



THE 20-GHOST CLUB RECORD

Vol 5 No 2 Summer 1964



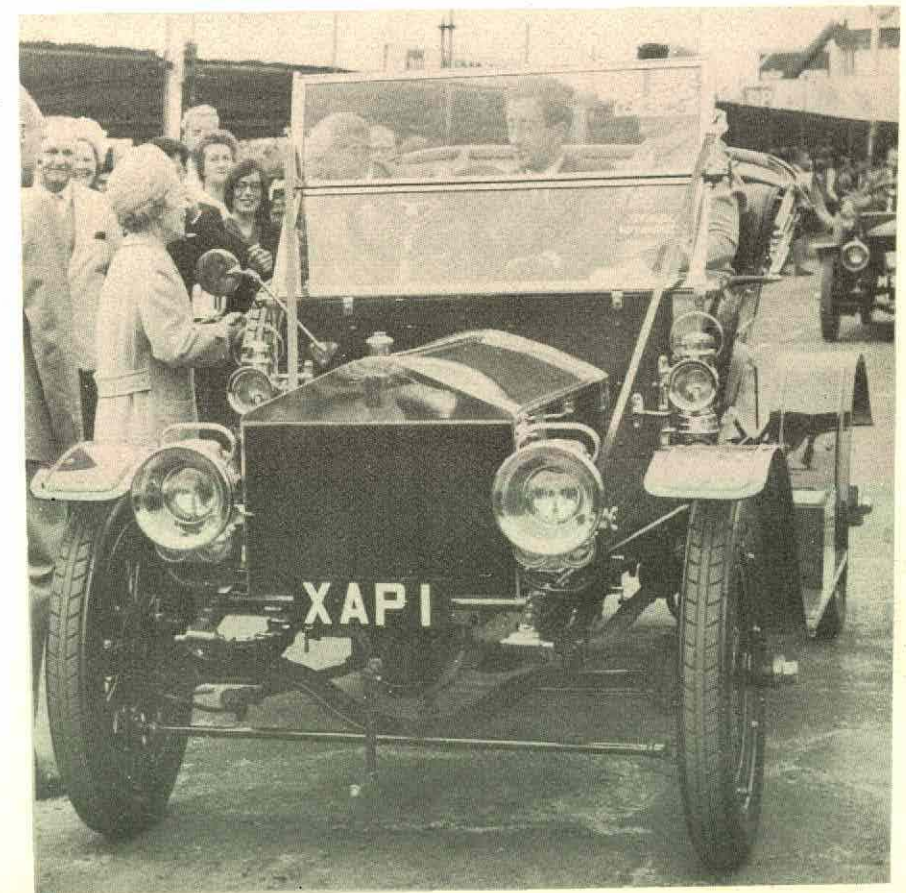
ROLLS-ROYCE & BENTLEY

Vol 5 No 2 Summer 1964

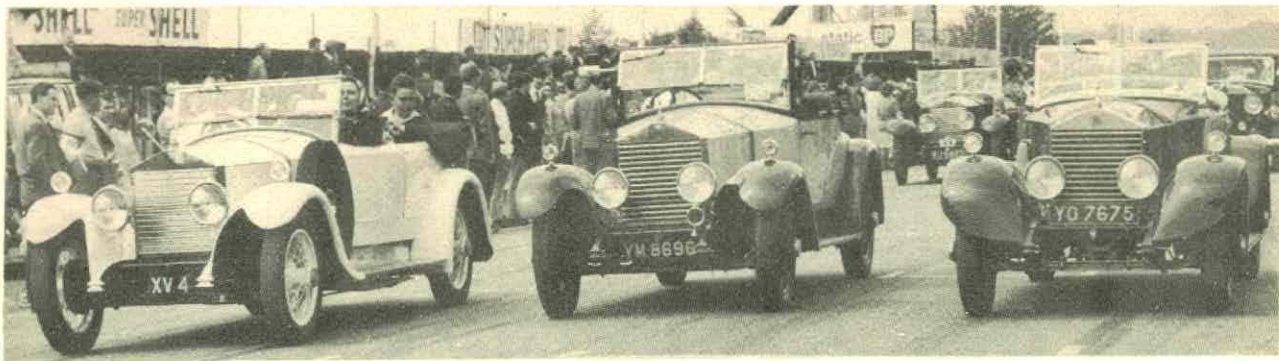


60th Anniversary Pageant

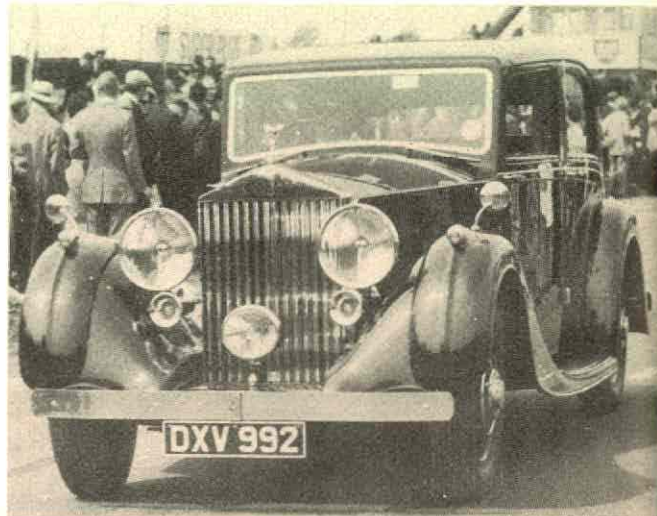
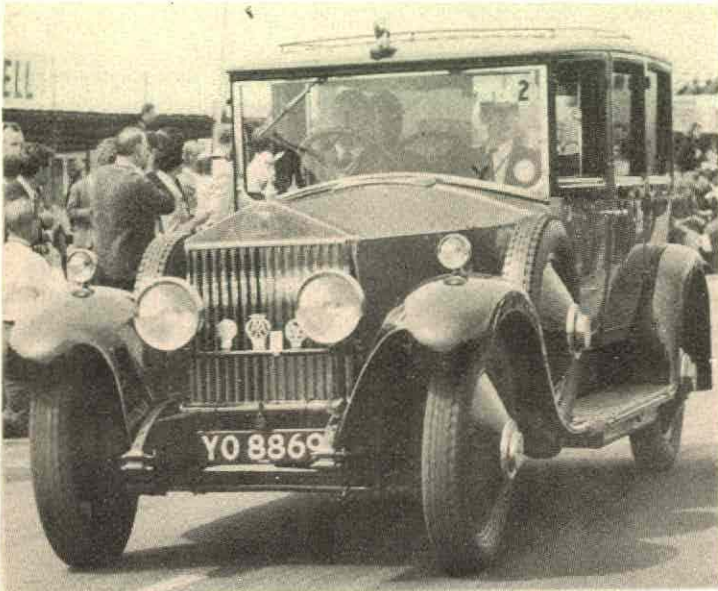
NO ONE present at the Rolls-Royce and Bentley Pageant at Goodwood on 23 May will ever forget that day, smiled on by the weather (though not by the weather forecast), favoured by the setting and graced by the largest and best-presented gathering of Rolls-Royce and Bentley motor cars ever. To a spectator, perhaps the most impressive sight was the drive past of examples of all Rolls-Royce models since 1904 (except for the 1905/6 V-8) and of all Bentley models since 1922; this was certainly true of one involuntary spectator on the track although at one stage he felt, as Macbeth did, that the line was stretching out to the crack of doom. Photographs of the event and a list of prizewinners follow on the next few pages.



Stanley Sears' 1906 6-cylinder 30 h.p. Jarvis 2-seater 26355 (winner of class 1A and also in one of the winning stables in section 1).

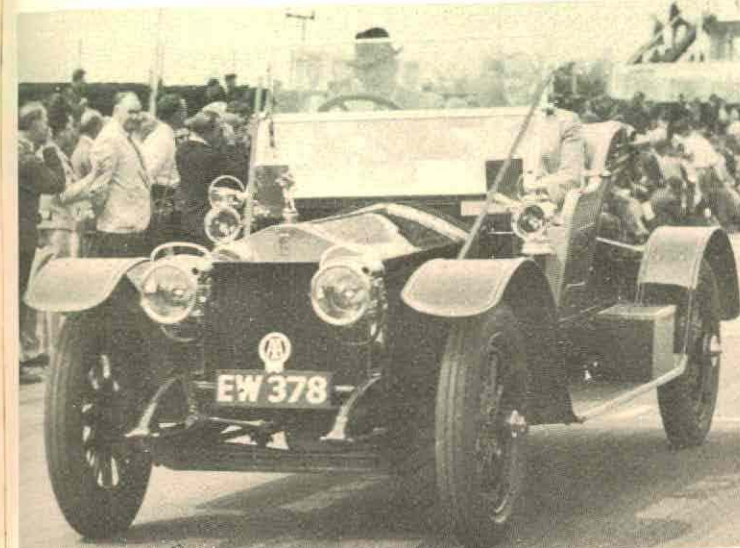
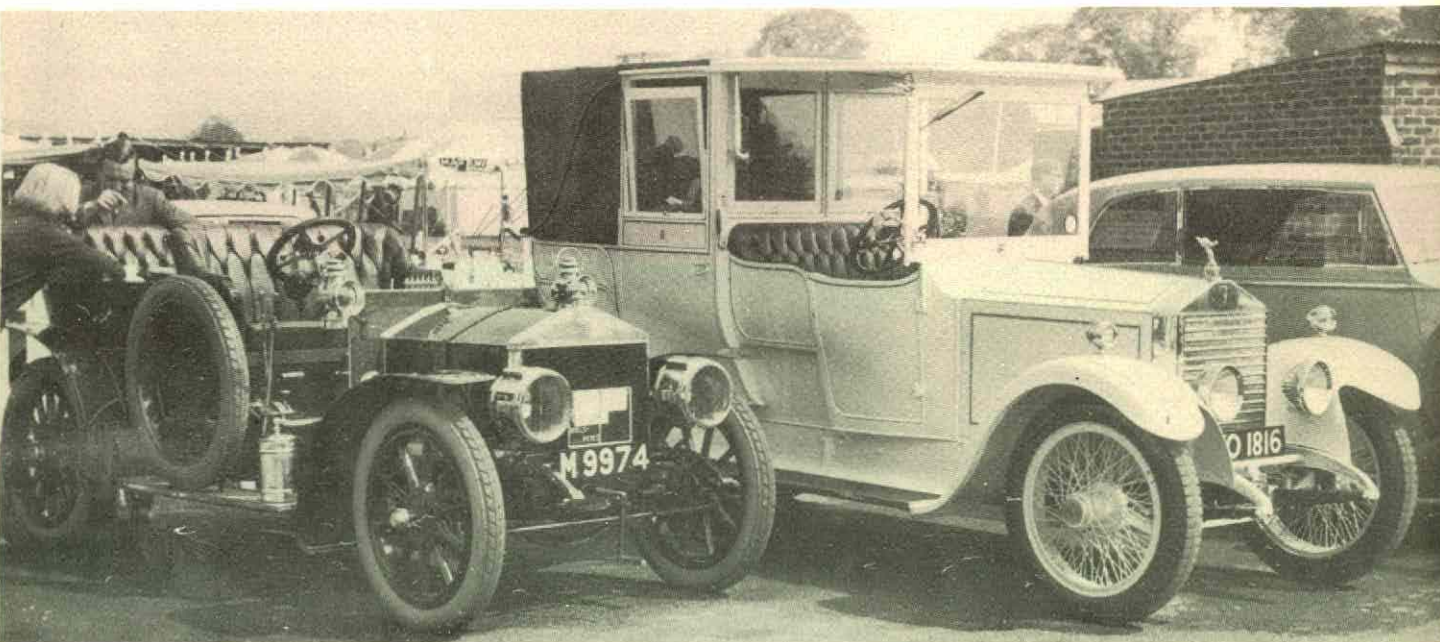


Above – Phil Taylor's 1927 Twenty Hooper tourer GAJ42, Colin Bradbury's 1926 Twenty Windover coupé GSK25 and C R Brook's 1926 Twenty Thrupp and Maberly GOK3.



Left. – John Dymock-Maunsell's 1926 PI Park Ward limousine 20TC (2nd in class IIB). Above. – Malcolm Timms' 1936 25/30 Freestone and Webb saloon GRO55. Below. –

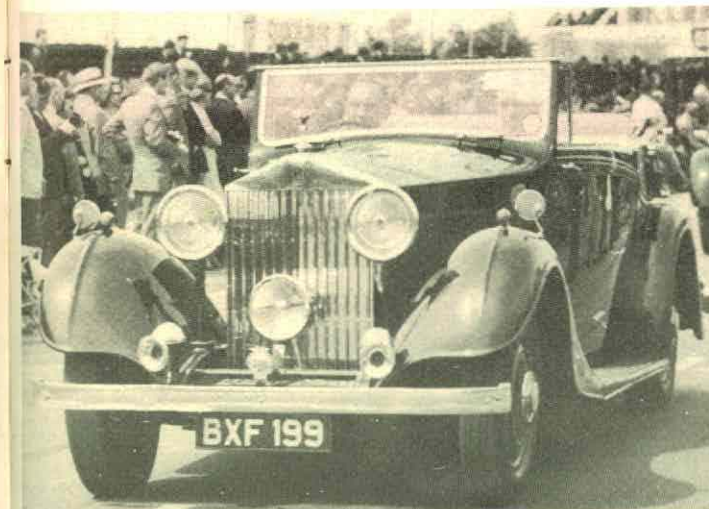
Three of Stanley Sears' prizewinning cars: 1905 4-cylinder 20 h p Harrington T T replica 26350 (2nd in class IA), 1923 Twenty Hamshaw landaulette 58SI (1st in class VB) and 1939 Wraith James Young saloon WEC2 (2nd in class VII B).



Above, top. – H Fergusson Wood's 1921 S G Barker cabriolet 40 UG (winner of class IIA and also of the Booth's High and Dry Trophy for the best S G); John Hampton's 1925 S G Barker tourer 120EU (one of the winning stable in section 6); and John Dymock-Maunsell's PI. Above, centre. – G McGregor Craig's 1910 S G Jarvis-2-seater 1390 (one of the winning stable in section 4). Right. – Adrian Belsey accepting the 1st prize in class VB on Stanley Sears' behalf from Her Grace the Duchess of Richmond and Gordon.



Left. – Ralph Harrison's 1935 20/25 Thrupp and Maberly drophead coupé GAF81. Below. – John Sumpter with the company's 1905 2-cylinder 10 h p 20163.



CONCOURS D'ELEGANCE

ROLLS-ROYCE

Class IA – Built Before 1907

S. E. Sears	1906 (30hp)	2-seater	Jarvis	26355
S. E. Sears	1905 (20hp)	TT Replica	Harrington	26350

Class IB – Early Silver Ghost (Open)

Millard W. Newman	1907	Tourer	Barker (replica)	553
W. A. L. Cook	1912	Roi-des-Belges	Willis	1895E

Class IC – Early Silver Ghost (Closed)

J. A. G. Burchell	1913	Landaulette	Barker	2297
P. W. Neale	1914	Landaulette	Barker	54AB

Class IIA – Post-war Silver Ghost

H. Fergusson-Wood	1921	Double Cabriolet	Barker	40UG
J. F. Fildes	1921	Limousine	Barker	45NE

Class IIB – New Phantom (Phantom I)

Sven E. Tragardh	1928	Landaulette	Nordbergs-vagnfabrik	57EH
J. C. Dymock-Maunsell	1926	Limousine	Park Ward	20TC

Class III – Phantom II

H. R. Wilkins	1932	2-seater	H. J. Mulliner	28MS
L. E. Dalton	1933	Saloon	Park Ward	26PY

Class IV – Phantom III

W. A. L. Cook	1937	Saloon	Freestone & Webb	3-AZ-68
S. E. Sears	1938	Saloon	Thrupp & Maberley	3-DL-76

Class VA – 20 hp (Open)

J. Mackaness	1926	Tourer	Rippon	GMJ31
J. P. Smith	1926	2-seater	Hamilton	GRJ60

Class VB – 20 hp (Closed)

S. E. Sears	1923	Landaulette	Hamshaw	58S1
H. Keller	1929	Saloon	James Young	GEN45

Class VIA – 20/25 (Open)

J. C. Dymock-Maunsell	1936	Tourer	Offord	GBK56
V. Goodhew	1933	Sedanca	Owen	GTZ40

Class VIB – 20/25 (Closed)

J. S. Farrington	1934	Saloon	Atcherley	GMD75
S. R. Chichester	1933	Saloon	Park Ward	GSY101

Class VIIA – 25/30

S. R. Terry	1938	Saloon	Thrupp & Maberley	GRZ2
V. Hodgson	1936	Saloon	Barker	GTL27

Class VIIIB – Wraith

G. W. Wrapson	1939	Limousine	Park Ward	WRB34
S. E. Sears	1939	Saloon	James Young	WEC2

Class VIIIA – Silver Wraith and Silver Dawn

D. S. Whaley	1955(SD)	Saloon	Standard	SVJ97
R. Pitts Crick	1949(SW)	Drophead	James Young	WCB50

Class VIIIB – Silver Cloud I, II, III and Phantom V

J. Barclay Ltd	1964(CIII)	Saloon	James Young	SFU127
Miss M. W. Kelly	1961(CII)	Drophead	H. J. Mulliner	SXC637

BENTLEY

Class 9 – 3-litre

Miss E. Nagle	1925	2-seater	Mulliner	1003
P. Suckling	1924	Tourer	Vanden Plas	849

Class 10 – 4½-litre

S. W. Creamer	1929	Tourer	Salmon Bentley Motors	KM3088
T. D. L. Rose	1928	Tourer		

Class 11 – Speed 6 and 6½-litre

C. A. Keeler	1927	Tourer	Vanden Plas	HM2869
P. M. Price	1930	Tourer		

Class 12A – 8-litre

Lt Col G. M. Jacobs	1931	Tourer	Gurney Nutting	YX5112
W. A. L. Cook	1930	2-seater	Hoffman	YR5092

Class 12B – 4-litre

J. G. Walters	1931	Saloon	H. J. Mulliner	VF4004
Major W. T. Pitt	1931	Tourer	Vanden Plas	VA4098

Class 13 – 3½-litre

B. Brown	1934	Drophead	Gurney Nutting	
F. M. Wilcock	1935	Saloon	Park Ward	B167EJ

Class 14 – 4¼-litre and Mark V

Major I. M. Floor	1938	Tourer	Vesters	B-24-LS
J. P. Smith	1937	Phaeton	Offord	B-56-JD

Class 15A – Mark VI and 'R' Type

L. B. Earp	1948	Saloon	Standard	B-164-DA
J. A. Ayers	1952	Saloon	H. J. Mulliner	B-140-NZ

Class 15B – Continental

R. S. Mead Ltd	1964	Drophead	Park Ward/Mulliner	
L. C. Edwards	1964	Saloon	H. J. Mulliner	BC-118-XC

Class 15C – S1, 2 and 3

R. W. Hawkey	1963(III)	Saloon	Standard	B-732-CN
T. Collyer	1964(III)	—	—	B-376-EC



BEST SILVER GHOST BOOTH'S HIGH & DRY TROPHY

H. Fergusson-Wood	1921	Double Cabriolet	Barker
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BEST PRE-WAR PHANTOM SHELL-MEX B.P. TROPHY

H. R. Wilkins	1932	2-seater	H. J. Mulliner
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BEST PRE-WAR 'SMALL' ROLLS-ROYCE CAFFYNS TROPHY

S. R. Terry	1938	Saloon	Thrupp & Maberley
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BEST POST-WAR ROLLS-ROYCE TRIPLEX TROPHY

J. Barclay Ltd	1964(CIII)	Saloon	James Young
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BEST VINTAGE BENTLEY JACK BARCLAY TROPHY

C. A. Keeler	1927	Tourer	Vanden Plas
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BEST DERBY-BUILT BENTLEY WADHAMS TROPHY

Major I. M. Floor	1938	Tourer	Vesters
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BEST POST-WAR BENTLEY PINCHIN JOHNSON TROPHY

R. S. Mead Ltd	1964	Drophead	Park Ward/Mulliner
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STABLES

Section 1 – Rolls-Royce (One Owner)

AVON INDIA RUBBER CO. TROPHY

S. E. Sears	30 hp 6-cylinder	1906
	Phantom I	1927
	Phantom III	1938

Section 2 – Bentley (One Owner)

LUCAS TROPHY

John D. Smith	3-litre	1925
	3½	1934
	S3	1964

Section 3 – Composite (One Owner) GENERAL ACCIDENT, FIRE & LIFE ASSURANCE TROPHY

W. A. L. Cook	Rolls-Royce Silver Ghost	1912
	Bentley 8-litre	1930
	Rolls-Royce Phantom III	1937

Section 4 – Rolls-Royce (Multi-Owner)

G. McGregor-Craig	Silver Ghost	1910
J. Harding	20/25 hp	1933
Col Harding-Rolls	Silver Cloud II	1962

Séction 5 – Bentley (Multi-Owner)

F. N. Doig	S 3	1964
C. R. Doig	4½-litre	1928
B. R. Eastick	Continental	1954

Section 6 – Composite (Multi-Owner)

J. G. Hampton	Rolls-Royce Silver Ghost	1925
J. G. Hampton	Bentley Continental	1955
I. S. Hallows	Rolls-Royce Phantom III	1936

PORTSMOUTH DINNER

OVER 500 of those who had attended the pageant at Goodwood drove to Portsmouth that evening to attend the dinner at the Guildhall. After an excellent meal, Stanley Sears made a brief speech of welcome, mentioning such notabilities as Dr and Mrs Llewellyn Smith, Mr and Mrs W O Bentley, Col and Mrs Harding-Rolls, and referred to the 'most wonderful ever' pageant that had just ended, congratulating owners on the manner in which their cars had been present. Next, the gratification of members of the company and of W O Bentley at seeing such loving care lavished on their products was expressed by Dr Llewellyn Smith, who remarked that there were few other companies in the world that had been making cars for sixty years. He gave several amusing anecdotes concerned with the advertising and selling of Rolls-Royce cars and remarked that Claude Johnson (once described as 'the anonymous hyphen connecting two names') particularly would have been delighted to be present. Thanks to all those who had helped to make the pageant such an enormous success were then expressed by Stanley Sedgwick—His Grace the Duke of Richmond and Gordon, Rolls-Royce, Shell-Mex and B P, contributors to the programme, donators of prizes, those who had worked hard on the course such as marshals, judges and commentators, the RAC, the Sussex police and the organisers of the dinner arrangements. He then paid tribute to the organising committee under the chairmanship of John Dymock-Maunsell, to whom the great success of the pageant was primarily due—Johnny Green, Ralph Symmons, Phil Taylor and Ernest Turner. Presentations to representatives of the various clubs and the company were then made by John McFarlane on behalf of the RROC, and the proceedings were concluded by John Dymock-Maunsell who cited as the senior R-R owner present Mr Sam Harris, who was now in his 91st year and who had owned R-R and Bentley cars since 1912.

ALPINE TROPHY TO 30 JULY

Owner	Car	Year	Chassis no	Mileage	Age	Size	Total
J G Hampton	S G	1925	120EU	1,907	x 38	x 4	289,864
A M Keeling	20/25	1932	GAU55	4,662	x 31	x 2	289,044
W D N Berry	PII	1931	9GX	2,945	x 32	x 3	282,720
R B Honnywill	PIII	1936	3AZ76	2,934	x 27	x 2	237,654
J C Dymock-Maunsell	PI	1926	20TC	2,036	x 37	x 3	225,996
H H V Forbes	20/25	1934	GAU63	3,666	x 29	x 2	212,628
C J Curtis	25/30	1936	GUL49	3,892	x 27	x 2	210,168
W F Watson	PII	1935	3TA	2,444	x 28	x 3	205,296
I Munro	25/30	1936	GXM24	3,620	x 27	x 2	195,480
H M V N Smith	20/25	1935	GFE40	2,818	x 28	x 2	157,808
R M Harrison	20/25	1935	GAF81	2,436	x 28	x 2	136,416
H C W Somers-Smith	20/25	1936	GBK3	2,470	x 27	x 2	133,380
C M G Keeping	25/30	1938	GAR25	1,984	x 25	x 2	99,200
R M Harrison	Wraith	1938	WHA2	1,776	x 25	x 2	88,800
S J S Boord	20/25	1933	GBA29	796	x 30	x 2	47,760

WEST COUNTRY LUNCHEON

ON 18 April, the annual West Country meeting was held for the fourth successive year in the countryside of Wiltshire at the Vineyards Restaurant and Winevaults near Colerne. 41 people arrived in 16 cars—one New Phantom, one Phantom II, three Phantom III's, six 20/25s, one 25/30, three Wraiths, and an associate member in a Silver Wraith. The lovely sunny weather encouraged owners of open cars to take advantage of the facilities offered; but the weather must have turned before their subsequent destinations were reached.

While four of the cars are domiciled in the West Country the remainder came from London, the Home Counties, Sussex and Hampshire, and all considered the drive, under conditions of traffic freedom, to be well worthwhile. J C D-M

BOVINGTON TANK MUSEUM

By the time the cars started gathering at the Crown Hotel, Blandford, from 11 am onwards on May 2, the weather there was fine with what they call sunny intervals, but those coming from the East reported various stretches of continuous rain en route. Dusters and leathers were soon in evidence cleaning up radiators etc, and we suspect that one ex-Naval Officer member stopped off on the road to

wash ship's side before entering harbour.

A self-appointed car-park attendant, in the shape of an RAC man, was determined to have only the Club cars in the park in front of the hotel, and ushered all others into the huge car-park behind the building, eventually even turning out the regular customers, who happily bore the indignity with grace. In the end, 18 cars just nicely filled the available space.

Before the last arrived, the not very large bar was doing an excellent trade and many found it less crowded taking their drinks outside in the sunshine until we went into the restaurant. A very presentable luncheon was expeditiously served and by 1-45 pm we were ready to proceed, which we did in a reasonably close-packed convoy led by Mr Fortune's Silver Wraith. The fine weather held and, though some roads were rather narrow—the courteous lorry driver who drew into a gateway to let the leader get by can scarcely have expected to have to wait for 18 others!—traffic was light.

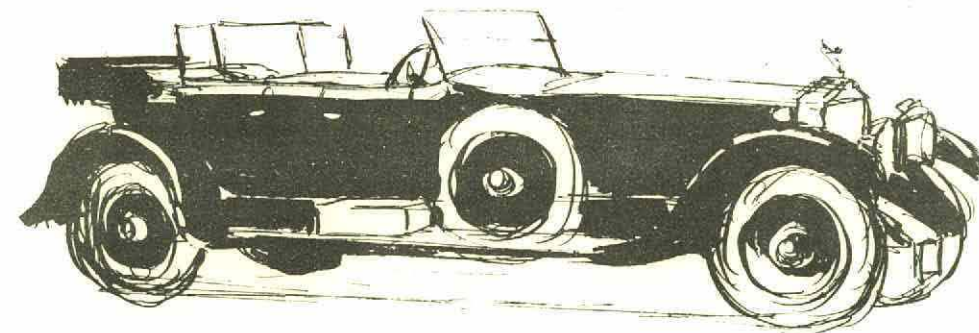
Bovington Camp, reached by wind-swept roads between some miles of tank-scarred sandy heath, is a village by itself, with shops, canteens, cinemas and, of course, a 'Medical Unit', so called. The Tank Museum lies towards the southern end of the Camp but, with its *Cambrai* tank on a stone plinth outside, cannot be

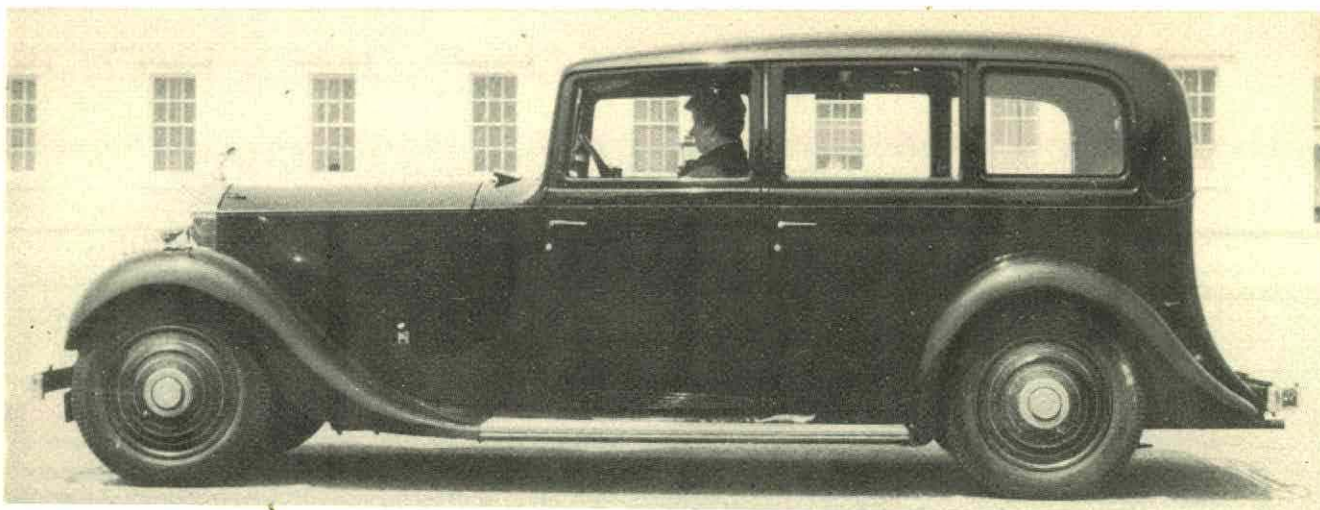
mistaken. There was only a moment's hesitation over parking due, largely, to the very size of the area available, and to the necessity to allow a large coach, full of children, to get through to its park behind the building.

The Museum itself, in a large hangar, is most comprehensive, including many foreign vehicles as well as British, and ranging from a 1909 tractor made by Ruston Hornsby (and there may be some earlier still) to, for example, a modern armoured car with a missile armament. There is also a section for motors and transmission systems and another for radio equipment. Many of the exhibits, amongst which one wanders at will, are cut-away to show devastatingly cramped, and doubtless infernally noisy, interiors (How right—Ed), and each has on it a self-explanatory notice so guides are not needed.

There are many old and new photographs and drawings of actual actions, an animated panorama of the Cambrai battle and one tank whose turret and gun can be trained and elevated by an external lever, both these latter by coin in the slot. There are also display cases of uniforms and battle trophies. In short, something for everybody, old and young, although perhaps the male members get more kick out of it.

And so, one by one by our several routes, back home from a worthwhile day. W B H





MEMBERS' CARS DESCRIBED — 28

Model: 20/25
Chassis No: GLJ49
First Reg: January 1936
Coachwork: Thrupp and Maberley
limousine
No. of owners: Three
Present owner: T D Hadrill

Owner's Remarks: GLJ49, is a black limousine with a white waist-line and that rather dowager-like flared rear panel that Thrupp and Maberley were using in 1936. The body was fitted with sliding divisions, which I had taken out on my wife's observing (quite correctly) that if they remained in we should look like the chauffeur taking the cook out on a toot.

Apart from this easily reversible change and the addition of a pair of wing mirrors, the car appears to be exactly as it was when delivered to its first owner, a Mrs Watts of Bushey, Herts. In 1956, when it had done about 40,000 miles, it was bought by a firm of consulting engineers in Kensington, who did another 45,000 miles in it, and then, having to replace the drive to the impeller, took the opportunity to put in new pistons and valves, repolish the crankshaft and generally restore the engine to mint condition. I bought it some 14,000 miles later, at 98,800, in 1960. There is no history in the records of Rolls-Royce, and the car still has its original manual, tools, upholstery and, I think, paintwork except for the offside wing and rear mudguard.

It was really bought as an economy measure because, having taken a family of six to Spain for a holiday, I concluded that the saving in transport costs resulting from the ownership of a car should at least offset the cost of running it, including tax and insurance, and might, with reasonable luck, exceed it. It seemed that the elderly Rolls-Royce was probably the only car to which such a calculation could be applied, owing to its very low rate of depreciation. Anyway, it looked a fair risk, so I bought the car and started on a course of driving lessons.

My putting the car before the course in this rather odd way was Paddon Bros' fault, really, for having warned me that it might, and probably would, take months to find a car to fit my requirements (six people and their luggage to travel in comfort), they then produced the ideal car in five days—a somewhat embarrassing miracle in the circumstances. But it was far too good an opportunity to miss.

Since then, what was originally bought on a purely commercial basis has, oddly (or not?), turned into something more like a household pet, and the total cost of repairs over 3½ years (new radiator, silencer, petrol tank and servo) has not nearly approached normal depreciation over the same period on any ordinary car of the same capacity. So far, then, we have had an enormous amount of fun for nothing, which is always gratifying.

The car had no G B plate when I bought it, and no sign of one, so we may have introduced it to foreign travel when we took it to Spain in 1961. Three highlights stand out from this 1,700-mile trip. First, the ease with which a very fully-loaded car coped with a wide variety of travelling conditions. There were long, fast runs on the dull straight roads of northern France; long climbs in torrid heat up mountain roads, with plentiful use of the gearbox; all the time, the water temperature and oil pressure remained constant.

Secondly, during the entire trip we had to put in just one litre of engine oil.

The third, perhaps, is less happy. We drove into Tossa down a long mountain road full of hairpin bends in a thunderstorm accompanied by torrential rain which went on for 14 hours and turned the dusty streets into rivers of yellow mud. My first act on arriving at the hotel was therefore to get the management to send out a couple of porters to fetch our luggage down off the roof rack. On looking out of our bedroom window I was galvanised by the sight of a man in rope-soled shoes standing on the leather panel in the roof of our car throwing the cases down to his mate on the ground.

My Spanish being only rudimentary (*Muy gracias* was clearly inappropriate) I was all but powerless to do anything about it, and a feverish

search through the phrase-book supplied by the A A revealed only one phrase even remotely applicable to this horrible situation. Even that I had to discard, for it seemed to me that although I was on the point of having kittens through sheer blind rage, a frenzied yell of *Estoy encinto*, while it might (and indeed ought to) startle the miscreant on my roof, would not convey my meaning distinctly enough to get him off it.

So, pausing only to lay a brief (but

THE 14th annual general meeting of the club was held at the Eccleston Hotel in London on 27 May 1964, with Lt-Cdr J C Dymock-Maunsell in the chair. Twenty-two members were present, and apologies for absence were received from Mrs S E Sears, Mrs W F Watson, Capt and Mrs J E Castle and Mr and Mrs T D Hadrill.

Minutes—The minutes of the previous annual general meeting were read by the hon secretary, Mr W F Watson, and approved by the members present as being a true record of that meeting.

Chairman's report—Lt-Cdr Dymock-Maunsell stated that it had been decided that a written report by the chairman would in future be circulated in advance of the annual general meeting. There were 306 members in the club (163 male members, 102 lady members, 28 honorary members and 13 associate members), who had 206 cars in their ownership. By general agreement, the committee of the club had been subdivided into an executive committee, an events committee and a general purposes committee. The competitions held had been based on how people kept and drove their cars and how often they used them. He felt that it had been a conventional year for events, marked by the success of the dinner-dance, a function which was to be repeated. He also referred briefly to the recent pageant at Goodwood, which had been both interclub and international, and emphasised that the club had been second to none in its

I think in the circumstances reasonably comprehensive and well-designed) curse upon him, I started for the door. Even as I moved, however, he dropped the last case into the hands of his mate and jumped to the ground via the middle of the bonnet and the nearside wing; collecting another shorter but still heartfelt curse in the process.

As he capered off into the rain with both ankles obviously unbroken this second curse missed fire, but I have often wanted to go back to Tossa and

see how the first one got on. It is a long way, however. One might perhaps write? I do not know his name, but the local priest must surely have noticed it if he had been called upon to baptise any two-headed children lately; and surely the local hospital would remember treating a patient suffering simultaneously from dandruff, osteo-arthritis, cirrhosis of the liver, leprosy and ingrowing toenails?

I wonder what the postage to Spain is?

T D H

ANNUAL GENERAL MEETING

support of the planning and execution.

Accounts—Capt R B Honnywill pointed out that the excess of income over expenditure was the result of only two issues of the RECORD having been published in the year under consideration. Since the cost of the club magazine was usually a large proportion of the annual expenditure, he wondered whether members could not contribute in some way to this cost. The chairman drew attention to the fact that many members got little more than the RECORD in return for their subscription, but promised the suggestion would be considered by the executive committee. The hon treasurer then remarked on the repeated loss on Christmas cards caused by the small demand, and expressed the belief that the general trend was against club cards: it had therefore been decided that club cards would not be provided in future. The approval and adoption of the accounts for the year ended 31 December 1963 was then proposed by Capt Honnywill, seconded by Mr G McGregor Craig and carried unanimously.

Election of president—The chairman referred to the great services of Mr S E Sears to the club over the past years, and the proposal for his reelection as president was made by Capt Honnywill, who associated himself with the chairman's tribute, seconded by Mr F Hellings and carried with acclamation.

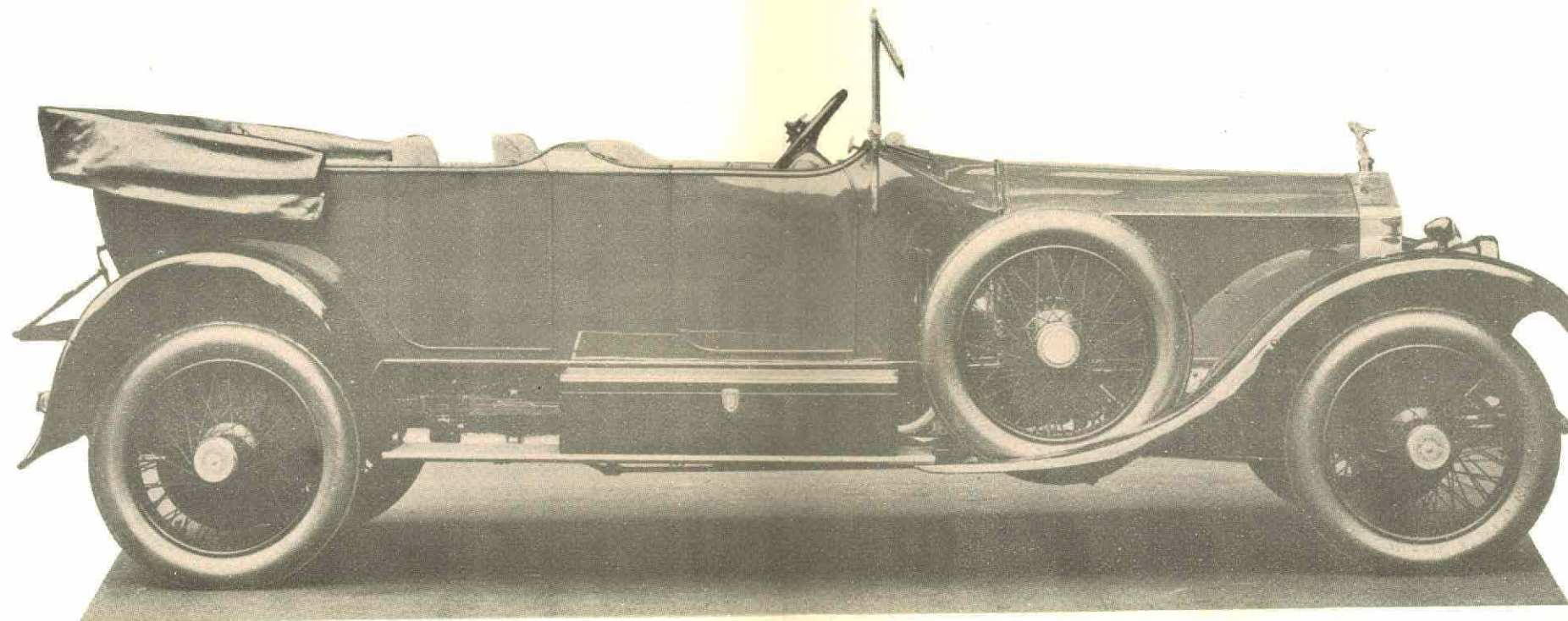
Election of secretary and treasurer—The chairman paid tribute

to Mr W F Watson's efficiency and meticulous nature, and the proposal for his reelection as hon treasurer and secretary was made by Mr Hellings, seconded by Mr C Meachen and carried unanimously.

Election of committee members—The chairman then referred to the valuable work of Mrs Hellings and Mr M H Vivian for the club over the years: these members of the committee had retired by rotation and no other nominations but theirs for election had been received. Their reelection was accordingly proposed by Mr R M Harrison, seconded by Mr K A Steel and carried unanimously.

Any other business—Mr I Munro enquired about a new members' list, and Mr I S Hallows stated that a new edition was in course of preparation and would be issued shortly. Mr C H M Gonne asked whether a club flag could not be produced for members to fly on their cars as a means of identification and showed a sample: after some discussion, the chairman agreed that this suggestion should be referred to the general purposes committee. Finally, Mr Steel commented favourably on the new appearance of the RECORD.

As there was no further business Mr H G Poulter proposed a vote of thanks to the committee, which was seconded by Capt Honnywill who mentioned the chairman particularly for his conduct of the meeting. The chairman then declared the meeting closed.



PORTRAIT OF 186LG

1921 long-chassis Silver Ghost with six-seater
open body by Barker. Chassis no 186LG, C steering
column. Original owner Mrs McCormick.
Photo from Rolls-Royce Ltd.

En fornem skovtur

Den fornemme britiske veteranbil-klub for Rolls Royce's 20 Silver Ghost Club gæster i disse dage Danmark. I aften næste de 16 fornemme "Solspøgelser" med besidderslotte tweedklædte gentlemen om bord til København efter at være landsat i Rødby. Under vejs hyggede man sig i det fine vejr med picnic i det grønne og besøg på baron Raben-Levetzows allerede verdensberømte veteranbil-museum, som åbner for offentligheden i næste uge. Her ses en af de herderkronede gamle Rolls'er under herskabelig og solbeskinnet passage af Storstromsbroen i agtverdigt tempo. På det andet billede er Aiholm-godssets kendte bilbaron, Raben-Levetzau, steget ind i en af sine yndlinger — en gammel Renault — sammen med Rolls Royce-klubbens præsident, Mr. Stanley Sears, efter frokost på det veteranbil-vidste sydhavsslot.

Oude Rolls-en reden in optocht door ons land

havn blev Rolls'erne lempeligt n grundigt fotograferet fra alle anter.

Kører skovtur i brugtbiler til 60.000 kr.

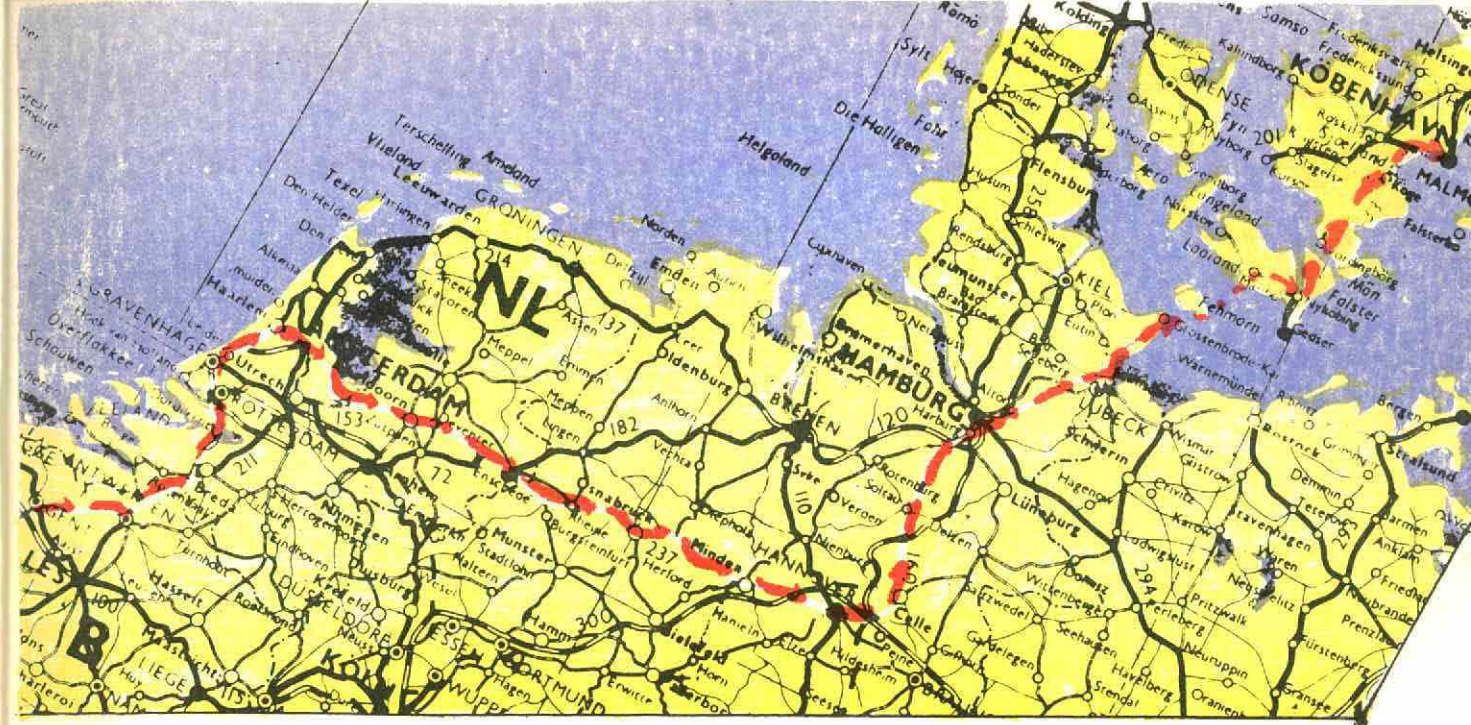
16 „spøgelser” i Charlottenlund

Veteran-Rolls Royce'r strålede om kap med solen ved »paraden» i går

40 entusiaster ruller lydløst gennem Danmark i 16 Rolls-Royce fra 20'erne

På færgen skal Mr. and Mrs. Paul Hoppe lige a pudse en gang til på ruder og lak.

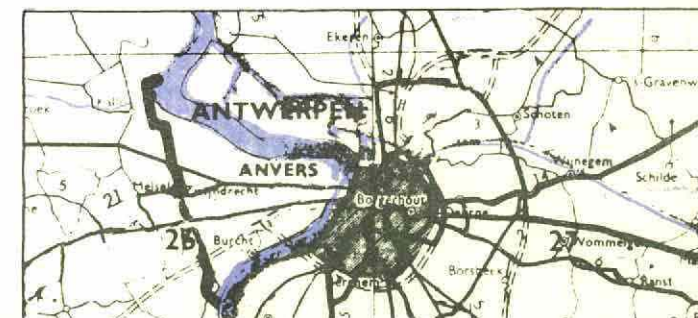
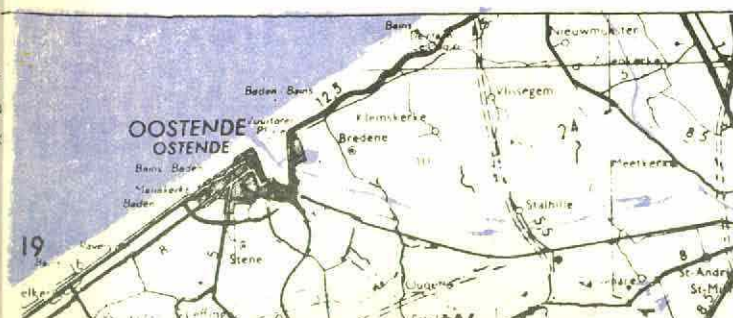
er paraden af verdens mest gangsbilene foran Skovriderkroen

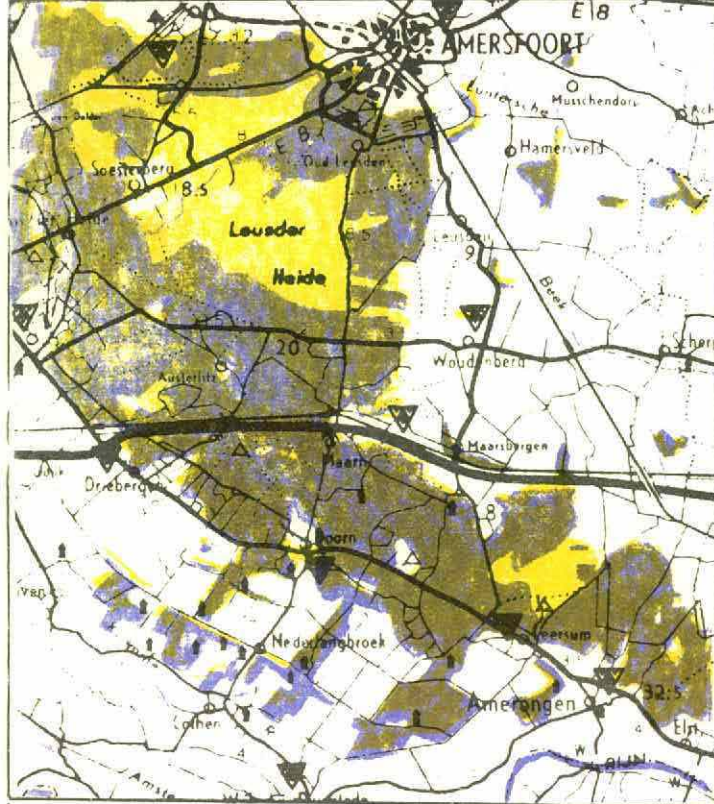


THE SCANDINAVIAN TOUR

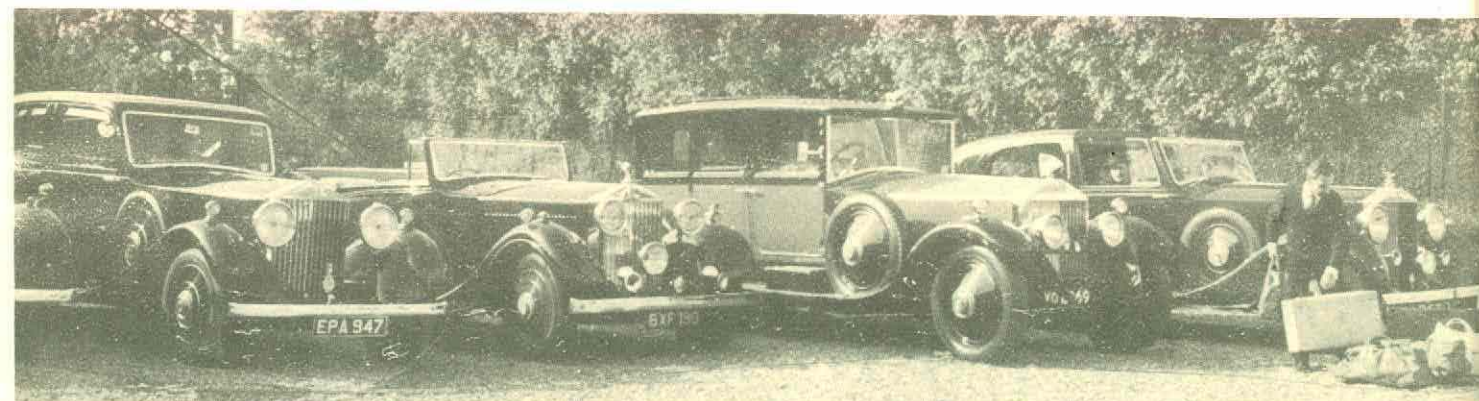
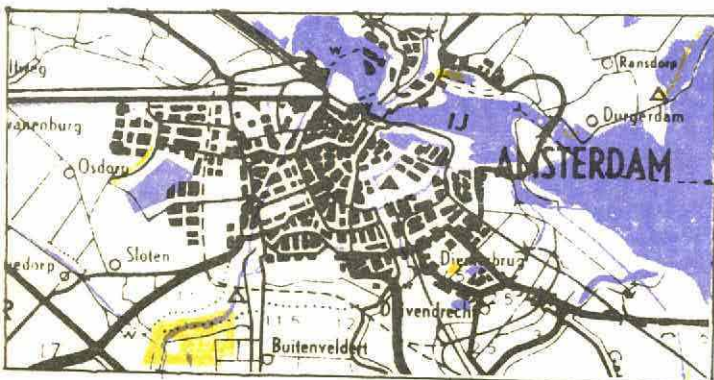
BEFORE the start of the Scandinavian tour, in June, some of those who were taking part were doubtful about the weather likely to be encountered, and those of them who went to Monaco in 1962 might well have expected a much colder trip than that year. During the first week of the tour, however, which included the organised part of it and took the participants as far as Copenhagen, only one day was really wet (and that in the morning only) and the weather for the rest of the time was extraordinarily hot and sunny.

The cars booked for the tour ranged from a 1922 S G to a 1938 PIII, and in fact included two S G's, one PI, three PII's, three PIII's, one Twenty, four 20/25's and two 25/30's. It will be seen that there were nine large cars against seven small ones (perhaps influenced to some extent by the knowledge that the Gulf Oil Co had most generously agreed to meet the costs of petrol involved in Holland and Denmark). About fourteen individual events had been planned for the tour, and indeed five of the participating cars took part in every event. It is obviously impossible to do more here than mention

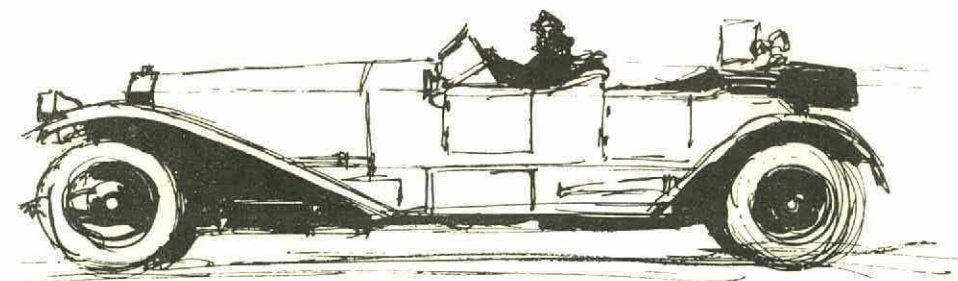
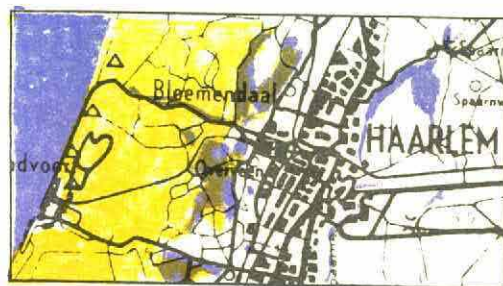




Below. – Outside the Hotel Apollo at Amsterdam: C J Curtis' 25/30 GUL49, Ralph Harrison's 20/25 GAF81, John Dymock-Maunsell's PI 20TC and Ian Hallows' PIII 3AZ112. *Right.* – Flower girls at Haarlem.



Above. – Stanley Sears PIII 3DL76 waits at a Gulf station for petrol, with Bill Cook's PIII 3AZ68 behind.

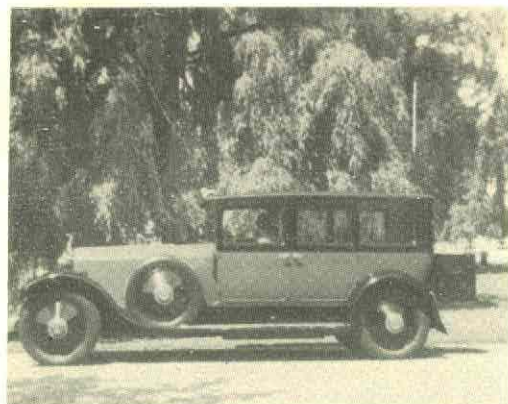


some of the highlights of the tour and to reproduce a small selection of photographs, but all who went on the trip will surely agree that it was as great a success as the one in 1962.

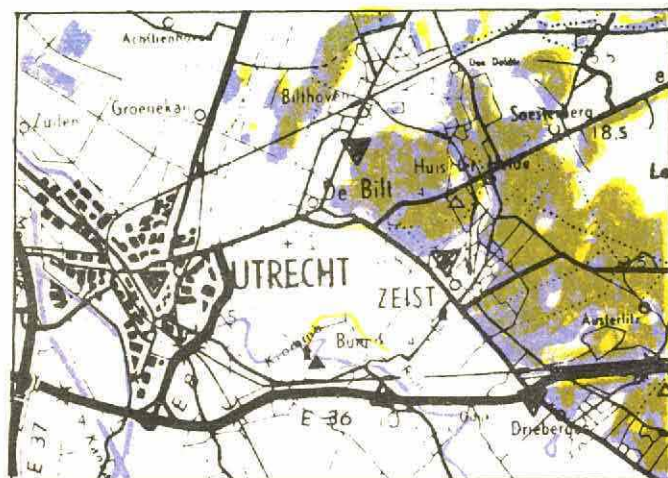
Of the 16 motor cars taking part in the tour, 9 crossed the channel from Dover to Ostend on the midday boat on Saturday 6 June, a good day to choose for the re-invasion of Europe. On arrival at Ostend soon after 3 pm, the cars drove to the local Gulf station for the first fill up of petrol. On completion, they then set off for Antwerp via Ghent in convoy at a steady 45-50 mph, a greater speed not being considered desirable due to the poor surface of the road. The convoy halted to the West of the Antwerp Tunnel at 6 pm, and was there joined by Mr Taylor's 20 hp and Mr Curtis' 25/30. A brief delay then ensued, lasting about 20 minutes, as the police wished to form a double column convoy and stop all traffic through the tunnel. Eventually, the convoy proceeded through the tunnel at about 45 mph and into another Gulf station for a brief halt and refreshments, eventually arriving at the Herbosch museum at 7 10 pm. The excellent reception took place amidst what must be one of the most attractive settings for a motor museum anywhere. The museum, originally an old barn and coachhouse, had been most tastefully restored and the motor cars were all in exceptionally good condition. There were numerous models of every nation and age displayed in the museum and adjoining offices and an excellent library. By 8 pm, it was necessary to depart for Rotterdam, some 75 miles distant, and most of the cars arrived there about 11 pm.

The next day unfortunately provided the chief disappointment of the tour. A picnic run had been arranged in the Amersfort area by the Dutch Pionier Automobielen Club, which would have included lunch out of doors with singing and dancing organised by the hosts. The rain that was beginning to fall as the cars left their Rotterdam hotels, however, became heavier and heavier as the morning wore on: most of those present were able to get under cover for the excellent lunch that was provided, but the pouring rain prevented more than the briefest examination of the interesting cars brought to the meeting by members of the Dutch club—Hispano-Suiza, Sunbeam, Bugatti with cane coachwork and two 20 hp R-R's were among those seen. While 20-Ghost Club members were driving back to Rotterdam, the weather cleared, and one of the party had the pleasure of seeing over the Castle of Doorn.

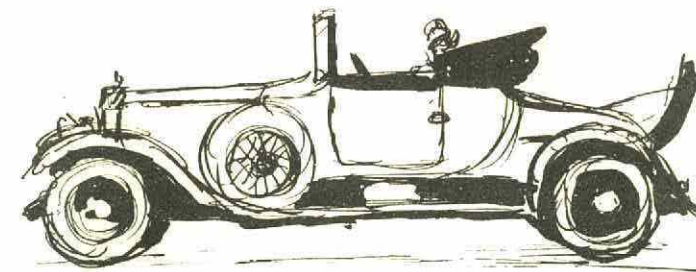
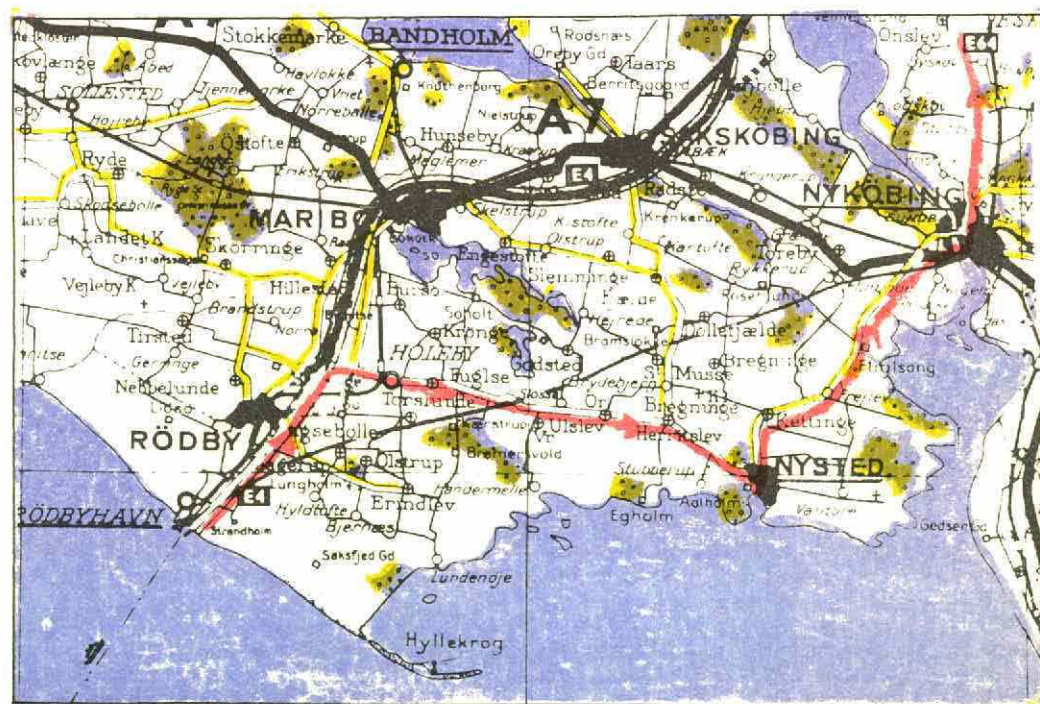
Monday saw the return of the fine weather, however, for the rest of the tour. In the morning, the model town at Madurodam was visited. This was first started as a memorial to a Dutch student who died in a wartime concentration camp and has been steadily extended over the years: proceeds from entrance fees are used to support a students' convalescent home. The town



Above. — John Dymock-Maunsell's PI at Queekhoven. Right. — Underbonnet interest in 3AZ112 at Driebergen.



Below. — Tyre troubles at Hanover.



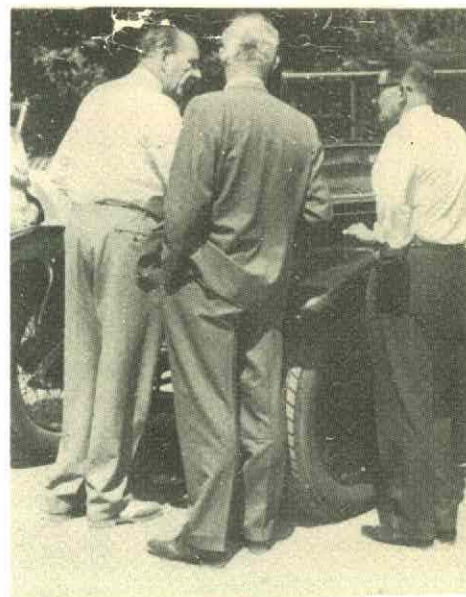
is a fascinating spectacle, with model trains, canal boats, villages, palaces, churches, aerodrome, fairground and numerous other features, all to the same scale and operating realistically.

The next stop that day was at Haarlem, where carnations were presented to members by the 'flower girls' who give their services voluntarily to greet visitors in this way. Finally, in the Apollo Hotel at Amsterdam, an informal reception was held for club members.

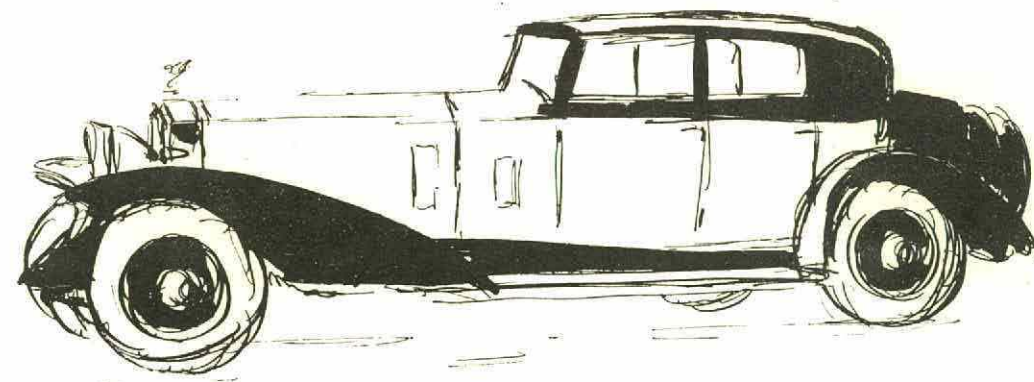
The first event on Tuesday was a stop for refreshments at the Edouard von Beinum house, Queekhoven, near Breukelen. This attractive country house is used to provide residential and rehearsal facilities for visiting musicians and for students. In the afternoon, the National Automobile Museum at Driebergen, built up by Mr Riemer, was visited. The cars in this important collection include Benz, Panhard, Brasier, de Dion Bouton, Darracq and Spyker, together with catalogues, photographs, posters and a fascinating display of cartoons and caricatures. After the visit, tea was kindly provided by Mr. Riemer in his own house across the road from the museum. The night was spent in the Arnhem area, and the next two days were employed (by all but one of the cars, anyway) in crossing Germany.

On Friday morning, members crossed from Putt Garden to Rodbyhavn in Denmark, arriving about 10.30 am. A grand welcome was afforded at Rodby by the Rolls-Royce section of the Dansk Veteranbil Klub present with their five motor cars, all beautifully turned out. After greetings were exchanged, lunch was taken; at one or other of the hotels available or alternatively members partook of picnics. At about 2 pm the cars drove to Nysted through an admiring crowd in the village, decorated with flags, and ready for the television cameras, before arriving at Aalholm Castle where the club was the guest of Baron Raben-Levetsau, who made club members extremely welcome. It was a privilege to see some of his wonderful estate on the shores of the Baltic, the castle and the gold course, and to view his collection of some 70 motor cars, some beautifully restored, others still in the early stages of restoration. This most interesting collection has been formed in the last 8 years. Members were then entertained to an excellent tea in the castle, and at about 5.30 pm the club cars departed for a fill up at the Gulf station in Nykøbing, and a run to Copenhagen some 75 miles distant.

The first engagement on Saturday morning was a drive to Kronberg Castle at Elsinore (the missing car had arrived in Copenhagen about 7 am that morning, having left Hanover the previous evening). After a tour of the castle, lunch was taken at the Marienlist Hotel and then the cars returned to Copenhagen for dinner at the Nimb Hotel and a tour round the Tivoli Gardens. It may be mentioned here that the following telegram was sent to Silvagost, London: 'Greetings from junction of Dansk Veteranbil Klub, Rolls-Royce Section, and the 20-Ghost Club after over 1000 miles of motoring' to which the reply was: 'Congratulations to all Danish Veteran Car Club and 20-Ghost Club members.'



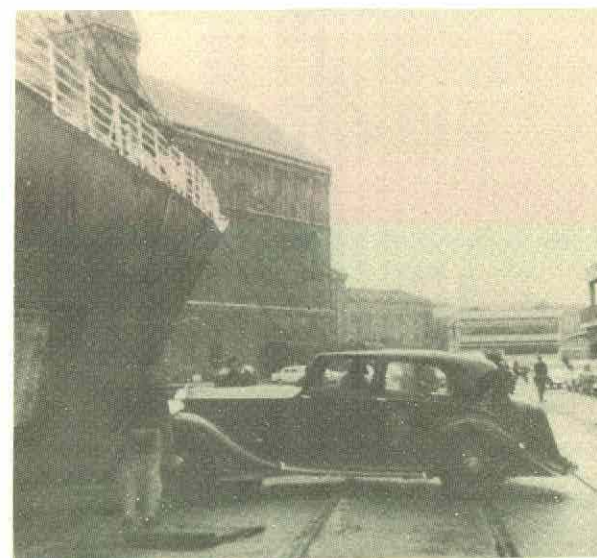
Above. - Baron Raben-Levetsau with one of the cars in his collection at Aalholm Castle. Below. - 3AZ112 leaving Kronberg Castle.



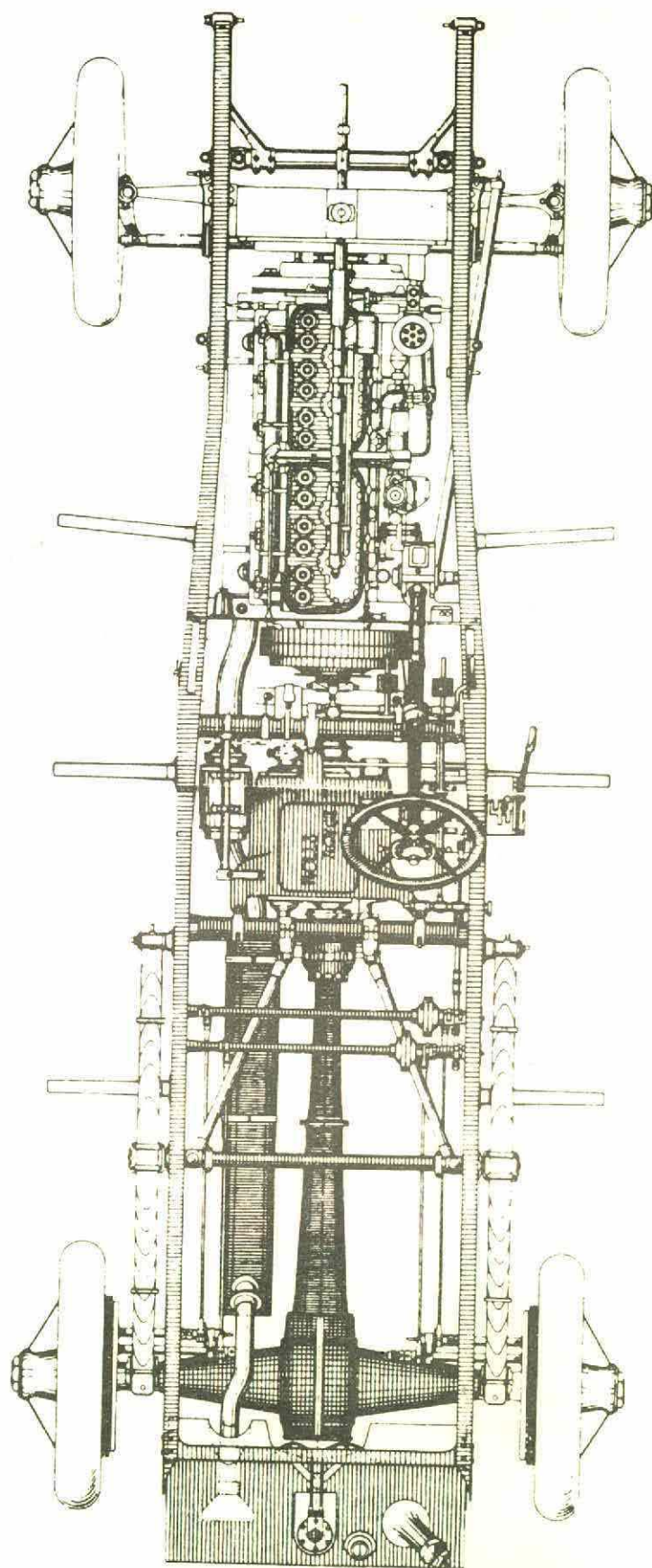
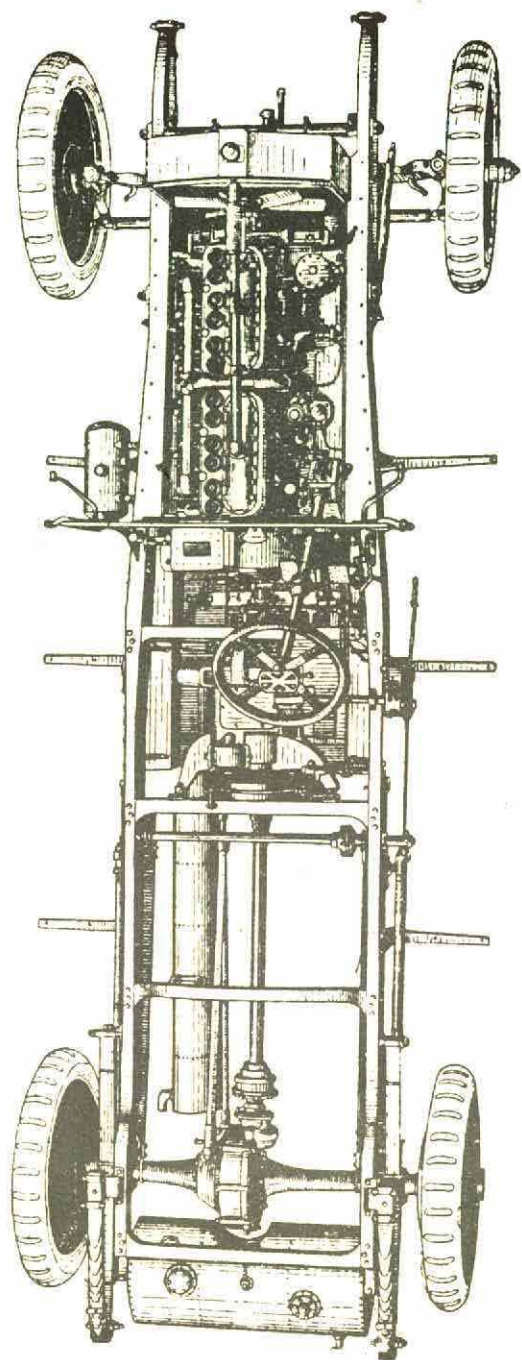
Sunday, the last day of the organised meetings, saw a joint concours d'elegance at Skovriderkroen. Prizewinners and donors included Mr J W E Banks' S G (Scandinavian Motor Co) ; Mr S E Tragardh's S G (R-R Section, Dansk Veteranbil Klub) ; Mr I Munro's 25/30 (Dansk Veteranbil Klub) ; Lt-Cdr J C Dymock-Maunsell's PI (Mr Ernst Granzow) ; Mr H R Wilkins' PII (Shell) ; and Mr S E Sears' PIII (Mr Ernst Granzow) : a 20-Ghost Club trophy was also presented to Mr W Hansen's PI. After another excellent lunch, members separated, some to retrace their way to England and others to continue their journey further.

So many people and organisations contributed to the success of the tour that it is not possible to express thanks here to everyone. Baron Raben-Levetsau, Mr Fischer and other members of the Dutch club, Mr Hansen and other members of the Danish Club, Mr Riemer, Mr Herbosch, the Gulf Oil organisation and Young and Rubicam, their advertising agents, deserve special mention for their hospitality and other assistance, but many of those who took part in the trip will have had cause to remember others with gratitude. It is certain that the tour will be long remembered both by club members and by the many friends that were made in the countries visited.

Three of the Danish club's cars at Skovriderkroen.



... others to continue their journey further...



DEVELOPMENT OF THE SILVER
GHOST CHASSIS: above, 1910
(from the Encyclopaedia
Britannica, 13th ed); right, 1923
from R-R of America catalogue).