

ROLLS-ROYCE

ENTHUSIASTS' CLUB

for Rolls-Royce & Bentley Owners

THE TWENTY NEWSLETTER

FOR THE 20HP REGISTER

NUMBER 5

JULY 1997



Neil Richardson's 1926 2-seater by Hooper (GCK35)
returns to Nightingale Road, Derby.

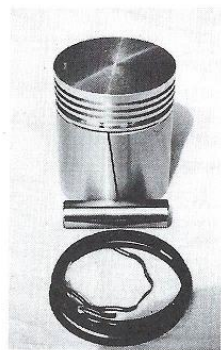


RISTES

Motor Company Limited
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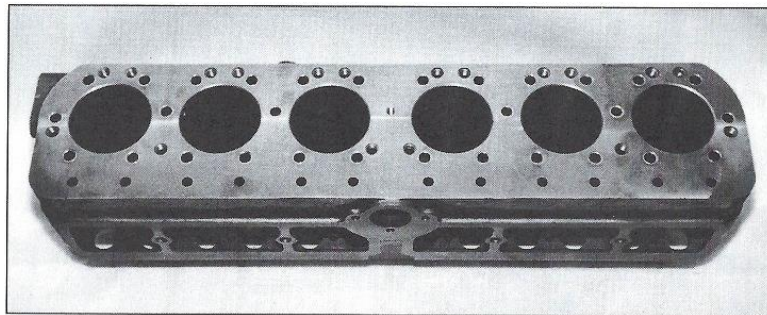
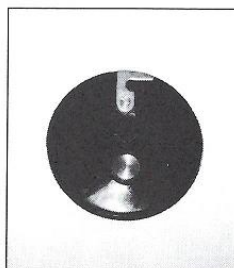
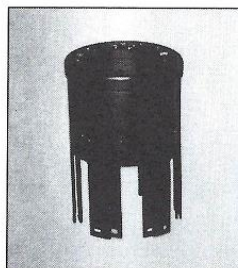
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*Of service
& encouragement
to enthusiasts
for fifty years*



Our commitment to the Twenty model can best be demonstrated by the wide range of parts now in stock. From the smallest to the largest, from the contact breaker to the cylinder block, we are prepared to invest steadily to ensure the widest range of parts and the best possible service we can offer for the immortal Twenty.

As owners and restorers of this model, we are well-placed to solve your problems and keep these lovely cars in superb working order. Owners are most welcome to phone us to discuss requirements, arrange visits, or to obtain our latest Parts List.



The Twenty Newsletter

Number 5

July 1997

The Twenty Newsletter is published twice yearly for members of the Rolls-Royce Enthusiasts' Club's 20hp Register. The Registrar of the 20hp Register is:

Keith Jay,
14 Kingsway,
Bognor Regis,
PO21 4DQ.
Tel/Fax: 01243 266575.

The Editor of this newsletter is:

Ben Grew,
16, Hall Park Avenue,
Westcliff on Sea,
Essex, SS0 8NR.
Tel/Fax: 01702 76982.

The opinions expressed, advice offered and views given in this newsletter are not necessarily those of the RREC or it's officials and no responsibility can be accepted for the results of following contributor's advice.

Articles for publication should be sent to the Editor at the above address.

All other communications to the Registrar please.

REGISTRAR'S RAMBLINGS....

I am delighted that once again Registers are allowed to issue a newsletter. The 20hp Register was the first Register to produce one and it was widely acclaimed and set the standard for the future. This was in no small way thanks to the first editor, Andrew Sington, who worked so hard and ensured we published and produced two per year. With the new 20hp Register Newsletter, we have a new editor, Ben Grew, who I am certain is well known to many of the 20hp owners and a strong supporter of the Club, Sections (his being Essex) and the 20hp Register. Welcome Ben and wishing you every success.

Articles, features, photographs (without wedding ribbons please) and useful tips are always wanted, so please share them with your fellow members - the bi-monthly notes will continue in the Club Bulletin for information on happenings and the newsletter will deal more with non news items that do not date. There is a mass of useful information waiting with Peter Baines which we hope to recover to use in the newsletter. An important one being a company specialising in supplying, repairing, respoking wheels

and an ability to make Rolls-Royce type splines.

This has been waiting for over nine months to see the light of day. An article will appear shortly, but in the meantime the company is called Specialised Automobile Services of Macclesfield. (Tel:01260 253119 or Fax:01260 252699). So if you have wheel problems, give them a ring and they will be only too pleased to try to assist - please mention you are a member of the RREC 20hp Register.

By the time you read this, the Normandy visit and the 75th Year of the 20hp will have come and gone. In Normandy we had 84 members and their guests with 43 motor cars, whilst in Buxton we were lucky that the rain held off for our visit to Chatsworth House. Reports on both events can be found elsewhere.

There will be the regional local meeting on Sunday, 20th July 1997, members living within 75 miles of Horsham will have received an invitation. The event is being held at a charming private country house, by most kind invitation of a very good friend of mine who has a small but select selection of interesting motor cars, beautiful grounds to park and picnic in and a swimming pool to have a dip in. If you have not received an invitation, contact me and we will be delighted for you to join us. A traditional Sussex Ploughman's lunch, morning coffee and afternoon tea is provided. The cost to Register Members is nil!

To the years ahead - 1998, we have the fifteen day holiday, motoring every third day, from St. Malo to Santillina

del Mar in Northern Spain, average mileage is around 140 miles every third day - total 700 miles plus side site/sight seeing for the rest days. The event is restricted to 72 members and guests and 36 motor cars, solely due to the size of hotels available. Booking forms should be included with this newsletter. If you have not received one, please either fax or phone me - if you write, a SAE D/L size please, and I will let you have an entry form. The event is open to 20hp members for the first 28 days, thereafter to all club members in any club car.

In the past twelve months I have written, phoned or faxed, over 500 items/letters, replies, inquiries to members and others answering their questions or pointing them in the right direction. So please, if you write, enclose a SAE D/L size.

Donations to the Register Funds are most welcome and are needed - they are what we survive on. We get no funding from the Hunt House or the Management Committee.

Recently I have been notified of the following for sale.

1923 TOURER - SUPERB.

1928 TOURER - GOOD CONDITION.

1926 ORIGINAL BARKER TOURER -
SUPERB AND VERY ORIGINAL.

1927 3/4 COUPE - OUTSTANDING.

A CHASSIS AND BITS, ALL IN PIECES - A
COMPLETE RESTORATION NEEDED.

A BLOCK IN GOOD ORDER.

A PETROL TANK, AUTOVAC, A RED ROLLS-
ROYCE RADIATOR BADGE, AND AN OIL PRESSURE
GAUGE.

Most of the 20hp motor cars have now been sold, however, let me know what you want to buy or sell and I will record the details and hopefully help you when the right thing comes up. Recently I have been trying to assist an Austrian member in obtaining a set of five wheel rims - size 32" x 4-1/2" Split rims. This clocked up several phone calls, letters, etc., - hopefully I may have been of some help.
If you buy or sell your 20hp, see one in an auction or for sale, please let me

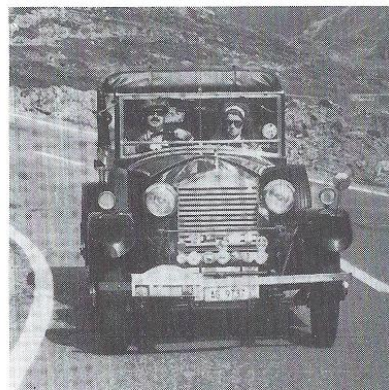
know - with the chassis number if possible. Also, if you come across someone with a 20hp, Club member or not, please tell them about the Register and again let me know.

The Register can only be as good as YOU want it to be - if you want help, ask! If you have tips and advice on the 20hp, please tell me, so I can pass it on to the other members.

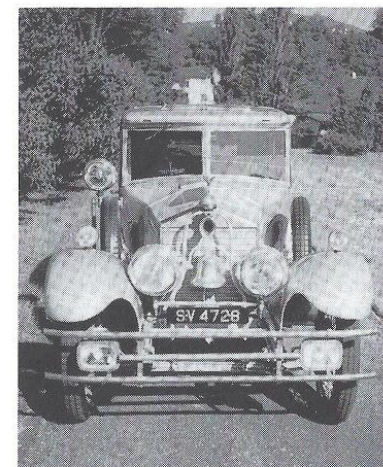
Wishing you a good season's motoring.

Keith Jay, Registrar.

Two Twentys in Switzerland!



1928 Cabriolet de Ville by
Barker (GBM23) owned by Eugen
Weibel.



1925 Saloon by G. Wylder (GPK33)
owned by Charles & Erica Renaud.

The 20hp Records

Whilst the Registrar holds details of all the member's motor cars, it is a little known fact, that thanks to Andre Blaize and Ben Grew, the most comprehensive detailed historic records of the 20hp motor car now exist; and with Martin McCarthy of NSW, Australia, who is compiling a list of all known surviving motor cars there (around 147 were originally delivered), we now have an unbelievable amount of information available.

A recent case was a letter received from a lady in Holland trying to trace a 20hp 6-light limousine that her parents got married in 25 years ago. She had tried various clubs and museums and had somehow obtained my address, but she only had the vehicle registration number - JG-47-01 and no chassis number.

However, I faxed Emma at the Hunt House - no success.

I then faxed Andre, asking for his help. Not easy without a picture, but Andre found four limousines in Holland in the 1970s:

GEN 26 (B212/19)
GAJ 79 - no picture available
GLK 40 (A40/18)
GMJ 19 (B74/30)

Another possibility from the details supplied was GYK85, a 6-light cabriolet de ville. I had a bad photocopy from the inquirer, so I faxed it to Andre. Within minutes, Andre was back "The car is none of the five proposed although it looks very much like GMJ19 but the door moulding and bottom door line are

different. I would suggest a landaulette (GAJ79) which was converted into a limousine."

A dead end in this case, so I replied to the inquirer and regretted we were unable to assist.

However, it shows how important chassis numbers are for getting the facts right, as misinformation today can become fact tomorrow. Recently in the Bulletin, a member commented that he was fed up with petty corrections (or words to that effect) to the identification of cars - this proves how important it is to get it right.

The amount of information held by Ben Grew - ranging from auction prices to replacement bodies and the 30,000 motor car details held by Andre Blaize, is unbelievable and ensures the 20hp register has access to all the information - Thank you Ben and Andre!

KEITH JAY

ROLLS-ROYCE, CHASSIS No. GA70,
1923, 20HP SALOON, RUNNER.
£100. TEL: CAMPBELL,
HILDONBOROUGH (KENT) 2112.
FROM THE AUTOCAR 17 DEC 1948

FOR SALE. GOOD HOME REQUIRED FOR
1942 (sic) 22HP. ROLLS-ROYCE
No. V67, VIEW EGHAM. 24 WARDOUR
STREET, W. I. GER 4200.
FROM VETERAN & VINTAGE, JANUARY
1961.
(The car here is GHJ18)

From the Editor ...

Having taken on the job of producing the newsletter, I hadn't quite appreciated the huge amount of work and effort that Andrew Sington had done on the first four issues.

From the time I said "Yes" to Keith's request to do the newsletter (probably late at night in the bar of the hotel in Normandy after too many drinks), I have begun to realise the folly of answering a serious question with insufficient thought.

However, here's Newsletter No.5 which has been produced with the thought in mind that we want to maintain the standard of previous newsletters but at the same time, try and reduce costs. Working within the constraints on continually asking for and often begging for contributions to publish the newsletter is not an ideal way for such a publication to be run. In addition, it was also unfair to those who contributed whilst others didn't.

To eliminate this we are asking for a £5 donation towards the printing of this and the next newsletter. Of course, if we can, we shall try and make the donations cover a further issue but, no promises! So, if you want to receive another newsletter, you will find a slip to complete and send with your donation.

Another way for the Register to raise funds is through advertisements in this publication. Now, I am aware that I have very few capabilities in life and one that I do not have is getting money out of advertisers! So, could some

member please volunteer to take over this task for the Register. Please telephone either myself or Keith with the offer of your body!

You will also be aware that your help is needed with pieces for these pages. Perhaps you can contribute an article or you may wish to share something about your car - an experience, a tip, some advice. You may have an anecdote, a story or you may wish to sell that Twenty part. Maybe you'd like to put in a "wanted" advertisement (please, not for a Swedish au pair), anything to do with a Twenty is needed for the newsletter!

Advertisements will be free but we won't stop you making a donation if you succeed in selling or buying anything. If you think you can save the Register some money with a bright idea, or you can make the Register some money - we will be pleased to hear from you. In fact, we shall be pleased to get a holiday postcard from you!

FOR SALE. CHASSIS GKM37, NEEDS NEW BODY, CAR IS IN DAILY USE, MAY BE SEEN BY APPOINTMENT AT YORK. £90. PEOCK, 3 NEVINSON GROVE, FULFORD, YORK.
FROM THE AUTOCAR 14TH AUGUST 1942.

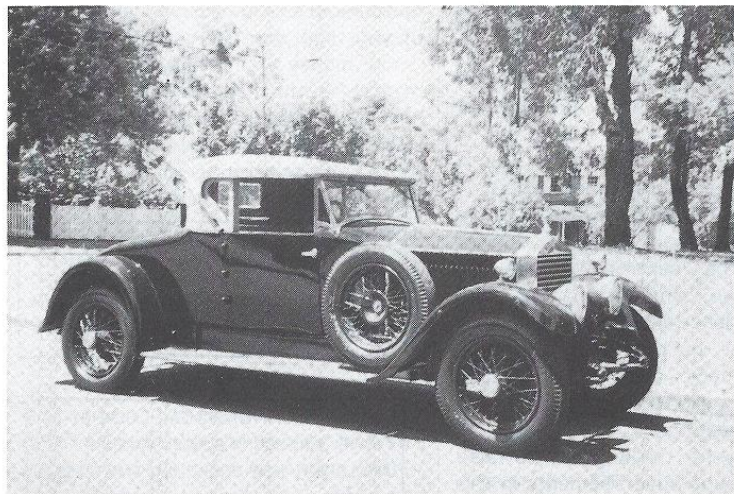
FOR SALE. 20HP DROP HEAD COUPE BY YOUNG, FINISHED IN BLACK, MAROON UPHOLSTERY, NEW CONDITION, FAULTLESS CHASSIS; £395. EPSOM MOTORS LTD, EPSOM.
FROM THE AUTOCAR 14TH JUNE 1935.
(Possibly GWL32)

GAJ 32

by Mike McCarthy

Eli Carter, a wealthy businessman of Moss Vale, a rural town some sixty miles south west of Sydney, ordered a Rolls-Royce 20hp from Dalgetys, Sydney on the 1st March 1927 as a present for his wife who wanted a car for shopping.

A £50 deposit was paid and the order was for a Windovers drophead coupe body with three seats, nickel fittings, full tool kit, twin spare wheels and painted green. The car arrived in Sydney on 24th June 1927 aboard the *Port Huon* and the Carters took delivery after paying £1064.17s.5d. Mrs Carter was quite satisfied although



Mike McCarthy's 1927 drophead Coupe by Reliance Motor Body Works (GAJ32)

she had trouble reversing due to the design of the body and because of her small stature. It is believed her husband died not long before the car was received.

In 1929 she employed a chauffeur/mechanic - Arthur Brighton, who stayed on until Mrs Carter passed away in 1961. Brighton was a good friend of Bert Ward, the Rolls-Royce service man, who kept the car in good condition and serviced it each time it went to Sydney. On one trip the car ended in a ditch on it's side on The Razorback road, a treacherous spot even in the fifties. The car was towed to Sydney and the front axle, tie rod and rear springs were replaced. I have

these as spares today.

In 1930 the aluminium Windover body began to crack badly and Brighton arranged for a new body of similar design to be built by Reliance Motor

Body Works of Petersham in Sydney at a cost of

£250. I have the receipt dated 9th July 1930. It was their last job and they closed their doors due to the depression, never to open again.

This body has a dicky seat whereas the previous body had a lifting boot lid. The original body was not scrapped but taken back to the Carters, stored in a shed and subsequently found during the 1960s by Stan Nash. It is now fitted to Chassis GAJ 17.

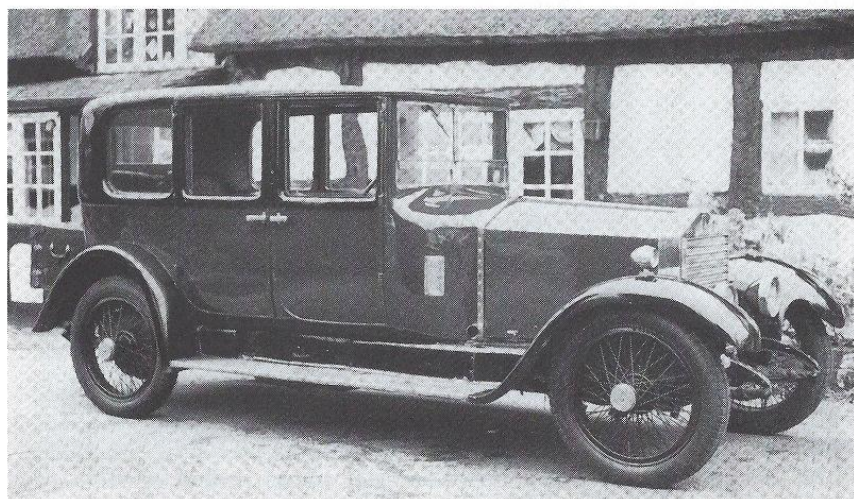
Mrs Carter bought and sold many Rolls-Royce cars over the years but always kept her Twenty. When she passed away, the cars were left to Brighton, the property sold and he moved nearer to Sydney to Wallacia near Penrith. He continued to use the Twenty as a shopping car - two beer cartons fitted nicely on the floor of the dicky seat! In 1984 Brighton had the car repainted

in black enamel and decided to sell her and retire from driving as he was well into his 80's.

..Ted Hudson, a Rolls-Royce club member, purchased the car and used it several times a year at club events. He also had the seats and hood retrimmed. He sold the car to Martin McCarthy in February 1996 and it is used at least once a week and is back on the rural roads it grew up on.

Mileage is thought to be 85,000 - there are eight file marks behind the dash which is a good indication. All original tools are present even down to the tyre gauge, instruction book, original guarantee, original tool list and mascot engraved with the engine No. B5Y.

GAJ32 is a delightful example of the 20hp and it is a privilege and pleasure to own and drive.



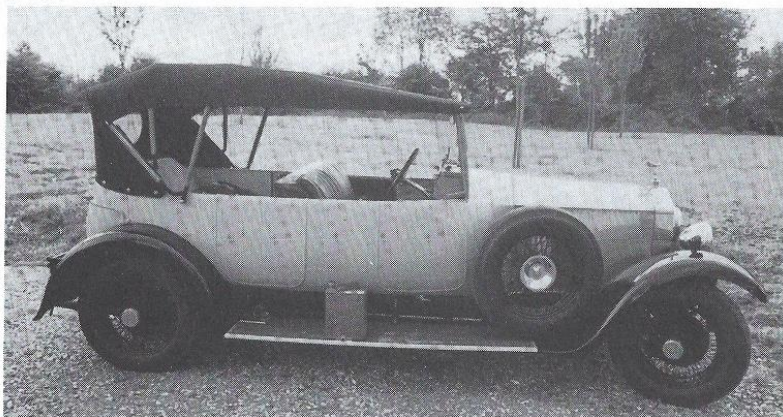
Brian Elliott's 1923 Saloon by Windovers (53S5)..

THE TWENTY INVASION OF NORMANDY

Of course, we're biased aren't we? But, the rallies organised by the 20hp Register have to be the best there are. For our third trip to France we found that once again, everything had been considered beforehand- not once, did we have to ask "what" or "when" or "how" - Keith & Louis had already thought of it! And yet, without wishing to make this a Jay/Hunter admiration society, there were problems! We had rain for the first four or five days, we probably could have done without one of the four civic

receptions and the full programme made most participants in need of a holiday as soon as they got back home! Keith & Louis couldn't do anything about the weather, but, the other two points are something to consider for the future - ladies, particularly, always seem to need more time to do things in their room!

La Réserve St.Martin Hotel was ideal for us, nice rooms, reasonably good food, a willing staff (that allowed Jean-Claude Melka, the owner, to



1926 tourer with body from a 1919 Lanchester (GOK53), owned by Jeremy Oates. Photographed at the Coeur de Lion cider distillery, near Pont l'Eveque, on the 18th May 1997.

play cards whilst they served the evening meal) and, most important for the majority of owners, a bar!

We visited the towns of Pont l'Eveque, whose cheese we loved; Bayeux, where we didn't have time to look at the tapestry; Trouville, for a long lunch out of the rain; Honfleur, where we looked at Jacques Chauveau's 1930 Pilot Cutter moored near our cars; and Caen. We visited this latter town on two occasions, both times with full police escort and the instructions to ignore all traffic lights!. It's strange how many Twenty drivers find delight in slowing down when the light is green, in the hope that it changes to red and they can go through it!

Everybody likes to receive a gift and Keith makes sure everyone does!

Prizes, mostly champagne, were given to members for an assortment of reasons - to Helen Pearce for doing the rally plaques; to Norma Rees for eating all her dinner; to Clifton Spencer for helping change Peter Bibby's tyre; to Alec Bolton who forgot his passport; and to many other members for all sorts of reasons.

We had competitions too - a mascot competition, won by Bill Hemmings; a Quiz on the coach to Paris, won by Bryan & Sheila Thomas; and a fancy dress competition, won by John and Ann Watkins.

The fancy dress competition was held on Gala Night and everyone entered into the spirit of the evening. Besides John & Ann who came as a couple of hippies from the flower power era, we had Lady Chatterly and the gardener (David & Sheila Mitchell), two schoolchildren (Bill & Pat Hemmings), Al Jolson (George Simpson), two gypsies from Poole (Alan Hay & Trish Butcher) and a soldier whose puttees stopped the circulation in his legs (Derek Berwin)! As darkness fell, Jean-Claude surprised us with a firework display yhat ended with a blazing "RREC 75th" lighting up the night sky.



JOHN & ANN WATKINS

Now, what about the cars, you may ask. Let me first say that it was Samuel Johnson who once said "When two Englishmen meet, their first talk is of the weather." The weather in this case was rain - nearly every day., which brings us on to the cars.

It is to be admitted that there wasn't the usual enthusiasm for gleaming coachwork and glistening nickel, it was only on the rare occasion that the Blue Coral and Autosol came out - no point in washing off the dirt and cleaning the nickel only for another shower to undo all the good work a short while after! Stuart Timmins was one exception to the rule - he was seen cleaning on at least three occasions!

However, if we ignore the dirt and tarnished nickel, there were some superb examples of the Twenty in Normandy. Eddie Deffains was in the oldest car, a 1923 Limousine by Barker (GH25), while John McGlynn and Margaret Oates were in two successive chassis - GDK21 and

GDK22, the last time they stood side by side was probably at the factory in 1924!

Besides the usual body styles, we saw examples of a Coupe, a Doctor's Coupe, a 3/4 Cabriolet, a Coupe Cabriolet and a 3/4 D/H Coupe - work out which is which on that lot if you can! Two of these cars were making their debut on a French 20hp rally, the 3/4 Cabriolet owned by Cyril Westin with body by Ashton Keynes and the 3/4 D/H Coupe with coachwork by R.Harrison and owned by Michael Osborne.

We don't like to admit it publicly, but some of the non-Twenty owners who joined us on the rally, were great fun. None more so, than Alan Hay & Trish Butcher who turned out at 6.00



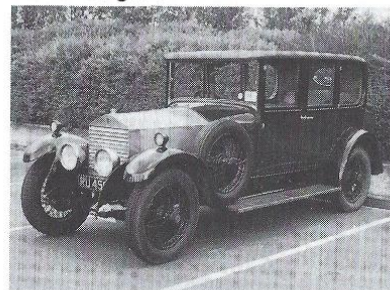
Not much interest from the locals in Honfleur - even at £2,950!
Graham Pearce's 1929 saloon (GLN53)

a.m. On a cold morning, in skimpy nightwear (you should see the video), with a large placard bidding us goodbye and safe journey home.

Other memorable moments included David & Jane Else's raffle that raised £250 for the Register; or the time when the Mayor of Pont L'Eveque opened the champagne with the cork flying through the air and hitting Barry Harris on the head; or the nineteen children that managed to get in Graham Pearce's car at the Hotel de Ville, Caen; or the time in Honfleur when the same car (why pick on Graham Pearce?) was offered for sale as a one owner, low mileage model for £2,950 (£100 deposit and 36 months to pay) - there were no takers among the astute French!

The friendship built up among owners by the Register is perhaps, a forgotten "plus" as regards the Registers. As more rallies take place

that friendship will only increase. There are lots more things that should be mentioned on this rally, the hospitality of Jeremy & Margaret Oates for example, but space doesn't permit. Our thanks to Keith Jay and Louis Hunter for all their time and effort in organising such a great rally, may the trip to Spain in 1998 be half as good!



Trevor Baldwin's 1926 Limousine
by Hooper (GMJ10)

FOR SALE. 20HP CHASSIS GFN6 FITTED SPECIALLY DESIGNED WEYMANN TYPE 4--DOOR 4-WINDOW SALOON, BY MULLINERS, BIRMINGHAM, FINISHED DARK BLUE FABRIC WITH REAL LEATHER HOOD, UPHOLSTERED FINEST QUALITY GREY CLOTH WITH LOOSE HEAD CUSHIONS TO MATCH, INSIDE WOODWORK IN BURR WALNUT, FOLDING ARM REST TO REAR SEATS AND DISAPPEARING TEA TABLES AND FOOT RESTS FITTED INTO BACK OF FRONT BUCKET SEATS, IN ADDITION TO THE USUAL ROLLS-ROYCE EQUIPMENT IS FITTED TRIPLEX GLASS THROUGHOUT, 2 SPARE WHEELS AND TYRES, SKIN RUG TO REAR SEATS, ILLUMINATED COMPANION SETS, FOG LAMP, SUN VISOR, THE WHOLE APPEARANCE AND CONDITION OF THE CAR BEING AS NEW, MAKER'S GUARANTEE OPERATES UNTIL MARCH, 1932 AND TAX IS PAID UNTIL DECEMBER 31ST NEXT; PRICE £1,150; EXCHANGES, DEFERRED TERMS - GEORGE HEATH LTD., JOHN BRIGHT ST., BIRMINGHAM. PHONE MIDLAND 2500. WIRES: AUTOCAR.

FROM THE AUTOCAR 17TH OCTOBER 1930

GHJ 50 - Tod's latest

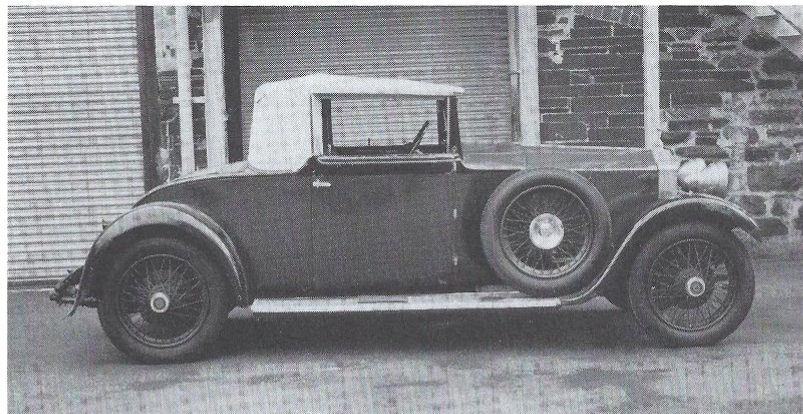
Tod O'Donaghue of Jersey acquired GHJ50 earlier this year from The Real Car Company and although it started life as a tourer by Weymann, it now carries contemporary doctor's coupe coachwork by Park Ward.

The bodywork (Body No.3329) was taken from Chassis GVO62, which Hugh Keller recalled as having passed through the hands of Paddon Bros in 1935. GVO62 was later written off but the coachwork must have been better than the Weymann tourer as it found it's way onto GHJ50.

After building GVO62, Park Ward only built one more body for a Twenty (GX03) but this has long

since been destroyed. As a result, the transplant to GHJ50 now means that the Park Ward coachwork on Tod's car is the last they made for a Twenty.

Apparently the car has spent the last thirty or forty years in a steel box in Chicago. This probably explains Tod's discovery while taking out the doors and interior from the car - a rather smelly rats nest inside the back seat! With that removed and other jobs being done, he is now looking for the coupling between the magneto (36 teeth) and dynamo (35 teeth), a 2-dog starting handle and a few other bits and pieces that will, no doubt, turn up at an autojumble.



Tod O'Donaghue's 1927 Park Ward Doctor's Coupe (GHJ50) seen here at The Real Car Company.

TWENTY NEWS

A Twenty horsepower won the Driving Tests at Charterhouse last May. GUJ27, a limousine by Park Ward picked up the prize assisted by it's driver, John Dixon!

Twenty owner, Graham Pearce was awarded the Le Touquet Trophy at Althorp in June. This trophy is awarded to a member (other than one on the Management Committee) for outstanding services to the Club. Well done Graham!

You will probably have heard that GLK73 was involved in an accident in June, whilst on the Scottish Rally. It's owners, Bill and Pat Hemmings, were taken to hospital for a check up, but not detained.

Sad to report, GLK73 was not so lucky - Richardson Hosken have written the car off!

The Top Twenty!

No, not the hit parade, but the winner in Class five at the Club's Annual Rally and Concours at Althorp.

Graham Neale took the Maurice Booth Memorial Trophy with his 1926 Cabriolet by Barker (GUK33). Only two points behind on the judges scorecard was Neil Richardson's 1926 2-door Saloon by Hooper (GCK35).

Judged to be the most elegant car was

Malcolm Tearle's 1924 Tourer by Robinson (GAK41).

Congratulations to all!

We shall try and put photographs of these wonderful cars in the next newsletter.

The Hugh Keller Trophy is awarded each year to the Twenty with the highest annual mileage.

The recipient this year was GXL66, a 1928 Cabriolet by Thrupp & Maberly that covered 8,000 miles! John Eastwood owns the car.

Michael Sapsford has an early 20hp cylinder block for sale at £500. If you're interested you can reach Michael at Pump Piece, Hankham, Pevensey, W.Sussex, BN24 5BA (Tel: 01323 763347).

Photographs wanted! - If you have an interesting photograph of your car or anything that you think would be of interest to Register members, please send it to the Editor so that it can shared with all.

The 75th Year of the 20hp

Sure, the weather could have been better, but who cares!

We celebrated the anniversary of the Twenty in the best possible way - with a visit to their birthplace.

O.K. So they don't make cars at Nightingale Road any more, but the Rolls-Royce factory at Derby is the spiritual home of the Twenty and a walk through the factory was pure nostalgia. The old roof was still there and Henry Royce's office was ... well, the spot was there with the bricked up fireplace. We could imagine him being there, back in the 1920s and asking one and all to work on (for another couple of hours without pay) to get the latest Twenty completed!

Although aero engines are now made at Derby, our visit attracted many workers who spent their lunch hour looking at the cars. With local press and television on hand we were able to



Derby Evening Telegraph
June 28 1997

tell all of Derbyshire of the delights of the Twenty - even the mayor was seen enviously looking at Neil Richardson's 2-seater by Hooper (GCK35) and there is a photograph to prove it!

It later transpired, that the Palace Hotel, Buxton, where we were staying, was outside the Derby television area and all the budding Lawrence Oliviers' were unable to see their performance that day! The National Tramway Museum at Crich, was visited on Saturday and thoroughly enjoyed by everyone - when did you last get to ride a Glasgow tram?

But the main gathering of cars was reserved for Sunday at Chatsworth House. The day passed with very little rain although for most of the time, a deluge looked as though it was imminent. This was probably the reason why a number of cars failed to appear and why the overall attendance was a little disappointing. Despite this, forty four Twentys were seen over the weekend (you will find a full list elsewhere) and for many, it was their first outing for some time.

Two prizes were given out on the day. The prize for the oldest Twenty was given to Peter Harper's 1923 Open Drive Landaulette by Hamshaw (58S1) which was pictured in all

it's glory on the cover of the last Bulletin. But ... The computer printout was wrong! The oldest car was Brian Elliott's 1923 Saloon by Windovers (53S5).

The award for the "furthest travelled" went to Tod O'Donaghue who came from Jersey in his 1926 Faux Cabriolet by Litchfields (GOK59).

The raffle in aid of the MacMillan Cancer Fund raised £828, our thanks go to Muratec for their kind gift of a facsimile machine and for their sponsorship of the rally. If you want a facsimile machine, they deserve your custom. As usual Keith Jay had thought of everything, a party before lunch and a taxi shuttle service took members from the rally field to lunch. We had been led to believe (by the brochure from the house) that we were to dine in Chatsworth House itself - it turned out to be the stables and the meal left a bit to be desired. Louis Hunter lodged a complaint on your behalf.

Despite this hiccup it really was a most enjoyable weekend. Not least, the grand display of Twentys.

If you look through the list, you will appreciate the great assortment of coachbuilders and body styles that were seen that day.

And last, but not least. The Twenty owners should be mentioned. Surely they're the nicest crowd of people in the Club - maybe it's the car that

makes them different from others, whatever it is, long may they continue to drive and enjoy the Twenty!

NEXT YEAR and BEYOND

If you would like to prove the Twenty can compete with the larger cars in terms of distance covered, you should be thinking about driving to Spain next May when the 20hp Register take their annual holiday. It should prove to be an ideal rally for tourers!

Details from Keith Jay - but be quick, space is limited.

You may also like to think about 1999 when the Register is proposing a trip to Southern Ireland. Once again details from Keith.

Please enclose a SAE with all correspondence to the Registrar.

Many thanks

NEXT ISSUE

Magdalena is the name of John Dixon's 20hp (GUJ27) and it is often seen towing a 1967 15' Safari caravan to Club events. John even took it to the Russian border in 1995 But that's another story that we shall tell you in the next issue when we look at the life of GUJ27.

For the recordTwentys attending the 75th Anniversary Celebration of the 20hp.

1923 Windovers Saloon - Brian Elliott	53S5	MF270
1923 Barker All-weather - Gordon Pollard	57S6	XP77
1923 Hamshaw O/D Landaulette - Peter Harper	58S1	XO1816
1923 Barker style Tourer - Bruce Walters	GF7	FU1525
1923 Park Ward Saloon - Michael Hilditch	GH61	OR4094
1924 Pollard Doctor's Coupe - Ted Kelly	GMK4	DN6513
1924 Hamshaw Saloon - Steve Lovatt	GDK52	NR5492
1925 Park Ward 3/4 Coupe - Graham Leake	GPk2	YP5968
1926 Windovers Tourer - Philip Chubb	GCK3	YN219
1926 Hooper Two seater - Neil Richardson	GCK35	YO5990
1925 Hooper Saloon - Harry Watson	GCK40	FL5003
1926 Salmons Tickford Saloon - Brian Packman	GCK65	PY4817
1926 Maythorn Tourer - Robert Marsden	GCK74	YR890
1926 Lanchester Open Tourer - Jeremy Oates	GOK53	TU2014
1926 Litchfields Faux Cabriolet - Tod O'Donoghue	GOK59	J20
1926 Thrupp & Maberly Tourer - Andrew Sington	GOK65	UK2
1926 Tourer - Richard Sprigg	GZK31	DS9213
1926 James Young Saloon - Alan Highfield	GZK51	YP3770
1926 H.J.Mulliner Saloon - Allan Fensome	GYK19	DP8078
1926 Hooper Landaulette - Barry Harris	GYK46	PR8828
1926 Ashton Keynes 3/4 Cabriolet - Cyril Westin	GYK59	TY99
1927 A.R.McLeod Shooting Brake - David Mitchell	GHJ15	NS2435
1927 Windovers Coupe Cabriolet - Keith Jay	GHJ40	YH793
1927 Caffyns Enclosed Limousine - Trevor Komaromy	GHJ72	HC7777
1927 Southern 3-position DH - Tony Steele	GRJ19	YT5995
1927 Maythorn Doctor's Coupe - Charles Green	GRJ57	KW2507
1927 Park Ward Limousine - John Dixon	GLJ27	PR9859
1927 Hooper Sports Saloon - Tony Kemsley	GLJ54	YU7563
1928 Tourer - Tony James	GXL44	TU7814
1927 Barker Cabriolet - Peter Bibby	GXL62	UC6140
1927 Thrupp & Maberly Faux Cab'let - John Eastwood	GXL66	PN907
1928 Doctor's Coupe - Stuart Timmins	GYL44	DJ3564
1928 Cockshoot Cabriolet - Doug Macmillan	GYL55	PX8225
1928 Brainsby Saloon - David O'Connor	GWL8	EB7418
1928 Park Ward Landaulette - Clifton Spencer	GWL14	FW1819
1928 Park Ward Limousine - Graham Moore	GWL16	TU8884
1928 Thrupp & Maberly Saloon - Geoffrey Kergon	GBM64	GC6631
1928 Salmons Cabriolet - Tim Pike	GBM71	YX7427
1928 Henry Binder Saloon - David Else	GKM30	DS9341
1928 Barker Limousine - Gerald Morris	GKM81	XV8026
1928 Tourer - Tony Smith	GTM27	VP7272
1928 Barker style Open Tourer - Tony Brown	GLN58	RU9269
1929 Freestone & Webb F/H Coupe - Peter Herring.	GEN75	UV8557
1929 Page & Hunt Saloon - Ben Grew	GVO40	OU2938

NORMANDY 1997



At the Hotel de Ville, Caen.



Almost like England! It rained for most of the visit to the Chateau Canapville - Le Manoir des Eveques.