

THE 20-GHOST CLUB RECORD



Vol. 1. No. 4. WINTER, 1960



IN THE BORDER COUNTRY

A MESSAGE FROM THE PRESIDENT

In spite of one of the wettest summers on record, our meetings have been well attended and excellently organised. Our thanks are due to the Events Committee under the able Chairmanship of John Dymock-Maunsell for the pleasure which they have given us. Preparations are in hand for the next year's programme, and some new and most interesting events are envisaged.

Subscriptions are due on January 1. Will all members PLEASE try to lighten the load on our most efficient and hard-working Honorary Secretary, Fred Watson, by sending in the CORRECT amount of 2 guineas for owners and 1 guinea for others as promptly as possible. This will save him sending out innumerable reminder letters, which he has had to do every year. May we take this opportunity of thanking him most sincerely for all the excellent work he has done for the Club during the past year.

The Record is going from strength to strength, due to the splendid work of Ian Hallows, which we much appreciate. I hope that you are supporting him by sending in items of interest.

Christmas will be upon us almost before we have written our Christmas cards, or spent a whole day searching the shops for inappropriate presents for Auntie Mabel and Uncle George! The mention of cards reminds me that the most attractive Club card for this year was beautifully drawn by Committee Member Beryl Castle, and the subject is most appropriate to commemorate the 50th Anniversary of the death, in a flying accident at Bournemouth, of the Hon. C.S. Rolls, in July 1910.

My wife joins me in taking this opportunity of wishing all our members, from near and far, a very happy Christmas and most enjoyable motoring, in true R-R tradition, during 1961.

Stanley Seary

CLUB NEWS

The President of our club, Stanley Sears, gave a talk on October 2 to the Rolls-Royce Section of the Dansk Veteranbil Klub at the Imperial Hotel, Copenhagen, on the life of the Hon. C.S. Rolls and showed a number of colour photographs taken on the V.S.C.C. Monmouth rally on July 16. Paul Tybjerg reports that this proved to be a most enjoyable evening. Other news from Denmark is that the R-R Section has discovered three Silver Ghost engines - from 1359 (1910); 20YB (1914); and 50LB (1914). In February, the R-R film 'The Magic of a Name' is to be shown to members of the Section, of the Veteran Car Club and of the British Club in Copenhagen.

* * *

Two recent social functions that were well supported by members were the informal dinner held at Moore Place Hotel, Esher, on October 28 and the annual cocktail party held at the Cadogan Hotel in Sloane St. on November 25.

* * *

Members are reminded that the annual dinner will take place at the Hyde Park Hotel in London on February 4.

* * *

For 1961, negotiations are in progress for a similar series of events as for 1960 but with a slight bias towards the West country. The Alpine and Messervy trophies will be awarded on a similar basis as previously. A major event will be a Snowball Rally starting in Worcestershire on Friday June 9 and continuing to Sunday June 11, passing through Cheshire to Yorkshire and Lincolnshire and ending at Stanford Park, Lord Bray's seat. A series of meeting places and times will be promulgated, and members and friends will be invited to attend any or all meetings as they desire. An invitation has been extended to the Midlands R-R Club to join our club at Stanford Park on the Sunday.

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Loose-leaf binders to hold up to 12 issues of the Record will be available from the Honorary Secretary shortly at a price of 12s.6d. each, post free.

A TRIP TO MALTA WITH GMU 68

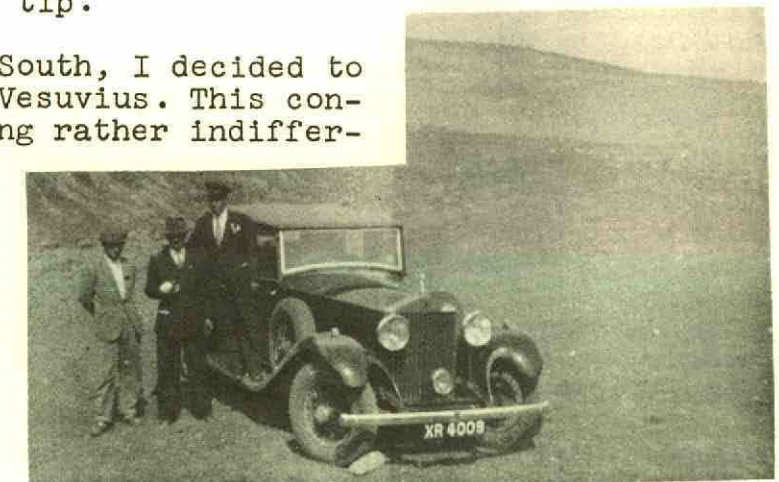
Early in 1951, I was appointed to a ship in Malta, and I bought a 1932 20/25 GMU 68 with sports saloon body by Hooper to take me there. Although not extremely elegant, she had a sensible and comfortable little body, with boot and luggage carrier, enabling me to take all my gear with me, including two trunks and several suitcases.

We moved comfortably across the Continent at the rate of some 300 miles a day. My only recollection out of the ordinary on this first part of the trip were the emanations of "RHAWLS" as one passed through the remote villages of Southern France, and the fact that the brakes saved several young human and chicken lives.

In Rome, I called on the Rolls-Royce agents, an unimposing little garage in a back street, to get the car serviced. Here, I was met by a youth of fifteen, who could speak no English and I wondered what I was in for.

The youth got on to a telephone and called me to it, whereupon I spoke to his manager and said I wanted oil levels checked, plugs and points checked. On asking how much I should pay the youth on successful completion, he said "Nothing. Absolutely nothing". The youth was then instructed by the manager as to what I wanted doing. Without reference to handbook or chart, he set busily about the car with extreme thoroughness for about three-quarters of an hour. He would not let me take the car away until she started on the spark three times running. He most reluctantly accepted a tip.

On the way South, I decided to take the car up Vesuvius. This consisted of climbing rather indifferent roads due to the eruptions, and I seem to remember being rather impressed by the fact that the water temperature only rose by 2° after some seven miles in second gear.



Somewhere, south of Viva Volentia, a slow puncture developed and I had to change a wheel. How nice it is to have six tyres - with no need to worry, when one has a puncture, about the next one. I did not bother to get the tyre repaired until I got to Malta.

A day later, on ascending a hill somewhere south of Salerno, all life left the engine. I tried the alternative magneto - no joy - and one or two other simple tricks with no result. Here was I, in the middle of the peasant land of Southern Italy in a broken down Rolls with all my luggage.

A good Samaritan arrived inside half an hour in the form of an enormous lorry and trailer, the size one only seems to find on the Continent. The driver soon pinpointed the trouble as a cracked distributor head, and no amount of adhesive tape and Elastoplast could effect a repair. We had no interpreter, but by sounds and gesticulations we decided that he would tow me some 180 miles to Reggio. Three tons on the back of his trailer would make no difference.

Being completely ignorant of Rolls-Royce servo-assisted brakes, I rather feared the first hill descent as I thought the engine had to be running - such was my ignorance. On we thundered through the night, round hairpin bends, near cliff edges and the like. On one occasion, we had to let down the trailer's tyres so that we could get the high load under a bridge.

We arrived at Reggio at breakfast time and this rather peculiar second trailer caused a slight stir amongst the local populace. As usual, a crowd of little boys gathered round. Despite a complete ignorance of any Italian, they were marshalled to manoeuvre the car to the nearest garage, a hole in the wall opposite a barber's shop. By gesticulation, the trouble was explained to the mechanic. How could you expect to repair a R-R distributor in a remote cave in Italy without spares? The mechanic went to a shelf, produced an American Ford six-cylinder distributor and rotor, and kept on pointing at the engine exclaiming 'Bella, bella, bella'. He pointed to his watch, rotated his finger once to indicate that I should come back in an hour. I wandered down to the beach where we had landed the Sappers some eight years before and returned.

True to his promise, at the end of one hour the engine was purring nicely. A beautiful job of filing the Bakelite

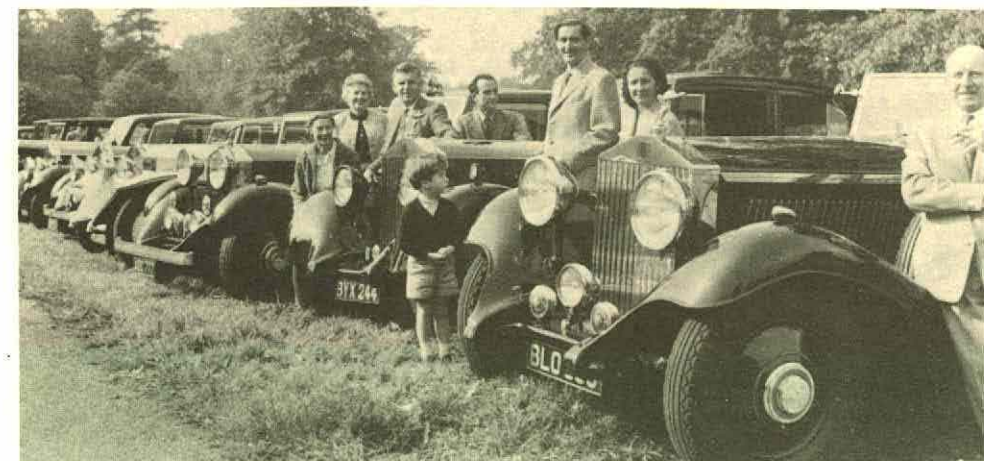
had been done on the Ford distributor and rotor to make them fit the R-R distributor base. We went out for a very successful trial run, and the repair lasted until the spare R-R distributor arrived in Malta.

The car was one of three R-R's in Malta at that time and was maintained by the little garage that had looked after Admiral W.W. Fisher's Silver Ghost for over twenty years. However, my car got damaged as deck cargo on its return to England and reluctantly I sold it. I saw it at our Club's concours d'elegance in Kensington in 1954, and only this year came across it again proceeding at speed in the opposite direction on the Great North Road.

J.C. D-M.

ELVETHAM HALL FILM SHOW

On Saturday, September 24, in fine sunny weather the Club held a rally at Elvetham Hall near Hartley Wintney in Hampshire. Nearly thirty cars arrived bringing seventy members and their guests, to be very cordially welcomed by the Warden, Mr. H.St.G. Hammersley. It was a very friendly and informal gathering and Mr. Hammersley invited all present to enjoy the pleasant peaceful setting of Elvetham, and to wander at will in the fine terrace gardens, to visit the fine parish church adjoining the Hall, or to enjoy the amenities of the house itself.



Some members and guests with a number of the cars that went to Elvetham Hall.

The cars lined up in the lower paddock ranged from Mr. A.J.M. Brownridge's 1913 Silver Ghost through most of the models to the Wraith and Phantom III. Perhaps the longest journey was that of Mr. Leonard Taylor, who drove up from Yatton in Somerset, in his fine Phantom I tourer which members will remember, from the last issue of the Record, made the trip to Wiesbaden and back earlier this year.

Another interesting entrant was Major C.W. Lambton's Continental Phantom II (26EX). This car was recognised by Shane Chichester as an old friend. It was the prototype Continental Phantom II and had been his trials car, at one time, when he was with Rolls-Royce Ltd. The history of the car appears elsewhere in this issue.

One member arrived in a 1951 Bentley and asked our host where he could hide it from the stately array assembled in the paddock. Mr. Hammersley, who had enjoyed a number of Bentley Drivers' Club Rallies, directed him to the stable yard and remarked that this was the first time he had ever asked a Bentley to 'move on'.

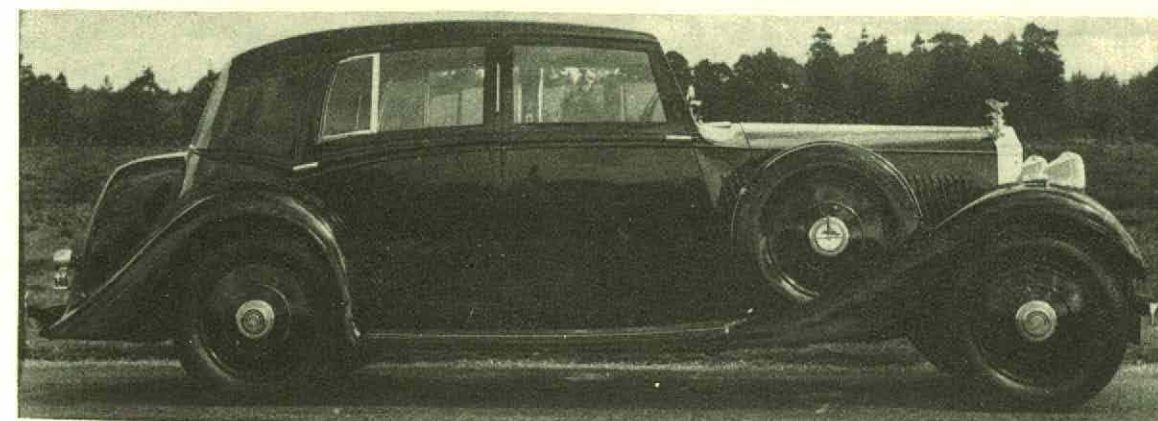
An excellent lunch was served in the dining room of the Hall, and was followed by a short film show in the theatre. The theatre is situated in a building adjoining the stable yard and, in a lecture room in the same block, the photographs taken by Rolls-Royce Ltd. at the RROC rally earlier this year were on show.

Most of the visitors found a seat, in the well-equipped little theatre, to see the R-R film, 'The Magic of a Name', and the BOAC film, 'The Carefree Way'. In between these two features, a short news film of the RROC rally was shown and the Warden gave an introductory short talk on the history of Elvetham Hall. After the show, members and their guests were able to enjoy a final chat over tea and by 6 o'clock all had departed for home.

Thanks are due to Rolls-Royce Ltd. and the British Overseas Airways Corporation for kindly lending their respective films and to Lt-Com. J.C. Dymock-Maunsell, who supplied the RROC rally film. For a most enjoyable day in pleasant surroundings, our appreciation is also due to I.C.I. Ltd. and the staff at Elvetham Hall, particularly to the Warden, whose advice and assistance ensured the smooth running of the event.

K.A.S.

MEMBERS' CARS DESCRIBED - 7



Victor Hodgson's 25/30 GTL 27

Model:	25/30	Coachwork:	Barker owner-driver
Chassis no:	GTL27		saloon
First owner:	Marquesa de Portago	First registration:	7 Aug 1936
		Number of owners:	Three
		Present owner:	V. Hodgson.

Owner's Remarks: I do not decry modern cars - people did so in the early 1920's - but there is much pleasure in cherishing the work of craftsmen of any age. For that reason, and to suit my pocket, most of the cars that have passed through my possession in England have been 'good old 'uns,' although in pre-war days 'old' meant anything over three or four years. In the late 1930's I formed an ambition to possess a Bentley, but as this car was not suited to conditions in the various countries in which I lived, the longing for one had to be repressed. By the time we settled in England in 1957 a good pre-war Bentley was almost unobtainable, and my thoughts turned to the Rolls-Royce. Some Rolls-Royce are born with silver spoons in their mouths, and are subjects of tender care. Even when they come of age, such cars may have travelled remarkably short distances. Thus it was that I started to look at Rolls-Royces.

It was soon apparent that the greater number of Rolls-Royce cars work very hard indeed, and in their later years may be laid on with heavy hands, between long spells of neglect. Some live outdoors. During the search, reference to immediate past owners of likely-looking cars offered for sale by garages became a matter of routine; and some interesting stories came to light. I decided that sound

bodywork was a sine qua non: if the body shows wear or neglect, similar shortcomings in the chassis may usually be taken for granted, and further examination is a waste of time. I began to wonder whether to wait for my dreams to come true, or to be a little less choosy and to spend time and the little money that I could afford on restoration.

A number of people were on the look-out on my behalf, and one day a stranger 'phoned to inform me that he had found 'The Rolls of all Rolls.' 'Yes, I would like to see it: where shall I meet you?' When the rendezvous was named, my enthusiasm waned. 'The den of thieves,' I thought. We duly met, and I was then taken to see the car. I did not fall in love with her at first sight - she needs space to display her charms - and the price was somewhat above the ordinary, but the body showed little wear and had evidently not been restored. I did not spend much time over the car, but I managed to note the address of the previous owner from the registration book while the dealer was occupied elsewhere. A letter to the previous owner brought a most satisfactory reply by return of post, so I returned to the dealer, examined the car carefully, had a drive in her on the open road and bought her. Contrary to my earlier expectations, I found the dealer to be as fair as any of the fraternity.

In nearly three years since buying the car, I have had no regrets. The trial run and examination revealed an unbalanced propeller shaft and worn pinion races. Soon after taking over the car, a whine which suddenly started in the timing gear was traced to a chipped ball-race in the dynamo drive. These faults and certain maladjustments were rectified, and the car has given no subsequent trouble. All the exterior chromium plating was renewed last winter. The routine adjustments and lubrication have been attended to, and the car has been kept scrupulously clean. The total mileage from new is nearly 64,000, and the engine consumes about one gallon of oil for every 600 miles. The overall rate of petrol consumption in my 9,000 miles has been 15 m.p.g. Reference to Dunlop revealed that one of the tyres which was removed in 1959 was manufactured in 1935: it is probably one of the original set. The casing is still sound and I am keeping the tyre in honourable retirement, as a curiosity.

The County Council kindly lent me the original registration book, which recorded that the car originally belonged to the Marquesa de Portago and was first registered on 7 August 1936. She was sold to Mr. David Russell,

of Holmbury St. Mary, early in 1939, and I am the third owner. The car was licensed for an aggregate of only twelve years in the twenty-one years of her life before she came to me.

The chassis is an early 25/30 h.p., with hand-throttle, ignition and riding controls similar to those of the later 20/25 h.p. cars, in the vintage tradition and a pleasure to use. The body is a Barker owner-driver four-door saloon, with separate front seats. Folding picnic tables are installed behind these seats. The paintwork is black, but was originally grey, and the upholstery is in grey leather. The grey velour loose-covers matching the head lining were evidently fitted when the car was new, because the leatherwork is practically unworn and only the carpets show signs of wear. The window cappings and instrument board are a feature of the car. They are hand-beaten copper and are chromium plated - the work of a craftsman. Chromium plate sounds univiting here, but it is not obtrusive and one must see and judge for oneself, bearing the craftsmanship in mind. There is no exposed woodwork in the car, and the chromium plating is in remarkably good condition after twenty-four years' service.

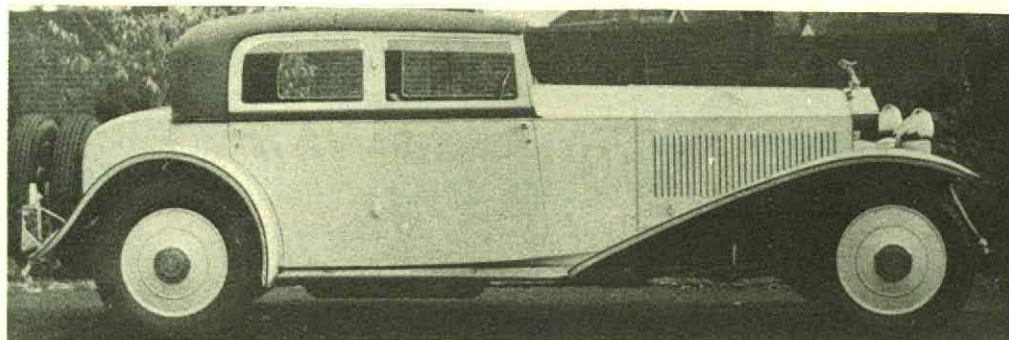
The bonnet and scuttle have louvres, similar to those on the Phantom II Continental cars. The profile is clean and beautifully balanced, and my early doubts about the waistline have given place to appreciation. The more I see of the car, the better I like her: she is a work of art and a source of very great pleasure.

V.H.

Members' List

Many members have already completed and returned the postcards sent to them for details of their present cars. Grateful thanks are due to these, and other members who have not yet dealt with their postcards are requested to do so as quickly as possible so that the forthcoming members' list may be fully comprehensive. It will be remembered that, apart from the information already given in the current members' list, details of coachwork style and coachbuilder are required, as this is felt likely to add considerably to the interest of the new list.

MEMBERS' CARS DESCRIBED - 8



Maj. C.W. Lambton's Phantom II 26EX

Model:	Phantom II	Coachwork:	Barker
Chassis no:	26EX	First registration:	19 Aug 1930
First owner:	Mr. Tanner	Number of owners:	Three
	of Jersey	Present owner:	Maj. C.W. Lambton

Owner's Remarks: This particular car was built because Sir Henry Royce felt that the wheelbase of the Phantom II, which was introduced in 1929, was unnecessarily long for an owner-driver. As owner-drivers were increasing in numbers among the customers for closed Rolls-Royce cars, Sir Henry designed this special short chassis for them.

The management did not share his enthusiasm for the project, so he had the car prepared for his own use. The short chassis was given a lowered rake of steering column (F) and a continental spring rating, and adjustable friction-type shock absorbers were fitted in addition to the standard hydraulic units.

The coachwork, which was the first really close-coupled saloon fitted to a Rolls-Royce chassis, was built by Barker and Co. of London. To attract the Continental tourist, the coachwork was finished a dark saxe-blue and given a striking appearance by the use of pearl essence. Thus it became the prototype Phantom II Continental saloon.

The car was completed in the summer of 1930 and was taken to Biarritz and to the Rolls-Royce agent in Spain. On its first tour abroad, the car had a very enthusiastic reception en route, in Paris, and it arrived at the height of the Autumn season in Biarritz just in time to enter the Concours d'Elegance at the Chambre d'Amour. It was awarded the Grand Prix d'Honneur in the Concours.

Although there was no production programme for this model, tentative orders were taken and cabled to England. A few days later, the car was taken on to Madrid, where it attracted still further orders, chiefly from Spanish grandees, and finally was left in Paris for further demonstrations.

Mr. Tanner, of the Westminster Bank, Jersey, C.I., bought the car and kept it until his death in 1950. It is said that the car was hidden in a cave during the wartime occupation of the Channel Islands. Mr. Tanner's widow sold the car to Mr. Mitchley of Birmingham. It then passed to Mr. Baker of Teignmouth, from whom I purchased it in 1957.

Mr. M.I.F. Evernden of Rolls-Royce Ltd., from whose notes most of the history of this car has been obtained, tells me that the car's Brooklands lap speed was 83 mph, when tested against the 6-litre Bentley. The engines used were EF35 and EF75. The engine installed now is EF35 but some ancillaries are from EF75.

The chassis has been overhauled and the coachwork renovated, and last year I had the car in New York for three months, where it was much appreciated.

C.W.L.

MEMBERS' HINTS AND TIPS - I

I wonder how many Phantom I owners have noticed the dangerous situation which arises when draining and refilling the gearbox? This is not mentioned in the instruction book, and I would advise all owners to insert a little typewritten paragraph in their instruction books to remind them. There are two drain plugs, each of which releases oil from one side of a partition inside. When refilling with fresh oil, most of it goes to one side of the partition (the side with the dipstick), the result being that it gives quite false information as to the level. After the engine has run for a while, the oil is equally distributed over the rest of the gearbox and, of course, a much lower reading results. When refilling my gearbox, I always allow the engine to run slowly so that the oil is equally distributed, and thus a correct reading is given on the dipstick.

L.T.

SOME ROLLS-ROYCE MEMORIES - I

Locomotives and then motor cars, with a brief interval of ships during my short service career, have been my main interest as long as I can remember. The first Rolls-Royce I went in was in 1915, I think - it belonged to the proprietor of the 'News of the World' and was an open tourer, painted a rather bright royal blue.

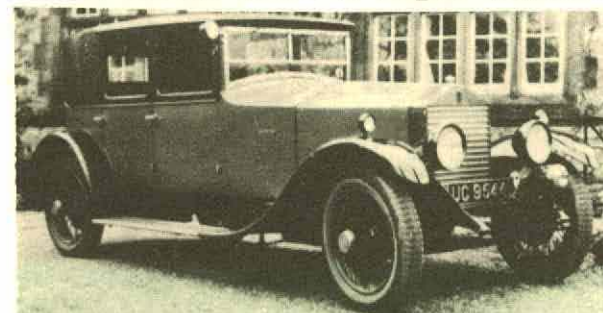
The late Phil Paddon lived opposite us in Hampstead during the early 1920's and I used to see his superb open touring Silver Ghosts when I left for work in the morning. In 1925, I joined his firm - a lucky chance for me, as in his day no greater R-R enthusiast existed. Up to 1924, he never had anything but open cars, but in that year he got H.J. Mulliner to build him a Weymann saloon, the first



ever put on a Rolls-Royce chassis (54-EM, now in Australia). H.J. Mulliner and James Young continued to build



Weymanns for him until the mid 1930's and it is fair to say that he, Neville Minchin and Guy Knowles pioneered the really light bodied owner driven R-R's - forties and twenties. Beautiful as were the Barker and Hooper bodies of the 1920's and 1930's, they were terribly heavy and were largely the cause of the 20 h.p. car being widely referred to as the 'gutless wonder'. But if you like vintage cars, what better all-purpose car is there than a small Rolls with a light saloon body? Steering, brakes,



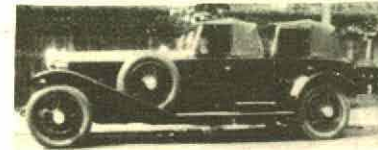
suspension and gearbox are second to none today, and a sweeter running engine does not exist.

Admittedly, I am prejudiced, but as I have been fortunate enough to drive nearly all the really good makes of pre-

war cars, this judgment does not rest on prejudice alone. What a tragedy it is that the well known coachbuilders have virtually disappeared - particularly Hooper, Mulliner and Barker who built such superlative bodies, most of them to

the individual buyer's requirements. The 1920's and early 1930's were a wonderful time for special bodies and special finishes - now, it is almost impossible to have anything except the standard body approved by the maker, and even the delightful idea of having one's family colours seems to have died out.

There were some very odd bodies built: one in particular I remember, because I had to think it out. The buyer required an open sports 4-seater, a coupé de ville, a 2-seater coupé and a 4-seater saloon. The chassis was a long Phantom I, 1926, and with Mulliners' help we built a boat-shaped open 4-seater with two concealed hoods and a



collapsible rear windscreen which formed the division window when the car was used as a coupé de ville. Every single plated part of the chassis and coachwork was silver

plated - the headlamps were Stephen and Grabel and a huge duplicate headlamp was mounted on a silver plated stanchion on the offside running board. The lamps alone on this car cost about £120.

Another of this buyer's requirements was a huge capacity battery (which was certainly needed). It took reams of correspondence before Derby agreed to produce one, and when the chassis and battery did eventually arrive at Mulliner's the battery was so enormous that it had to be cut in half and fitted to each running board.

One of the loveliest special creations by Derby was an unpolished stainless steel radiator fitted to a 1935 25 h.p. Barker saloon - it looked just like old pewter. John G. B. Stone, who I believe was chairman of the Stock Exchange, had queer ideas. He bought a Silver Ghost tourer from Paddon in about 1908 with no hood and no windscreen - just a small platform mounted on top of the rear panel to stop mud from spattering the rear seat passengers. In 1924, he ordered another but this time the seats - still of wood were ribbed and covered in leather. And he refused to have front wheel brakes, but I rather think they were added some years later, as was a windscreen. Barker and Windover often painted their cars to represent grained wood - one Windover coupé I remember was light oak with an unpainted aluminium bonnet deeply scratched all over which looked exactly like seagulls' footprints in damp sand.

We once had a great wit of a mechanic who was also a brilliant driver. We sold a 1930 20/25 Mulliner panelled Weymann to a doctor in Bournemouth and Ben - the mechanic - drove him home. When he returned, I asked him how he got on: 'Very well, sir, he said, 'And the car went excellently'. 'How did the doctor like it?' I asked. 'Very much, sir', he replied. 'Did he drive it?' 'Oh, yes, sir, but he was a shocking driver. When he changed gear, all his passengers changed places.'

Up to about 1920, we made a lot of radiator shutters for Silver Ghosts, Isottas, Lancias and Darracqs and I think they greatly improved both the running and the appearance. Louis Coatalen got the idea from the signalling shutter invented by Admiral Sir Percy Scott and Sunbeams were probably the first cars so fitted. Barkers also made them, but both types only opened one way, whereas ours opened out each way from the centre, as did the Phantom I.

H.G.W.K.

MEMBERS' LETTERS

From Paul Tybjerg

In your Footnote in the Autumn 'Record' you ask the purpose of the smaller bulbs in Marchal headlamps. I own a 20/25 GXO 110 with fixed head coupe body by Fernandez et Darrin of Paris. This car has the big Marchal headlamps but not separate sidelights, the small bulbs being switched on at the S & T position of the dashboard switch and the main beam coming on at the HS & T position. The small bulbs are therefore designed for use as sidelights and parking lights: in the cases that you mention of Marchal headlamps being fitted to cars that already have sidelights, of course, either the smaller bulbs in the headlamps or the separate sidelights are superfluous.

I have a query regarding my 20/25 that I should like to raise. On the front of the dash, there is a plaque with the following inscription:

Automobile/Rolls-Royce Limited/Type GOSHAWK
The chassis came from the company's Paris branch. Was the name Goshawk ever given to the 20/25's in the same way that the larger cars were called Silver Ghost and Phantom?

DECAYED - OLD CAR TESTS

"Children are required to prove their competence by taking examinations at eleven plus; cars are required to give this proof at ten plus. Therefore cars are superior to children."

Dr. V. Logi Karl.

A good many people have enquired about this test, the slight apprehension in their voices being not wholly disguised by the apparently carefree way in which the enquiry has been made. To anybody who has read the requirements carefully, it is clear that there is nothing to be concerned about, although an understanding of them necessitates reference to some highly indigestible legislation contained in the Vehicle Regulations. Mechanically, the standard is not high and any Rolls-Royce, even two-wheel brakers, should have no difficulty whatever in sailing through, provided they have been adequately maintained.

However, I do strongly recommend that the test should be done by a garage that understands Rolls-Royce cars. It is so bad for the blood-pressure to be told the front brakes do not work, when you know perfectly well that they do. But it can be permanently injurious to one's health to discover that the reason for this frightful allegation is that the brakes have been tested on one of those infernal machines with rollers:

1. By revolving the rear wheels and checking the rear brakes.
2. By revolving the front wheels and checking the front brakes.

but NOT by revolving the rear wheels when checking the front wheel brakes. This has actually happened. (Note.- Regretfully, no prize is offered for the person submitting the first correct solution to the question: 'Why, on six-wheel brake Rolls-Royce cars of the kind mentioned in Rule 2 of the Club, do the rear wheels have to be turning before the front wheel brakes will work?')

Remember that the most common fault is badly adjusted lights. If your beam has illuminated the mote in the tester's eye, it is too late to give the lever of your Barker dipper a nudge; he will already have beheld your beam - so bang go a few more shillings for headlight adjustment and a retest (unless, perhaps he is your brother).

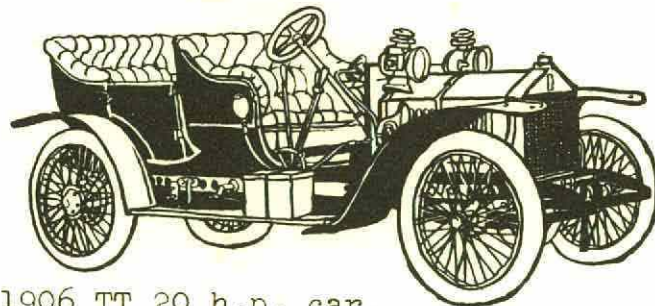
Lastly, as befits their position, rear lights. Several types of vintage ones do not meet the law, having an insufficient area of illumination. They may also be improperly placed and although Shelley may have believed that 'thought...is the measure of the Universe', testers, alas, are wont to believe that a 'Scale, boxwood, qty 1, (or such similar apparatus as may be reasonably used for the purpose) is the measure of rear lights.' Thought and the scale seem to produce different answers.

M.H.V.

FOOTNOTE

The racing successes of early Rolls-Royce cars in the United States may not be well-known to members, so the following notes, though in no way comprehensive, may be of some interest. In 1906, for example, at the Empire City track, a Rolls-Royce car fitted with a touring body won the 5 miles' silver trophy and also achieved the second fastest time in all classes. The following year, 1907, was a very successful one by any standard. In Florida, a Rolls-Royce car broke the 5 miles' record for all petrol cars of up to 60 h.p. with a time of 4 min. 52 sec.; a special gold medal offered for a 12 miles' match between a 20 h.p. R-R and a 30 h.p. American car was won by R-R in 13 min. 12.4 sec.; and a bronze statue for the world's international touring car championship was also won by R-R with a time of 23 min. 12 sec. for a distance of 20 miles. In the same year, the 20 h.p. R-R came second in a 100 miles' open race at Florida, second to a 100 h.p. steam racer in the 5 miles' world championship in a time of 4 min. 52 sec. and also in the flying mile at Ormond Beach, and second to a 70 h.p. Mercedes in the 5 miles' all-classes race at Florida. I have never seen any American reports on these races but should imagine they would make interesting reading - does anyone know of any other R-R race successes in the United States?

I.S.H.



The 1906 TT 20 h.p. car.

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