

THE 20-GHOST CLUB RECORD



Vol 2. No. 1. SPRING, 1961



1926 "NEW PHANTOM" 21 s.c. at Llyn Gwynant, North Wales

A MESSAGE FROM THE CHAIRMAN

To those members who have paid their subscriptions promptly (and the right amount too!) may I say 'Thank you'. I trust that they will ignore the following remarks directed against those who have not - who number 50. Fred Watson is doing a splendid job as Hon. Secretary and it is as much as he can do to keep pace with normal correspondence. It is most unfair to give him the extra work of sending out two and sometimes three reminders regarding subscriptions to defaulters. Surely, if you are proud of your car and your membership of the Club, it is not asking too much to request you to attend to this matter promptly. Even if you are lethargic, or merely forgetful, a Bankers' Order will relieve you of the trouble in future!

I think that it is appropriate, at the commencement of this season, to remind members of the manner in which the latest Statutory Regulations affect them in the running of their cars. It is not intended to give a complete citation of them, but only to touch on the most important matters.

1. THE TESTS

Owners of vehicles registered before 1 January 1937 must have obtained a certificate of test by 15 February 1961 or before applying for a Road Fund Licence if after that date. It is not necessary to carry the certificate on the car, but it must be produced on demand by the police, in the same way as an insurance certificate, and eventually will have to be enclosed with every application form when applying for a Road Fund Licence. The certificate is renewable annually.

2 BRAKES

Four-wheeled vehicles registered before 1 January 1915 must have at least one efficient method of operating the brakes on two wheels. Those registered after that date must have an efficient braking system, with two means of operation, or with two efficient braking systems, each having a separate means of operation. In the case of four-

wheel brakes, an efficiency of 50% is required. If neither means of operation applies brakes to four wheels, the brakes applied by one means must have a total braking efficiency of not less than 30%, and by the other means not less than 25%. The efficiency is the maximum braking force capable of being developed by the application of the brakes, expressed as a percentage of the weight of the vehicle including driver and normal complement of passengers in the vehicle at that time. It is usually measured by a Tapley meter.

3. LIGHTS

All vehicles must carry two obligatory front lamps, one on either side, and these lamps must be fixed so that the centre of the lamp is not more than 5ft. from the ground, and so that no part of the vehicle or its equipment extends laterally, on the same side as the lamp, more than 1ft. beyond the centre of the lamp. All vehicles must also carry two obligatory rear lamps, each with a red illuminated area of not less than 2in. diameter. Both lamps shall have the same appearance when illuminated and the same illuminated area, and if such lamps are electrically operated the wiring shall be so arranged that the failure of a bulb in either of the lamps shall not cause the other lamp to be extinguished.

The maximum height of the illuminated area of the lamps is not to exceed 3ft. 6in. from the ground, and both lamps are to be the same height and not more than 2ft. 6in. from the extreme rear of the vehicle. With regard to the distance between the two lamps, no part of the illuminated area of one lamp is to be less than 1ft. 9in. from the illuminated area of the other lamp, and no part of the vehicle or its equipment must extend laterally on the same side of the lamp more than 2ft. from the nearest part of the illuminated area of the lamp.

Both side and rear lamps must be carried, even during daylight, and be maintained in full working order. Headlamps are not compulsory, but when fitted they must be in working order if electric, and when no dipping device is fitted (as is usual with old type lamps) they must be permanently inclined slightly downwards so as not to cause dazzle. Acetylene lamps, not capable of being lighted, can be carried merely as ornamentation, but if in working order they must comply with anti-dazzle requirements.

4. REFLECTORS

Two obligatory reflectors must be permanently fixed in a vertical position facing square to the rear, and shall be kept clean and plainly visible. The reflecting area of each shall not be less than 1½in. in diameter. The reflectors must be fitted not more than 2ft. 6in. from the extreme rear of the vehicle, and at the same height as each other. The maximum height from the ground of the highest part of the reflecting area is not to exceed 3ft. 6in. and the minimum height of the lowest part of the reflecting area is not to be lower than 1ft. 3in. from the ground.

With regard to distance apart, no part of the reflecting area of one reflector is to be less than 1ft. 9in. from any part of the reflecting area of the other, and no part of the vehicle, or its equipment, is to extend laterally on the same side as the reflector more than 1ft. 4in. from the nearest part of the reflecting area.

5. SAFETY GLASS

The glass windscreens and windows facing to the front, on the outside, of any motor vehicle must be of safety glass (laminated, toughened or Perspex) and must be maintained in such condition that it does not obscure the vision of the driver.

6. WINDSCREEN WIPERS

An efficient automatic windscreen wiper must be fitted to every motor vehicle which is so constructed that the driver cannot, by opening the windscreen or otherwise, obtain an adequate view to the front of the vehicle without looking through the windscreen. The wiper must be maintained in efficient working condition.

Members are advised, not only in their own interests, but also in those of the Club, to see that their vehicles comply where applicable with each of the above requirements.

* * *

An excellent and interesting programme of events has been arranged and we must hope that after such a wet summer and winter we shall be blessed with good weather to enjoy them. Very best wishes to you all for happy motor-ing during 1961 in the best R-R tradition.

Stanley Searg

1961 EVENTS

- April 15 (Sat.) - Luncheon, the Vineyards Restaurant and Winevaults, Colerne, Wiltshire.
- May 14 (Sun.) - Concours d'elegance at Sherborne Castle, Dorset. Picnic lunch, view house and grounds.
- May 25 (Thurs.) - Annual general meeting, Eccleston Hotel, Eccleston Sq., London, S.W.1.
- May 27 (Sat.) - Social gathering, lunch, Grosvenor Hotel, Shaftesbury. Followed by optional visits to Stairhead Gardens and/or National Stud.
- June 2 (Fri.) - Informal dinner, Zoological Society of London, Regents Park, London, N.W.1.
- June 9 (Fri.) - Start of Snowball rally, midday at Charlecote, near Stratford-on-Avon. Picnic or booked lunch, view house and grounds. Evening, informal dinner, the Palace Hotel, Buxton, Derbyshire.
- June 10 (Sat.) - Midday meeting at Temple Newsam, two miles south of Leeds. Picnic or booked lunch, view house. Evening, informal dinner or buffet, the Golf Hotel, Woodhall Spa.
- June 11 (Sun.) - Midday meeting at Stanford Park, near Rugby, in conjunction with V.S.C.C. R-R section, R.R.E.C. and Midland R-R Club. Picnic, buffet or booked lunch.
- July 1 (Sat.) - Afternoon visit, Wellington College, Crowthorne, Berkshire.
- July 23 (Sun.) - Driving tests, Royal Military Academy, Sandhurst, Surrey. Picnic lunch, booked tea.

Note on Snowball rally: Members may come to any or all meetings with their friends as they desire. Further details will be given in due course. As mentioned in a previous circular, all who are intending to attend the gatherings at Buxton and Woodhall Spa or who require night accommodation should not hesitate to book at the earliest opportunity direct with the hotels concerned, mentioning the 20-Ghost Club.

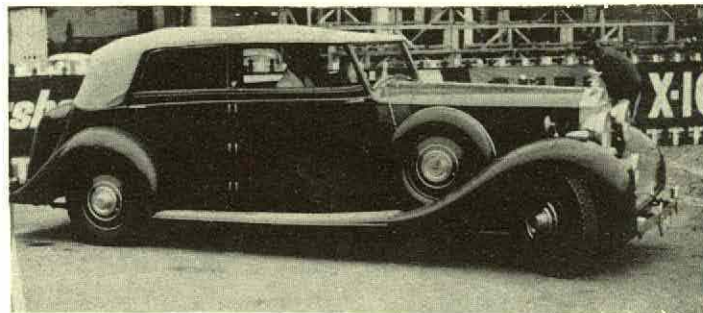
R.R.E.C. INVITATION

Members of the Club have been invited, as individuals, to the concours d'elegance of the Rolls-Royce Enthusiasts' Club to be held at Blenheim Palace in Oxfordshire on June 18. Cars can arrive at 12 noon for those who wish to picnic in the park, and at 2.30 p.m. there will be a visitors' prize. Entry into the Palace grounds will be free to guests, and a small fee will be charged to those who wish to go over the palace. Those who wish to take part should write to Miss. G.M. Harris, Paternoster Farm, Yarnton, Oxfordshire.

ALPINE TROPHY RESULTS.- 1960

	Name	Car	Year	Mileage	Size	Age	Total
1.	D.W. Hellings	20	1927	12108	x2	x32	774,912
2.	G.D.A. Price	PIII	1939	10026	x3	x20	601,560
3.	I.S. Hallows	PIII	1936	8461	x3	x23	583,809
4.	W.D.N. Berry	PII	1931	5643	x3	x28	474,012
5.	J. Godfrey-Gilbert	20/25	1936	10137	x2	x23	466,302
6.	G.P. Easten	20	1928	6585	x2	x31	408,270
7.	A.N.E. McHaffie	PIII	1937	6165	x3	x22	406,890
8.	Major A.M. Keeling	20/25	1932	7421	x2	x27	400,734
9.	F.W. Jones	PII	1931	3400	x3	x28	285,600
10.	H.C.W. Somers-Smith	20/25	1936	5748	x2	x23	264,408
11.	Capt. S.J.S. Boord	20/25	1933	3430	x2	x26	178,360
12.	Lt.Cdr. J.C. Dymock-Maunsell	PI	1926	1782	x3	x33	176,418
13.	Lt.Cdr. J.C. Dymock-Maunsell	PII	1934	2306	x3	x25	172,950
14.	C. Meachen	20/25	1933	3305	x2	x26	171,860
15.	W.F. Watson	S.G.	1913	1007	x3	x46	138,966
16.	W.F. Watson	S.G.	1911	598	x3	x48	86,112
17.	Surg. Lt. G.T. Milton-Thompson	20/25	1934	1552	x2	x25	77,600

MEMBERS' CARS DESCRIBED. — 9



Elleston Trevor's Wraith WRB9

Model:	Wraith	First registration:	1939
Chassis no:	WRB9	Number of owners:	Three
Coachwork:	Thrupp and Maberley Phaeton	Present owner:	Elleston Trevor

Owner's Remarks: The body was built to the design of Mr. R.C. Sherriff and according to Thrupp and Maberley is 'one-off'. Certainly, I have never seen its like - and never will, now that we have a pair of Citroen deux-cheveaux headlamps mounted below the original R 100 giraffe-blinderns at which the French examiner took one squinting look before reaching for his sunglasses. They weren't even on at the time. ('Normally M'sieur,' he said as he took the wheel, 'I have to test the brakes, steering, and so on. In this case I am going to do it merely for the pleasure.' My great pleasure at this lasted another three seconds, at the end of which time he was doing peak revs in first gear, since the last vehicle he had tested was a 4 h.p. Renault.)

I am afraid WRB9 has, in my hands, done nothing more than the odd sedate trip from the South of France to Rome, Geneva and London and back. It must, however, be one of the few of its marque constantly to lap the Monaco Grand Prix circuit, since that is the shortest way from my barber's to the bank. The only time when the engine seems at all sluggish is when passing through Beaune on the England runs; but this may well be due to my foot's reluctance to stay on the pedal in this area.

Nothing remarkable has been done to the car apart from normal overhaul. For the first three years, there was a nasty flat-spot at roughly a third throttle, and I had the carbu-

rettor rebuilt by Zenith. There was no improvement so Zenith checked it again. Still troubled, I ordered a new carburettor from Rolls-Royce, who supplied it to my engineer covered in antique grime from the stores shelf; but he fitted it. The flat-spot was still there. We had another new carburettor sent, with the correct modification and an apology. We still had our flat-spot, so my engineer spent several days with the first new carb, the second new carb, and my old one. There is now no flat-spot, for the first time; and I now claim to have the only Bonwick carburettor ever fitted to a Rolls-Royce. That is the name of my engineer, and I would be delighted to supply his address to any Wraith owners suffering from trouble with a Zenith.

I have been advised by a sympathetic fellow-member that in order to breathe properly, the Wraith should be given a Mark V Bentley induction-system with twin S.U.s, and a Servais silencer. I know where to get the Servais, but has any other sympathetic fellow member a spare Mark...?

Despite the I.F.S., the steering is very pure, though lacking the tautness of the solid axle chassis. The brakes are perfect and a tendency to squeal in the drums has been overcome by our Mr Bonwick, who simply rang up his stationer's for one of those solid graphite pencils, broke it up and fed the bits into the brake-lining holes on top of the rivet heads.

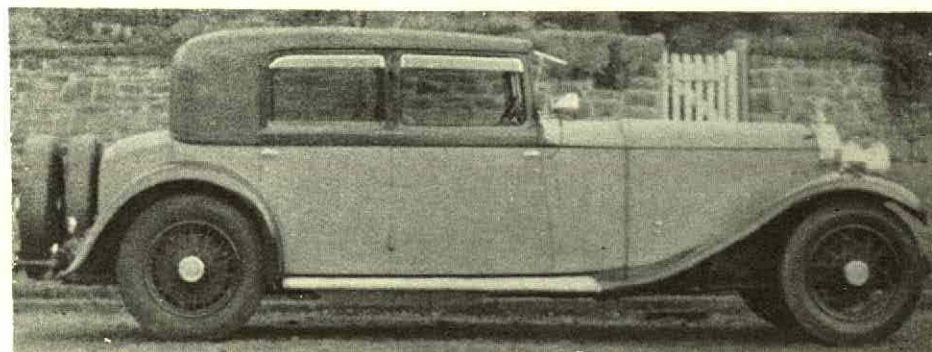
In Italy two years ago I thumbed through a book of some two hundred colour-shades and had the body painted the same as before, dove-grey. It is also temptation, when removing a wheel disc to put a new valve-extension in, to leave the discs OFF: that is such a very handsome wheel inside there. But thoughts of cleaning...!

The only other note regarding history is that Mr Benjamin Britten had this car after Mr. Sherriff and before me. I imagine that between the two of them they put up a fair mileage, much of which has probably been along these winding corniches in the South of France. I often wonder if WRB9 feels puzzled at the haste with which we pass all those expensive restaurants whose driveways she was once so accustomed to gracing...

We were honoured with a first-in-class at Longleat in 1958 and shared a second at Beaulieu in 1960.

E.T.

MEMBERS' CARS DESCRIBED. — 10



W.D.N. Berry's PII 9GX

Model:	Phantom II	Coachwork:	Barker
Chassis No:	9GX	First registration:	17 June
First owner:	Mr. Robert Carlyle, of Manchester	1931	
	Number of owners:	Four	
	Present owner:	W.D.N. Berry	

Owner's Remarks: 9GX is a standard 12 ft. 6 in. chassis with E rake steering and a 4/5 seater sports saloon body similar in overall design to Mr. Evernden's Continental prototype (described on pp.54 and 55 of the Winter 1960 Record) but with several detailed differences which readers and prospective Phantom II owners may find of interest.

	Evernden Continental	9GX
Boot length	1ft. 9in.	1ft. 4in.
Passenger compartment:		
overall length	6ft. 4in.	7ft. 0in.
overall height		
at screen	5ft. 3in.	5ft. 8in.
at centre	5ft. 6½in.	6ft. 0in.
Ground to floor level	1ft. 8in.	2ft. 1in.
Floor to centre line		
of steering column	1ft. 10½in.	2ft. 0in.
behind wheel	(F rake)	(E rake)
Wheelbase	12ft. 0in.	12ft. 6in.

It will be seen that the Continental has a longer boot in relation to the passenger compartment and is some 5 in. lower in overall height than the standard sports saloon which also has rounded, and not flared, wings. There are also other minor differences (screen visor, large side lamps, lack of bonnet louvres on 9GX) but then who has come across two pre-war

Rolls-Royce car bodies exactly the same in all respects? I haven't, and how fascinating!

The interior is finished in West of England cord cloth throughout, including the front bucket seats - this has a warmer appearance than leather, and is more comfortable in my opinion. It seems to wear very well, but its light buff colour is prone to show marks easily. Internal metal parts are nickel plated as is usual, but all external parts are chromium plated, except the radiator shell and shutters, which are of stainless steel as standard in later cars. I understand from a late 1930 sales catalogue that an untarnishable surface for the external bright parts was then available at extra cost.

The coachwork is finished in light grey, with black wings and bonnet top. According to an article by Mr. H.I.F. Evernden in the December 1960 R R O C Flying Lady, this colour was Sir Henry Royce's favourite for this type of body. I did not know this when I bought the car!

Unfortunately for my readers, but perhaps fortunately for me, as the fourth owner, my car has not been involved in any exciting episodes to my knowledge and has not yet been across the Channel. I say 'yet' because I shall certainly take her at the first opportunity.

The first owner, Mr. Carlyle of Manchester covered 20,000 miles before he died. In 1935, after a short period off the road, the car was bought by Mr. Eric Goodbehere of Stockport, who is now in his eighty-fourth year and writes:

'I commenced my motoring in 1909 with a 30 h.p. Clement Talbot. In 1921, I purchased a 26 h.p. 6-cylinder Sunbeam - in 1926, a 26 h.p. Lanchester, and in 1929 a sleeve-valve Daimler, followed by the Phantom II in 1935. I now look back with pleasure to my earlier motoring days.'

Mr. Goodbehere personally drove the car until 1953, although it was used sparingly during the war. The chassis was returned to Derby for its 50,000 mile overhaul in June 1937 when, among other things, six new pistons (0.015 in. over-size) were fitted.

In 1953, when the next owner took over, the mileage had reached 72,000, and the car was in continuous use until I

bought her in January 1956 at a speedometer reading of 95,000, at which time the bore wear was 0.003 in. Since then, I have covered some 14,000 miles, mostly on long distance runs either for business or otherwise, but all for pleasure of driving, I must admit.

Apart from the usual work required to keep the chassis up to scratch (replacing rusted silencer cover and oil pipe, etc.), no major restoration jobs have been required. The paintwork is remarkably good. I did, however, get gremlins in the magneto over a period of three months - burnt collector ring, broken contact breaker spring, and then loose bearings making a shattering noise in comparison with the rest of the car!

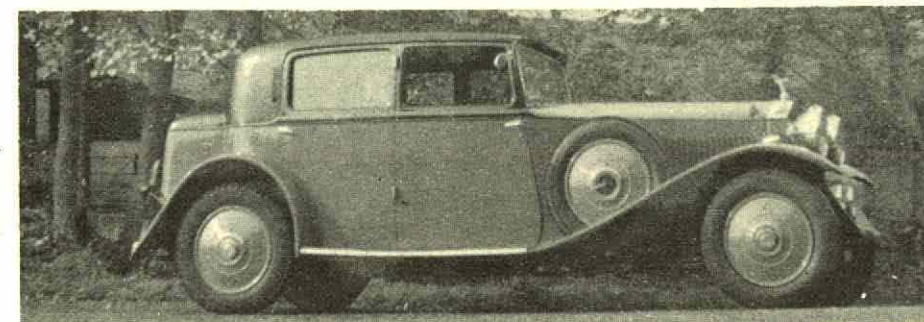
As I like to sit high in the driving position, I have raised the front seats some 2 in. on blocks, this being the maximum permitted by the steering wheel. However, the gear lever was then found to be rather short, so I rescued a longer one (C rake) from chassis 105GN just before the breaker's hammer descended on it and fitted this in an evening - a piece of simple tailoring which was well worth while, as the lever top is now positioned exactly to suit my build.

The engine (GE55) fitted to this chassis is, I am told, extremely quiet for a P11, particularly when compared with some of the later models. I think that the gear ratios are well suited to English roads, third gear being quite adequate for starting from rest except on steep upward gradients. The maximum continuous touring speed of the car is between 65 and 70 m.p.h., as tested on the M1, after which no signs of overheating were noticeable.

Why do I like the Phantom II? My own feeling is that this car represents Sir Henry Royce's ultimate masterpiece - the last and best of the Big Sixes, representing an era of motoring forever gone, and a moving example of the work of many different crafts which are also being swallowed up in the ruthless surge of modern economic conditions. Moreover, the purchase of a good specimen today represents very fine value for money in terms of capital outlay, speed, comfort and overall running cost, when viewed in relation to the outlay required for a modern car of similar performance. Not very long after buying my first car some six years ago, I realised that there was much more to motoring economics than 'miles per gallon'.

W.D.N.B.

MEMBERS' CARS DESCRIBED. — II



Richard Barton's 20/25 GDX36

Model:	20/25	Coachwork:	H.J. Mulliner saloon
Chassis no:	GDX36	First registration:	1933
Total mileage:	117,000	Number of owners:	Two
First owner:	Mr. Hely-Hutchinson	Present owner:	Richard Barton

Owner's Remarks: Some people are lucky enough to find a car which suits them at the first attempt and others try a variety of types before finding the perfect car. I fall into the second category and I think it makes one appreciate a good car even more, especially in respect of handling and smoothness of engine, while one learns a lot about the cars and the way in which they are built and should be maintained.

My present car combines comfort, grace and speed to a greater extent than any other car I have known and has a lot of character entirely of its own. The body is an H.J. Mulliner 'Silent Travel' saloon with flared wings and is really a scaled down P11. The upholstery is natural hide and it has the most attractive woodwork in walnut, very carefully matched: a few months after I bought the car, it won awards at Blenheim and Beaulieu. The body is light and the springing and damper settings are tighter than standard. There is a spring steering wheel which I have found nearly always goes with light steering for some reason, and the whole car is taut to drive and nimble.

The mileage is 117,000 to date: the car has hardly ever been laid up and has always been looked after by Rolls-

Royce and a very able chauffeur. Whenever I mentioned the Car at Hythe Road, the reply was: 'A lovely car but a non-standard carburettor' which was indeed the case. I found that it had been fitted by the chauffeur whose admiration for large S.U.'s was great, but it has been removed now and the fuel consumption and performance are unaltered. I have left everything on the car exactly as it was, so that it is representative of a 1933 car, and the late owners approve of this. It is remarkable how all the components have lasted as well as the chassis being so good and shows how important it is that a machine should be kept in use and well-maintained without neglecting any part.

R.B.

1961 CLUB TROPHIES

Thirteen entries have been received so far for the Alpine Trophy, made up of three Silver Ghosts, two Phantom I's, two Phantom II's, four 20/25's and two Phantom III's, with one member entering two cars and another member entering three cars. Members are reminded that entries can be received up to March 31 by Lt.-Cdr. J.C. Dymock-Maunsell, Penley, 4 St. Catherine's Close, Bath. Details of the rules and formula have already been circulated to members and interim progress will be reported in subsequent issues of the Record. The present entries are as follows:

1911	S.G.	W.F. Watson	1934	PII	J.C. Dymock-Maunsell
1911	S.G.	L.A.J. Koenen	1935	20/25	H.M.V.N. Smith
1913	S.G.	W.F. Watson	1936	20/25	H.C.W. Somers-Smith
1926	PI	J.C. Dymock-Maunsell	1936	PIII	I.S. Hallows
1929	PI	L. Taylor	1936	20/25	J.C. Dymock-Maunsell
1931	PII	W.D.N. Berry	1937	PIII	A.N.E. McHaffie
1932	20/25	A.M. Keeling			

The Messervy Trophy will be awarded this year on a similar basis to 1960, to the owner of the car which produces the best aggregate performance from the concours d'elegance at Sherborne and the driving tests at Camberley. At Camberley, it must be driven by the owner or part owner.

TECHNICAL TIPS

Requests have been received from time to time for useful hints and tips on maintenance and overhaul and it has been decided to publish some, in each issue of the Record under the heading of 'Technical Tips'. It is hoped that members will send in any useful notes which they think may be interesting, and that they will also ask for 'wrinkles' on matters which may trouble them in their car care.

Centralised Chassis Lubrication

A warning to all about the central chassis lubrication system. Experience has shown that pressing the pedal every 200 miles is enough and preferably at the end of a run, since there is less likelihood of oiling the front brakes. Do check that all points are 'wet' with oil from time to time and keep the front axle clean to avoid oil seeping into the front drums.

R.B.

Wheelnut Locking

Sometimes, even though the locking serrations of the wheelnut appear to be lined up, the centre lock does not come out through the nut when the turnscrew on the spanner is released. If the serrations have been checked for cleanliness and freedom from burrs, the following action is recommended by an old Rolls-Royce hand.

Ensure that the turnscrew is slackened RIGHT OFF and then give the spanner a light, but smart, tap back and then another forward. On the first blow the lock should come part of the way through and the forward tap should bring it home.

K.A.S.

Brakes and Clutches

If you use your Rolls-Royce very little, always leave it in the garage with the handbrake off and the gear lever in first or reverse. The power of a Rolls-Royce handbrake is tremendous and if a car is left for long periods and pressure is exerted continually on the drums, they will eventually develop a slight ovality, besides which the linings themselves will be compressed unnecessarily.

Silver Ghost clutches should always be disengaged, and this can easily be done by cutting a piece of wood, say a short length of a broom handle, one end of which should be pressed against the steering column bracket, whilst the other rests on the clutch pedal. The prop need only be long enough to keep the clutch disengaged. The early Silver Ghost cone clutches have leather linings which tend to become squeezed out of shape by the continual pressure of the very heavy springs used.

L.T.

Windscreen Wiper Gearboxes

Have you examined your windscreen wiper gearboxes? Some months ago, a friend had to replace the wipers on his 20/25 after the motor burned out. On a tour in Cornwall last September, I saw a very nice 20/25 in a garage at St. Just-in-Penwith, which was seriously damaged by fire when the wiper motor burned out and set the Autovac ablaze. Our return journey from this holiday was made through the heavy rain in the West Country at that time, and the wiper on the driver's side of our 25/30 began to give trouble. Fortunately, we were able to keep it going with an occasional twirl of the parking knob.

I had hitherto shirked the task of examining the wiper mechanism, but in my Barker body it turned out to be a fairly simple one. The capping beneath the screen came away after the removal of two securing screws, the windscreen catches and two electrical fittings, to give access to the wiper drive. The assembly was on the bench within thirty minutes. The gearboxes apparently had not been touched since they were installed in 1936, for the grease inside was wax-hard. In course of time, the small quantities of water that had crept along the wiper spindles had rusted the worm-wheel pins. Furthermore, the drive cable casing was kinked and worn at the hole through the engine bulkhead. This was caused by the excessive length of the cable, and the trouble was simply rectified by cutting off the surplus and resoldering the nipples. The accumulation of grease in the cable was difficult to remove, but repeated soaking in 'Gunk' and washing in water eventually proved effective, and I was able to tin the cable and solder the nipple firmly.* The motor, with its reduction gearbox, was also dismantled, cleaned and lubricated. Regreasing the wiper mechanism will henceforth be one of my annual jobs.

V.H.

*Or a replacement length may be fitted. -I.S.H.

SOME ROLLS-ROYCE MEMORIES. — 2

Very soon after I joined Phil Paddon, Jack Olding, who had a small showroom and works in Brick Street, asked us to make an offer for an old Rolls that they had taken in part payment. I was told to have a look at it and report back to Paddon. It was quite a pretty-looking grey tourer with an aluminium bonnet but there seemed to be something rather odd. It appeared higher off the ground than the usual Silver Ghost: when I opened the bonnet, it looked odder still and then it dawned on me that it was a 30 h.p. car. The price asked was £15. I wonder what it would fetch today - anyhow, I can claim to be one of the few living people who have actually seen a complete 30 h.p. R-R.

Rolls-Royce at Conduit Street used to have a lot of secondhand cars for sale that they had taken in against new ones. Nearly always, they would have been passed out by Cricklewood, the London service depot at that time, and one could get some very wonderful cars - not cheap, but extremely perfect, both bodily and mechanically. One we bought was a very late Silver Ghost, chassis only, which we sold to an elderly lady in Abergavenny - Mulliners' putting on a new Weymann enclosed limousine. When it was completed, I drove it to her house and returned in her open-fronted Barker limousine which she had had new in 1911. Apart from the brakes, there really was not a lot of difference in performance, but I had to be careful to stop on a hill as there was no starter, of course. It was a superbly kept car, painted a rather bright green, and I remember we sold it to a Euston Road trader for £25 - how values have changed.

Another unusual 20 h.p. car that we bought from R-R was a 1929 coupé de ville which had belonged to the King of Siam. It had been taken out to Siam and put in his garage, and there it stayed for about six years. When it got back to England, its total mileage was under 1000 - he had forgotten all about it.

I am glad I was old enough to enjoy those years and I was extremely lucky to have been in a position to help build some of those lovely bodies. Thank goodness there are still a lot of people left in this country who are willing to spend time and money in preserving those that are left.

H.G.W.K.

MEMBERS' LETTERS

From Dr. R.O. Barnard

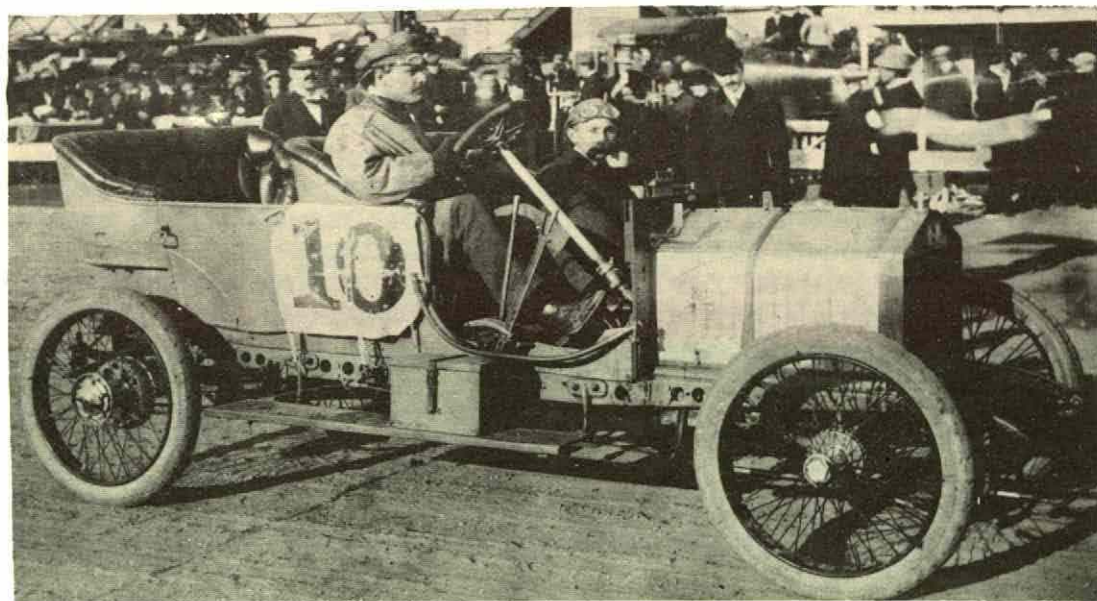
I was interested to see the reference in your Footnote in the last Record to the racing successes of early Rolls-Royce cars in the United States. After winning the 1906 Tourist Trophy race, Charles Rolls took one of the 20 h.p. team cars to the Empire City Track, New York, where he won the 5 miles Silver Trophy race (time 5 min. 51 sec.). These historic photographs were lent by Mr. J.P. Quirke and a copy was made for the library by Mr. James Dowd. They were



found together with sundry papers concerning R. Macready, C.S.R.'s mechanic who appears beside him and who, incidentally, was one of the drivers of the Silver Ghost on her famous 15,000 mile run. Presumably they had been kept by him as souvenirs.

* * *

No Footnote this issue:
no room. I.S.H.



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THE 20-GHOST CLUB
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