide afternoon tea to fortify you for the journey home.	Graham & Jane Ashley-Carter 01865 891276
Wednesday	20 August	History in Hampshire	Meet for morning coffee at the Swan Inn, Alton where you will receive route details for a short scenic tour to the Selbourne Arms for lunch, then visit Gilbert White's house and the Oates Museum. (Remember, Lawrence Oates went with Scott to the Antarctic). "You may be some time".	Graham Adams 01489 573773
Saturday	6 September	Sussex Navigation Test	Meet at the Forrest's House in Chiddingfold on A283, between 10.00 and 10.30 for coffee, where you will receive your instructions.	Susie Forrest 01428 684208
Sunday	7 September	Carriage Driving Windsor Great Park	We have been invited to return ringside for this exciting event. On A332 just south of Windsor.	John & Kay Marsh 01384 273061
Sunday	5 October	A Mere Meander	Meet at 10.00 at the Woottons, Broadmead Farm, West Knoyle, Wiltshire. Details will be supplied of a touring route to the lunch stop at the Ship Hotel, Mere, before a visit to Stourhead Gardens & House.	Brian & Jo Wootton 01747 830394

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 1997

AGM & Winter Dinner, Caledonian Club	31 January
Australian National Rally – Southern Highlands NSW	21-26 February
Driving Tests & Spring Lunch – Brooklands	27 April
Ghosts for Gals	9-10 May
Irish Georgian UK Tour – Northumberland	23-26 May
Feeder Rally to Scottish Tour	27-31 May
Scottish 1907 Re-enactment (with R-REC & SGA)	1-10 June
Silver Ghost 90th Anniversary – Derby (with R-REC & SGA)	11-12 June
Australia Winter Tour & Luncheon – Lilianfels, Blue Mountains, NSW	14 July
Summer Picnic, Polo & Concours – Cirenceter	22 June
Dandenongs Spring Tour, Victoria, Australia	5 October

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

Beyond 1997

AGM & Winter Dinner, Caledonian Club	6 February 1998
Tasmania Tour, Australia	20 February - 3 March 1998
Australian Grand Prix Lap of Honour – Melbourne	8 March 1998
Norway Tour	June 1998



Trophy Winners 1996

Alpine:	Grahame Mead
Woodmanse:	David Robson
Harding-Rolls:	Michael McRobert
Stanley Sears:	Graham Adams
Fred & Joan Watson:	Michael Kent
Messervy:	Michael Hilditch
Dymock-Maunsell:	Andrew Taylor
Fergusson-Wood:	Tony Dyas
Phoenix:	Jimmy Soens
Ladies:	Nigel Hughes

Club Shop

Car Badges

Have you got your Club car badge in nickel with red enamel. £25 each.

Club Ties

Pure silk ties with red Club logo. Unique collectors item! Made using specially trained silkworms! Only £15 each.

Tyres

Tyres for Silver Ghosts 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

Outside rear cover

Pause to admire the view (and let the cars cool down) on the steep run to the Carrick summit. The large Lake Dunstan in the background is formed from the waters of the Clyde dam.

Photo by Keith Wilson

