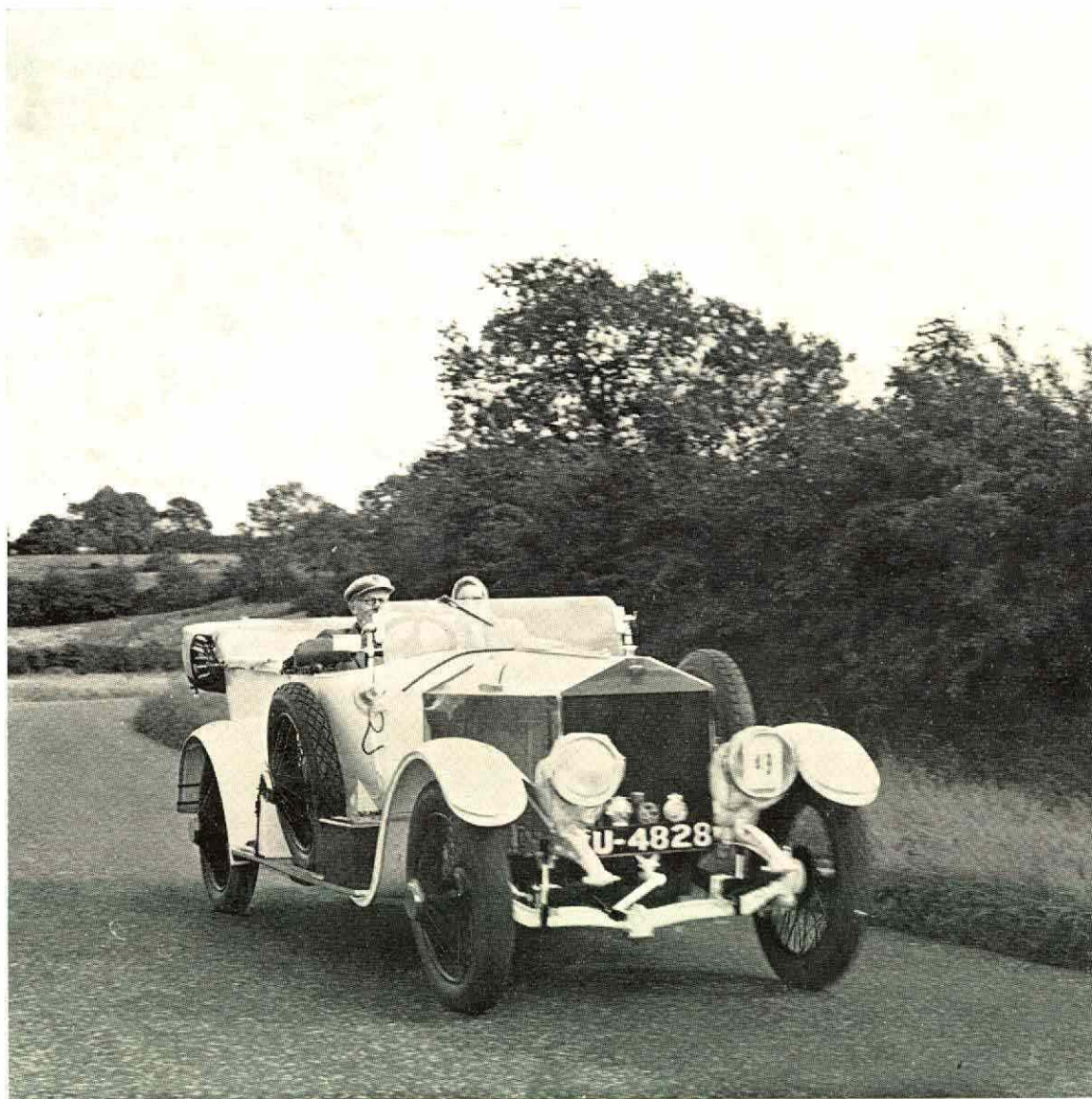


THE 20-GHOST CLUB RECORD



Vol. 2. No. 4. WINTER, 1961



THE HONEYMOON CAR - 1908 SILVER GHOST, No. 754

FUTURE CLUB EVENTS

- Feb 3 (Sat). - Annual dinner, Dorchester Hotel, London W 1.
Mar 23 (Fri). - Film show, Shell-Mex House, London W C 1.
Apr 14 (Sat). - Luncheon, West Country.
Apr 29 (Sun). - Visit, gardens of Leonardslee, near Horsham, Surrey.
May 14 (Mon). - Paris/Versailles.
May 19 (Sat)
May 20 (Sun). - Monaco.
Jun 23 (Sun). - Open concours d'elegance, Blenheim Palace,
Oxfordshire.
Jul 7 (Sat). - Afternoon visit, Downside School, near Radstock,

Sept 16 (Sun). - Concours d'état, Burghley House, near Stamford,
Lincolnshire. Alternative date for this event is
September 23.

Note on Blenheim concours: This event will be held in conjunction with R-R section of VSCC, RREC, Midland RR Club and Bentley Drivers' Club on the occasion of the visit to Britain of the Rolls-Royce Owners' Club of America. It will be an open event, and non-club owners of R-R and Bentley cars as well as owners of post-war R-R and Bentley cars will be encouraged to attend. Members living in the London area will be asked to transport RROC members from an assembly area in London to Blenheim and back to their hotels.

Note on further events: Negotiations are in progress for a charitable visit near London and also for driving tests at the RMA, Sandhurst.

CONTINENTAL TOUR

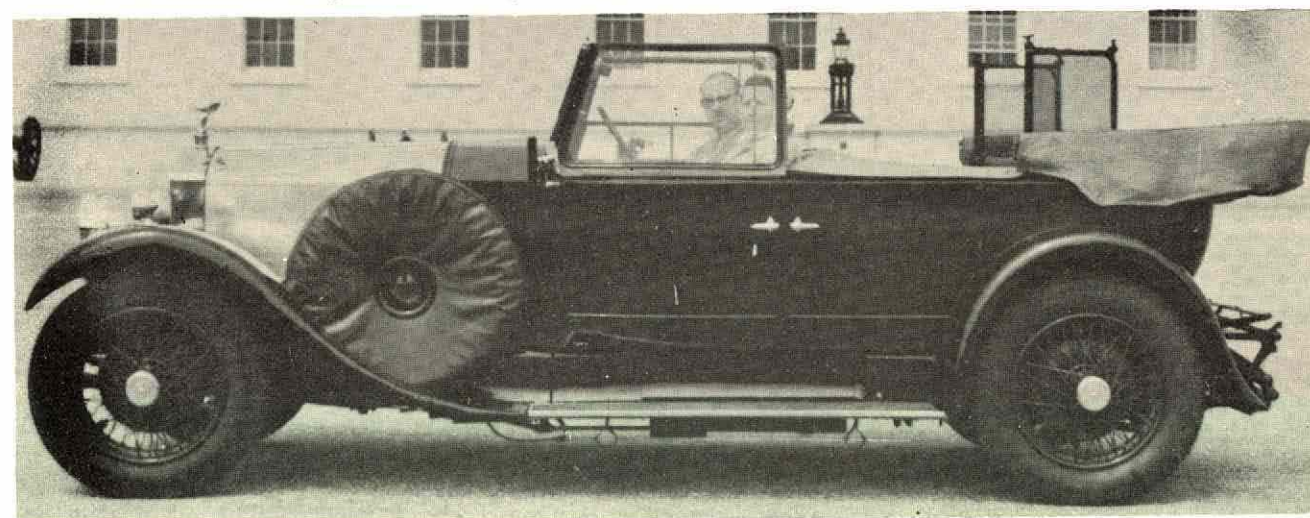
To date, 29 cars belonging to members, with about 80 passengers, have been booked for the Continental tour in May. Except for pre-1907 cars, all types are represented, including two Edwardian Silver Ghosts and a Silver Ghost from America. Applications from other R-R clubs have not yet been finalised, but our own club's support is so good that a coordinated route is being planned for the 23 cars for which it has been requested.

Members participating are advised to book their car passages across the Channel now. Any member who has not already applied to

take part in the tour and who wishes to do so should write as soon as possible to Lt-Com J C Dymock-Maunsell, Penley, 4 St Catherine's Close, Bath, Somerset. At present, there are also some half-dozen seats available in cars that will be taking part in the tour, and members who would like to occupy these seats should write to J C D-M, stating whether they would be willing to meet part of the car expenses.

MESSERVY TROPHY RESULTS

				Concours d'elegance marks	Driving test penalties	Final marks
J A G Burchell	20	1929	GEN16	726	140	586
W F Watson	SG	1911	1543	722	191	531
R B Honnywill	PIII	1936	3AZ76	700	242	458
J Hamilton-Fish	20	1928	GWL32	688	235	453
C J Curtis	25/30	1936	GUL49	627	197	430
R M Harrison	20/25	1935	GAF81	594	176	418
J C Dymock-Maunsell	PII	1934	141RY	617	218	399
G B Lochée Bayne	20/25	1933	GAW22	559	215	344



Mr J A G Burchell's 1929 20 hp GEN16 Barker tourer, winner of the 1961 Messervy Trophy.

LORD MAYOR TRELOAR COLLEGE VISIT

The club broke new ground on September 23 with the first of what it is hoped will be a yearly series of 'charity' events. 'Charity' is given inverted commas because the object is not to raise money but to provide entertainment by showing our cars to handicapped people living in institutions of various kinds. Our first choice was the Lord Mayor Treloar College, a boarding school and training college for disabled boys at Froyle near Alton, and proved a most encouraging success: both hosts and guests appeared to enjoy making new contacts.

There was a fine turn-out of thirty cars representing every model in the club. Special thanks are due to those who brought the four Silver Ghosts, the piece-de-resistance being Mr W F Watson's limousine. Members and their guests met for luncheon at the Hen and Chicken Inn on the main Alton road; this is about a quarter of a mile from the college, and an advance guard of boys soon began to appear in the car park, some in their wheelchairs, to get a preview. At 2 p m, the cars formed up in procession and moved slowly and one hopes impressively into the college grounds, where we were welcomed by the Warden, Mr Heywood, his staff and the rest of the 130 boys.

Six cars were separately parked to provide a competition for the boys - two Ghosts, a 20, a 20/25, a 25/30, a Phantom III and a Wraith, whose dates of registration ranged from 1911 to 1939. The boys were asked to guess their ages, one mark being deducted for each year wide of the mark; they were all advised to gather clues by inspecting the other twenty-four cars, whose ages were known. About 80 entries were handed in, and the final results were remarkably close; two tied for first place with only 13 errors each; the third had 15; and the next two tied again with 17 errors. The most difficult car to guess proved to be Mr J E Payne's 1923 S G tourer 107EM: many otherwise successful entrants came to grief by placing it before 1914 or alternatively in the late 1930's. The most popular guess for Mr Watson's limousine was, of course, '08.

Meanwhile, members were being shown round the buildings by some of the senior boys, and boys were being shown round the cars by some of the senior members. The buildings consist of an Elizabethan manor house with modern annexes planned for the use of wheelchairs, containing classrooms, training workshops, common

rooms and a swimming pool, and the whole is surrounded by a beautifully kept formal garden beyond which are the playing fields. It was hoped that some of these would be in use, but the presence of thirty Rolls-Royce cars must have been too strong a counter-attraction.

Tea was served in a staff-room adjoining the boys' refectory, where Mrs Watson very kindly presented the cash prizes to the winners of the competition. (One of these might easily win next year's driving tests at Camberley, judging by the dash and skill with which he manouvred his electric wheelchair.)

Goodbyes were prolonged. A hard core of enthusiasts took up station along the lane to watch us drive away, or clustered round the last remaining cars, while some of the more mobile managed to get a ride to the bottom of the hill and seemed perfectly happy to walk up again.

Thanks to the generous response to this event, there were still some funds left after giving the competition prizes, which have been spent on two motoring books for the college library. A very warm letter of thanks was received from the Warden, and our thanks are also due to him, to his staff and to the boys for being such delightful hosts and for making the occasion so interesting and memorable.

D H



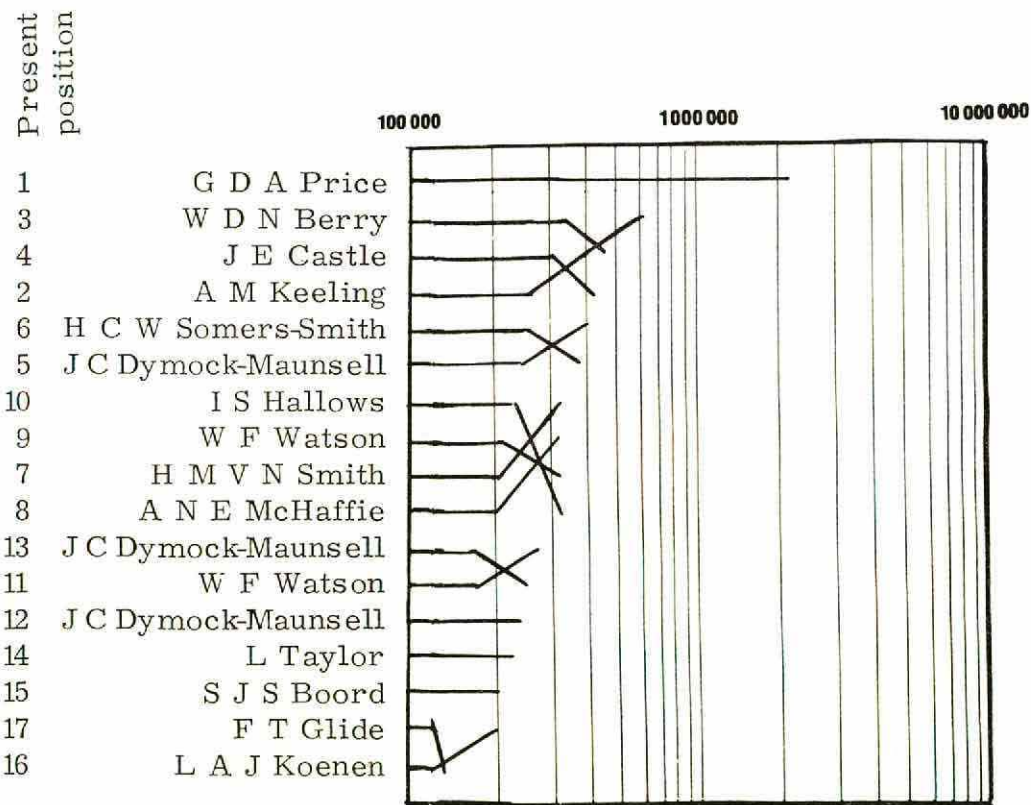
MOORE PLACE DINNER

On Friday October 20, the Club held its autumn dinner at the Moore Place Hotel, Esher, Surrey, when about 28 people and 10 cars attended. The Moore Place Hotel can always be relied upon to satisfy one's appetite, by having a very selective menu to make one's choice from. The bar is very attractive with plenty of room, and the car park is large, showing off members' cars to full advantage; this is often a very difficult proposition when arrangements for a meeting are being organised, as most parking places are not large enough.

I am glad to report that everyone who attended appeared to enjoy themselves.

J G H

1961 ALPINE TROPHY RESULTS TO NOVEMBER 15



Note.- Horizontal lines indicate figures to August 15.

DETAILED RESULTS TO NOVEMBER 15*

	Car	Year	Mileage	Size	Age	Total
G D A Price	PIII	1939	17,818	x3	x21	1,122,534
A M Keeling	20/25	1932	9,164	x2	x28	513,192
W D N Berry	PII	1931	4,128	x3	x29	359,136
J E Castle	20/25	1932	5,650	x2	x28	316,400
J C Dymock-Maunsell	20/25	1936	6,275	x2	x24	301,200
H C W Somers-Smith	20/25	1936	5,956	x2	x24	285,888
H M V N Smith	20/25	1935	5,512	x2	x25	275,600
A N E McHaffie	PIII	1937	3,810	x3	x23	262,890
W F Watson	SG	1913	1,291	x4	x47	242,708
I S Hallows	PIII	1936	3,313	x3	x24	238,536
W F Watson	SG	1911	983	x4	x49	192,688
J C Dymock-Maunsell	PII	1934	2,449	x3	x26	191,022
J C Dymock-Maunsell	PI	1926	1,834	x3	x34	187,068
L Taylor	PI	1929	2,003	x3	x31	186,279
S J S Boord	20/25	1933	2,427	x2	x27	131,058
L A J Koenen	SG	1910	557	x4	x50	111,400
F T Glide	20/25	1936	1,944	x2	x24	93,312

*Where up to date figures have not been received, figures that were previously reported are included.

THE FRONT COVER

The front cover illustration this month is of the 1908 Silver Ghost 754 owned by Mr C A Miers of Beckwithshaw, nr Harrogate, a car which he purchased especially for his honeymoon and which he has owned ever since. Soon after acquiring it, he sent it to Derby to be overhauled and agreed to the company's suggestions regarding modernising by the fitting of a new radiator and various other improvements. This Silver Ghost, as many who have seen it will testify, is always kept in superb condition. The cleanliness of the chassis both underneath as well as on top has to be seen to be believed. Mr Miers does all his own maintenance work and is very proud indeed of his collection of quality cars which also includes a Speed Six Bentley and a Phantom III owner-driver saloon.

THE EARLY V-8'S

When driving a car with a V-10 engine the other day, I began to wonder how much was recorded about the first R-R car with a V-engine, the 1905/6 V-8. A certain amount of investigation showed, as was only to be expected, that some of the statements made in recent years about this car contradicted one another. My interest aroused, I searched further, with valuable help from Mr C W Morton, and hope that the results may be of some interest.

It may be necessary first to emphasise that there were in fact two different V-8 chassis. The first to be built¹ had no bonnet and the engine was placed below the floorboards on the offside under the driver's seat: contemporary drawings² show it fitted with Barker touring, landaulet and motor landau bodies of quite remarkable ugliness. The second to be built, which was named the Legalimit, was designed to maintain a constant speed of 20 m p h up and down hill without changing gear (as the speed limit in Britain had been raised to 20 m p h by an Act of 1903): a contemporary drawing² shows it fitted with a conventional Barker two-seater phaeton body.

CHRONOLOGY

The chronology of these versions can be given as follows, which is supported by certain contemporary references.

- 3 November 1905. Dinner party at the Trocadero to announce a new model with an invisible engine.³ This was a landaulette.⁴
- 21 November 1905. Chassis 80500 despatched to C S Rolls and Co for a show car.³ A Legalimit (adapted from the eight-cylinder chassis)⁴ and a V-8 in chassis form only⁵ were shown at the Olympia Motor Exhibition in this month. Undoubtedly, 80500 was the invisible engine model, in view of the announcement of November 3. However, a contemporary photograph⁶ I have seen of C S Rolls' stand at this exhibition shows only a 30 h p and a 15 h p car.
- 2 April 1906. Legalimit 40518 despatched from Cooke St to Lord Northcliffe.³ There was originally some doubt in my mind whether Northcliffe purchased an existing car⁴ or whether in fact it was built to his special order.² As the barony of Northcliffe was created in 1905, the statement² that 'the car was built to the special order of Sir Alfred Harmsworth Bt' would in any case imply that

Table I. - Dimensions of invisible V-8 and Legalimit chassis²

	Invisible V-8	Legalimit
Width of frame, in	37½	33½
Wheelbase, in	90	106
Track, in	52	52
Tyres	820 x 120 back 820 x 120 front	810 x 100 back 810 x 90 front

he had a connection with the car before 1906. A contemporary press cutting clears this point up finally, however. It states that Sir Alfred Harmsworth, Bt, had placed with Messrs C S Rolls and Co an order for one of their 1906 Legalimit cars... to be fitted with a special form of body to Sir Alfred Harmsworth's own specification and that the completed car was, with his permission, to be exhibited on Rolls' stand at the next Olympia show.

ENGINE AND CHASSIS

Some mechanical details² of the V-8 engine and chassis may be of interest. The engine was a 3½ litre one, rated at 20 h p, with four blocks of two cylinders⁸ (3¼ in bore, 3¼ in stroke) being fixed at 45° out of vertical and working on the same crankshaft. Vertical interchangeable inlet and outlet valves were both on the same side of the cylinders - that is, their axis was at 45° with the axis of the cylinder. Sparking plugs were placed horizontally on the outside of each block, and each set of four plugs had its own coil but a common (double) distributor. The plugs were 18 mm EIC long-reach.⁷

The crankshaft was carried on three main bearings, and lubricant was pumped through the centre of the crankshaft. The crankcase was of cast aluminium in two halves jointed horizontally, the upper half carrying the complete bearings for the crankshaft. The connecting rod big-end bearings⁷ were white-metalled - a relatively

Table II. - Maximum speeds (m p h) in all gears of invisible V-8 and Legalimit²

	1st	2nd	Direct drive 3rd
Invisible V-8:			
Low gear version	9	15	21½
High gear version	11	18	26
Legalimit:			
Low gear version	8	13½	21½
High gear version	9½	16	26

new departure from the 'brasses'. Forced lubrication was used throughout, provided to the bearings at a pressure of 15 lb/sq in by a gear pump driven off the crankshaft. The radiator was made of horizontal thin solid drawn brass tubes with vertical brass plates. A large fan was mounted on the front end of the crankshaft. The road wheels were mounted on ball bearings. (For contemporary illustrations, see under reference 9.)

TEST RESULTS

40518 was 'high' compression and 80500 'low' compression: no engine power figures are recorded for 40518 but 80500 gave 18 h p at 1,100 rev/min. The cams were noisy but the knocks were apparently cured by alterations to the tappet levers (an innovation taken over to the 40/50), changing the flat cam pads to radiused ones.⁷ On final test, 40518 returned a fuel consumption of 15½ miles/gal 'with more than full load.' The gear box was three speeds and reverse arranged $\frac{1}{3} R$ and the weight of the chassis was 20 cwt 2 qr 24 lb.⁷

80500 was a brougham, and was tested by Royce (R), Haldenby (TSH) and Platford (EP). It was finally inspected by EP and was on record⁷ as having been despatched 'unfinished' for show trials: it had been 'troubled with oil found to come from the camshaft.' It has been stated that 80500 ultimately went to Mrs Locket Agnew, a member of the Bond St picture dealer family.

COACHWORK AVAILABLE

Barker coachwork offered for the invisible V-8 chassis was in three styles as already mentioned. The touring car (£1,150) seated three persons behind and one in front: it had a patent leather swan-shaped dash and a Cape cart hood. The landaulet par excellence (£1,235) seated four persons inside and two outside and was fitted with electric light to interior, electric telegraph and indicator for communication with the driver, and a driver's foot bell. The motor landau had similar features but cost £50 more.

Barker coachwork offered for the Legalimit chassis included a standard side entrance model, a Roi des Belges, a convertible, a phaeton and a phaeton de luxe (with brougham top if required). Northcliffe's phaeton appears to have been upholstered in either morocco or buffalo hide, with leather hood, patent leather wings and detachable glass windscreen: additional equipment included with this model, which was advertised at £1,160, comprised tyres, best brass English-made Rolls dash lamps, brass horn with flexible tubing, regulation tail lamp, set of tools and spare parts, lifting jack, tyre pump and repair outfit.

NUMBER BUILT

It is thought that only three V-8 chassis were built, but this is not entirely substantiated by the Automotor Journal of 1 February 1906, which contains a letter from Geo H Malton, managing secretary of C S Rolls and Co, headed 'Car Inspection' including the following passage:

'At the present time, one of our 8 cyl cars is touring the Kingdom with an inspector from our works on board, who is making a thorough examination, gratis, of every R-R car - 2 cyl, 3 cyl, 4 cyl, 6 cyl and 8 cyl, which has been sold by us.'

Positive evidence is only available of the existence of 40518 and 80500, but those working with the company at that time are in agreement that three were made and parts of a fourth.⁷

CONTEMPORARY OPINION

Contemporary opinion was extremely favourable. Mr George Clegg, who started at Cooke St in 1906, has stated³ that the car had a remarkably sweet engine. It ran like a clock, or rather like an electric clock. He has also summed the car up as follows: 'No noise, no smoke,

no smell but, alas, no speed.' Another observer who saw the car in action stated¹⁰ that it was absolutely successful in all it set out to do, that it had a steering lock like nothing ever seen before and that its silence was really uncanny. The observer who, referring to the invisible V-8 model, suggested that a small prize was to be given to anyone who did in fact find the engine must be written off as a cynic.

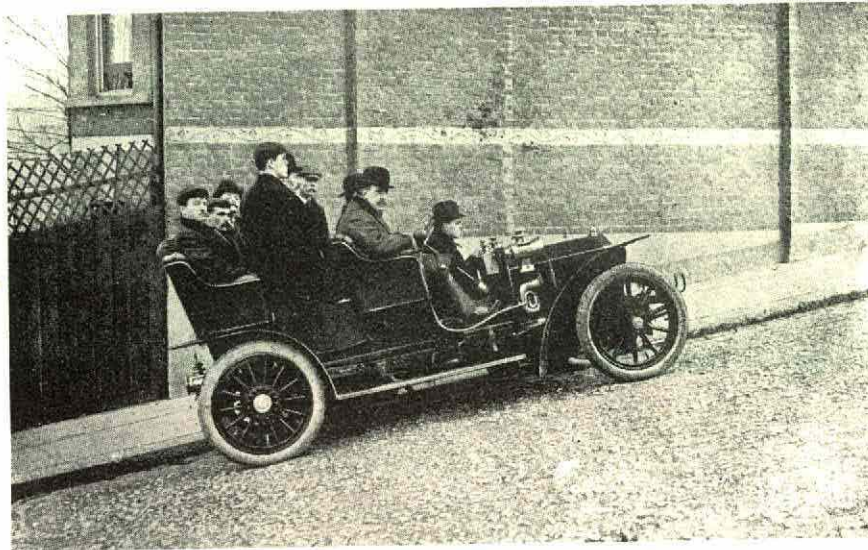
THE END OF THE V-8'S

It has generally been assumed that the teething troubles of the V-8, coupled with the inception and success of the 40/50, led to its demise. Two of the troubles have been stated to be sparking plugs and over-oiling. The story is current that Northcliffe was given a 40/50 and that 40518 was taken back and - with any others, part-finished or finished - reduced to produce. However, there is in existence a 'Goods Supplied' slip marked chassis no. 40518 and dated 28 Sept 1915 for one brass rear hub cap T55 to the order of H Church, of Curragh Camp.

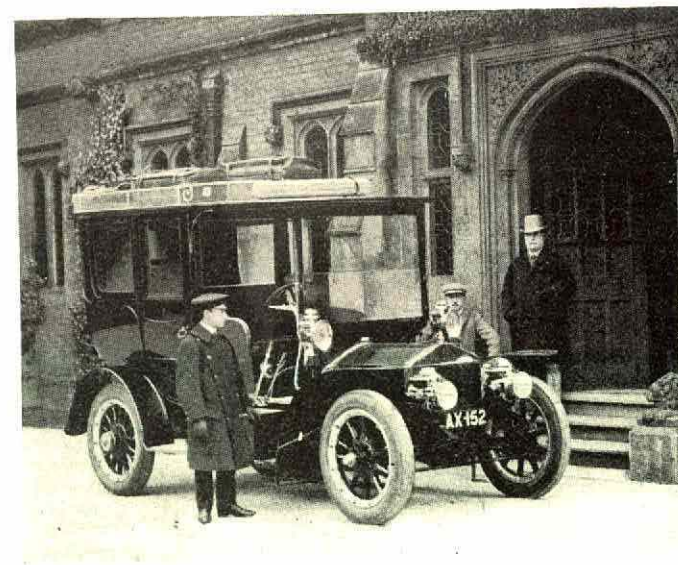
REFERENCES

1. A Bird, The Motor Car 1765-1914, Batsford, 1960
2. Rolls-Royce catalogue, 1906
3. C W Morton, The Flying Lady, April 1960, p 429
4. H Nockolds, The Magic of a Name, Foulis, 1957
5. 'The Car Illustrated', 22 November 1905
6. The Flying Lady, June 1961, p 515
7. C W Morton, private information
8. E F Carter, Edwardian Cars, Foulis, 1955
9. Contemporary references and some pictures, though not of complete bodied cars, appear in 'The Engineer' of 24 November 1905, 'The Autocar' of 11 November 1905 and 'Automotor Journal' of 11 November 1905. 'The Engineer' shows a three-quarter front view, offside, of an unfinished engine and a clear view of the contacts assembly of the distributor. 'The Autocar' also includes a (plan) photo and a pair of quite revealing diagrams presenting side elevation and front section, part-sectioned. 'Automotor Journal' is the most interesting, including photographs of a complete landaulet type chassis and five views of the engine - three-quarter front offside; front; plan; underside, showing the water and oil pumps clearly; and a nearside view of the engine, showing dual ignition but explaining that normally only horizontal plugs were fitted, the cylinder-head plugs, inclined, being temporary and experimental, and also showing the carburettor at the rear of the engine.
10. D Scott-Moncrieff, Veteran and Edwardian Cars, Batsford, 1955

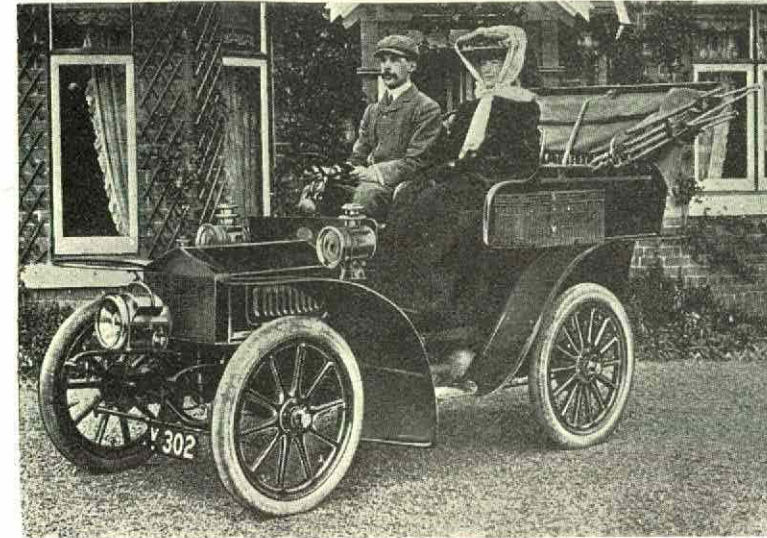
PICTURES FROM THE PAST



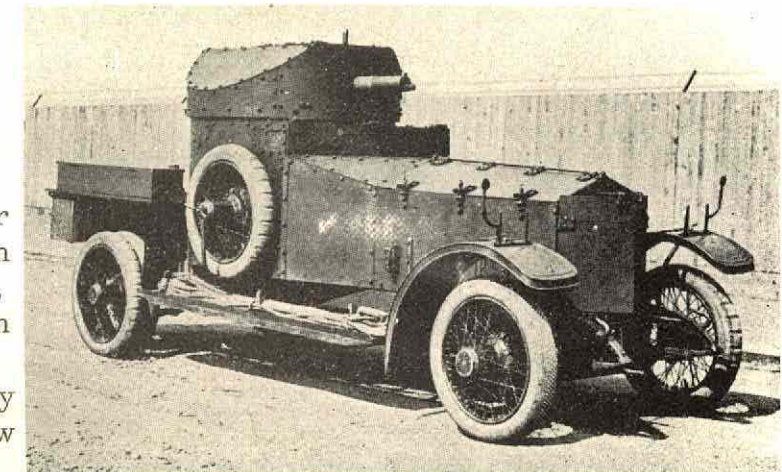
On 23 January 1906, a 20 hp car carried a load of six heavy people up a gradient of 1 in 6.09 (in Jasper Rd, Lower Sydenham) on the low gear which, at 1,000 rev, gave $15\frac{3}{4}$ mph. In this photograph, taken from 'Rolls-Royce Memories' by H Massac Buist (published by the Cambridge University Press in 1926 for private circulation) nine passengers are in fact shown.



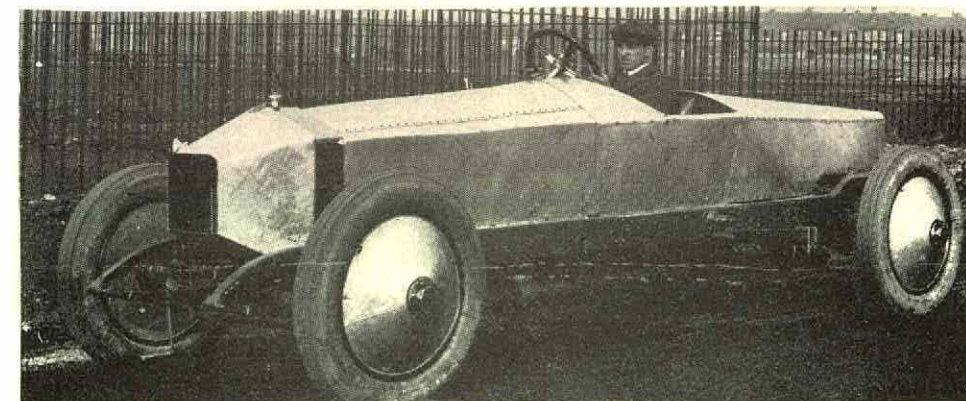
The late Lord Llangatock, with his 30 hp 6-cyl car, another photograph from H Massac Buist's book. It will be remembered that the Hon Lady Shelley-Rolls, last surviving child of Lord Llangatock and sister of the Hon CS Rolls, passed away this year.



Left.- This 1905 2-cyl car is stated to be the first delivered to a private owner, Major Ruston of Shrewsbury. Writing to the company soon after delivery the owner reported that 'since the first fortnight, I have driven myself and done my own adjustments, only keeping a man to clean the bodywork.'



Right.- Armoured car on S G chassis (from The Engineer, 1959, Aug 21, 9). Below.- In 1911, this S G was driven at 101 mph by Mr E Hives (Hs), now Lord Hives



MEMBERS' CARS DESCRIBED. -17



Mr A J M Brownridge's SG 27NA: photo by Hertfordshire Pictorial, Hitchin.

Model: Silver Ghost Coachwork: Open two-seater
Chassis no: 27NA constructed by owner
Number of owners: six First reg: 23 December 1913
Present owner: A J M Brownridge

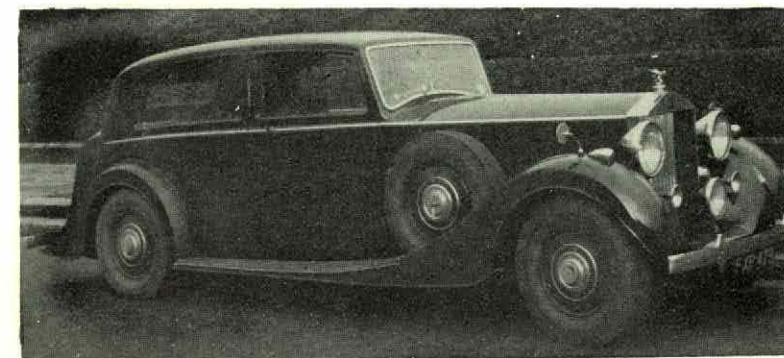
Owner's Remarks: On 13 November 1913, the chassis was on final test, and it was supplied to Mr Rudyard Kipling on 23 December of that same year. There is nothing known about the type of coachwork originally fitted, except that it was painted dark green.

From a letter written to Rolls-Royce Ltd by Kipling on 25 March 1921, it is understood that the car was named 'The Duchess.' On 24 June of that year, the car became the property of Sir Peter Jeffrey Mackie Bt, of Glasgow, and remained in Scotland until 10 October 1924 when it returned to London. It was purchased by Mr G A Palfrey, who kept it until 1929 when it changed hands again, being purchased by J F Fletcher Ltd of London W 12. After the death of Mr Albert Foyer, MBE, who was the secretary of this company, his wife sold the car to a breaker, just outside London, on 22 September 1954.

I purchased the chassis from this breaker, in January 1958, and transported it to my home in St Albans. I was fortunate in obtaining the first log book and, with information obtained from Rolls-Royce Ltd, I have been able to trace the complete history of the chassis.

A J M B

MEMBERS' CARS DESCRIBED. -18



Mr G D A Price's Phantom III 3DL82

Model:	Phantom III	Coachwork:	H J Mulliner
Chassis no:	3DL82		touring limousine
Total mileage:	200,000	First reg:	15 June 1939
Number of owners:	three	Present owner:	G D A Price

Owner's Remarks: When I bought the car in 1954, she had covered about 76,000 miles. I obtained a report on her condition from the Company and had all the necessary work completed by easy stages. She is completely standard and only Rolls-Royce modifications have been incorporated, as required.

I have never taken the car abroad but quite frequently I make journeys between my home in Cheshire and London, Scotland and Anglesey. Soon after obtaining the car, we went to the Lake District and drove over the Hardnott and Wrynose passes. Although local experts said she was too big for those roads, we had no difficulty. The lock is so good that we did not have to back once on any of the bends. We have also toured the Isle of Skye and parts of the west coast of Scotland. There again, we found that her exceptional handling overcame any difficulty which arose due to her size. She also took the Tornapress in her stride.

I am lucky to be able to use this car for my daily transport as she makes even motoring in industrial Lancashire a pleasure. I have probably covered about 125,000 miles in her, and I have always enjoyed driving her. I can say that no other car has brought me so much pleasure.

Although she has not won any awards in my hands, I have entered the car in meetings at Longleat and Blenheim, where she has come second in the Phantom III class.

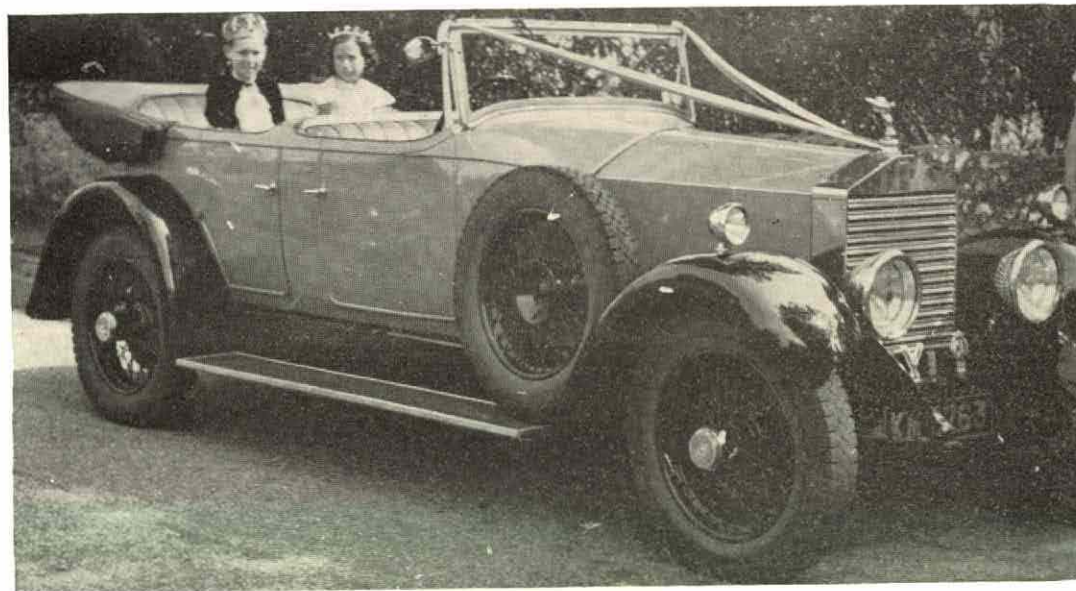
G D A P

MEMBERS' LETTERS

From John Castle

While reading back numbers of the 'Record' I observed one serious and one minor inaccuracy on p 22 of the Summer 1960 issue in an article describing my 20 tourer GCK63. In the first line, it states that: 'The car is painted light grey with an aluminium bonnet cover'. This is quite correct but misleading, in that the whole body (with the exception of the scuttle) is panelled in aluminium, and is likewise painted in light grey (including the bonnet).

In the fifth line, 'the brake servo is relined and overhauled at 20,000' should read 'WAS relined at 200,000' - a very different story! I hope that you will be able to publish these corrections in spite of the time that has elapsed since the issue in question appeared.



Mr J Frye Bourne's 1926 20 hp GYK23 Hooper tourer with the Sidmouth Children's Carnival Prince and Princess in which they drove in procession. The car is in use almost every day and is often in demand for special events.

COVERS PRINTED FOR THE PUBLISHERS
THE 20-GHOST CLUB
BY RONALD BAKER, 2 QUEEN SQUARE, BRISTOL 1.