



News & Record

Issue 81 | Autumn 2025



Baltic Tour Special Issue



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Cover: Fascination! Two generations of locals admire our cars whilst at rest on the Baltic tour. The particular motor which has captured their interest is Clive and Virginia Lloyd’s 1909 Silver Ghost 1179. Photo Rolls-Royce Motor Cars.

Above: Allan Glew, in 1920 89AE, parks up to complete a line up of remarkable Ghosts at our Concours. Photo P&A Wood.

Right: The kneeling lady of Ilkka Brotherus’s 1936 Phantom III Barker Touring Limousine 3AX67 in front of the Shadduck’s 1929 Springfield Phantom I S138FR, in Stockholm. Photo: Rolls-Royce Motor Cars.

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The Last Word

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March 2026**Friday 20th**

AGM and Annual Dinner at Armoury House, City Road, London EC1Y 2BQ, the home of The Honourable Artillery Company.

Murray Grant:

murray_grant77@hotmail.com

April 2026**Saturday 26th**

Spring Lunch in Strone and Alex's barn – Armsworth Park House, Hampshire.

strone@stronemacpherson.com

June 2026**Saturday 4th to Tuesday 7th**

Irish Georgians in Devon: Moorland Hotel, Dartmoor John Narvell:

narvell630@gmail.com

June/July 2026**Saturday 27th to Thursday 9th**

Tour of Normandy Gardens and Brittany. Steve Wilks is organising, what promises to be a super trip.

Steve Wilks:

rslwilks@gmail.com

And much more coming soon in 2026!

Letters, Emails & Pictures

Steve Wilks writes: Sir John Stuttard received the RREC's Evernden Trophy on the last day of the recent Somerset Tour from RREC Chairman (and our member), Andrew Whittaker.

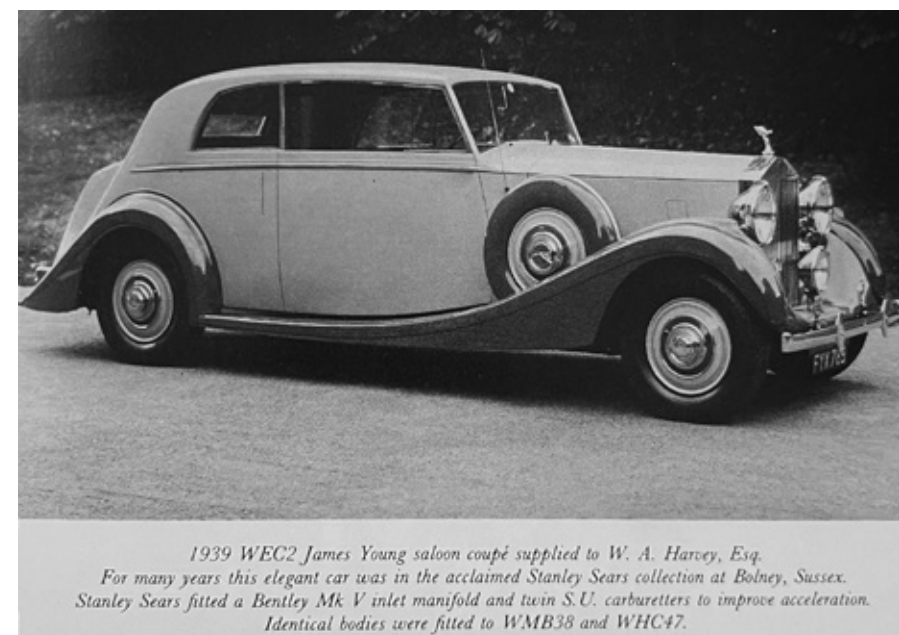
The trophy is given by the RREC for literary merit and was jointly awarded to Sir John and Roger Tanner after voting by RREC Section Chairmen for the Rolls-Royce in East Africa book launched earlier this year. As members will know, Sir John is a prolific writer and has written extensively on Rolls-Royce cars around the globe.

By way of context, H. Ivan F. Evernden joined Rolls-Royce in 1916 and, by 1922, was working in the design department under the mentorship of Sir Henry Royce. In the late 1940s, he became Chief Projects Engineer at the Car Division and Head of the Styling Department, most notably designing the 1952 Bentley Continental. Much of his writing was of a technical nature, reflecting his passion for innovation.



Hi Johnnie, I cannot recall whether I sent you a picture of my 'man cave', apologies if I have already, but the Delahaye does look rather good next to the Ghost I think. The Delahaye took 14 coats of paint in total simply because I just could not get them looking right. Dust was a real bugbear despite me spraying the walls and floor of the garage with water - lots of it, it was dripping everywhere, except the car luckily! Anyway it is, I confess, quite difficult to drive but I am getting used to it, and hope I can drive it over to France for some le Teuf Teuf Club events. Best wishes, Graham Tyson

Everybody who attended the picnic afternoon at Brian and Wendy Fidler's house in July had a cracking time! The weather was mixed but we more-or-less got away with it. Wendy had baked Rolls-Royce cakes and made lots of sarnies to help out those amongst us whose picnics looked a little Spartan! Chris and Lesley Mott brought their Phantom III and Chris has promised to tell me more about it in a future issue. Great chat and laughter and some super cars - huge thanks from all of us to Brian and Wendy.



1939 WEC2 James Young saloon coupé supplied to W. A. Harvey, Esq.
For many years this elegant car was in the acclaimed Stanley Sears collection at Bolney, Sussex.
Stanley Sears fitted a Bentley Mk V inlet manifold and twin S.U. carburettors to improve acceleration.
Identical bodies were fitted to WMB38 and WHC47.

Hi Johnnie, I noticed this picture on page 87 of Tom Clarke's book on the Wraith. Stanley Sears used his Wraith a lot and fitted twin SU's. I have now done the same to my Wraith to great effect.

Regards, George Howitt



Ruffy's Nordic Adventure

My 1933 James Young Three Position Drophead 20/25, GHA28 registration RFF952 (thus nicknamed Ruffy) had an adventure of her own after the Baltic Tour.

My wife, Anne, and I left the Baltic Tour after visiting Stockholm and took the ferry back to Turku in southwest Finland from where we had come a few days earlier. We drove to where Mannlines' Sea Enabler ship was berthed and I gave instructions to the Finnish stevedore on how to drive Ruffy and ran through the written starting instructions and photos. We then watched him drive Ruffy onto Sea Enabler.

We flew back home after spending a couple of days in Turku, Finland's oldest city. I followed Sea Enabler's progress on the Myshippingtracker website. After rounding Jutland and stopping at various ports, Sea Enabler docked at Tilbury and the tracker showed Ruffy on, what appeared to be, the dockside. I phoned Mannlines to see when I could collect Ruffy only to be told that they hadn't been able to start the car and, as Sea Enabler had a schedule to keep, Ruffy had remained on board and was on her way back to Turku, this time via different ports and through the Kiel canal.

Mannlines were extremely embarrassed and lined up an International Finnish Rally Team mechanic

to tend to Ruffy upon arrival. They managed to start Ruffy and made a video of how to start her to accompany the written instructions and photos.

Back Ruffy went on the now familiar Sea Enabler around Jutland and arrived at Tilbury. By this time all the other Baltic Tour participants' cars had returned from Helsinki and were tucked up in their garages at home.

Mannlines phoned to say that Ruffy had now been successfully unloaded and was in their secure compound. When I asked when I could collect Ruffy, I then discovered that she had been shipped as freight and not as personal transport and accordingly required Customs Clearance. Mannlines helpfully put me in touch with a firm that could help and, after various emails, form filling, and payment of £47.50, I obtained clearance.

I then took the train to Tilbury and found Mannlines office. After 30 mins of screen watching and the furious tapping of keyboards, I had the Form needed to exit the Port. I was then directed to Ruffy and given a keycard to access the secure compound.

Naturally, Ruffy started first time.

Best wishes

Steve Wilks



I was sent through this picture of our Hamish and his girlfriend Christa zooming around on hols in France in a Fiat 124 Spider. Okay it's not a R-R but it's a happy photo in a jolly red Italian motor and I couldn't resist including it!

Hi Johnnie,

At a recent Adam Partridge auction in Liverpool we successfully bid for this small bronze plaque, which was catalogued as being a self portrait by Charles Robinson Sykes. It was among several other items of R-R automobilia; a couple of pre-WWI instruction and care handbooks; a set of the four slim books detailing the company's role in 'The Great Victory' and a few other items. The only indication that it is Sykes is the stylised monogram CRS, bottom left corner. It is quite small - 3.5x5.5 inches - and looks to be a thin, lost wax casting. In the bottom right corner is the date 1900. Sykes won a scholarship to the Royal College of Art in 1895, so the date could be correct for a student final or graduation piece?

Given the paucity of images of Sykes we can find on the Internet, it is hard to prove it is our man, and any confirmation or assistance from club members would be gratefully accepted. Is it a one-off, or are there others circulating? We would love to know more.

Happy motoring, Bob and Hilary (Vass)



Strone sent this image through taken from the cockpit of 1914 Silver Ghost 27BD at night; he believes the lamps and the bulbs to be original. I think we can agree that they cast an amazing circle of light down the road!

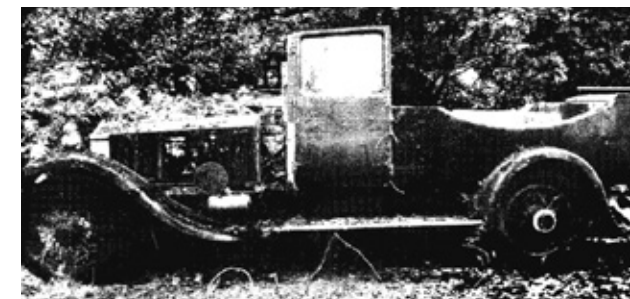
With apologies to Mary Narvell and to photographer Colin Hughes for failing to include this image in Issue 80. Sandy Snook (right) presents Mary with The Harry Watson trophy for the best article in N&R in 2024 – congratulations!



Good Morning Johnnie, I thoroughly enjoyed the articles on Death and Transfiguration [issues 79 and 80], partly because my recently purchased Ghost (1921, 133LG) was once a hearse with Henderson's Funeral Directors and Motor Hirer in Glasgow from around 1928 until 1960 when it was broken up and discarded in a ditch. I think it was Bunty Scott-Moncrieff (Purveyor of Horseless Carriages to the Gentry and Nobility since 1927!) who saved it and sold it on as a restoration project. I've looked far and wide for an old photograph with it as a hearse, but to no avail - just the one attached when it was looking extremely sad.

We're off to Germany in the Ghost on Monday. Driving from Elgin down to Jedburgh, then the following day to North Shields where we catch the ferry for Ijmuiden. We've planned around 2000 miles driving, and looking forward to it. Been a few years since I last drove a Ghost in Europe.

Best regards, Ian Murray

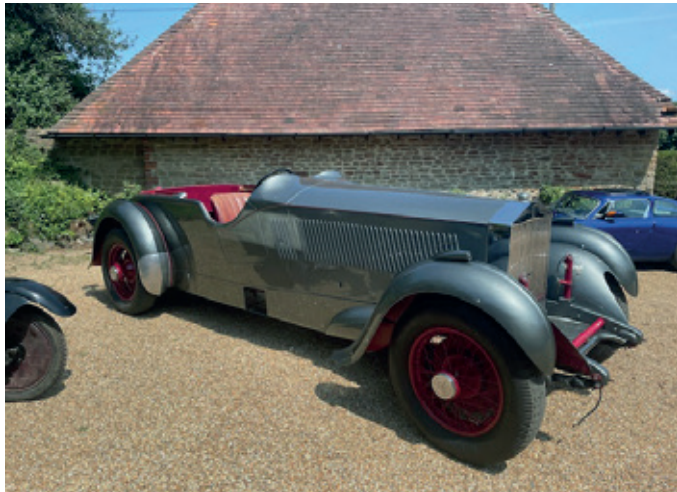


Johnnie,

Here is an image by Eric Ravilious titled 'Coach Builder' and dated 1938. Ravilious is one of our favourite artists who painted mainly in watercolours. He signed up as a War Artist and was tragically lost in an aircraft early in the war near Iceland.

He did some of his work in Wiltshire and a small collection is held in the museum in Devizes. Best wishes, Bryan McGee.





Toby Foster wrote in regarding his PII engine:

Dear Johnnie,

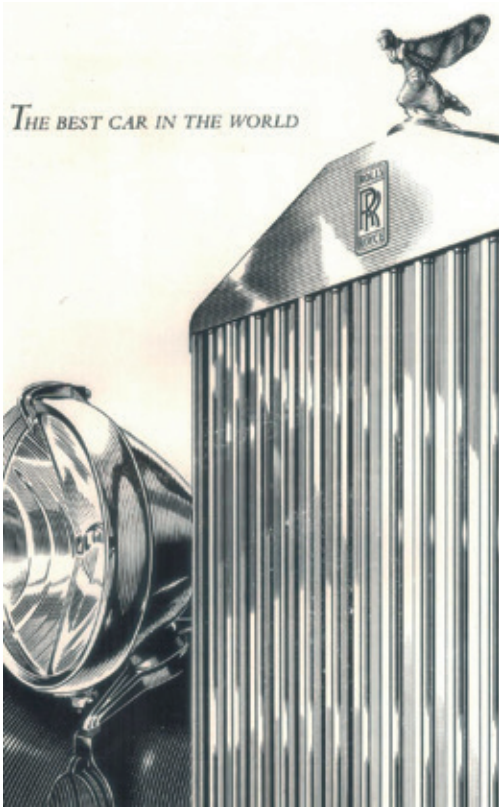
When I last sent an update on 14MY he had just come back from an extended stay in the paint shop and was due to have his cylinder head removed in order to trace the source of a suspected exhaust gas leak affecting performance and pressurising the cooling system. As it turned out, removal of the head proved difficult, as six studs at the rear of the engine were corroded as a result of the reaction between steel (the studs) and aluminium (the head).

Over the next three months, Jeremy Cooper, who looks after 14MY for me tried almost every technique known to mankind, short of dropping the entire engine into a vat of diesel and leaving it for several months more, to release the head, but with no discernible movement achieved. At this point I contacted Hamish McNaught, who was kind enough to come to Sussex and cast an eye over the problem. Our initial, rather reluctant conclusion was that we were probably at the point where the only option was to drill out the problem studs, acknowledging that there was a risk of damaging the head in the process. Hamish suggested fashioning a new jig to distribute the lifting force completely evenly fore and aft and side to side, therefore eliminating the shearing force on the studs which might effectively lock them into the heads.

However, before we could put this into practice, Jeremy constructed a very neat jig to lock onto the head keeping the drill bit at exactly the same orientation as the studs and also locking a guide piece onto the top of the stud which would keep a series of ever larger diameter drill bits at exactly the centre of the stud in question. Working slowly over a number of days, they reached a point where each stud had been drilled to the extent that it had become a hollow tube with a thin wall. Gradually, the head was manipulated until it began to move and, last Friday morning, it finally came free from the block, after three and half months of effort. There appears to be no damage to the head but it needs to be fully examined and tested and the rear block needs to be removed as well to get the remains of the drilled studs out. Following that, there is much cleaning, skimming and making good to do before reassembling the engine and then putting the rest of the car back together so that, hopefully, we can run everything and road test it.

After that it will go back to the paint shop for some making good, then it will be off to the trimmers for a new hood and weather equipment.

If there are no further nasty surprises, and assuming that I stay solvent, it should be ready for the road. I'll keep you posted on progress. Yours hopefully Toby



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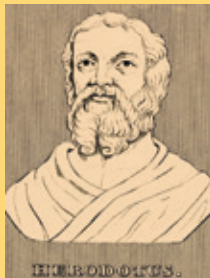
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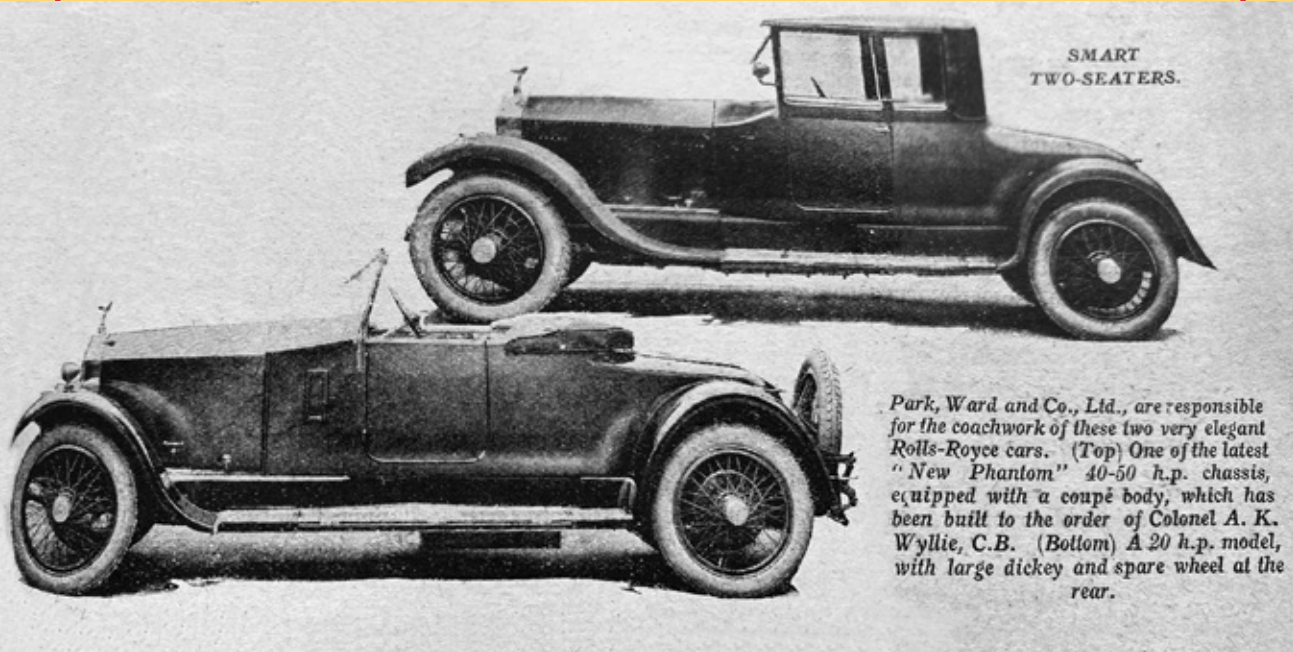
Just a century ago...

Herodotus casts an eye over R-R related matters within *The Autocar* during July-September 1925.



Smart Two-seaters

Park Ward and Co Ltd are responsible for coachwork of these two very elegant Rolls-Royce cars: one of the latest “New Phantom” 40/50 hp chassis equipped with a coupé body which has been built to the order of Col A K Wyllie CB, and a 20 hp model with large dicky and spare wheel at the rear.



20 hp Road Experience

Col Wyllie writes: I have been an owner-driver of two 40/50 hp Rolls-Royce cars, and have now purchased a 20 hp closed car. This has travelled 10,000 miles without the slightest mechanical trouble. It is not only cheap to run, but a flexibility and silkiness of drive shown by no other make, and is quite in a class by itself. The engine turns like a sewing machine, is capable of instant acceleration, and the silencing is so perfect at all speeds that it is in every way equal to the larger chassis. I have owned seven other cars of about 20 hp during the last twenty years, but cannot recall in any instance such mechanical perfection, and would certainly give a repeat order should I require another small car. The only criticism I could offer would be that perhaps it would be an advantage to lengthen the chassis by three inches, and if four wheel brakes were fitted. I cannot conceive a more perfect automobile. In some ways I think a right-handed gear change would be an advantage as the central gears are apt to interfere with the rug around the passenger beside the driver.

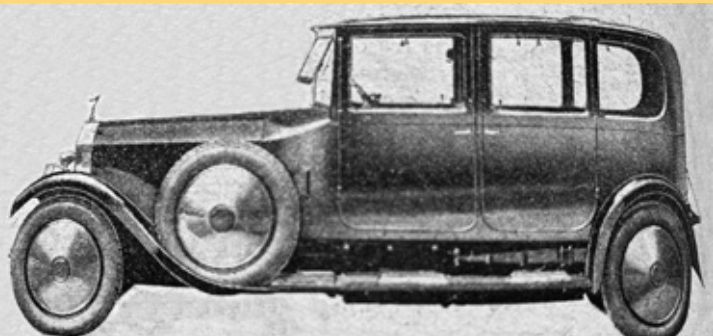


The Mode in Carriages

An article about differing types of modern coachwork showed two bodies by T H Gill and Son on Rolls-Royce 40-50 hp chassis – an all-weather, the hood of which disappears into the back panel when not in use, and a twelve-seater intended for shooting parties.

A Luxurious Car

This superb 40/50 hp Rolls-Royce four-door saloon with coachwork by J Gurney Nutting and Co built to the order of Griffiths Harrison and Co. One of the special features of the interior is embodied in the screen between the two compartments as this is made to rise and fall complete with corner glasses. All interior decorations are finished in a most luxurious, but restrained style.



Brightening our Landscapes

The first of a series of cartoon drawings showed a large Rolls-Royce limousine having Jacobean or Tudor finish with bottle glass casements, armour bright bonnet and wings, and an old family chest for luggage.



The Forbes Report

A busy season is coming to a close, with our last two events this month, with the Somerset Tour finishing as I write and with the Autumn Lunch in a couple of weeks' time. As always, our tours and visits are hugely enhanced when organisers, local members or friends open their doors to us for exclusive visits, receptions and lunches. We meet people from the area and learn about local lifestyles and issues, whilst enjoying the greatest hospitality. None more so than during our stay in Finland and Estonia whose combined border with Russia extends to over 1,000 miles and is an ever-present threat. It was fascinating to see how these dynamic, open and friendly countries cope with preparing themselves. Our underground car park in Helsinki was 4 floors down with blast doors and equipped to shelter thousands of people which is a chilling thought. However, the tour was full of fun and laughter, as you will read in the report. Courtesy of Rolls-Royce Motor Company, we celebrated 100 Years of Phantom with a reception in the four capital cities we visited. In return, we took the journalists out for a drive in our cars which always goes down well.

I am constantly amazed at the willingness of local people to help and the skills you find in the remotest of places. The overnight rebuild of a water pump drive shaft by a friend of the hotel chef in rural Finland was a prime example.

Elsewhere, you may have read of the exploits of Michael Power with his Ghost on the Peking to Paris [Editor: Michael has promised us an article in the near future]. Along with Gerald and Fran Davies's trip along the top of the Andes last year [see issue 80] it's great to see both our cars and members proving very capable and durable!

While we were away on the Baltic tour, Brian and Wendy Fidler hosted a very happy day at their house on the outskirts of Oxford – our huge thanks to them. Then in August, we were treated to a special event when P&A Wood opened their doors to host our annual concours. As part of our theme of involving more family members in our activities, this was specifically open to members to bring guests. It was a delight to see children and grandchildren enjoying the cars. As you will see from the pictures in the report, there was a super display everywhere and the site looked magnificent. Dining in the middle of the workshop surrounded by unique cars was a special experience. Many thanks to Louise and the team for making this possible.

Next up is a rather more tranquil trip to rural Hampshire, to visit the Colman Mustard family's mint farm for our Autumn Lunch, thanks to Strone Macpherson. These one-day events are an opportunity to meet up with those less keen on big tours.

Looking ahead, the Irish Georgian Tour in 2026 will be 4-7 June in Devon. Do contact John Narvell and get your name down, if you are interested. In the meantime, enjoy the last of the summer while you can!

Best wishes
Ken



Ken and Jane

The Buzz around the Baltic

Murray Grant, on the club's stunning 2025 tour of Finland, Sweden, Latvia and Estonia.



July 2025

Where does one start? Taking stock back home in Kent after 1,300 miles door to door, I have established that my bar bill has rivalled my fuel bill and noted that my trusty navigator has gone on the wagon. On the former evidence it could be that either my Phantom II Continental has reached unheard of levels of fuel efficiency or the price of alcohol in the Baltic is even higher than budgeted. Ann's news, however, confirms that we have just completed a simply terrific and unbelievably fun 20-Ghost Club Tour of the Baltic.

A selection of cars at Port Hanko, Finland with the Baltic sea behind. Photo Rolls-Royce Motor Cars Ltd.



We are all indebted to Sir John Stuttard for his indefatigable organisation and faultless execution of the tour and to Lesley Stuttard for putting up with him in the process. It was a marathon in the planning and there were many obstacles along the way. Thanks also go to Henrik Kjoelby of Riga-based travel agents, Via Hansa & Borealis, for making many of the hotel and restaurant reservations as well as some parking arrangements.

1937 Phantom III, 3BU176, Barker Sedan De Ville owned by Adrian Dickens on the Ro-Ro.
Photo Adrian Dickens..

Early trials and tribulations...

For most of us the Tour started with getting our cars to the Transfennica ferry at Tilbury Docks. The Playboy Roadster S205RM entered by the Guernsey boys, Jonathan Bailey and Patrick Cunningham refused this first fence and was substituted by a very fetching yellow Corniche convertible. Bryan Fitton doubled down on this drama when his 1920 Silver Ghost U-5694 complete with trailer was relocated from his hotel near Tilbury to an unknown lock-up destination. Fortunately, the car and trailer were recovered but not in time to join the ferry. This left Bryan with no choice but to return to Cheshire and enter a more recent air conditioned and power steering assisted Rolls-Royce. These minor challenges aside, Transfennica could not have been more helpful, the cars were loaded on Thursday 26th June and the ferry duly departed for Hanko later that day.

Our thanks go to Sir John, Ken Forbes, John Snook, Bryan Fitton, Charles Cole and John Horsfield for their help loading the cars.

Finnair goes on strike but still flies...

Most of the tour party had arranged to fly to Helsinki on 2nd July to join the launch dinner that evening. Finnair then announced a strike that day necessitating many to travel a day earlier while a few of us ended up being transferred to a Finnair flight which left London an hour earlier despite the strike!

Helsinki, the Handelsgillet club, Hanko and reunion with our cars...

Helsinki's finest, The Kämp Hotel, took all our accommodation changes in their stride despite undergoing a major renovation. It made for a great 'base kamp!'

The Finnair saga necessitated an early Helsinki rest day plus some sightseeing on the Thursday before enjoying dinner at the Handelsgillet, a Finnish gentleman's club. We are grateful to our club member, Bernt Ehrnrooth, for making the arrangements. Dr Lasse Lehtinen, (former MP, MEP, author and TV presenter) gave us a crash course on Finnish history. British apologies had to be made to the Finns for both coming under Royal Navy cannon fire during the Crimean war (when we were really attacking them for being part of Russia) and declaring war on them in 1940 when they were not!

We collected our cars from Hanko on Friday 4th July. Our thanks to both Transfennica and Finnish customs who had only smiles and one piece of paper. Thank you again Sir John for all the up-front paperwork that enabled us to do this.

Cars filling up between Helsinki and Fiskars. Photo Maria Eckman-Kolari.





Flanked by our two Finnish club members, Ilkka Brotherus (left) and Bernt Ehrnrooth (right), Stuart Evison, Terry Bramall and Clive Lloyd surround the bronze bust of General Rüdiger von der Goltz who used the 1915 Silver Ghost (27CB) Barker Tourer in the 1918 Finnish Civil War. The car was delivered to the Russian Army in 1915 and then seized by the Finnish Army after the October 1917 Russian Revolution. It was later used by Marshal Mannerheim, the famous Commander of the Finnish Army and President of Finland. Shown behind the group is the recognisable Silver Ghost engine of the car which is now housed in the military museum on Suomenlinna Island. We are grateful to Ilkka and Bernt for their help and assistance in organising the Baltic Region Tour and for their generous hospitality.

Hanko is a pretty port town at the end of the Hanko peninsula. It was annexed by the Russians for a further thirty years in the 1940 Moscow Peace Treaty, but handed back in 1947 as part of the Paris Peace Treaty. On our drive back to The Kämp we visited a museum to remind us of the evacuation of Hanko during that period.

Rolls-Royce and the 100-year anniversary of the Phantom...

Rolls-Royce Motor Cars in commemoration of the 100 years since the Phantom I was launched in 1925 had very kindly offered to host not one but four champagne receptions in each of the capital cities on the tour. A Phantom 8 was exhibited at each reception alongside our older (dare we say?) more photogenic Phantoms.

The Helsinki reception was held at Café Fazer. The Fazer family are Finland's chocolatiers. One of the founders, Karl Fazer, imported a Silver Ghost Hooper Tourer in 1921, one of the first Rolls-Royce motor cars to be imported directly into Finland. The car, painted in resplendent Fazer blue, was able join the reception thanks to some last-minute love and attention from our tour engineer, John Horsfield.

Our thanks go to Rolls-Royce Motor Cars and Frank Tiemann, head of public relations for the region, for hosting these receptions so warmly.

Suomenlinna and Marshal Mannerheim's 1915 Silver Ghost...

Our last day in Helsinki at this stage of the tour was spent visiting Suomenlinna, an island maritime fortress that guards the entrance to Helsinki harbour. Building work which began in 1748 was led by the Swedes. It is now a UNESCO heritage site and home to a Military Museum whose prize exhibit is Marshal Mannerheim's 1915 Silver Ghost Barker Tourer. The car was originally shipped to St Petersburg, but Mannerheim was able to secure the car for his personal use in 1919 after Finland declared independence from Russia in 1917 and after the Prussian General Graf Rüdiger von der Goltz of the German Baltic Division had used it helping the 'Whites' defeat the 'Reds' in Finland's brief civil war in 1918. Naturally, our tour members had the bonnet open within minutes and alarmed the museum officials with a serious conversation on whether they could get the engine running again.

We were entertained to a lavish lunch at the Officers' Club on Suomenlinna courtesy of club member, Ilkka Brotherus. Ilkka proceeded to introduce us to Finnish vodka songs over lunch. The fact that Sir John is fluent at singing such songs was noted. I recall one song about sending Gagarin into space with a question if any other Russians would be joining him? It was not the first of our tour encounters with Finnish vodka and somehow the Brotherus family was always involved.

Hvitträsk, Svartvik and Svartå Slott Mustio Manor...

On Sunday 6th July, we departed the Kämp and drove West to Hvitträsk, a small hamlet where three famous Finnish architects (Gesellius, Lingren and Saarinen) built their houses overlooking a beautiful lake in the Lutyens / Morris Arts and Crafts style of the period. Beautiful buildings but we were visiting in high summer and we could only imagine how difficult they would be to live in during the long Finnish winters.

From Hvitträsk we drove further West around the lake to Bernt and Monika Ehrnrooth's house at Svartvik where they hosted a sumptuous lunch in their indoor horse training arena. It was one of the few days on the tour when the sun did not shine brightly and the venue was just perfect. Thank you Bernt and Monika for your generous hospitality.

From Svartvik we proceeded to Svartå Slott and our hotel at the Mustio Manor. This was one of the original 16th century ironworks estates in Finland. Owned by the King of Sweden and then the Linder family, the present house was built in 1783 and is the largest secular wooden building in Finland replete with double windows to keep out the cold. Many of us took advantage of the sauna here undeterred by Ilkka brandishing birch leaves. Some of us took a swim in the lake. Richard Fitton's daughter, Mimi, dived in and surfaced speaking fluent Finnish! We also experienced Finland's tight licensing laws but when the bar closed at 10.30pm, Ilkka and Anders Brotherus' car boots miraculously opened. A fully stocked boot bar (arm-rest single decanter designs do not qualify) are clearly de rigueur on future tours.



Trey Pilkington with 1922 SG Tourer 17TG, lent for the tour by the Menefees to Alex Joyce who took the photo.



Murray and Ann Grant's 1934 PII Continental 121RY. Photo Kimberly Shadduck.

Clive and Virginia Lloyd in their 1909 SG, 1179, Crailville Roi-des-Belges.





The Fazer family 1921 SG Hooper Tourer, alongside 1929 Springfield PI, S138FR, owned by Dave and Kimberly Shadduck, both positioned extremely elegantly outside the Fazer café where the first of the Rolls-Royce receptions was held. Photo Rolls-Royce Motor Cars Ltd.

Fiskars...

The following day we drove to the charming ironworks village of Fiskars, now a centre of Finnish art and design. It is home to the Fiskars Corporation, the famous scissors and all things very sharp brand. The entire village and surrounding area had turned out to welcome us as we parked up in front of the Fiskars Manor House.

We were hosted to a delicious lunch by the Fiskars chairman, Paul Ehrnrooth, and the company's head of corporate affairs Jan Oker-Blom. A tour of the house and its history followed.

Raseborg Castle, Ekenäs / Tammisaari and Fagervik Manor / church

Exploration of the Southwest corner of Finland continued with a visit to Raseborg Castle and the 16th century seaside town of Ekenäs which is also known as Tammisaari in Finnish. We were greeted by the Mayor, Petra Theman, who joined us for lunch at Restaurant Knipan overlooking the harbour. Petra impressed us all with her brief talk on the area. She is on secondment from the Finnish diplomatic service. The UK could learn a thing or two on how to govern our towns and cities.

On our return to Mustio Manor we visited one of the oldest private churches in Finland on an estate at Fagervik. We were greeted by the owner Otto von Frenckell who explained the ironworks history of the estate and the community of c500 who once worked there. The pulpit displayed an hourglass which the Minister would have to turn at the start of his sermon. Classic Nordic transparency on the delicate matter of sermon governance!

Åminne Manor, Turku Castle and the ferry to Stockholm...

Departing Mustio Manor in glorious sunshine, our next visit was to the 14th century Åminne Manor expertly restored to its Gustavian splendour, by Nalle Wahlroos, the Finnish banker and businessman. We were given a very warm welcome by Nalle and his wife Saara, walked around the beautifully landscaped 'English' garden, taken through the house and then sat down in the old ox stables for a 'light' lunch. Only three courses mind but, as Nalle explained, without



Cars at Fiskars Manor. Photo Kimberly Shadduck.



Ron Elenbaas at speed in 1911 SG Roi-des-Belges 1676. Photo Rolls-Royce Motor Cars Ltd.

potatoes it qualified as light. This lightness however, had to be balanced by a heavy hand pouring the wine!

Åminne Manor has a rich history having once been owned by Major General Count Gustaf Mauritz Armfelt, a key player in the goings-on between King Gustav III and Catherine II of Russia and ultimately assisting Finnish independence as an autonomous state within the Russian Empire.

Our deepest thanks go to Nalle and Saara for their generous hospitality and passionate narration of the manor and its history.

From Åminne Manor we reached Turku, Finland's oldest city and capital from 1809 to 1812. We boarded the ferry shortly after 6pm in time for another 'light plus heavy' dinner. Sir John's Route Book advised an early night. However, it was a glorious summer evening and the view over the archipelago as the ferry threaded its way through the islands was simply stunning. John and Crispin Menefee led a karaoke expedition, and just as we decided to retire after midnight when the sun went down a full moon rose in the North. Retiring early was never an option.

Stockholm, Villa Källhagen and 'the mysterious shim'...

The tour group displayed considerable stamina by safely disembarking at 6.30am to drive the short distance to Villa Källhagen, our hotel in the diplomatic quarter of Stockholm overlooking the Djurgårdsbrunnsvägen which leads into the main harbour. The morning was spent fettling, resting and rehydrating before our rooms were ready.

Stockholm's attractions are too numerous to list here. Safe to say, that everyone enjoyed their few days in the city taking in the museums, palaces and old town and the second of our Rolls-Royce champagne receptions.

Special mention should go at this point to John Horsfield's engineering miracles. Adrian and Catherine Dickens Phantom III had developed a gearbox jam. With surgical precision, after several hours of fishing, John managed to extract an intact but buckled shim from the gearbox. How it got there and how long it had been in there remains a mystery.

We also said farewell at this point to Steve and Anne Wilks who returned with their car to Finland to catch the Ro-Ro back to Tilbury. The car was apparently less keen to return to the UK and insisted on another ferry trip back to Finland before being persuaded to finally disembark at Tilbury!



Your author, Murray Grant, ready for a great day's driving ahead.
Photo Kimberly Shadduck.

Nynäshamn, the ferry to Latvia and Finnish water...

The weather held and we departed Stockholm in glorious sunshine to drive down to the archipelago holiday port town of Nynäshamn. Anticipating meagre Stena line fare on the ferry that night, we indulged in a large lunch at the Restaurant Kroken overlooking the marina.

We embarked the ferry at 7pm in perfect time to watch the conclusion of the Wimbledon men's final. Alas, Stena were unable to serve alcohol until the ferry sailed at 9.30pm. Presumably a dispute between Sweden and Latvia as to who collects the duty. We were saved by Sir John who produced a bottle of fine Finnish flavoured vodka (Marskin ryyppy named after Marshal Mannerheim) provided to him by Ilkka Brotherus, who had warned him of this problem. A rather large security crew member intervened to try and stop this solution to the problem. There was a tense stand-off until Sir John pointed out that we were drinking Finnish water. There followed a very Latvian shrug of the shoulders, the hint of a smile and we were allowed to get back to the tennis!

Latvia, Ventpils, Kuldīga and Courland...

We disembarked the ferry at the port town of Ventpils, driving southeast across Latvia through the old province of Courland, which was part of the independent Duchy of Courland and Semigallia between 1561 and 1795. We stopped off at the village of Kuldīga, parking above the Venta River downstream of a shallow waterfall. Our rumbling stomachs were rescued when Dave and Kimberly Shadduck arrived bearing boxes of sticky buns. They had raided the only patisserie that was open for miles around and we were very grateful to them.

At Kuldīga, originally a crusader fort called Goldberg, we were given a walking



tour of the old town taking in the picturesque town centre and church. There was also a synagogue, now a library. The Jewish community made up 15% of the town's population until WWII and were a key part of the town's reputation for artisanal crafts and jewellery.

While we were walking around the town, Karl Reitz, who was sleeping off the lurgy that was making its rounds of the group was rudely awoken by two very officious Latvian police. Two of the group had transgressed the parking by-laws in Kuldīga. Our thanks to Karl for his diplomacy and avoidance of the fines and worse that was threatened.

Riga...

From Kuldīga we continued West to Riga and the Radisson Blu. The hotel was a tastefully refurbished former hotel for Russian officers. However the underground car park remained configured for Ladas and not our Rolls-Royces. A few of the group with cars exceeding 1.85m in height were spared the parking workouts over the next few days. For me, it was the only time I lost weight on the tour.

Riga, for those of us who had not visited before, was a revelation. Its Art Deco architecture jewels aside, the old town was a delight and evidence of the centuries of Hanseatic trade. The large churches and cathedrals are testimony to the profits that were made at the time.

We enjoyed our third Rolls-Royce champagne reception at the hotel, competing against a trendy and expensive 'white party' in the park across the road. Philip Barclay, acting British Chargé d'Affaires in Latvia addressed our group.

Aerial view from the Hotel Von Stackelberg in Tallinn. The grey car in the foreground is: John & Crispin Menefee's 1924 SG 60AU. Photo Bryan Stringer.



As mentioned on P22; In Finland, Ilkka and Anders Brotherus' car boots opened up after the hotel bar at Mustio Manor had closed. Photos Anders Brotherus.

We were joined in Riga by John Horsfield's wife Sarah who with her career in art education brought a welcome depth to our appreciation of Rigan culture. We were also sorry to lose Charles and Debbie Cole at this juncture as they had to return to England.

The Rundāle Palace...

Our time in Riga included a drive South to the Rundāle Palace, a baroque-style masterpiece by Rastrelli of St Petersburg Winter Palace fame. The largest palace in the Baltic States, it was built for the Dukes of Courland in the 18th century, before Catherine the Great subsumed the province of Courland and Semigallia into the Russian Empire and presented the Palace to the brother of one of her lovers, Prince Platon Zubov. Once used as a hospital for Napoleon's army during their invasion of Russia, the palace was badly damaged during the Latvian War of Independence in 1919 and later used as a school. The palace has now been restored to its original splendour with Latvian and EU funds and is well worth a visit.

The Riga Motor Museum and Brezhnev's shortened Silver Shadow...

Departing Riga, we stopped off at the Riga Motor Museum, a veritable trove of automobile history. It was one of the cleanest and best presented car museums I have been to. Amongst the exhibits was a Silver Shadow which Brezhnev was driving on his way to his dacha one night when he took issue with an oncoming truck. The shortened Shadow is replete with a heavily eyebrowed mannequin behind the wheel. You could almost smell the vodka!





Pano shot of Cars at Vihula Manor Estonia. Photo Kimberly Shadduck.

Estonia and Pärnu...

From the museum we drove 110 miles North to the spa town of Pärnu and the art deco delights of Villa Ammende. It was built in 1904 for a wealthy merchant, Hermann Leopold Ammende, who could not find a suitable venue for his daughter's wedding. Part of the group stayed nearby at the Hedon Spa next to the beach, where naturally they held a post dinner beach party. Those of us who stayed up at the Ammende retreated indoors to admire the décor, avoid the worst of the mosquitos and listen to Fokko Keuning robustly defend the restorative properties of Grand Marnier. We also learnt how to say cheers in Estonian. It is spelt 'Terviseks'. After a few glasses of Estonian water and when enunciated with a Tennessee lilt, it sounds like 'terrible sex' but is so much easier to remember!

North West to Purdi Manor and Vihula Manor...

Driving from Pärnu Northwest across Estonia we stopped for lunch at Purdi Manor, which dates to 1560. The property has been completely rebuilt by the Kolsar family who gave us a warm welcome and another light lunch.

We continued to the Vihula Manor & Spa on the North coast of Estonia. The Vihula estate goes back to the 13th century with ownership transferring between various Danish and Estonian families. After years of neglect post WWI, the whole estate, manor house and outbuildings have been restored by Henrik Kjoelby and Paul Taylor with some support from the EU. Paul and his family gave us a warm welcome on arrival as our cars were parked up on the lawns.

That night we were given a talk on Estonia by Neil Taylor, a travel writer and authority on the country. We were also joined at dinner by British Ambassador Ross Allen and his wife.

I was able to take Ross and his whole family for a drive the next day. They were all so impressed by our cars, he is going to petition the Foreign Office for an old Rolls Royce!

The weekend was spent cleaning and fettling our cars and taking in some of the manor houses and sights along the coast. This included a former Russian submarine servicing base at Hara Harbour. Built in the late 50's it was used until 1991 when Estonia achieved independence. There is not much left to see. The crumbling concrete remains make for a breakwater for a small marina and are testimony to how cold the winters are in this part of the world. A few of us also managed to visit a small privately owned Maritime Museum full of artefacts from Viking times to the present. Of note were the references to the Estonian naval academies that trained men for merchant marine service.

We enjoyed an evening dinner at Vihula with a local folk music group led by an amazing lady adept at multiple musical instruments including the small-pipes (a distant relative of the Highland bagpipes). We were blessed by fine weather throughout, but alas this was also exploited by the Estonian mosquitos, veritable nano-drones who thought Christmas had come early with the arrival of our group. Two officers of the British Army battalion deployed on a rotating basis to Estonia as part of the Nato presence in Estonia also joined this dinner. We were left musing that mosquitos in the summer and -30C in the winter were possibly the most effective elements of Estonia's defence.

An intrepid group of five cars (Richard and Vanessa Fitton, Gerald Davies and Fran Fuzzey, Dave and Kimberly Shadduck, Peter and Susan Walton, and Jonathan Bailey and Patrick Cunningham) led by Paul Taylor's wife, Kulliki, also added a 200m excursion to Narva on the Russian border.



Tallinn and the Von Stackelberg...

The final leg of our travels in Estonia was back West along the coast to Tallinn.

Tim and Pat Scott in their 1912 Ghost (1948) pulled in behind me as I was refuelling. A crowd of Estonians gathered around to admire this fine car at which point it relieved itself of water in a style reminiscent of another pedigree Jersey. There were hushed gasps all round. Tim sighed, reached into the back of the car, retrieved a jam jar of grease, topped up the water pump gland nuts, refilled the radiator and after a short ice cream break proceeded on towards Tallinn. The Estonians were left speechless!

The Von Stackelberg Hotel, another Paul Taylor restoration, did an outstanding job squeezing our cars into the available car parking space and forecourt. Ten minutes' walk from old Tallinn, it was a great location for exploring this wonderful city, another testament to the Hanseatic era of trading when the merchant guilds were in charge.

Here we held the fourth and final champagne reception with more speeches from Ambassador Ross Allen, Frank Tiemann, Ken Forbes and Sir John. Dinner followed at the Troika, a Russian Czarist cuisine restaurant complete with dancing girls.

Left: A rather 'arty' shot of Adrian Dickens' PIII.

Photo Henrik Brotherus.

A selection of photos from Rolls-Royce Motor Cars Ltd of some of the cars and owners.

Top row L-R: 1) Bernt & Monika Ehrnrooth, 1920 SG Tourer 73TW. 2) Richard & Vanessa Fitton, 1929 20/25 2-door coupé GDP3. 3) Pete & Sue Walton, 1913 SG L-E Tourer 2358. 4) George & Monique Howitt, 1939 Wraith James Young DHC, WHC31.



Bottom row L-R: 1) Stuart & Ruth Evison, 1914 SG Tourer 11AB. 2) Dr Terry Bramall CBE & Liz Bramall CBE, 1913 SG Ferguson Tourer 23NA. 3) Ilkka Brotherus, 1936 PIII 3AX67. 4) Ron & Nannette Elenbaas, 1911 SG Roi-des-Belges 1676.



Pure joy! John and Crispin Menefee in the front taking friends for a spin in Tallinn, Estonia, in 60AU.

*Tallinn to Helsinki and onwards back to
Hanko...*

It was short drive to the ferry terminal in Tallinn the next morning where we caught the Silja ferry for a two hour hop back across the Baltic to Helsinki. The weather was again sublime, mirror calm seas and sunshine and a chance for reflection as we said goodbye to Estonia.

In Helsinki, our navigators took a coach straight back to The Kämp, while the drivers plus cars drove straight to Hanko, our final 65-mile stretch of the tour. The cars were parked up at Transfennica, and once again the Finnish customs officers excelled themselves exchanging the single piece of paper we had collected on entry with another single piece of paper. We then retraced our steps by coach back to The Kämp to prepare for the evening's festivities.

32 | dag

Världens äldsta
Pindag 11 juli 2020

11

Juli
2020 Vecka 28

Namnsdag i dag

• **Besanna:** Nellie, Elfrida, Maria, Ellen, Ellenora, Leonora
• **Flanck:** Hilda, Ellenora, Ellen, Nellie, Mauri
• **Orlinda:** Hilda, Jeffina, Olli, Olli

Namnsdag i morgon

• **Besanna:** Herman
• **Flanck:** Hilda, Herman, Herman
• **Orlinda:** Hilda, Hilda, Hilda, Hilda, Hilda

Namnsdag i morgon

• **Besanna:** Joel
• **Flanck:** Joel, Joel, Joel
• **Orlinda:** Hilda, Hilda, Hilda, Hilda, Hilda

Solen	Upp	Ner
Borgå	04:11	22:53
Helsingfors	04:26	22:39
Åbo	04:28	22:41
Lening	04:07	22:42
Uusikaupunki	03:50	22:41
Uusikaupunki	03:54	22:42

Världens äldsta Rolls-Royce-klubb besökte Fiskars

Helsingfors

Britiska The 20-Ghost Club stannade i Fiskars för att visa upp sina klassiska Rolls-Royce-bilar. Turarna omfattar flera länder i Baltikum och Norden.

Världens äldsta Rolls-Royce-klubb, brittiska The 20-Ghost Club, visade upp sina klassiska bilar framför staden i Fiskars under måndagen.
– I fjortio månader har vi underhållit våra klassiska bilar och försöker att de ska vara så bra som möjligt, säger Mr John Stoddart, som är ansvarig för klubbens turar.

För att bli medlem i klubben ska man ha minst en klassisk Rolls-Royce-bil som tillhör en privatperson och som har varit i bruk i minst fem år.

Klubben genomför också en Europaturné, och i år är klubben rikligt med bilar.

Äldre Rolls-Royce-bilar i evenemang i Uusikaupunki. Här under världsturnén, som treder där skåpar sig deras älskare till.

Arrangör för John Stoddart har drivit flera bilar som Rolls-Royce-bilar.

Fiskars klubb på en tur och besöker klubbens medlemmar.

Många av Rolls-Royce-bilarna till evenemang. Längst till höger syns Bertil Elmhöjns bil.

20 Rolls-Royce-bilar stod på parkering utanför staden i Fiskars.

klubb och Norden, berättar Stoddart.
Turarna går via Finland, Sverige, Letland och Estland.

Vad för valde ni Fiskars?

– Det är ett fint och intressant ställe. Våra medlemmar gillar historia, så Fis-

kars var ett bra val, säger Stoddart.
För medlemmar blir gruppen till Elsinä, där de planerar att låta handla på restaurang och besöka lokalhistoriska ställen.

Direktör berättar turarna till Åbo.

En av de äldsta klubbmedlemmarna är Bertil Elmhöj.
– Jag använder dem varje år, särskilt vid skolorna här i Elsinä, hölls och andra föreläsningar. Den är i bra skick, säger han.

Evenemang inkluderar många bilar från andra länder och klubbmedlemmar.
– Jag använder dem varje år, särskilt vid skolorna här i Elsinä, hölls och andra föreläsningar. Den är i bra skick, säger han.

– Det är en bra klubb, säger han.

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– Det är en bra klubb, säger han.

– Det handlar om skötsel och om att ha en klubb. Det är en bra klubb, säger han.

– Det är en bra klubb, säger han.

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– Det är en bra klubb, säger han.

The Swedish Yacht Club...

Our final dinner was held at the Swedish Yacht Club (NYK), situated on a small island just offshore Helsinki. It was literally champagne weather with the sun setting slowly over dinner. We were rejoined by our Finnish club members, Ilkka & Anders Brotherus plus his partner Eea, and Bernt & Monika Ehrnrooth. This meant more vodka drinking songs not to mention vodka once the pre-dinner champagne had been consumed.

Closing speeches and thanks were given to all those who had made the tour such a success. Sir John and Lesley were in the vanguard, as were Henrik Kjoelby and our Finnish club members for their overwhelming hospitality.

As we gathered for the return ferry to the mainland (only 100 yards or so), there was a final challenge laid down. A swimming race - Guernsey versus Finland. Posterity and the fact that sun had gone down mean the winner may never be revealed!

In conclusion...

Our thanks again to Sir John and all those who made this tour so memorable and enjoyable. Special thanks also to John and Sarah Horsfield for keeping us on the road and becoming part of the club. The dinner conversation buzz was as loud on the final night as it was at the beginning, a clear sign of camaraderie that makes these tours so memorable. Our wonderful cars may be the catalyst for getting us together, but it is the people that make it so special. Thank you everybody for your enthusiastic and generous participation.



A thorough inspection takes place of 1912 Rolls-Royce Silver Ghost 2082 Roi des Belges Style Tourer..

Club Concours d'Etat at P&A Wood

*Ken Forbes tell us
about Saturday 16th September.*

As part of our initiative to involve the next generation (or two) in our activities and active use of our cars, we tried something different with the Concours this year. With our tours and events usually limited on numbers and with a residential element, we wanted a one-day event at modest cost that would interest and inform family members and friends and could cope with larger numbers. Louise Wood and the P&A Wood team volunteered to open their doors and host an exclusive event for us at their renowned site in Essex. We were treated to a very special day; a remarkable display of cars in every corner, with our own concours entrants, customers' cars in the workshop and in the showroom display.

After an extended summer period in the UK with temperatures above 30 degrees, the more modest overcast conditions on the day were appreciated. The P&A Wood team directed arrivals, so that the cars were grouped by models for judging, with a special section for Phantoms, celebrating 100 years of the Phantom to compete for the P&A Wood Award.

As cars arrived, bursting with friends, children and grandchildren it was soon evident that we were in for a fun day. Everywhere on site looked pristine, none more so than the workshop, with dining tables and chairs for 100 people set out in the centre, evocatively surrounded by heritage cars of every type and in various stages of repair.

*Hamish McNaught together
with his father Ken arrive in
1930 20/25 GTR38 Mann
Egerton 6-light Sunshine
Saloon.*





The barista truck was on hand to refresh everyone after their travels, whilst Andy Wood and the pre-war team began the task of inspecting and judging the cars. Years of experience couldn't easily separate the winners and it was the same with the Ladies Choice vote. In the end, John Fasal's 1910 Ghost 1419 won the Large Horsepower and Duncan Young's 1928 20HP GBM37 [see N&R Issue 78 p34] won the Small HP trophy, narrowly beating Steve Horne's gorgeous 1932 20/25 Graber Cabriolet by the smallest margin. Honours were even in the end though, as Steve's car won the Ladies Choice. The special P&A Wood Award for best Phantom went to Strone Macpherson's 1930 Phantom II Dual Cowl Tourer 62GY.

Guests were encouraged to explore every department and see at first hand the scope and complexity of the work being undertaken. We were also treated to chauffeured trips in a selection of modern Rolls-Royces, which were very popular particularly with the younger attendees.

Andy, Georgina and Louise, together with the P&A Wood team made us so welcome and they thoroughly deserved their vote of thanks at lunch. The day was an immense success and we are very grateful for their generosity in hosting us and for all the preparation work to make it possible.

Steve Horne's 1932 20/25 GRW59 bodied by Swiss coachbuilder Hermann Graber rather outshines Bella Hoare's 1929 20HP Doctor's Coupe GFN80 (the sign in The Doctor's window – says no for judging!)

1924 Experimental Phantom 1 17EX was on display and much admired.



Chief judge, Andy Wood (in blue shirt), opines on Strone Macpherson's 1930 PII 62GY Hooper Dual Cowl Tourer.

P&A Wood really laid on a superb spread. You get an idea of the scale of their workshops (this is just one of them!) and superb level of cleanliness and professionalism.



The Last Word

On the right is Richard Preston of RP Engineering with daughter Emily holding the entire R/H side panel of our PII. You can see it in situ on the smaller inset photo. We are finally nearing completion and Richard reckons that the car can go off to Jonathan Wood in Essex in November. Jonathan reckons he can get it back to Gasper Cottage before the year is out and we will then begin the process of fettling the car for the road.

The car will remain in bare aluminium for most of next year as the advice is to shake down the new bodywork. We are scheduled to go to P&A Wood for painting in autumn 2026.

I want to let you all know that our coachbuilder Richard Preston is now open for business. Richard started out at Panther Motors (remember them?!) but was quickly scooped up by Gordon Murray who got him building the McLaren F1 supercars in the mid-90s. Richard has stories of chatting to George Harrison at the McLaren factory about his car's build.

He now has a small but expert team based near Shaftesbury in Dorset – just off the A303. Bella and I have been delighted with what he has done, the skill, experience, and the level of engagement we have had in the process. Not only does Richard answer the phone but also every Friday, without fail, he sends a video showing what has been created during the week and what he plans to achieve the following week. This is great, as the 'control freak', within me dislikes 'experts' who don't answer the phone/email and simply present a finished article with a 'Ta-Dah!' which is effectively a fait accompli.

If you have a coachwork project of any size/type aluminum/steel/ash then give Richard a ring on 07565 640272 or email richardpreston33@gmail.com he gets 5-stars from us.

Thanks for your company, see you next time,

Johnnie



