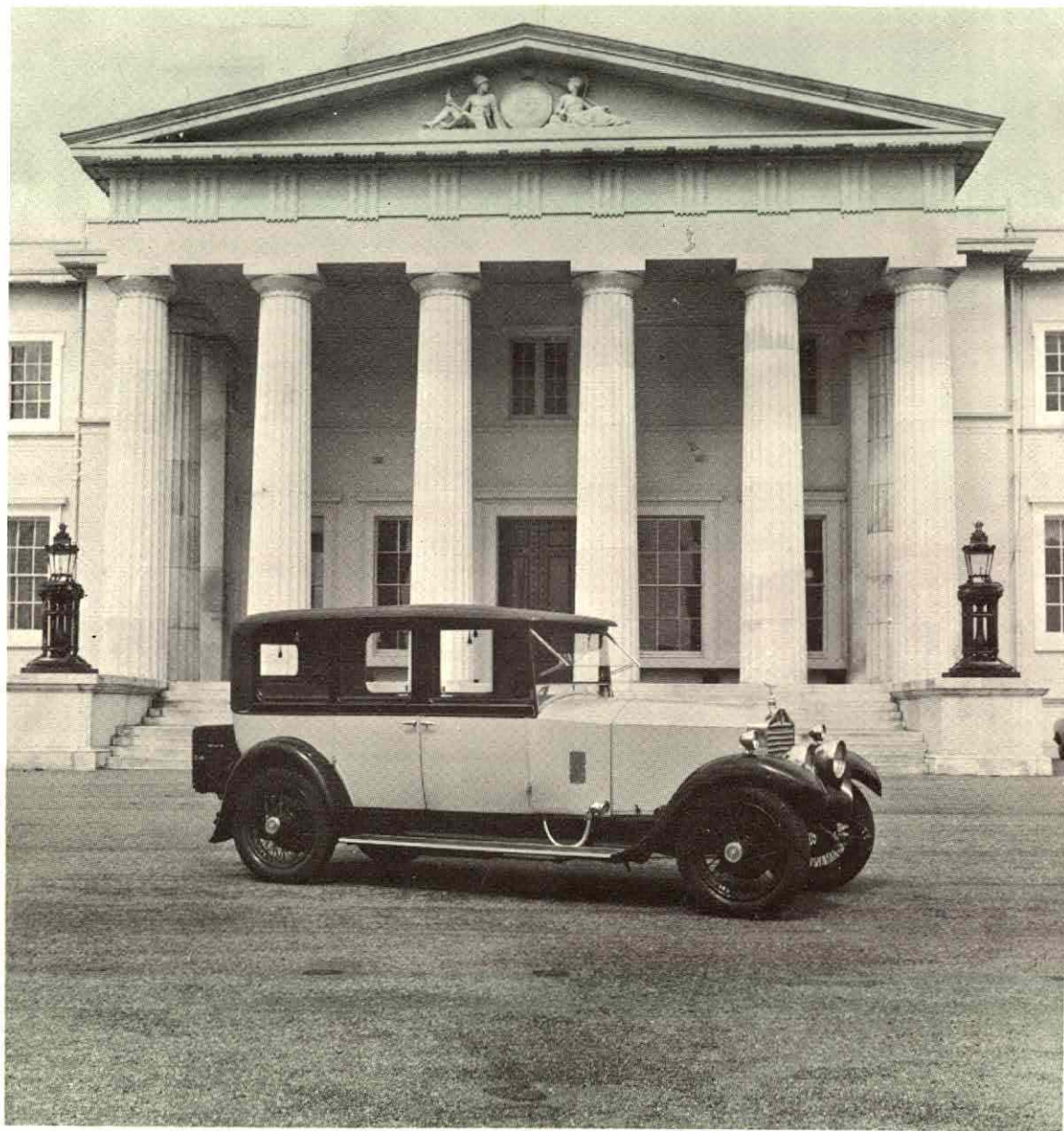




THE 20-GHOST CLUB RECORD

2ND WINTER ISSUE 1965



GBM38 at Sandhurst



CHASSIS NUMBERS

THE man who read an encyclopaedia through and said he had found it very interesting but that he had lost the thread of the story would probably have made the same comment on the list of Silver Ghost chassis numbers that appears in this issue. To those members who are not statistically minded, an apology is due, but to others a word of explanation may be useful, particularly since this list differs considerably from or is much more detailed than any previously published.

Through the courtesy of the company, your editor was able to study the original guarantee books covering the period 1904-1939 and the present list of Manchester and Derby built cars has been summarised from them. (The information on Springfield-built cars, included for completeness, is taken from a company memo and differs only very slightly from the lists published by the Rolls-Royce Owners Club of America.) It will be noticed by the observant that a considerable number of cars were ultimately given different chassis numbers from those they started life with, and that many other numbers were not in fact used (this is in fact true of all pre-1940 models, and your editor hopes ultimately to publish similar lists for these other models if there appears to be any demand for them). It is not clear at what stage these decisions were taken - whether during the erection of the chassis or afterwards and what reason. Any information on this subject (and indeed any disagreement with the list itself) will be much appreciated.

Starting on the Switch—2

To take up the point raised by J C D-M in the Autumn Record about starting on the switch, I have attempted in this article to explain this peculiarity of the pre-war six-cylinder cars. The more observant public are always apt to ask how a Rolls-Royce motor car starts without use of the starter and one often hears the proud owner reply: 'You just fill the cylinders with gas, cause the points to open by moving the advance lever, a spark occurs and away she goes.' They also know how to stop the engine in the manner most likely to produce a restart on the switch, but questioning beyond this point usually produces confusion.

To get a clear picture of exactly what happens, we must consider the position normally taken up by the engine when it comes to rest. Provided its compressions are even and the engine is not abnormally tight, this will be in one of three positions at 120° due to the angular disposition of the cranks and the engine compressions. At any one time, therefore, there will be two pistons at somewhere near B D C, two pistons approaching T D C and two pistons descending, having gone over T D C, these four last pistons being in approximately the same plane or height in the cylinders. Of these four, one will be descending on the inlet stroke, one will be rising on compression, one will be descending on what would have been the power stroke had the engine been switched on, and the fourth will be exhausting. It will be apparent therefore that to start the engine, ignition will have to be provided in the cylinder which is on its power stroke, but the distribution has already passed the point at which ignition occurs, which is at some time before or at T D C depending upon the position of the advance lever on its quadrant.

With the engine in this position of rest, and assuming the contact breaker gap to be correct at 0.018 in, it will be observed when moving the advance lever that the ammeter registers a break in the L T circuit caused by the C B points having opened. This opening is caused by rotating the distributor body in the opposite direction from that in which the cam normally rotates and causing the fibre heel of the moving contact point to ride up the cam lobe which has just passed it in fact to use the back of the cam lobe rather than the front to open the points and produce the desired spark.

Having produced a spark in this way, it is now necessary to see that it reaches the correct cylinder, and it will be remembered that one cylinder is descending on the power stroke and another rising on compression to the point where ignition would normally take place in the fully advanced position. The rotor at this time will be pointing halfway between the electrodes in the distributor cap corresponding to these two cylinders, and it will be seen therefore that if ignition is provided in this last cylinder the engine will run backwards with consequent danger of fire, and it is therefore important to assemble the distributor rotor with the finger pointing backwards so that when a spark is caused on the back of the cam lobe in the above manner the rotor finger extremity is still opposite the appropriate cylinder and not opposite the next cylinder still on its compression stroke.

It is usually this rotor finger assembly which makes the difference between cars which start on the switch and those which never do. Cars manufactured before 1932 will generally start on the switch but later cars with the higher compression cannot be relied upon to start and in general will not. The company also discourage the practice on these cars.

The Silver Ghost fitted with trembler coil is a rather different case and requires separate explanation and careful attention to ensure a reliable start on the switch.

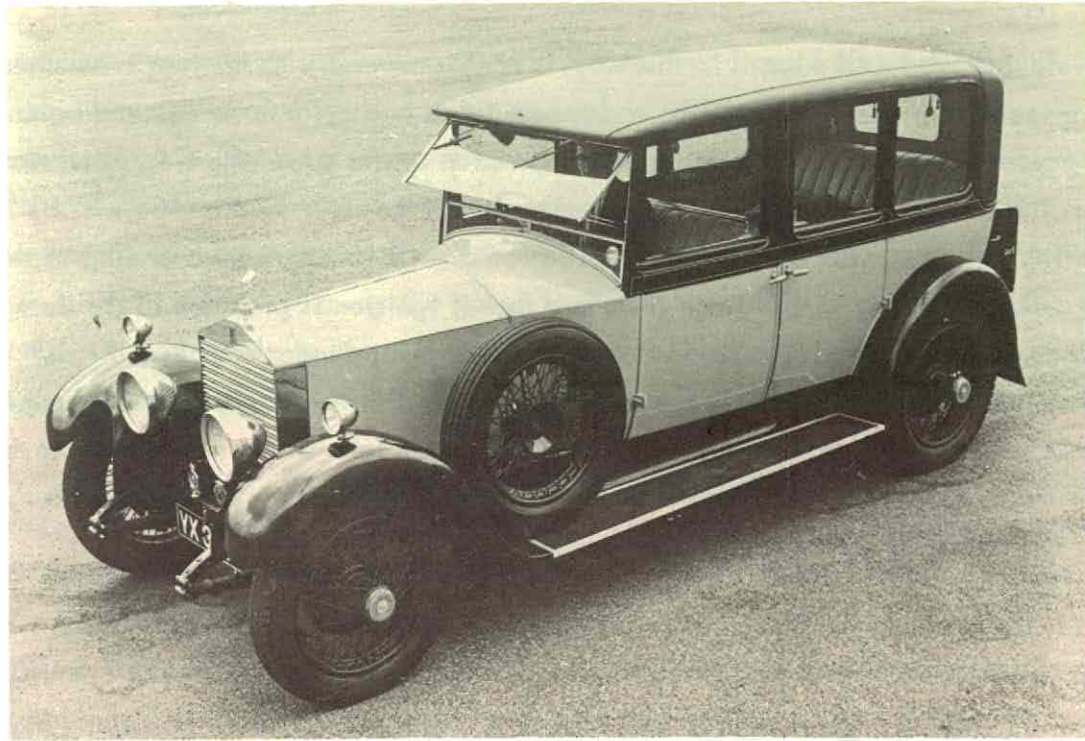
G Ashley-Carter

Is starting on the switch a good thing? Just consider the magnitude of the thrust that must be delivered, all on one big-end, in order to accelerate the mass of all the moving parts from rest at goodness knows how many feet/sec² in an instant of time.

It must amount to several tons, especially when starting from cold, thus contributing to big-end failures.

J G Hutt

Members' Cars Reviewed-29



Model: Twenty

Chassis no: GBM38

Total mileage: 257,600

1st owner: The Countess of Wilton

Coachwork: Park Ward saloon

First reg: 28 July 1928

Number of owners: seven

Present owner: John M Fasal

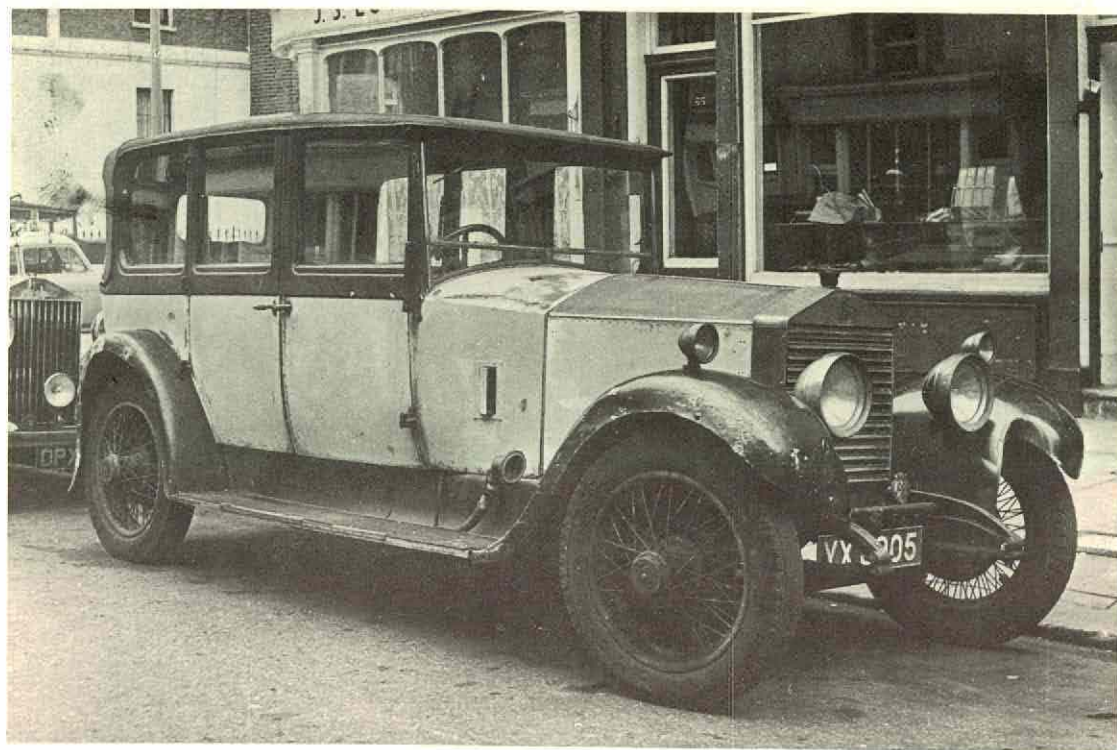
OWNER'S REMARKS: On Saturday 8 August 1964 I was going to Portobello Road in London in search of antiques when two old Rolls-Royces parked together in Ledbury Road caught my attention. At the time, I was 19 and completely ignorant of anything mechanical. Later in the afternoon, I met the owner, Mr Albert Fiddes Watt (the son of the well-known portrait painter, George Fiddes Watt). He had three old Rolls-Royces including GBM38, its engine not having stirred for eight months and several of its tyres - flat! On 18 August we witnessed engine B 2 B spark into life with half a turn of the handle. Mr Watt drove around the block - what a thrill. With no further 'Portobello Road' bargaining, I managed to acquire £100 worth of very hard work!

At the end of August, the enormous restoration work began with the bodywork first and engine last! It went from place to place, having the various specialised work completed. During this period, I began research into the history of the car and managed to acquire the original log book from the L C C. Letters were sent to

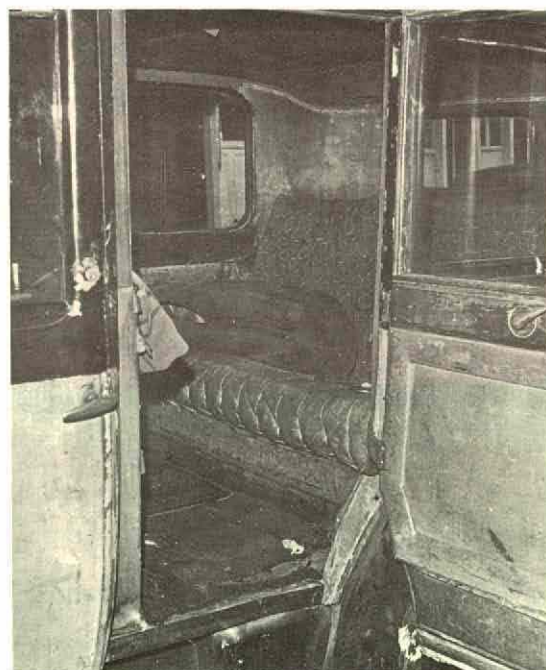
NO.	OWNERS.	DATE REGISTERED	PLACE	MILEAGE
1.	Rolls-Royce Ltd.	28 July 1928	14 Conduit St.	0
2.	Countess of Wilton	10 Jan 1929	Cambridge	100 - 8,000
3.	The Lady Runciman	12 March 1930	Cambridge	7,000 - 111,000
4.	Mrs D Bevington	13 Jan 1949	St Neots, Hunts.	111,000 - 124,000
	Mr William Selby	24 July 1950	Newbury, Berks.	124,000 - 150,000
5.	Mr Selby then sold the car to Mr S J Skinner of Basingstoke in Aug 1950. He sold it to:-			
	Mr George Petherick	21 Aug 1950	St Austell, Cornwall	153,601 - 200,000
6.	Mr Petherick re-sold the car to Mr Skinner in December 1953 and he sold it to:-			
	Mr A Fiddes Watt	13 Jan 1954	London W 1	200,000 - 252,650
7.	Mr John M Fasal	1 Dec 1964	London NW 3	252,650 - +

GBM 38 INFORMATION OBTAINED FROM ROLLS-ROYCE LTD JANUARY 1965.

DATE	MILEAGE	WORK CARRIED OUT:-	DONE AT:-
10. 1.1938	60,000	Bottom Decarb	Rolls-Royce Ltd
13. 9.1948	?	Pivots & Bushes	Murkett Bros Beds.
2. 7.1949		Valves & Guides	Murkett Bros Beds.
10. 7.1950	124,000	Valves & Top Decarb	HTP Truro
5.11.1952	?	Engine overhaul	Mumford, Plymouth
1953 - 1962	?	Odds and ends	
5. 7.1963	?	Brake liners	Walker, SW 10



GBM 38 AS FOUND IN AUGUST 1964 BEFORE RESTORATION



the former owners, four of whom replied with details of the car, and the present Earl of Wilton was pleased to hear it was in good hands. He was seven years old when his mother had the car in 1928.

The photographs help to illustrate the results of ten years of 'living rough' in the open and left in the hands of the elements. I feel certain that had I not had sufficient enthusiasm at the time the car would have gone to the scrapyards of Mr Frank Hannington in nearby Bramley Rd, W10. His Rolls-Royce cemetery was to prove of very great value in helping to trace parts for 'The Countess', such as an original type oil-cooled starter; mascot; petrol cap; a 5.25 x 21 in tyre; and other essential parts!

At the end of October 1964, I returned from a trip to America and expected to find the rotten cantrails and other structural parts rebuilt. To my dismay nothing had been touched. Mr Tanner, of C.A. Tanner and Son, W12, explained that the work required was very skilled and expensive. It took more than prayers to have this major operation completed without cutting the aluminium frame. On 1 January 1965, this work was done and the skeleton was towed to the sprayers and then to the upholsterer. During these months I had the radiator recored and all the metal parts nickel plated. Being employed in the antique furniture restoration trade, I set to work with French polishing all the fillets and even the dashboard. The capillary wire was cut in removing the dashboard and other crimes of stupidity were committed by responsible 'experts'. By this time, funds had run low, enthusiasm was almost extinct and depression had set in.

Mr Norman Gerrard of Elizabeth Mews, NW 3 made a superb job of the interior using the finest quality Wilton pile carpets, West of England headcloth and several hides, all in the original light grey colour and design. For the benefit of other members I can highly recommend the work of Mr Gerrard which gained for me the highest marks for interior at the concours d'état at Bolney in May 1965.

Confidence was now regained and the final tow to the engineers, Reg Burlington of Somerton Motors, 10 Daleham Mews, NW 3. The radiator was replaced, new spark plugs and gaskets supplied and starter motor and dynamo brushes fitted and once again the engine purred..... what a relief after so much work! We drove it home on 4 March with heavy snow on the ground. Now garaged at 42 Redington Rd, NW 3, in concours condition... BUT... not insured! For months, I had tried in vain to obtain a reasonable cover but over twenty large companies refused any help for a 19 year old Rolls-Royce owner. Quotes of £60 for third party only were the best offered until I gave up

dealing with brokers and tried the 'do it yourself' policy which proved fruitful and finally Friend, Croager and Co Ltd in Caterham gave me third party, fire and theft plus passenger liability for under £50. Thank God, for now I could motor!

The names of people and firms stated may help others who may be confronted with problems requiring skilled craftsmen to deal with such matters. I can recommend them unreservedly!—and this is the least gesture of acknowledging the excellent service they have given.

The total weight with trunk, spare tyre, water, oil and 4 gallons of petrol is 1 ton, 11cwt 2 qrs and 7 lb. A pleasant feature is that the bonnet can be opened without turning the mascot. On 24 April 'The Countess' was the wedding carriage at my sister's marriage. Just after garaging the car after a rally near Oxford on 22 May I found water covering the floor. On removing the sparking plugs, water was seen—oh no!... a cracked head, for in 17 days I was planned to go on the R R E C French trip. Luck was

on my side, and a 200-mile journey produced a sound head for £10. The flywheel is not 100% but fortunately I was given a spare one which is to be fitted at a later date. The 2,000 mile French trip turned out to be most enjoyable with trouble-free motoring on free petrol and oil as well as appearing on T V and in several newspapers and on one front page.

Since March, I have done 4,000 miles of motoring and look forward to many more. Perhaps I may report on my next restoration of a vintage Rolls-Royce in the not too distant future!

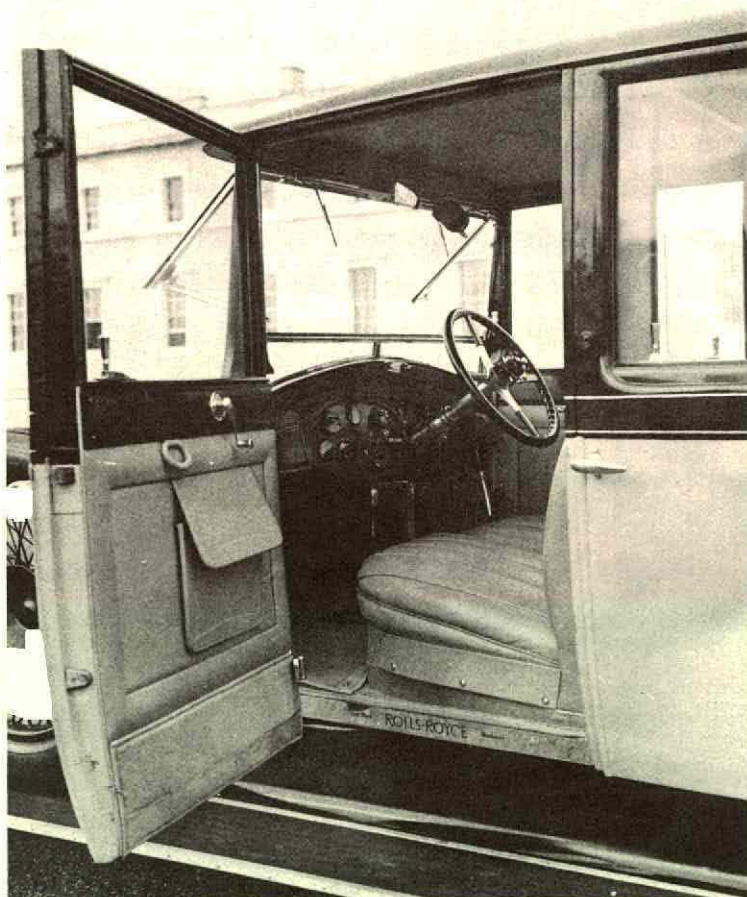
J M F

The Inward Eye

LAST autumn, one Saturday evening, as is my wont, I was sitting by the fireside listening to the wireless and writing the odd letter, my golden retriever curled snugly at my feet. The telephone rang, and without suspecting anything untoward, I went to answer it. "Is that you, John?" - "Yes" - "It's Michael here" "Michael who?" "Michael Brayne" "Who?" "Brayne; You remember me, we used to be at Heathside together before the war and we last met on VE night at the Tallants". He had heard I was living not far from his old home and wanted to visit me. We had drifted apart, as so often happens with school friends; he had been blinded at Anzio, and had had to go away to learn how to live again. We had little in common as schoolboys, except a fascination for motor cars, in particular pre-war Rolls-Royce of which his father had had a succession, and Michael was one of those infuriating yet lovable schoolboys who became an encyclopaedia of all Rolls-Royce lore.

Perhaps I was cowardly in that I did not meet him at the station - I didn't want to seem embarrassed; so I arranged for a hire car to collect him. He stepped from the car on arrival in the drive outside my house; I gave him the best I could for a welcome, rather in fear of how to look after a blind man for a week-end, "You don't mind me bringing Sally, do you? Sally is my eyes, the third pair I've had", and then Sally jumped out of the car, a strong black Labrador, with worship and pride written all over her head. "No, delighted," I said rather sheepishly, wondering how Sally would sort herself out with my own rather humble animal. I needn't have worried as my dog succumbed to Sally's charm realising she was in the presence of a most superior being, Sally gave me all the confidence I needed about looking after Michael. She showed him the stairs and the door handles when I wasn't in attendance, and if he couldn't find anything, she seemed to find them for him. I heard through the thin walls "Sally where did I put my blasted shoes" - "Oh, thank you girl".

Michael had always been a great talker, and now like all blind men, had developed his sense of hearing immensely. We talked about many things and many people, particularly his father and his Rolls-Royces and we recalled many incidents such as when we went up with his father to test a slightly used Continental Phantom II. After the trial run his father took it back complaining it would only do 72 m p h, compared with the near 80 of his PI, only to discover subsequently that he'd never changed into top. He bought the car!



I didn't let on that I had an old Rolls-Royce; but thought I would take him out for a drive as a surprise and test him, as it seemed despite his blindness his knowledge was still as complete as it had been 30 years earlier. When I suggested a drive, Michael leapt at the suggestion - "What kind of car is it?" he asked. "You're going to tell me." "But I haven't seen a car for more than 20 years." "I have every confidence you will have a chance of guessing the make and model, because you don't seem to have lost your pre-war knowledge, and you seem to have acquired a mass of data about motor cars of all nationalities built since the war."

We went round to the garage and I put Sally and my dog in the back. I don't think Sally really liked the idea of being separated from her charge and gave me a look as if to say "I hope you can drive properly; if you can't, I'd better do it myself." I helped Michael up the step and into the front seat. "Ah, this is an old carriage, I really am going to enjoy this trip."

I started the engine and it fired immediately, but hardly had it fired when Michael exclaimed excitedly, "Rolls-Royce; I could always tell the sound of one of these great engines being turned over prior to ignition; none of the others ever sounded the same. I am going to find your test very difficult; I haven't been in a pre-war Rolls-Royce since father died in 1943, the estate was broken up, and due to losing my sight, I had to scrounge every penny I could, and consequently I had to get rid of father's last motor car, a Phantom III Windover Sedan." "

Before we left the end of the lane where I live Michael announced, "40/50, I can sense it by the suspension and the power of the engine." As we approached the next "T" junction I gently applied the brakes, "The field has narrowed, it is a late Silver Ghost or New Phantom." "How the heck did you tell that?" "There always was a very slight rumble on the early servo assisted brake systems when the brakes were gently applied; but I know I shall have great difficulty in deciding between a late Silver Ghost and a New Phantom." I thought hard how I could deceive him. Both engines were virtually perfect, the Silver Ghost being slightly noisier if discernible by the valves and the New Phantom by the extra noise to the carburettor air intake at speed. I must try and fool the human stethoscope I had alongside me.

I had hardly got out of town when Michael asked me, "Is this motor car original in all essentials?" "Yes, I think so" "No modification to the cooling system?" "Not as far as I know" "Then it must be a New Phantom; I heard you move the radiator shutter control lever when I imagine the temperature showed 70°. I had thought I would have to wait until we got out into open country, when I had hoped I would be able to detect the almost indiscernible differences at speed."

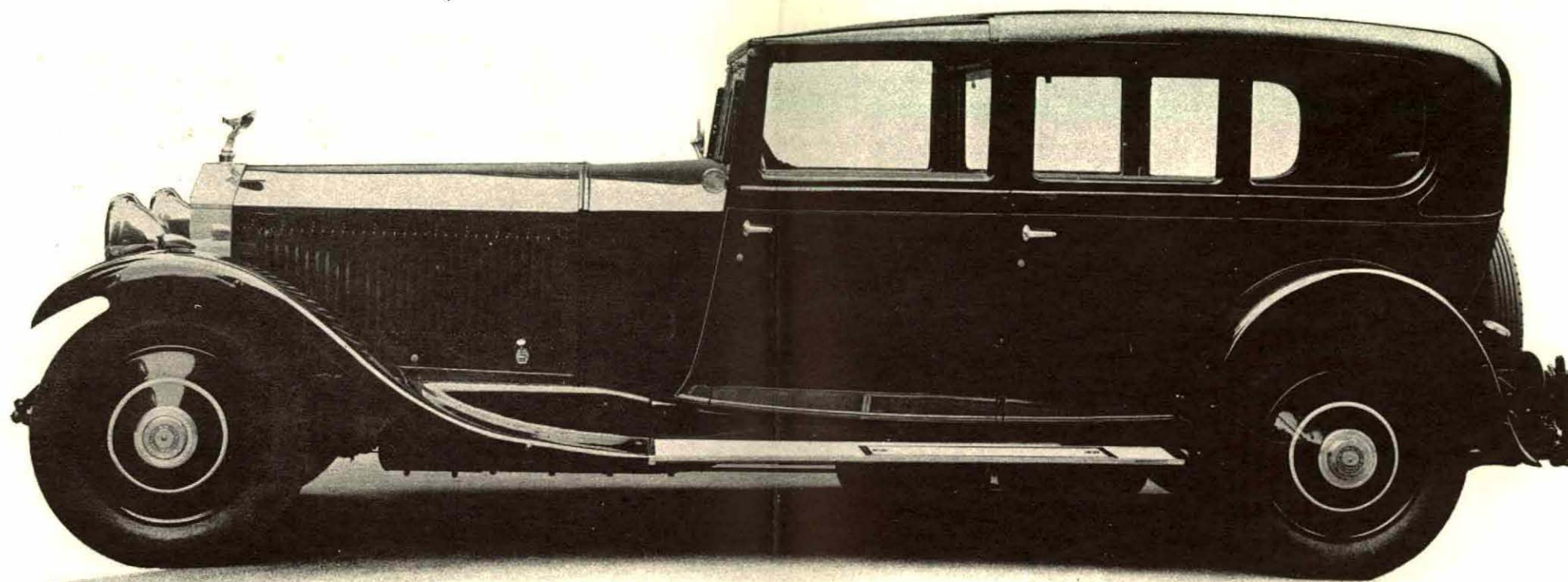
In the open country, Michael seemed to thoroughly enjoy himself, recalling drives he'd made in the early 30's with his father in a similar model with graphic descriptions of what the countryside had looked like three decades before. His memory was wonderful, and I don't think somehow he realized that the countryside had changed in places out of all recognition. From time to time he passed comments about the Phantom I as a model in comparison with the Silver Ghost and Phantom II, and as we exceeded 70 m p h on a slight incline, he said "I can imagine that wonderful broad bonnet with rivets showing, the great square radiator, and the silver angel symbolising perfection, and I can 'see' the halo St. Christopher gave her, shining brightly, all as steady as the Queen Mary's Jackstaff in a calm sea."

I glanced in the mirror; my dog was in her corner, fast asleep. Sally looked slightly happier, but nevertheless reserved about the outcome of our trip; after all we might get back without a mishap; anyway her master was enjoying himself which was more important to her than anything else in the world.

When we got home Michael asked if he might feel the car. He was always feeling things so that he could get an idea of their size and shape. Naturally I agreed, hoping there wouldn't be too many dirty finger marks; however, for the car he brought out an old pair of woollen gloves which he used for his 'feeling'.

"The body's Park Ward, the door handles are theirs, no one ever made door fillets like that - beautiful!" and a stream of comments continued as he went round the car. He proceeded to the front, felt the headlamps and the radiator, "Oh, an early Phantom I with the outstanding radiator shutters", and then he caressed the mascot with both hands, pausing a while; and a tear began to trickle down his left cheek, so I put Sally's harness into his hand and she led him quietly away.

J C D-M



PORTRAIT OF 126XJ

1929 Phantom II with pullman
limousine de ville body by Barker.
Chassis no 126XJ, D steering column
and two extra seats facing forwards.

SILVER GHOST CHASSIS NUMBERS

The list in 'The Rolls-Royce Motor Car' is a simplified version of the present list, details of chassis not erected and numbers subsequently changed having had to be omitted for reasons of space; but Bill Morton's eagerly awaited second volume may well cover this field in detail.

Date	Series	Chassis Number	Not erected or numbers subsequently changed(new numbers in brackets)	Extra Numbers (Given Suffix E)	Numbers Made
1907 1907-8 1908-9 1909-10 1910 1910-11 1911 1912	700 900 and 1100 1200 1400 1500 1800	60539-60592 60700-60799 919-1015 1100-1199 1200-1399 1400-1499 1500-1799 1800-1999	60543 60702 1905(1903E)	 1790E 1800E, 1803E, 1804E, 1805E, 1806E, 1810E, 1814E, 1815E, 1817E, 1820E, 1823E, 1825E, 1826E, 1830E, 1835E, 1840E, 1845E, 1850E, 1853E, 1855E, 1860E, 1865E, 1870E, 1878E, 1880E, 1885E, 1890E, 1895E, 1900E, 1903E, (previously 1905), 1905E, 1908E, 1910E, 1915E, 1920E, 1925E, 1930E, 1935E, 1940E, 1945E, 1950E, 1955E, 1960E, 1965E, 1970E, 1975E, 1980E, 1985E, 1990E, 1995E. 2000E, 2004E, 2005E, 2007E, 2008E, 2010E, 2011E, 2012E, 2014E, 2015E, 2020E, 2021E, 2025E, 2026E, 2029E, 2030E, 2035E, 2037E, 2038E, 2040E, 2043E, 2045E, 2048E, 2050E, 2054E, 2059E, 2060E, 2065E, 2068E, 2070E, 2076E, 2080E, 2082E, 2087E, 2090E, 2110E, 2207E, 2220E, 2232E, 2233E, 2243E, 2258E, 2260E, 2276E, 2277E, 2293E, 2304E, 2320E, 2340E, 2360E, 2370E, 2390E, 2400E, 2410E, 2418E, 2420E, 2430E, 2434E, 2440E, 2447E, 2450E, 2458E, 2460E, 2465E, 2470E, 2485E, 2490E, 2500E, 2505E, 2510E, 2515E, 2520E, 2530E, 2540E, 2550E, 2555E, 2560E, 2570E, 2575E, 2590E, 2600E, 2610E, 2620E, 2625E, 2630E, 2640E, 2644E, 2660E, 2685E.	53 99 95 100 200 100 301 251 788
1912-13	2000	2000-2699	2395-9, 2596-9		

Date	Series	Chassis number	Not erected or numbers subsequently changed(new numbers in brackets)	New numbers (previous ones in brackets)	Numbers made
1913-14 1914	A	1CA-20CA 1NA-59NA 1MA-31MA	13NA(59NA)	59NA(13NA)	20 58 31
	B	32MA-56MA 1AB-68AB 1EB-25EB	13AB(68AB) 13EB(60EB)	68AB(13AB)	25 67 24
	C	26EB-60EB 1RB-68RB 1PB-4PB	13RB(68RB)	60EB(13EB) 68RB(13RB)	25 67 4
	D	5PB-65PB 1YB-62YB	13PB(65PB) 13YB	65PB(13PB)	60 61
1914-15	E	63YB-66YB 1LB-23LB	13LB		4 22
	F	24LB-68LB 1GB-48GB 1TB-29TB	13GB(48GB) 13TB(37TB)	48GB(13GB)	45 47 28
1915	G	30TB-37TB, 55TB 1BD-32BD 1AD-32AD 1ED-34ED 1RD-21RD	13BD(32BD) 13AD(32AD) 13ED(34ED) 13RD(35RD)	37TB(13TB) 32BD(13BD) 32AD(13AD) 34ED(13ED)	9 31 31 33 20
1915-16					
1916-17	H	22RD-35RD 1CB-37CB 18PD-30PD 1AC-28AC	13CB(37CB) 25PD, 26PD 13AC	35RD(13RD) 37CB(13CB)	14 36 11 27
1919	J	1PP-36PP 1LW-48LW	12PP, 13PP 12LW, 32LW, 44LW		34 45

Date	Series	Chassis number	Not erected or numbers subsequently changed (new numbers in brackets)	New numbers (previous ones in brackets)	Springfield numbers	Numbers made
1920	J	1TW-81TW 1CW-97CW	12TW, 13TW, 27TW, 77TW 13CW, 22CW, 35CW, 31CW, 48CW, 51CW, 57CW, 74CW, 90CW			77 88
	K	98CW-102CW 1FW-121FW 1BW-136BW	3FW, 13FW, 68FW, 72FW 3BW, 13BW, 32BW, 124BW			5 117 132
	L	137BW-165BW 1AE-141AE 1EE-85EE	13AE, 47AE, 93AE 13EE, 25EE			29 138 83
	M	86EE-141EE 1RE-81RE 1PE-81PE 1YE-36YE	88EE, 100EE, 120EE 13RE 6PE, 13PE, 80PE 13YE, 15YE, 20YE			53 80 78 33
	N	37YE-81YE 1UE-81UE 1LE-81LE 1GE-81GE 1TE-81TE 1CE-67CE	51YE, 74YE 9UE, 13UE, 33UE, 36UE, 37UE, 40UE, 47UE 13LE, 23LE, 28LE, 29LE(260), 36LE(88SG), 41LE(97UG), 58LE(80SG), 81LE(86TG) 1GE(58NE), 10GE, 13GE, 21GE, 29GE, 31GE(42KG), 36GE, 42GE, 45GE, 46GE, 75GE 2TE(42PG), 13TE, 16TE, 23TE(44PG) 40TE 6CE, 7CE, 13CE, 28CE(29PG), 30CE, 34CE(90SG), 52CE(34KG), 63CE			43 74 73 70 76 59
1921	O	68CE-107CE 1NE-108NE, 112NE-123NE 1AG-182AG	71CE, 74CE, 89CE(38PE), 98CE 9NE, 13NE, 17NE(86SG), 25NE, 31NE, 36NE, 44NE, 68NE, 86NE, 93NE, 97NE, 101NE, 103NE, 105NE 3AG, 10AG(22KG), 13AG, 17AG(55TG), 23AG(23LK), 24AG(92UG), 38AG(84SG), 78AG, 79AG, 100AG(33KG), 109AG, 124AG, 125AG, 130AG(83SG), 133AG, 148AG, 173AG, 178AG	58NE(1GE)	102CE-107CE 112NE-123NE 7AG, 11AG, 15AG, 19AG, 22AG, 26AG, 30AG, 33AG, 39AG, 42AG, 45AG, 51AG, 53AG, 57AG, 60AG, 63AG, 66AG, 69AG	30 + 6 94 + 12 146 + 18

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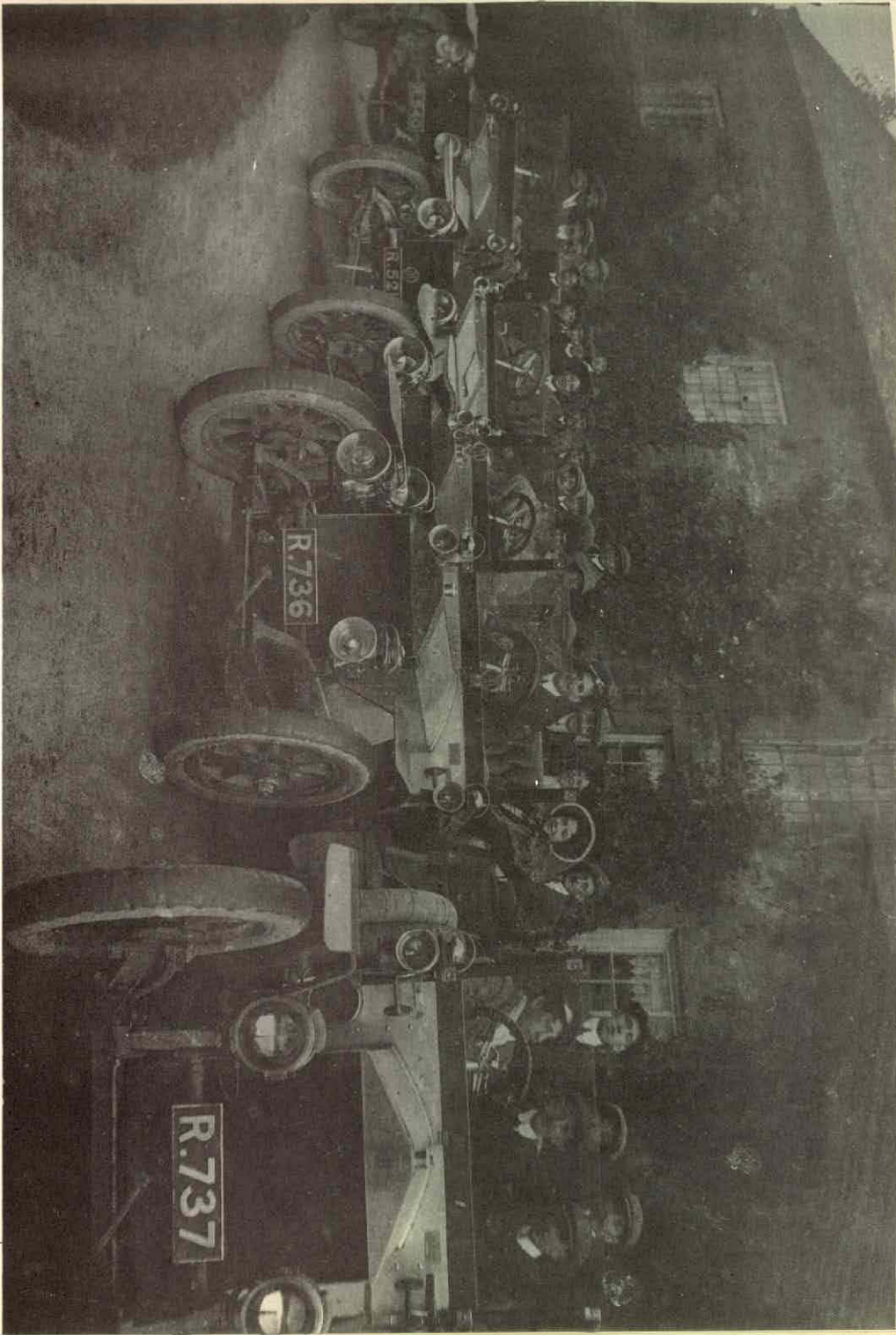
1922	O	1LG-198LG	1LG, 8LG(81SG), 12LG, 13LG, 18LG, 23LG, 26LG, 28LG, 29LG, 31LG, 34LG, 36LG-38LG, 40LG, 42LG, 42LG, 44LG, 48LG, 51LG, 52LG, 54LG, 56LG, 57LG, 59LG, 65LG, 66LG, 69LG-71LG, 73LG, 77LG, 78LG, 82LG, 84LG-86LG, 88LG, 91LG-93LG, 95LG, 99LG, 102LG, 104LG, 106LG, 107LG, 112LG, 117LG, 118LG, 122LG, 125LG, 126LG, 131LG, 132LG, 134LG-136LG, 138LG, 140LG, 141LG, 143LG-145LG, 147LG- 149LG, 152LG-158LG, 161LG- 166LG, 169LG, 175LG, 177LG- 179LG, 184LG, 188LG, 189LG (71SG), 191LG, 193LG, 194LG, 196LG		4LG, 7LG, 14LG, 16LG, 19LG, 22LG, 27LG, 30LG, 35LG, 39LG, 43LG, 46LG, 50LG, 53LG, 58LG, 63LG, 67LG, 72LG, 75LG, 79LG, 83LG, 87LG, 90LG, 94LG, 97LG, 100LG, 105LG, 108LG, 111LG, 114LG, 119LG, 123LG,	74 + 32
		1MG-213MG	1MG, 3MG, 4MG, 7MG, 8MG, 10MG, 12MG, 13MG, 15MG, 16MG, 20MG, 22MG, 23MG, 25MG-27MG, 29MG, 31MG, 32MG, 35MG-37MG, 40MG, 41MG, 43MG, 44MG, 47MG, 48MG, 51MG-54MG, 56MG, 57MG, 60MG-62MG, 64MG, 65MG, 67MG, 69MG-71MG, 74MG-76MG, 78MG-80MG, 83MG, 84MG-88MG, 90MG, 91MG, 93MG, 94MG, 96MG- 98MG, 101MG, 102MG, 104MG, 110MG, 113MG-116MG, 121MG- 124MG, 126MG-130MG, 132MG- 134MG, 139MG, 141MG, 145MG, 147MG-149MG, 151MG-154MG, 157MG-162MG, 164MG-174MG, 176MG, 180MG-183MG, 185MG- 188MG, 190MG-193MG, 195MG, 197MG-199MG, 201MG-205MG, 207MG-212MG		5MG, 9MG, 14MG, 19MG, 24MG, 28MG, 33MG, 39MG, 42MG, 46MG, 50MG, 55MG, 59MG, 63MG, 68MG, 73MG, 77MG, 82MG, 85MG, 89MG, 95MG, 99MG, 103MG, 108MG, 112MG, 117MG, 120MG, 125MG, 131MG, 136MG, 140MG, 143MG	77 + 32
		1JG-76JG	13JG, 42JG(79SG)		4JG, 9JG, 15JG, 21JG, 26JG, 29JG, 30JG, 35JG, 44JG, 49JG, 55JG, 58JG, 63JG, 69JG, 74JG, 78JG, 82JG, 87JG, 93JG, 96JG, 98JG, 103JG, 107JG, 112JG, 116JG, 122JG, 128JG, 133JG, 142JG, 147JG, 151JG, 155JG	42 + 32
		1UG-35UG	13UG, 14UG(2PG)			33

Date	Series	Chassis number	Not erected or numbers subsequently changed (new numbers in brackets)	New numbers (previous ones in brackets)	Springfield numbers	Numbers made
1922	P	36UG-97UG	52UG, 57UG	43UG(51YG), 92UG (24AG), 97UG(41LE)	39UG, 42UG, 45UG, 48UG, 51UG, 53UG, 56UG, 59UG, 62UG, 65UG, 68UG, 70UG, 73UG, 76UG, 80UG, 83UG, 86UG, 90UG, 93UG, 96UG	40 + 20
		15G-915G	135G, 825G, 875G, 895G	715G(189LG), 795G (42JG), 805G(58LE), 815G(8LG), 835G (130AG), 865G(17NE), 885G(36LE), 905G (34CE)	55G, 95G, 145G, 195G, 235G, 285G, 345G, 395G, 435G, 475G, 515G, 555G, 595G, 635G, 685G, 745G, 785G, 825G, 855G, 895G, 945G, 995G, 1035G, 1085G, 1125G, 1165G, 1205G, 1245G, 1285G, 1325G, 1365G, 1405G	55 + 32
		1TG-94TG	13TG, 34TG, 83TG, 87TG, 91TG	55TG(17AG), 86TG(81LE)	4TG, 7TG, 10TG, 14TG, 18TG, 22TG, 26TG, 30TG, 34TG, 36TG, 40TG, 45TG, 49TG, 53TG, 58TG, 63TG, 67TG, 71TG, 75TG, 79TG, 83TG, 87TG, 91TG, 95TG, 99TG, 105TG, 109TG, 114TG, 119TG, 124TG, 128TG, 133TG	57 + 32
		58G-275BG	68G-108G, 128G-158G, 178G-208G, 228G-248G, 268G-298G, 318G-348G, 368G-388G, 408G-438G, 458G-488G, 508G-548G, 568G-598G, 618G-638G, 668G, 678G, 698G-738G, 758G-798G, 818G-848G, 868G-888G, 908G-948G, 968G-1008G, 1028G-1048G, 1068G-1108G, 1128G-1148G, 1168G-1208G, 1228G-1258G, 1278G-1318G, 1338G-1388G, 1408G-1448G, 1468G-1498G, 1518G-1538G, 1558G-1588G, 1608G-1638G, 1658G-253BG, 255BG-2628G, 265BG	58G, 118G, 168G, 218G, 258G, 308G, 358G, 398G, 448G, 498G, 558G, 608G, 648G, 688G, 748G, 808G, 858G, 898G, 958G, 1018G, 1058G, 1118G, 1158G, 1218G, 1268G, 1328G, 1398G, 1458G, 1508G, 1548G, 1598G, 1648G, 254BG, 263BG, 264BG, 266BG-275BG	0 + 45	

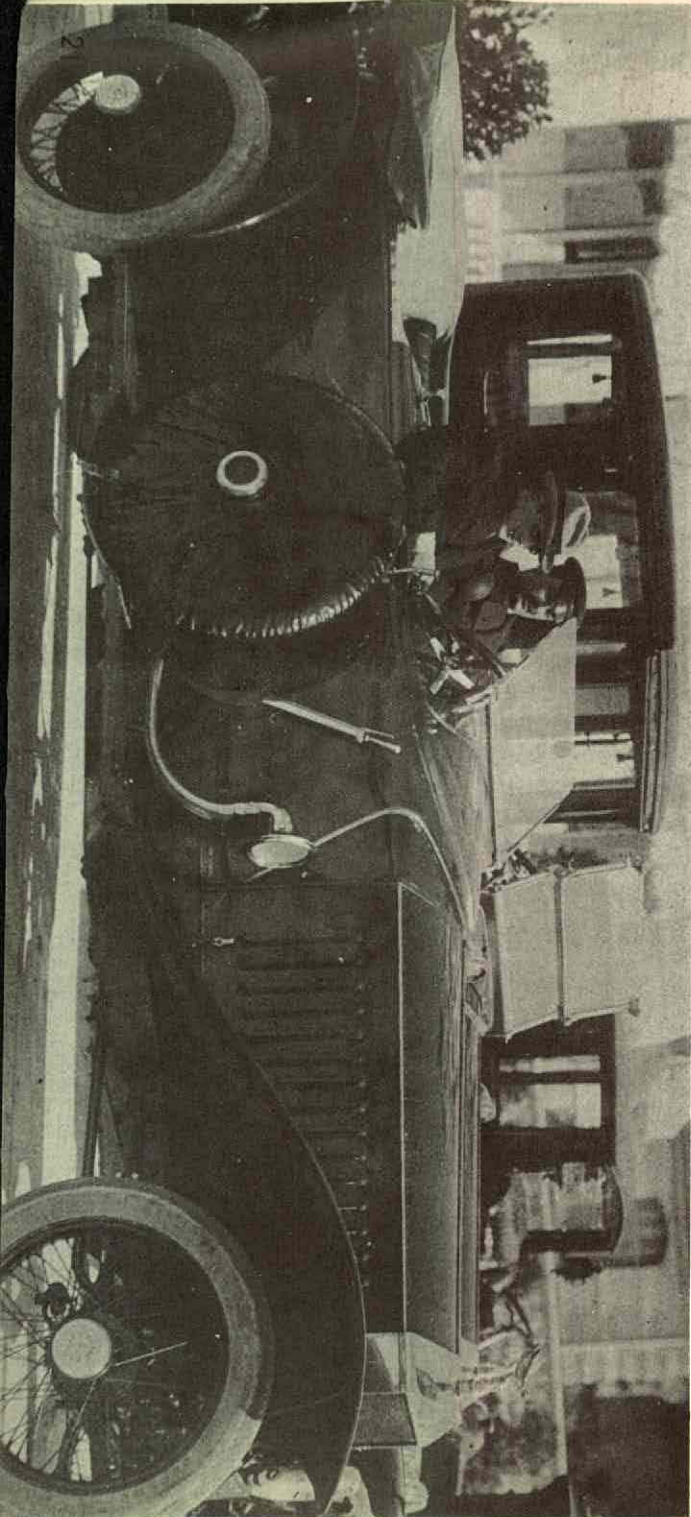
Date	Series	Chassis number	Not erected or numbers subsequently changed (new numbers in brackets)	New numbers (previous ones in brackets)	Springfield numbers	Numbers made
	P	1KG-43KG, 276KG-400KG	13KG, 21KG	22KG(10AG), 33KG (100AG), 34KG(52CE)	276KG-364KG (365KG-400KG in 1923)	41 + 89
		1PG-44PG	13PG	2PG(14UG), 29PG(28CE), 38PG(89CE), 42PG(2TE), 44PG(23TE)		43
		1RG-43RG 1YG-81YG	13RG 1YG(102HG), 5YG(43UG), 13YG, 30YG(59LK), 38YG(78HG), 39YG (79HG), 41YG(22ZG) 52YG(62PK), 56YG(70LK), 66YG(43ZG), 67YG (54ZG), 68YG(98MG), 72YG (48ZG), 73YG(49ZG), 78YG(63PK)			42 66
		1HG-102HG	4HG(94HG), 5HG(84HG), 6HG(74HG), 9HG(95HG), 10HG(96HG), 11HG(85HG), 13HG, 15HG(86HG) 16HG (97HG), 18HG(72HG)	69HG(52ZG), 70HG(64ZG), 71HG(39ZG), 72HG(18HG), 74HG(6HG), 75HG(4ZG), 76HG(50ZG), 77HG(70ZG), 78HG(38YG), 79HG(39YG), 80HG(59ZG), 81HG(66ZG), 83HG(79ZG), 84HG(5HG), 85HG(11HG), 86HG(15HG), 87HG(10ZG), 88HG(40ZG), 89HG(47ZG), 90HG(51ZG), 91HG(53ZG), 92HG(63ZG), 93HG(73ZG), 94HG(4HG), 95HG(9HG), 96HG(10HG), 97HG(16HG), 98HG(68YG), 99HG(65ZG), 102HG(1YG)		92
1923	R	1LK-100LK	13LK	23LK(23AG), 50LK(16ZG), 59LK(30YG), 70LK(56YG)	365KG-400KG	99 + 36
		1NK-100NK	13NK, 80NK(122EM), 93NK(11EX)		301XH-425XH	97 + 125
		1PK-63PK	13PK, 51PK (88EM), 54PK(59EM)	62PK(52YG), 63PK(4ZG)	326HH-450HH 51JH-175JH	60 + 250
1924	S	1EM-135EM 1LM-71LM	13EM, 17EM, 130EM(103RM) 8LM(120AU), 13LM, 28LM(84TM), 49LM(140AU)	88EM(51PK), 89EM(54PK), 122EM(80NK)	176KF-300KF 301LF-400LF 401MF-450MF	132 + 275 67
	T	1RM-103RM	4RM(135AU), 13RM, 27RM (127AU), 29RM(119AU), 41RM (85TM), 66RM(101AU), 69RM (102AU), 77RM(124AU), 85RM (139AU), 93RM(128AU), 101RM (104AU)	103RM(130EM)		92

Date	Series	Chassis number	Not erected or numbers subsequently changed (new numbers in brackets)	New numbers (previous ones in brackets)	Springfield numbers	Numbers made
	T	1TM-85TM	8TM(132AU), 12TM(118AU), 13TM, 15TM(109AU), 18TM(134AU), 40TM(126AU), 42TM(121AU), 47TM(141AU), 48TM(122AU), 50TM(105AU), 51TM(103AU), 52TM(129AU), 53TM(126EU), 57TM(123AU), 62TM(108AU), 63TM(111AU), 64TM(125AU), 65TM(114AU), 67TM(133AU), 69TM(107AU), 71TM(106AU), 72TM(115AU), 73TM(113AU), 74TM(131AU), 75TM(112AU), 76TM(116AU), 79TM(130AU), 80TM(137AU), 81TM(117AU), 82TM, 83TM, 84TM(110AUB)	84TM(28LM), 85TM(41RM)		53

Date	Series	Chassis number	Not erected or numbers subsequently changed (new numbers in brackets)	New numbers (previous ones in brackets)	Springfield numbers	Numbers made
1925	U	1AU-141AU	8AU, 13AU	101AU(66RM), 102AU(69RM), 103AU(51TM), 104AU(101RM), 105AU(50TM), 106AU(71TM), 107AU(69TM), 108AU(62TM), 109AU(15TM), 110AUB(84TM), 111AU(63TM), 112AU(75TM), 113AU(73TM), 114AU(65TM), 115AU(72TM), 116AU(76TM), 117AU(81TM), 118AU(12TM), 119AU(29TM), 120AU(8LM), 121AU(42TM), 122AU(48TM), 123AU(57TM), 124AU(77RM), 125AU(64TM), 126AU(40TM), 127AU(27RM), 128AU(93RM), 129AU(52TM), 130AU(79TM), 131AU(74TM), 132AU(8TM), 133AU(67TM), 134AU(18TM), 135AU(4RM), 137AU(80TM), 139AU(85RM), 140AU(49LM), 141AU(47TM)	S51LK-S100LK S101MK-S200MK S201PK-S300PK S301RK-S400RK S401FK-S408FK	139 + 50 0 + 100 0 + 100 0 + 100 0 + 18
		1EU-127EU	13EU	126 EU (53TM)		126
1926					S109ML-S225ML S226PL-S325PL S326RL-S403RL	0 + 117 0 + 100 0 + 78



A note on the back of the old photograph reproduced above indicates that it was taken on 2 July 1910. But why and where? The photograph below is of a Silver Ghost with Labourdette boat body in natural wood, taken at Cannes in 1914.



CLUB NEWS

OFFICERS AND COMMITTEE

President: S E Sears. Vice-President: A J Belsey. Chairman: J C Dymock-Maunsell.
Hon Secretary and Treasurer: W F Watson, Aldwick Hundred, Bognar Regis, Sussex.

EXECUTIVE COMMITTEE

J C Dymock-Maunsell (chairman); A J Belsey; W A L Cook; I S Hallows; S E Sears;
M H Vivian; W F Watson.

EVENTS COMMITTEE

J C Dymock-Maunsell (chairman); J G Hampton; F Hellings; R B Honnywill;
S J Lovegrove; C Meachen.

GENERAL PURPOSES COMMITTEE

W A L Cook (chairman); Capt and Mrs J E Castle; Mrs F Hellings.

OTHER OFFICERS

Hon Technical Liaison Officer and Registrar of Cars: M H Vivian. Hon Historian
and Librarian: R O Barnard. Hon Editor and Press Liaison Officer: I S Hallows.
Hon Solicitor: F Hellings.

GENERAL NOTES

LIBRARY - Members are reminded that the club library contains a considerable amount
of Rolls-Royce literature, most of which may be borrowed from the Hon Librarian. This
includes issues of 'The Flying Lady', instruction books, Rolls-Royce Bulletins and files of
cuttings.

INSIGNIA - Club insignia available from the Hon Secretary include lapel brooches
(for ladies and gentlemen) in sterling silver at 35s; club ties at 22s 6d; and silver cuff-
links at 40s.

PUBLICATIONS. - The following back numbers of The Record are for sale at
2s 6d each:

Vol 1 no 3 1960	Vol 2 no 3 1961	Vol 3 no 3 1962
Vol 1 no 4 1960	Vol 3 no 1 1962	Vol 3 no 4 1962
Vol 2 no 1 1961	Vol 3 no 2 1962	Vol 4 no 1 1963

From 'The Disabled Driver' the Journal of the Disabled Drivers' Motor Club

JOINT RALLY WITH 20 GHOST CLUB

by AHAB

It has happened at last. I have knocked over a pedestrian. I know that he was holding a red flag, and I was born in May under Taurus, but this cannot really be the reason. My one main recollection was the noise as my bumper made contact. A dreadful hollow metallic clang, which, after all, was not to be wondered at, as the pedestrian in question was [thank heavens!] a tin marker in the driving tests we held at Stoke Mandeville with the 20 Ghost Club.

A fascinating day it was, too, with 18 of the most superb bits of machinery which can be imagined. These cars, all lovingly restored and maintained in immaculate condition both outwardly and inwardly, made a truly regal (or was it funereal?) sight, as they came sweeping majestically down the drive at the Hospital. The fact that it was the Tradesmen's Entrance, somehow, did not seem to matter to them one bit. They were too conscious of their own breeding and upbringing. However, when we got down to the Driving Tests, they were, despite their venerable years, able to show a remarkably clean pair of heels and as fine a bit of handling as ever their makers could have wished to see.

We did, in fact, have a most happy and enjoyable day, despite the poorish weather which deluged in the morning, but kindly did just stop whilst we were in action at the Hospital. On arrival, the Rolls-Royces were all drawn up around the circle towards the playing field, but with a selected six cars from their number on one side. These six cars were all of different ages and models. The organisers of the Rally (from the 20 Ghost Club) had arranged a quiz for all present to guess the age and model of the six cars. This proved to be not only most interesting, but peculiarly difficult, as the condition of the cars was so perfect that age was of no consequence at all. The oldest ones were as beautiful as the more recent models. I don't know how many people entered, but having had the joy, in years gone by, to own three of them at different times, I was completely foxed, going wildly adrift in my estimation of both their age and model.

Afterwards, these same six cars took on six of our Members at a driving test. This was when they really did come into their own. We were thrilled to see the wonderful way in which, despite their age and size, they were able to be manoeuvred so easily in and around the course which had been set out. The oldest (and largest) taking part was a 1924 Limousine on the Phantom chassis. This magnificent vehicle just sailed through the tests as though it were a "Mini." In point of fact, our drivers were handling Minis and such like, and the results were most evenly distributed, showing not only the excellence of the machines, but also the most expert way in which their owners handled them, making full use of their acceleration and braking, and their immensely flexible steering.

The winner, so far as our team was concerned, was Mr. Poxon, driving his most attractive MG 1800 with a Welsh fibre glass body, and the winning Rolls was an open tourer 20 h.p. of 1926 vintage, most skilfully piloted by Mr. Hellings.

Altogether, a most happy day, and a good turn up by about 60 of our

RESULTS OF STOKE MANDEVILLE DRIVING TESTS—10th Sept., 1965

CLUB	CARS	TEST 1 Parking	TEST 2 Pedestrian	TEST 3 Wiggle-Woggle	Total Marks Lost
D.D.	Harvey	31½	23	11	65½
R.R.	Dymock-Maunsell	40	62*	17½	119½
					184½
D.D.	Seymour-Price	19	57*	10	86
R.R.	Honnywill	70	32½	37½	140
					226
D.D.	Ballard	38	20½	10	68½
R.R.	Yates	39½	25½	14	79
					147½
R.R.	Simmonds	48½	14	15½	77½
D.D.	Hurlock	47½	26	23½	97
					174½
D.D.	W Poxon	37	15	8½	60½
R.R.	Hellings	33½	19	13	65½
					126
	† Mackintosh	25	7	9½	41½
	Harrison	67*	26½	17	110
					151½

W—Winning team. †—Best score. *—Hit Pylon.
D.D.—Disabled Drivers' Motor Club. R.R.—Rolls Royce Silver Ghost Club.

The above results are appended as we go to press. If any of these are not in the correct order, we sincerely apologise. They are as given to us by Mr. and Mrs. Hellings of the 20 Ghost Club.

Although there has not been time to check these results, we feel that readers would like some record of them in the present issue.

The following is an extract from a letter by Mrs. Hellings to the Editor. She was kind enough to write while on holiday in Wales.

"We do hope we have the names of your drivers in the correct places. The system of marking was as follows:—

1. Parking—One penalty mark for each second of time. One penalty mark for each inch from the kerb. Fifty for hitting the kerb.

Members who had come from all parts of the country.

Our very sincere thanks to the organisers, those most friendly and helpful 20 Ghosters, to the Stoke Mandeville Authorities who, once again, made us so welcome, and to Mr. Smith in particular who ensured from the Hospital's angle that all went smoothly, including tea. He also spoke, most kindly, in Dr. Guttman's absence. Last, but by no means least, our thanks to Terry Smith for making all the necessary arrangements for our Members. Especially important, these involved him in rushing over to my home, collecting the circulars relating to the event, and despatching them for me, as I had had to go into hospital for a while.

Many thanks, Terry, for once again coming to the rescue of the Club!

2. Pedestrian—One penalty mark for each second. One penalty mark for each inch from pedestrian. Fifty for hitting pedestrian.

3. "Wiggle-woggle"—One penalty mark for each second. Five penalties for hitting a pylon.

I am sorry I can't give detailed figures for each test. In some cases only the total was noted down. We didn't do too badly, as R.R. drivers against you lot!

In spite of the weather, it was a very enjoyable, and for us, at least, instructive day. I hope we shall meet again."

Those of us who were present would like to reciprocate these kind remarks.

Members of the D.D.M.C. will also wish to congratulate Peter Kirk, who won the First Prize in the R.R. Quiz.

A donation to cancer research has been sent on behalf of the club in memory of the late Mrs S E Sears.

* * *

Over a dozen cars were present at the luncheon held at the White Hart Hotel, Lewes in fine weather. A small convoy set out afterwards for tea at Horsham, when for once the last to leave Lewes was in fact the first to arrive (but the others were locals).

* * *

At the film show organised in London on November 26, three of Stanley Sears' films and one of Nigel Hughes' were shown. These covered the club's 1963 Scottish tour and 1964 Scandinavian tour, the American 1965 Glidden tour and the RREC Blenheim concours of the same year. Considered either as entertainment or as an opportunity for seeing oneself and one's car, the films could scarcely be improved upon, but members who had not visited the United States or taken part in an old car run in that country may well have found the Glidden tour film the most fascinating.

PHOTO SOURCES

Cover, 4, 6, 8 J M Fasal, 21 (bottom) H Fleck, 12, 13 Rolls-Royce Ltd, 21 (top) V J Sumpter.

From the V C C Gazette

