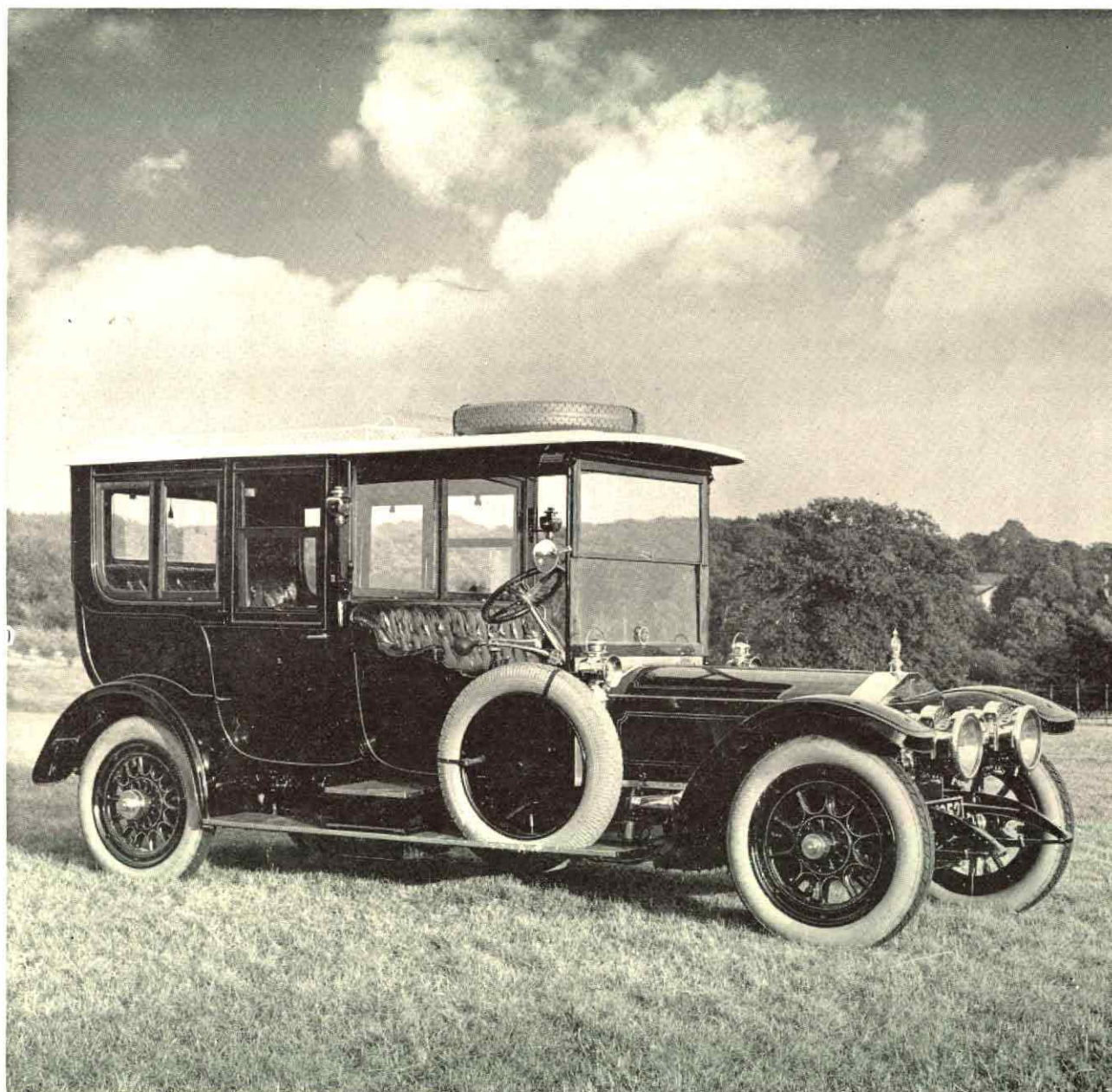


THE 20-GHOST CLUB RECORD



Vol. 3. No. 3. AUTUMN, 1963



1912 Silver Ghost Chassis No. 1721.

RONY MESSERVY

We were all very sorry indeed to hear of the death of Roney Messervy, and we extend our deepest sympathy to 'Bobs' his widow, and to Pera and Godfrey his daughter and son.

The Club has lost one of its very best friends. Roney was tremendously admired and respected by everyone. It was due to him that the happy liaison was built up between our Club and the Rolls-Royce company; and he was also very helpful over the supply of spare parts.

His activities with the Club began in May 1951 at our meeting at Weston Manor. In 1954, he kindly presented the splendid silver salver (named the Messervy Trophy), which is awarded each year for the highest marks in the driving tests and concours d'elegance combined.

He spent a lifetime at Rolls-Royce, and his specialised knowledge of every phase of pre-war models was absolutely encyclopaedic and unique. My, as he was known in the company, was always ready to pass on this information and help anyone in need. He was full of impish fun, and would relate amusing tales of bygone incidents and his dealings with customers, to the great delight of listeners.

I first met Roney in 1932 at the company's service station at Cricklewood, and I am extremely grateful for all the help and genuine friendship which he extended to me over the years. He was one of the finest characters I ever knew, and it is very sad to think that, after his recent retirement from the position of service manager at Hythe Road, London, and director of Bentley Motors Ltd, he was only able to enjoy, for such a short period, his well-earned leisure. S E S

PAUL TYBJERG

With the sudden death of Paul Tybjerg of Copenhagen we have lost one of our most enthusiastic overseas members, and we hasten to assure his wife and family of our deepest sympathy in their tragic loss.

By profession an architect, he made frequent visits to England and often attended our meetings, the most recent being the visit of the R R O C to Bolney and Blenheim. Paul Tybjerg spoke excellent English and his charming manner endeared him to all who were fortunate enough to meet him. S E S

AUCTION OF SWORD COLLECTION

As most members will know, the greater part of the historical collection of veteran and vintage cars and motor cycles belonging to the late Mr J C Sword was sold at auction at East Balgray in Ayrshire on September 7. Eight of the collection's twelve Silver Ghosts were disposed of, and it is felt that the following details may be of interest as a matter of historical record.

Year	Chassis	Reg	Coachwork	Price	Purchaser
1907/8	712	SX48	Wagonette, Manchester built.	£2,900	Harrah Museum
1910	1338	SD8451	Barker 2-seater coupé	£1,350	Harrah Museum
1910	1346	LW7544	Barker shooting brake formerly the property of H R H The Duke of Windsor when Prince of Wales	£3,100	Niagara Falls
1912	1899	NS1546	Brewster tourer of 1928. Once property of Andrew Carnegie	£1,250	Lightfoot
1912	1907		Barker limousine	£3,000	Ferranti
1920	89AG		Barker saloon	£ 400	Macdonald
1923	46TG	XL1082	Mann Egerton limousine	£ 350	Macdonald
1925	118AU	YL4332	Barker limousine (F W B)	£ 650	Kendall

A number of later R-R's also changed hands at this sale.

COVER PICTURE

The 1912 Silver Ghost, chassis no 1721, which is illustrated on the front cover of this issue, is the property of our president, Stanley Sears, who found it in a barn in Oxfordshire where it had lain for about sixteen years. It was covered in dust and chaff, and was extensively fouled by the droppings of poultry roosting on it and inside. It was completely restored in 1945, the work including a complete striping and overhaul of engine and chassis. The original owner was Lord Wavertree.

POND'S GARDEN PARTY

Following the Club's very successful visit last September to a school and training college for physically disabled boys, members were invited this year to meet some even less fortunate young people, the fifty spastics who live at Pond's, and who are all too badly handicapped to be able to take part in normal life. Twenty-three cars and over 50 members and guests met on Saturday June 23 at the lunchtime rendezvous, the Bell House Hotel on the Oxford Road, to drive in procession to Seer Green and park outside the recently opened extension to the home.

Pond's was opened in 1956, experimentally and in a spirit of faith and hope, in an old house full of charm and character but also full of winding passages and awkward staircases. In spite of these drawbacks, it has been a success from the first and is clearly a very happy place. Now, thanks to recent generosity, there is a new block with separate bedsitting rooms properly designed for the use of wheel chairs, and with work-rooms and common-rooms attached. The aim is for the 'family' as the residents are called to be able to lead really full lives with plenty of contact with the outside world and a variety of occupation and to achieve the highest possible measure of physical independence.

Our fellow guests at the garden party, which was held to celebrate the opening of this new building, were the Friends of Pond's, an association of neighbours and other interested people who devote much of their leisure to visiting and entertaining the Pond's family, and to raising money for equipment and amenities of all kinds.

The proceedings started with the same competition as was held last year at the Lord Mayor Treloar College - that is, guessing the ages of six separately parked cars. This attracted an almost 100% entry, including some competitors who could neither speak nor write, but who managed to convey their guesses to their amanuenses. Pond's family did rather better than the boys last year; four cash prizes were awarded to entries with 10, 12, 13 and 14 errors respectively; the first and second, it should be noted, were won by young ladies, proving perhaps that men may know more about the mechanical side, but women have a better sense of period.

Then came what was for our hosts undoubtedly the highlight of the day, when members gave rides in their cars around the grounds to all those who could climb or be lifted in. The most popular ride was of course in Mr G McGregor Craig's Ghost, the only pre-1914 car present, which did noble work and could be seen proceeding to and fro loaded almost to the running-boards. A close second in popularity was Mr Hoppe's 1925 Humber, whose owner had hidden it shyly away in a corner with its better profile turned to the public, but which was forced out of its seclusion to have its hour of glory.

After tea, family and guests gathered on the lawn, where Mrs C Meachen very charmingly presented the competition prizes; we were then invited to see over the buildings before we said good-bye. A balance of £10 was left over from the entrance money; this, by request, has been given to the Friends of Pond's fund towards covering and heating the present open swimming pool. Swimming is an activity which is particularly enjoyed by spastics, many of whom can swim better than they can walk, so this donation will be very welcome.

Mrs Brown, the Warden, writes: 'Family, staff and visitors alike enjoyed the Rolls-Royce rally, and the vintage cars will be a topic of conversation for many a day. It was a most successful and happy day in every way.' - M D H

SILVER GHOST SWITCHES

Two dashboard mounted magneto and battery switches set on wooden pattresses were used on Silver Ghosts up to series 1400, when the steering column switch was introduced. These switches are often missing on these cars, and the Rolls-Royce Owners Club of Australia has therefore arranged for replica switches to be manufactured. The face of each switch is of polished brass and is pantograph engraved as an exact copy of the original. Prices are A £4.4.0. for each switch. Also, tail lamp switches for 1913-14 Silver Ghosts (series A-D) are available in polished brass for A £4.10.0. or nickel plated for A £5.0.0: they are identical with the magneto switch, except that LAMPS are substituted and OFF and ON are reversed. Orders should be sent with cheque or overseas bank draft to Mr F L Lee, c/o G and C F Briggs, 70 Wellington St, Collingwood, Victoria, Australia: orders close on 15 January 1963, after which prices will increase substantially because of engravers' charges for engraving one at a time.

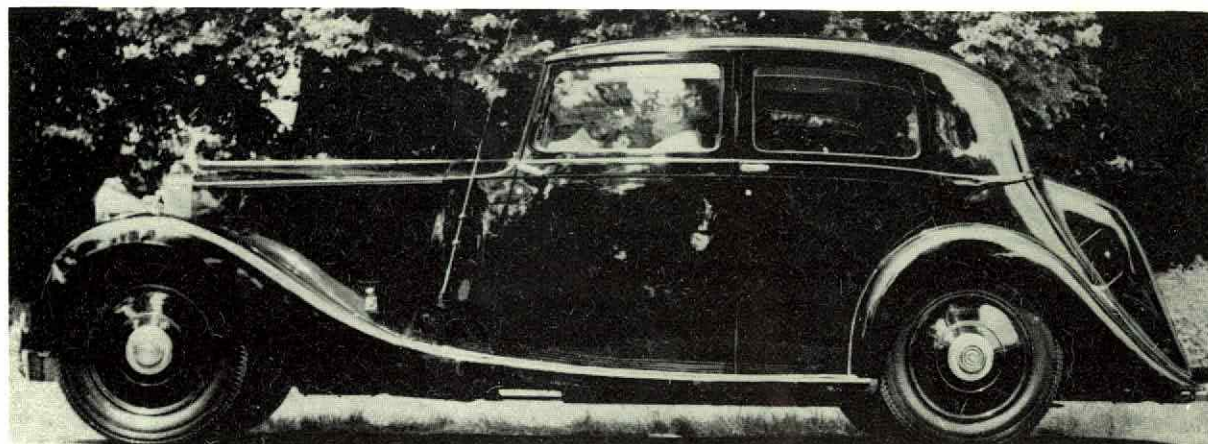
1962 ALPINE TROPHY RESULTS TO SEPTEMBER 30

	Car	Chassis No.	Year	Mileage	Age	Size	Total
I S Hallows	PIII	3AZ112	1936	9,983	x25	x3	749,725
J A G Burchell	SG	2295	1913	2,682	x48	x4	514,944
A M Keeling	20/25	GAU55	1932	7,866	x29	x2	456,228
J E Castle	20/25	GMU4	1932	6,454	x29	x2	374,332
S E A Fortune	25/30	GAR37	1938	7,735	x23	x2	355,810
J C Dymock-Maunsell	PI	20TC	1926	3,152	x35	x3	330,960
R B Honnywill	PIII	3AZ76	1936	4,402	x25	x3	330,150
H M V N Smith	20/25	GFE40	1935	6,094	x26	x2	316,888
H C W Somers-Smith	20/25	GBK3	1936	5,892	x25	x2	294,600
G M G Keeping	PIII	3AX55	1937	3,563	x24	x3	256,536
S J S Boord	20/25	GBA29	1933	3,992	x28	x2	223,552
G B Lochee-Bayne	20/25	GAW22	1933	2,887	x28	x2	161,672
W F Watson	SG	1543	1911	502	x50	x4	100,400
M E Watt	20/25		1934	1,830	x27	x2	98,820
L A J Koenen	SG	1456	1910	394	x51	x4	80,396
W F Watson	SG	2260E	1913	374	x48	x4	71,808

SANDHURST DRIVING TESTS

Good weather once again marked the club's driving tests held at the Royal Military Academy, Sandhurst, under the auspices of the RMA Motor Sports Club on July 29, when 28 entrants out of a total attendance of about 30 took part. In general the tests were similar to those that were arranged last year.

The first test was a timed slow section with no declutching followed by a timed fast section (which on a close reading of the rules did not have to be covered in the same gear): the chief penalty was 1 point for each second that the difference in time between the slow and the fast section was less than 100. The second test was an untimed garaging one, involv-



Mr S Fortune's 1938 25/30 GAR37, winner of the driving tests at Sandhurst

ing forwards into one garage, reverse into another, forwards into a third and reverse out to stop astride the finishing line; the penalties were 50 points for touching any garage (a fivefold increase since last year), 10 points for making an unnecessary change of direction and 2 points for each inch the car stopped from the far end of the garage. The third test was a timed zigzag around alternate pylons in a single line (it was encouraging to see less substantial markers than previously): the penalties were 1 point for each second taken, 5 points for each drum hit and 10 points for failing to stop astride the finishing line. The fourth test was a timed approach (from a parking line with engine stopped) to a dummy pedestrian to stop as close to it as possible: the penalties were 1 point for each second taken, 1 point for each inch left between pedestrian and car and 50 points for hitting the pedestrian. The last test was judgment of car width and height by means of moveable test posts: the penalties were 2 points for each excess inch and 20 points for touching the posts or taking more than 15 seconds over having the posts moved.

Mr S Fortune took first place with his 1938 25/30 GAR 37 scoring 168 penalty points; Mr H B Poulter was second with Mr W F Watson's 1913 S G 2260E scoring 177 penalty points; and Mr J Hamilton-Fish's 1928 20 GWL32 was third with 180 penalty points. For once, the larger engined cars did not do well: in fact, apart from the S G that came second, the larger engined cars (one S G, one PI, one PII and three PIII's) were all placed in the lower half of the final results.

DETAILED RESULTS

Driver	Car	Year	Chassis No.	Slow-fast	Garaging	Zigzag	Pedestrian	Width and height	Total penalties
S Fortune	25/30	1938	GAR37	55*	46	15	26	26	168
H B Poulter	S G	1913	2260E	80	54	14*	20	9	177
J Hamilton-Fish	20	1928	GWL32	57	60	18	19	26	180
G E Mawer	20/25	1932	GBT52	61	58	18	21	26	184
K B Wootton	20/25	1932	GHW16	66	34*	30	29	33	192
R M Harrison	20/25	1935	GA F81	75	68	20	21	10	194
T D Hadrill	20/25	1936	GLJ49	63	74	31	20	10	198
C Meachen	20	1926	GSK80	70	64	16	20	30	200
G B Lochée-Bayne	20/25	1933	GAW22	84	72	16	29	20	221
P Hoppe	20/25	1930	GSR78	63	104	17	16	21	221
R E Spencer	20/25	1936	GBK45	68	96	21	25	20	230
I F Munro	25/30	1936	GXM24	76	84	25	16	35	236
C M G Keeping	25/30	1938	GAR25	71	102	18	19	27	237
W A L Cook	PIII	1937	3AZ68	80	98	26	12*	72	238
I S Hallows	PIII	1936	3AZ112	78	112	18	29	20	257
Mrs F Hellings	20	1927	GHJ12	74	128	20	27	9	258
V Sagovsky	20/25	1936	GBK64	81	102	24	30	23	260
W F Watson	S G	1911	1543	84	102	20	23	36	265
D W Hellings	20	1927	GHJ81	55*120		17	29	40	267
R B Honnywill	PIII	1936	3AZ76	74	138	21	24	14	271
S J Lovegrove	25/30	1937	GHO48	79	132	32	28	3*	274
F Hellings	20/25	1934	GLB28	70	114	20	37	37	278
H Savage	PII	1934	141RY	86	142	19	20	14	281
Mrs A H Masters	Wraith	1939	WMB70	79	118	33	41	14	285
R W Bell	20/25	1932	GHW64	72	156	25	19	32	304
W Stuart-Cowie	20/25	1934	GUB28	75	188	29	37	18	338
H E Marshall	Wraith	1939	WRB15	87	160	25	36	38	346
J C Dymock-Maunsell	PI	1926	20TC	78	154	15	30	88	365

*1st in test

SANDHURST CONCOURS D'ELEGANCE

When the club visited the Royal Military Academy, Sandhurst, on July 29, an invitation was extended to members to take part in a concours d'elegance during the Camberley Horse Show on September 22. About 25 club cars attended the Horse Show, and a prize consisting of an attractive framed water colour of the RMA Old Building was awarded to Mr W F Watson for his 1935 PII Gurney Nutting sedanca-de-ville 3TA. Particular thanks are due to the military authorities for their kind invitation and for the facilities provided which enabled members, in sunny weather, to watch a most interesting display, including show jumping, coaching and gliding.

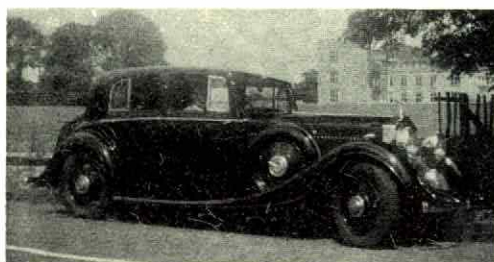
BURGHLEY HOUSE CONCOURS D'ETAT

Twenty-three cars took part in the Club's concours d'etat which was held on September 23 by kind permission of the Marquis of Exeter at Burghley House, Stamford, Lincolnshire. Although the weather was cool at times, the sun shone sufficiently to provide a pleasant end to the year's major events. Two conducted tours of Burghley House were arranged, and members were able to see many of the treasures for which this magnificent Elizabethan house is famous, including beautiful painted ceilings, silver fireplaces and innumerable works of art.

A prize was awarded in each of three classes - Twentys and pre-1935 20/25's; 25/30's and post-1934 20/25's; and 40/50's. A similar system of marking to that at Sherborne last year was used, except that there were, of course, no judging for elegance. Judging was carried out by Messrs Vivian, Cook, Keller, Poulter, Savage and Steel, for whose devoted work the gratitude of those present is due. It is interesting to note, in comparing the final results, that the 40/50 entrants were judged of higher standard than those in the other two classes but that the winner of the late 20/25 and 25/30 class was awarded 45 marks more than any other entrant, a remarkable achievement for which the owner deserves the maximum of praise.

In class 1, the highest marks were awarded to Mr F Hellings' 1934 20/25 GLB28; in class 2, to Mr S R Terry's 1938 25/30 GZR2; and in class 3 to Mr G H Walford's 1937 PIII 3CP122. After the judging, the prizes were kindly presented by Lord Exeter, and members were then able to inspect his 1926 Phantom I.

			Chassis	Interior	Under bonnet	Mechanical	Chassis	Originality	Exterior	Total
CLASS I			No.	100	100	250	100	150	100	800
Owner	Car	Year								
F Hellings	20/25	1934	GLB28	78	81	248	75	150*	65	697
J Hamilton-Fish	20	1928	GWL32	85	86	213	95*	130	86	695
F Hellings	20	1928	GHJ12	67	68	213	90	140	78	656
A Leslie Banks	20/25	1930	GLR50	71	85	225	74	145	45	645
R M C Probert	20	1928		77	70	205	46	150*	57	605
G B Lochée-Bayne	20/25	1933	GAW22	65	69	205	51	120	74	584
B S Frere	20	1925	GNK2	56	73	190	52	135	55	561
Average in class:				71	76	214	69	139	66	635
CLASS II										
S R Terry	25/30	1938	GZR2	92*	97*	240	80	150*	95*	754
C J Curtis	25/30	1936	GUL49	85	86	230	47	145	93	686
S J Lovegrove	25/30	1937	GHO48	81	78	235	44	140	78	654
A D Hyde	25/30	1937	GHO8	77	74	225	45	150*	80	651
R M Harrison	20/25	1935	GAF81	67	90	230	44	130	70	631
V Sagovsky	20/25	1936	GBK64	79	67	210	58	140	76	630
I F Munro	25/30	1936	GXM24	79	59	225	37	150*	74	624
H L Stewart	20/25	1935	GHG18	67	60	160	28	145	49	509
P G L Parkinson	20/25	1935	GOH59	65	39	140	5	140	22	411
Average in class:				77	72	211	43	143	71	617
CLASS III										
G H Walford	PIII	1937	3CP122	91	91	250*	37	150*	90	709
J C Dymock-Maunsell	PII	1934	141RY	81	79	240	53	150*	93	696
I S Hallows	PIII	1936	3AZ112	89	88	225	37	150*	93	682
G McGregor-Craig	SG	1910	1390	92*	74	220	81	100	95*	662
W F Watson	PII	1935	3TA	92	82	220	31	140	95*	660
J C Dymock-Maunsell	PI	1926	20TC	87	86	205	55	135	85	653
*1st in category. Average in class:				89	83	226	49	138	91	677



Model:	20/25
Chassis no:	GLG19
First owner:	Lady Jardine
Number of owners:	Seven
Coachwork:	H J Mulliner touring limousine
First reg:	29 March 1935
Present owner:	K A Steel

Owner's Remarks: The car was supplied in 1935 to Lady Jardine of Applegirth in Dumfriesshire, by Jack Barclay. It was acquired by Sir Archibald McIndoe in 1937 and remained in his possession for the next fourteen years. I understand that he stored it during the early part of the war and used a smaller car for his essential journeys during the days of acute petrol shortage. In the latter part of the war when fuel rationing had somewhat eased, he used the car when visiting the various plastic surgery units under his direction. It is therefore possible that the car became quite well known to many members of the 'Guinea-pig Club'.

In 1951, the car was bought by H R Owen Ltd, who sold it to Mr C G Heywood. In 1954-55, it was owned by Captain Laidlay who returned it to Basingstoke Motors, when he moved out of London to live in a part of the country where the lanes were too narrow for the convenient use of such a car. Early in 1956, the car came into the hands of the person who sold it to me in July of that year.

I have reason to believe that the car was a dark green colour when delivered but I do not know at what stage during its life this was changed to black. The coachwork is a fine example of H J Mulliner's touring limousine of the period with a fully-concealed winding division and the usual figured walnut panelling. Its fine lines have often been admired and with black leather in front, light fawn cowhide in the rear and West of England cloth headlining to match, it must have appeared a very attractive car when first delivered in a dark green finish.

K A S

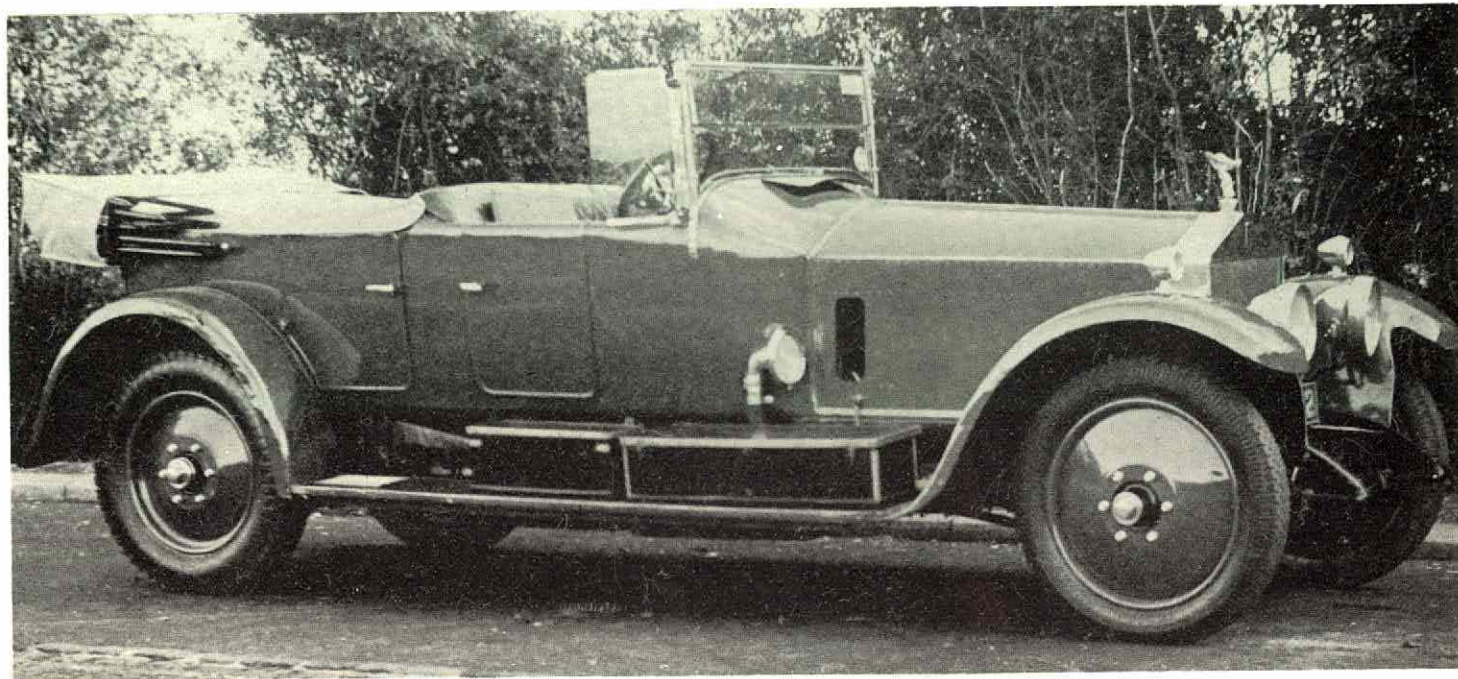
BOOK REVIEW

'It is a very good occupation for a wet day, when the car is not to be used, to go completely over the tyres, plugging small cuts in the covers (after they have been carefully cleaned out with sand-paper) with rubber solution and scraps of unvulcanised rubber, the wound thus healed being covered with a rubber bandage to keep it from the air.' Another good occupation would be to sit indoors and read extracts from 'The Motor Book' to other motorists (Ed T R Nicholson, Methuen, 25s).

Despite its all-embracing title, 'The Motor Book' seeks to cover a clearly defined field, and to give through extracts from contemporary writings a social and historical survey of the first twenty years of motoring. The forty-odd contributors, who include Rudyard Kipling and Ian Hay, C S Rolls and Henry Ford, are wisely allowed to speak for themselves with a minimum of editorial comment. There is advice on choice of car, dress for both sexes, maintenance and driving ('Remember that whatever the state of the road, it is bad driving to navigate the car sideways.' - the Lanchester Car Driving Manual, 1903.) An eminent surgeon, writing in 1902 at the age of eighty-one, speaks enthusiastically of the benefits of motoring to the health, but advises his readers to alight at the end of every twenty miles and run smartly for two or three hundred yards, to avoid atrophy of the leg muscles.

There are sections on touring, racing, trials and records, with descriptions of journeys in such places as Montenegro and Mongolia; a hair-raising story by S F Edge of his descent of the Arlberg Pass in 1902 in a Napier with no brakes and only two gears in working order, and Charles Jarrott's moving account of the tragic Paris-Madrid road race of 1903. The illustrations, of which there could well be more, consist of contemporary racing photographs, advertisements from the Motor and Autocar and some excruciatingly unfunny Punch cartoons.

The picture which emerges, which may or may not be accurate, is of a band of devoted fanatics, battling against hideous discomfort, appalling road conditions, totally unpredictable machines, police hostility, idiotic Government interference and the implacable enmity of the non-motoring public. This is a book which the expert will enjoy, but which is primarily aimed at the amateur social historian and all those who think motoring is funny - M D H



Mr W A Briggs' Silver Ghost 24NE

Model:	Silver Ghost	Coachwork:	Hooper open tourer
Chassis no:	24NE	First reg:	7 October 1921
Number of owners:	five	Present owner:	W A Briggs

Owner's Remarks: 24NE left Derby works on 24 February 1921 and, after the building and fitting of the body by Messrs Hooper, was supplied to Mr W B Duckworth of Hooton Grange, Hooton, nr Chester. After passing through the hands of two other owners, the car was bought in 1929 by the previous owner to myself, Mr G W Yale. Mr Yale has told me that buying 24NE was the result of suffering a disastrous six months with a lesser make of motor car which he had purchased as a new car. Cutting his losses he decided to buy a car 'that really was a motor car.'

The car at that time had covered about 60,000 miles and, after repainting and fitting a new hood, Mr Yale used the car for summer use, covering a further 60,000 miles in the period 1930-38. During this time, Mr Yale kept a detailed record of the cost of his motoring

and I think he found this to be in the region of 3d a mile - the cheapest car he ever ran. A fact which aided this was the low cost of an eight-year-old Rolls-Royce - £200, which is a far cry from today. The absence of mechanical work which I have had to do in restoring the car speaks well for the way in which the car was maintained in those days: while on this subject, I think far too little credit is given to Mr Yale who, in the days prior to an organised vintage car movement, preserved and maintained old cars which would otherwise have been scrapped.

The car was laid up from 1938 to 1954, when it came into my hands. As my spare time was then very limited, the car was cellulose painted as a temporary measure and, after fitting a new coil, rebuilding the magneto and a few other minor adjustments, I began to use the car a little. When first tried out the petrol consumption proved to be about 9 miles/gal. I found that the magneto was practically seized owing to the windings having disintegrated, and could hardly be turned with a spanner: the petrol consumption was much improved after the necessary repairs. After some carburettor adjustment, this was improved still further, and I am now able to obtain 18 miles/gal on long runs.

During the period 1955-57, I ran the car, attended a few events, enjoyed some very pleasant motoring and gradually improved the car as opportunity presented itself. In April 1958, by then having a little more spare time, I commenced a fuller restoration. The cellulose paint was scraped off and the car put in the hands of a local sheet metal worker for repairs to the wings. During the time the previous owner had run the car before the war, these had suffered some damage and although they had been repaired corrosion had set in. These sections were therefore cut out and new sections flush welded in, the finished job proving very satisfactory. Coachpainting then commenced in the original colours of grey and black, and after much labour spread over about three months the final result is satisfactory for amateur work, although I would be the first to admit it is not up to Hooper standards. The car was then taken to a coach trimmer at Southport to have the hood and side curtains re-covered and a new tonneau cover and hood envelope made all in light fawn mohair canvas, all being as new when finished.

Apart from the work mentioned, I had lamps, etc, replated in nickel finish, the cobra horn rebuilt, tool box, battery box, dash and hood stays French polished (the tool box had to be veneered - and I

warn anyone who tries this that it is a tricky operation) and sundry other odds and ends were put right.

Two items now remained to be corrected: the first of these was the exhaust system. Here, troubles arose thick and fast, as we found it was impossible to slacken either the ring of nuts which hold the back silencer to the intermediate pipe or the large union nut on that pipe which screws on to the front silencer. It was also impossible to free the two downpipes into the front silencer, as all were immovable after 38 years of use. The problem was finally solved by undoing the union nuts attaching the downpipes to the exhaust manifolds and then slightly enlarging the holes in the engine undershield through which the downpipes pass to allow the union nuts to be lowered down and so lower the whole silencing system in one piece, approximately 15 ft of it. The enlarging of holes was done in situ, as I could find no way without extensive dismantling of removing the undertray: perhaps there is some art in doing this I have yet to learn, and if there is I would be pleased to hear of this from some more experienced member.

A new front silencer was obtained from Rolls-Royce Ltd, and the back silencer was rebuilt by the local sheet metal worker previously mentioned. The whole system was then painted with heat resisting aluminium paint and reassembled.

The wheel nuts then remained. These had been bothering me for some time, as the old nuts had worn very badly on the threads. The car is rather unusual as it was fitted as part of its original equipment with Michelin steel disc wheels instead of the usual Dunlop wire wheels. The nuts have a non-standard metric thread, right hand on the off-side, left hand on the near side, and are cap nuts. After much correspondence, it proved impossible to obtain replacements, so these would have to be made in the home workshop. This was made easier by an engineering company who very kindly offered to cut two special taps, one right hand, the other left hand. As our workshop only contains a $3\frac{1}{2}$ in lathe and the usual hand tools, some improvisation had to be done. In order to machine the radiused end of the nuts (which seat into the wheels), a spherical turning device had to be made and rigged up on the vertical slide. To simplify machining, the nuts were made open ended and the ends silver soldered in. As the workshop does not contain a milling machine with dividing gear, the hexagons on the 24 nuts had to be produced by hand with a file: this proved rather heavy going

as the material was high-tensile steel. When completed and plated, however, the nuts have a very pleasing appearance, being identical with the originals and well worth the effort.

One small item in the restoration which was very important was renewing the hand brake cables. I think anybody who is restoring one of these cars will find that these cables have stretched badly, particularly if the car has been stored with the hand brake on. It may help somebody in future to know that the correct lengths of the brake cables are:

37 3/16 in for the hand brake and 40 in for the foot brake, both distances being measured between the centres of the pins through the forks. Rolls-Royce Ltd were able to make up new cables at very moderate cost.

Since restoration, the car has been used for many events and has given me more pleasure than any other motor car I have ever experienced.

Since writing these notes, the following further information has come to hand from R-R records. The car was originally ordered by a Mr Hanson Wu of China who had intended the car to be fitted with an enclosed drive cabriolet body. After being on test on 17 January 1921, the car was despatched on 24 February 1921 to Messrs Barker and Co. However, export to China must have fallen through and the car must have then gone on to Hoopers for the disc wheels, etc. Other slight alterations while still in chassis form were that the car was turned out with the side lamps wiring to the scuttle and was equipped with two spare wheels - both these points were altered for the Hooper body.

I believe 24NE is now unique (apart from the armoured car) in having Michelin disc wheels. According to Rolls-Royce Ltd, the car left the works fitted with wire wheels but on 25 July 1921 four Michelin 895 x 135 disc wheels were supplied and fitted. Later, a Dunlop spare disc wheel was supplied with a bolt-on mounting. In the early 1930's, Mr Yale decided to fit 7.00 x 21 disc wheels all round, and bought a set of four (the wheels bear the Dunlop code number LP59). Mr Yale found that when fitted to the front wheels the steering became very bad, so retained 395 x 135 wheels on the front and fitted 7.00 x 21 on the back to help the braking. The disc wheels were an option that

Rolls-Royce offered in the early 1920's (see p 114 of 'Rolls-Royce: The Living Legend' 1958 edition: 'Steel Artillery wheels can be provided as an alternative if desired at an extra cost.') and were adopted as a result of their experience with the later armoured cars. The reason why this type of wheel was dropped was because it acted as an amplifier for every small chassis noise. On the other hand, it did provide a very smart type of wheel, particularly for a tourer body, which was easy to keep clean and easy to change.

The axle shaft carries the hub bearings in the normal way, but the hub body into which the bearings are fitted is a special casting (a Michelin component, part G.6764). The hubs are held in place by the axle tube nut, followed by a locking washer held on by three small nuts which screw on to studs in the face of the axle tube nut. After this, we come to the driver dog which on my car is of 3 5/8 in diameter and is therefore the type used with wire wheels (an artillery wheel driver dog is 4 3/4 in diameter.) The driver dog has inner and outer splines - the inner ones engaging on the axle shaft and the outer ones engaging with the body of the Michelin hub. Finally, there is the castellated nut which is split-pinned on to the end of the axle shaft.

The Michelin hub has a flange cast on it into which the wheel studs are fitted, and the outer end is threaded to receive the large nickel grease-retaining cap. On my car, this cap is similar to the cap used for artillery wheels but it does not have the centre oil-retaining screw.

Some very good pictures and descriptions of this type of wheel and hub appeared in the Michelin and Dunlop guides of the early 1920's. At that time, Michelin were trying to sell the idea to everybody and succeeded to a limited extent even with Rolls-Royce Ltd. W A B

FOOTNOTE

If space had permitted, this issue would have included some details of the first Rolls-Royce Silver Wraith. Perhaps these details can be published in the next issue - provided of course they are not already known to everyone. How many know the date and chassis number of the first Silver Wraith?

I S H

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