



ROLLS-ROYCE ENTHUSIASTS' CLUB

for Rolls-Royce and Bentley owners



The Twenty Newsletter for the 20hp Register

Number 6

January 1998



**1923 Sports Saloon by Cooper Motor Bodies. Chassis No.5656.
Owned by Dieter Bartz**

Jeremy Oates was recently getting up to date with his reading and he came across the following in Motor Sport, August 1959. Can anyone identify the car?

THE ROLLS-ROYCE TWENTY

Sir,

I feel a few words should be said in favour of the Rolls Twenty, in reply to Mr. Hopkins' letter.

I owned a £930 P. II first, and came to the Twenty after driving one of the Rolls "monsters" for a few months. During my brief ownership of the former car I heard some of the "mythology" and found the "silence" and "silver" bits that now delight Mr. Hopkins with his Ghost.

By comparison the Twenty is light and beautifully balanced. The wheelbase, which is far shorter and a little narrower, is coupled with a very good lock, to produce a very handy car. Parking and reversing does not require the skill of a lorry driver.

Maximum speed is not more than 60 m.p.h. but with acceleration that is not negligible and a cruising speed over 50 in comfort, it is possible to do a long journey in good time with no driving fatigue.

The Twenty is, of course, beautifully made, and has very nearly as much to polish and lubricate as the Ghost or P. II. Parts are of manageable size, yet so well suited to their task that wear after 32 years is too slight to matter.

The brakes are better than any other make of car I have tried, including some "moderns," and the driving controls are light enough for my wife to drive with the same confidence that she has in our vintage Chummy Austin.

My car is blessed with pleasant saloon coachwork, but I am now looking for an open model on as good a chassis. If I find one I hope to be able to show how well a Twenty can perform in the rally-cum-driving-test type of V.S.C.C. events.

I am, Yours, etc.,

Portsmouth.

D. R. FIRTH.

* * *

At the Annual Rally last year, Margaret Oates was asked if she woke up grumpy in the morning. "No", she said, "He generally wakes himself up."

THE TWENTY NEWSLETTER

Number 6

January 1998

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 the 2nd issue of the reissued 20hp Newsletter has appeared so quickly and I sincerely hope you will find it interesting.

For those members who most generously made donations, many thanks - for those who have so far overlooked the fact, unless we receive a donation, slip enclosed, you will remain as a member of the Register but will not receive any further newsletters or Register of Members - the choice is yours.

1997 was a most successful year for the Club and the 20hp Register - we saw several Twentys that had not been seen before and all our events were well supported, the holiday to Normandy in May, the 75th Year celebrations in Derbyshire in late June and the Southern Regional Meeting in July. The St.Moritz Euro Rally saw good support from the 20hp despite the distance and from all accounts everyone enjoyed themselves.

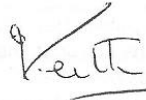
1998 appears to be equally as interesting for 20hp owners. On the 9th and 10th May there is the 20hp Technical Seminar at the Hunt House with the 25 Register - if you have never attended a seminar, you owe it to yourself to do so! You will find it invaluable and even if you have been on

one, the second time around is even better. Application forms are available from the Hunt House. This year I will not be attending as I have an earlier commitment. My apologies.

Fully booked is the Grand Tour from 21st May to 5th June, St.Malo to Santillana del Mer - over 1,000 miles in 16 days! As the National Rally (June 6th-7th) has been made a week earlier, immediately we return and arrive at Plymouth, members have to drive straight to Northampton. I have asked Graham Pearce for the best route and this will be available on the holiday. Once again there will be the 12.30 get-together with drinks at the National Rally in the 20hp lines. As I will be coming direct from the 16 day holiday, I will be unable to bring the usual gazebo. If any member has one which he can bring along, it would be appreciated. Please let me know.

We also need a Register member to go along the line of Twentys and explain the benefits of the Register to the non members. Offers please. In July, the date to be announced later, there will be a Southern Area Register Meeting, on similar lines to 1997, at a suitable venue - any 20hp owner, whether a Register member or not, is welcome. Watch the Bulletin notes for the date and venue.

Twentys continue to be in demand although those in poor condition and in need of work, especially the saloons, are slow movers, perhaps because they tend to be overpriced. Before pricing a car for sale, look at the cost of work that requires doing, restoration is costly and whereas a Twenty that has been in the same ownership for several years and has grown old with the owner (who accepts it's condition), new owners will look at the car and work out what it will cost to bring it up to their standard. Often the price is much, much too high. Sought after 20hp cars in good to excellent order sell rapidly whilst cars in need of work must be priced fairly to sell. Finally, we feel that the 20hp Register is the friendliest one in the Club, please do not hesitate to ask for any help or advice with problems you may have with your 20hp. I have a list of spare parts, bits and pieces and other items wanted and for sale, plus 20hp motor cars, from wrecks to concours. I am only a letter away but please enclose a D/L SAE with all enquiries. Wishing you a successful and enjoyable seasons motoring in your 20hp.



Keith Jay,
Registrar of The Twenty Register.

From the Editor

It seems like only yesterday that the last Twenty Newsletter was sent out and here I am (in December), having to think about the next one - No.6, is due to go out in January and I am hoping it will be an improvement on No.5. "That shouldn't be too difficult" do I hear you say?

First, let me tell you what happened with No.5.

I have learnt that certain things in life are constant, they occur time and time again without rhyme or reason. Most of you will know such happenings under the expression 'Sod's law'.

It was this law that came to mind immediately I re-read No.5 - after it was posted to you. Beside minor spelling errors that were not my fault, you understand - my computer didn't pick up, it's American you see and we are all aware that Americans can't spell aren't we? (And my Chambers Dictionary doesn't help - well, it's not up to the Oxford's standard!).

Now, there is one thing in life I dislike ... and that is someone getting my name wrong. I've been called - Grow, Crew and Green among the printable ones and consequently I make a point of getting other peoples names right. In fact, many people ask me "what's his or her name?" although I seem to be better on the

"her" than the "his", apparently my wife knows why!

Anyway, I opened Newsletter No.5, which I'd read and re-read before And there, hitting me between the eyes was an error, as there always is when it's too late to do anything about it - one of "sod's laws" I've always found! To compound things the error was a wrong name - Martin McCarthy had suddenly become Mike McCarthy!

I would love to be able to say this wasn't my fault, but I am unable to think up anything, either true or false.

Martin, I can only offer my apologies.

Now on to the commercials!

If you have photographs of your Twenty taken over a span of say, thirty or so years, showing how it's appearance has either remained the same or changed for the better (or worse, if you like), we would like to include them in future issues of the newsletter in a proposed new series entitled "Then and Now."

I await your letters and photos with eager anticipation!

Likewise, I would like to receive contributions for publication - they can be of a technical nature, a story, experience, joke, in fact anything - as long as it's to do with a Twenty!

Ben Grew.

Les Anglais, are they mad? by Jane Else

A Welsh speaking boyfriend once gave me a book entitled 'Les Anglais, are they mad?' There were moments as we negotiated the hairpin bends on the 10th Euro Rally in GKM30 that I asked myself that very question! I know some had justifiable reservations about our taking a 20hp up 6,000 ft. to St.Moritz, but now we are home, I can safely say it was an exciting and exhilarating experience which I would not liked to have missed.

However, 'to begin at the beginning'. Six 20hp's assembled at Dover at 7.00 a.m. ready to embark on the Cross Channel Ferry to Calais. We and the Mitchells already had a few miles under our belts having travelled down from Colwyn Bay and Shrewsbury respectively. A good cross section of 20hp's were represented; Ben & Adrienne Grew and Derek & Joan Berwin in their Tourers, John & Margaret Austin in their Doctor's Coupe, Bill & Pat Hemmings in their Landaulette, David & Sheila Mitchell in their Shooting Brake and me and David in our Saloon.

Unfortunately, our car, or rather the luggage carrier came into contact with a van at the petrol station before the ferry. Once at the port, a rope was produced and 'Twenty' manpower soon straightened the



20hp girls in St.Moritz!

From left: Jane Else, Adrienne Grew, Pat Hemmings & Joan Berwin.

offending dent.

After the short Channel crossing we were on our way to Reims arriving at the hotel 'L'Assiette Champenoise' at 4.30 p.m. We found a good parking spot ready for our early morning departure. No long lie in for the Goshawks. Some had flown by 6 a.m., but we thought 7 a.m. was early enough for us.

Our route took us via Chalons sur Marne, Toul, Nancy, St.Dié and over the long and steep Col de Bonhomme. We kept a steady speed of 35 mph on the hill and not surprisingly the water temperature rose to 80°C. The car purred on through lovely wooded landscape and the vineyards of Alsace

to reach Mulhouse at 2.20 p.m. Arrangements had been made to park the cars at the Musée National de l'Automobile.

We took a taxi to the Hotel du Parc, unpacked, washed and walked into the town centre where we sat and had coffee in the sunshine and mused on the French enthusiasm for old cars. They smile and wave and as for the motor cyclists - they really do risk their necks to take another look and signal their approval with the 'thumbs up'.

More drinks and another dinner over, the men having compared notes, we were off to bed before the final stage of the journey to St.Moritz.

We left Mulhouse at 7 a.m., negotiated Basle and it's road works successfully and on through Zurich and a series of tunnels to Chur, Sils and Tiefencastel. The mountain ranges after Zurich became more dramatic resembling a great dragon's back. The tunnels are quite a feat of engineering.

After Tiefencastel and a few hairpin bends later, on the approaches to the Julier Pass, we decided to park in a lay-by to enjoy the scenery and eat our ham baguettes, not to mention getting my breath back after the first introduction to hairpins. Obviously more lay ahead. 'Roll your sleeves up', said Eri, 'get ready for some serious hairpin stuff'.

I was allowed to show nothing but unerring confidence in car and driver. What a gallant little car. On she drove rounding the bends with style and facing without fear or trepidation the lorries as they descended towards us. She drove with ease onward and upward to the summit at 7,493 ft. This was to be the first of several endurance tests which she was to take and pass with such aplomb.

A wonderful welcome awaited us at the top. Staff from the Suvretta House Hotel and members of the Swiss Section were there to greet us. We were the first 20hp to arrive and hoped to film the others coming in. However, reports from drivers arriving said they appeared to be enjoying an extended lunch break at a village restaurant! So, we started the 1,500 ft descent to St.Moritz where we were sorry to learn that the Austins had been taken ill at Mulhouse and returned home.

The following morning (1,036 miles since leaving home) we drove to Pontresina where we did an oil change at a Swiss member's garage and then took the cable car up the Muottas Muragl where we enjoyed spectacular views of St.Moritz and the surrounding peaks. During the remainder of Friday the cars had a well earned rest. A ten minute walk, a chair lift and then a mountain lunch at Trutz had been organised.

We ate to the accompaniment of three men traditionally dressed blowing on their Alphorns.

On Saturday, every car was photographed individually at the start of the drive - a super reminder of a never to be forgotten event. It was a pity it was raining but the challenge was the greater and neither spirit nor enthusiasm was dampened. Old cars set off first. We were number 10 and were flagged off at 08.10 hours. We invited Dick and Rose Langbert from the USA to join us in our car. Bill and Pat took Norton and Sheila Bicolli, also from the USA. Ben and Adrienne took Claus Goldberg from Germany. We were all keen to demonstrate the 20hp experience and our passengers more

than willing to give it a whirl!

Off we went passing the Olympic bobsleigh run and on through Celerina and up and over the Albula Pass reaching 7,595 ft at the summit. Mist and rain obscured the views but it was a test for the car and she performed extremely well. As we drove along, a lone figure appeared filming the event. Lo and behold! John Dixon, a fellow 20hp owner with his trusty "steed", his mobile home having been parked at a camp site near St.Moritz.

We progressed on up the pass. The rain appeared to be stopping and there was a faint glimmer of sunshine on the rocks ahead. We were on the road to Davos near Alvaneu when we came upon Eric and

Grace Payne and their Silver Ghost at the side of the road. They had a puncture in the rear offside wheel. The problem was compounded by a stud in the wheel having corroded and broken. Rose and I waved other cars on as by this time John Dixon had also arrived on the scene. He unwrapped his bag of tricks which included a trolley jack, electric compressor and his old curtains to lie on. At one point three 20hp's homed in on the Ghost. Nearly two hours later, with the assistance of David, Dick and John, Eric had the car back on the road. We followed close behind him to Davos. Once at Davos, the Swiss Section organised garaging the car there while a part was made. They picked the car up on the way home on Tuesday.

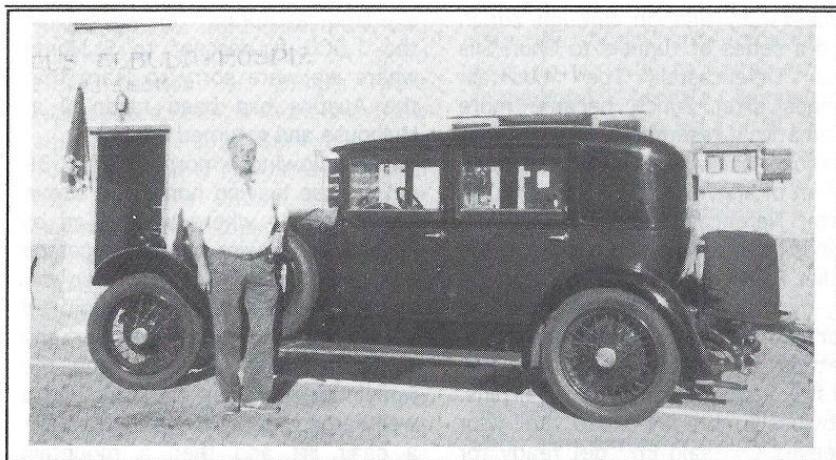
Picnics had to be eaten in the car

(because of the rain) and then it was back via the Flüela Pass, at 7,818 ft., the highest we were to climb. Pat and Bill witnessed the hauling up by crane of a car which had gone over the side - a chilling reminder of the care required when driving in this terrain. No sooner were we down the pass than we were on the home stretch to St.Moritz. The finish was as well organised as the start. A man with a chequered flag waved us in and a crowd had gathered in the rain to give us a cheer.

The gala dinner followed that evening. Eri and David Evans, the Chairman, gave the old cars a special mention, Eri pointing out that they had actually driven to Switzerland and not been transported in boxes!

After Saturday's rain Sunday promised to be a beautiful warm day.

Having negotiated the steep passes as they did, the 20hp's were already basking in their glory when Derek and Joan Berwin won the yellow rosette for second best British entry with their 1927 tourer. Once the presentations and barbecue lunch were over David suggested we drive



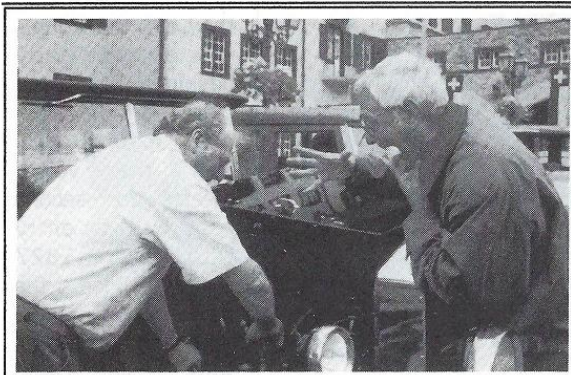
David Else and GKM30 at the top of the Albula Pass, 7,595 ft



Twenty owners, David Else & John Dixon stop to help a Ghost in trouble.

up and over the Bernini Pass which rises to 7,621 ft. More breathtaking scenic ranges with their frozen glaciers lay before us, Piz Bernina rising to 13,284 ft. We descended about 6,500 ft over 18 miles of hairpins and the fact that we were going to have to come back this way was a thought to be reckoned with.

We had not planned a very early start on Monday morning, breakfasting at 8.30 a.m. when there, at our table was Derek (he of yellow rosette fame) saying he had a problem with his car - a bit embarrassing when the object of all that praise throws a tantrum within twenty four hours! It was found that one of the plugs needed replacing, the contacts adjusted and the condenser secured correctly. A short test drive was completed and all was

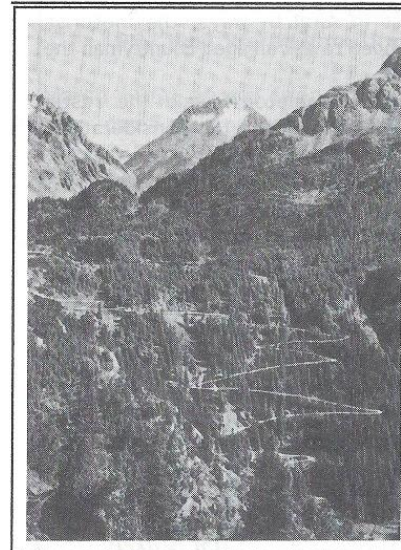


Embarrassing!

well. By this time the sun had burnt off the mist and Derek and Joan opted to follow us over the Maloja Pass into Italy. What more can one say about these passes - more hairpins, high peaks and the villages more Italianate. We drove through Chiavenna to Nuova Olonia where we lunched on trout from the lake. On the return journey we took a detour up a very narrow, steep and winding road to Soglio, a Swiss village back 400 years in time. So quaint and old, it had to be seen to be believed and with of course, the most amazing views of the Alps.

Once back at the hotel it was a case of packing up. Tuesday was departure day. The Berwins, Mitchells and ourselves decided to return via the Albula Pass whilst the Grews and Hemmings took the route over the Julier Pass.

We had an excellent drive to Mulhouse by-passing Basle and it's road works. Always anxious to see the return of our fellow Twenty drivers, we noticed Ben was absent. Malcolm & Josie Law in their Phantom were also missing so we guessed they were together. They turned up as we were about to depart



The Maloja Pass

for dinner at the car museum - Ben's brakes had failed!

A very enjoyable evening was spent at the museum. With glass in hand we walked round the 500 cars, too many to study in detail but our attention was drawn to the one and only 20hp which happened to be bodied by Henry Binder as is ours. Patrick Garnier, the museum director, kindly switched off the alarms so that we could look inside and compare it's style. Like ours it was a saloon but it had six-lights whereas ours has four.

On starting the car for our

departure from Mulhouse an alien noise was detected from under the bonnet. An inspection revealed a crack in the exhaust manifold. Working on the theory that the crack would close once the engine was hot, we left for Reims at 8.20 a.m. taking the route over the Col de Bonhomme again. The Grews did not set off until work on Ben's car was complete. It turned out that one of the nearside rear U-bolts was missing and the other sheared allowing the back axle to move and slacken the brake cables. The mechanics at the museum worked all morning welding the sheared bolt and lending them another. Their safe arrival at the Veuve Clicquot Caves for dinner was a little late but was greeted by loud applause by all.

The final day dawned for the drive from Reims to Calais. Only three 20hp's crossed that day. The Hemmings' stayed in France and the Mitchells drove on to the Loire Valley to join the 20/25's. We stayed the night in Kent before the 332 mile drive to Colwyn Bay.

We covered 2,369 miles altogether with a fuel consumption of 19.14 mpg and 300 miles per pint of oil.

So are we mad? The French heroine in my book thinks that we are and proud of it. This rally was not for the faint-hearted but if we bring a smile, a cheer and a wave it can't be bad.

Looking forward to Spain in May 1998
.... and in anticipations of the drive
through France



Lost in rural by-ways, the motorist stopped to ask an aged countryman the way.

"Little Muggleton?" said the rustic slowly, after careful consideration, "Well, zur, if Oi were a-goin' there Oi dunno as Oi'd start from 'ere."
(There is no truth that Graham Pearce is the aged countryman despite the similarity in speech.)

For Sale or Wanted advertisements are printed in the 20hp Newsletter free of charge to members of the 20hp Register.

FOR SALE

20hp Ballast Resistance, Distributor Cap, Radiator Town cap, Rotar Arm (2) and Red Rolls-Royce badge (New, bought 10 years ago for radiator overhaul but not required).
Jim Blakely

FOR SALE

Klaxon horn c1920. Electric 12v. No.146247 A1. Large brass trumpet complete with mounting bracket.
Klaxon horn c1925. Electric 6v. No.B7483. Large brass trumpet complete with mounting bolt & boss.
Phantom I prop-shaft coupling. (New). 6" diameter. 6 bolt holes.
20hp C-spanner F51754.
20hp Headlight 'King of the Road' 8.75" diameter (No glass)
20hp Sidelight (matches above headlight)
20hp Cylinder Block (No cracks, but two repairable holes in water jacket.
Pair new chromium plated pliers marked RR. No.PW 2166-6. Elliot Lucas.
Handbooks - 20/25hp, 40/50hp (both Condensed editions) & Silver Dawn.
All models 1926-1939. Comprehensive list of chassis dates and data showing modifications by chassis number.
Book 'Those Elegant Rolls-Royce' by L.Dalton.
Matchbox series No.Y10. Silver Ghost 1906 (New).

Charles Green. Tel:01782 844528 or 01646 651143.

Please use your 20hp "List of Members" for any 'phone numbers wanted.

MAGDALENA

1927 Park Ward Limousine GUJ27 (Reg.PR9859)(Eng.J3R)

by John Dixon

In March 1964 an old friend, Chris Rogers, came to see my father to borrow £250 to buy an Old Rolls-Royce advertised in the Nottingham Evening Post. My brother Michael and I were interested, so I drove Chris and Michael in my Mini Cooper to see it. We were all absolutely gobsmacked! We had never seen such a magnificent car! - She drove beautifully too. On returning home the three of us talked non-stop about the Rolls-Royce. Chris decided that the car was much too good for what he wanted, so it was a question of persuading my father to buy it. Unknown to us, half way through the evening, he had phoned my mother (on a painting holiday in the IOW) to say what an awful time he was having and that he thought he would have to buy this old Rolls-Royce! About 1.00 a.m. He took out a wad of notes (exactly £250) from his money pocket, handed it to me and said "For God's sake go and buy the car - but try and knock him down!" Strange that a few hours earlier we had no idea that we would be buying a Rolls-Royce. Next day (my birthday) I paid the full price for the car in cash, my negotiating skills being no match for John Henry Clayton, the wealthy hard headed business man. The

following day I complained to him that the engine was far too smoky for one that had just been reconditioned. He changed his story. What he had *meant* to say, was that the engine had been changed by a previous owner. I extricated the two old log books from him and contacted the previous owner, Ken Smalley in Loscoe, Derbys. He had bought it for £125 knowing the engine was making horrible noises. On the advice of friends he bought a hearse for £50 (later identified as GEN38) and removed the engine X2E (originally in GXL53) and put it into GUJ27. He still had the original engine J3R in his garage together with many other parts from the hearse. These included gearbox, steering column, some instruments, petrol tank, shock absorbers, undertrays, etc. The chassis, axles, wheels, radiator and body were presumably scrapped. I took the lot away for £50. Ken had traded the R-R in for £165 off a VW beetle because his wife could not drive it! They later emigrated to Australia. The first log book gave the original owner as Mrs Mary de Lancy Willson of The Maples (demolished years ago to build yuppy flats), Broadstone, Dorset, until 1937 when the car went, via a dealer in

Newcastle, to The Ashington Co-op. The second log book showed the transfer to Mr Fenwick W. Styan in Beverley, Yorks in October 1943. The car was licensed as a hackney from 1940-1950 and had petrol coupons throughout from 12 Sep 1939 to 1 Dec 1949. The only periods the car was not taxed were ten weeks in 1937 and from March to August 1941! The current log book showed six owners from 1955 to 1964.

This was all we knew of the car's history in 1964. It never occurred to us that we would be keeping the car for ever! So I did nothing about her history until the car was all mine after my father's death in 1991.

Mrs Willson's now elderly grandson remembers when the car first came - on his birthday! I visited him in GUJ27 in Salisbury in November 1996. He told me that she lived most of the time at Kirklington in Cumbria, but her chauffeur, William Bird, used to bring her down to Dorset most winters. Michael Willson was not aware of any old photos of the car, nor of his grandmother. She was 74 when she bought the car, and was the widow of Walter Willson, the founder of a grocery chain in the North, who had died in 1906! Michael often sat in the front next to "Bird", whilst Mrs Willson sat in the back. He thought the car was only used about once a

week, "Old Bird" spending the rest of the time keeping her perfect. In 1936 the R-R was replaced by a Morris. At Ashington she was replaced by a Daimler!

At Beverley, GUJ27 and a 40/50 hearse were hired by the dozen car-less one man funeral directors, from Styan's Taxis. GUJ27 was also hired by a Dr. Appleton to visit patients for ten years, hired for weddings and for firms' outings to places like Scarborough. Two of the drivers in the '40s, Mr R. Birch and Mr Maurice Jeffrey still live in Beverley and both remember the car well. Both said nothing ever went wrong although Maurice once cut a van almost in half in the fog.

The car was all in black in the '40s so I imagine she was repainted her current deep funereal black in 1937. There is no trace of the original Falcon Blue (whatever that was) and the 20/25 6.00 x 19" wheels were probably fitted about then as well. Probably at the same time, the rear side windows were sealed and the winders replaced by ash trays -ugh! Extra rear lights also date from this period. A photo by Maurice Jeffrey (next page) from about 1948 appears to show the near-side aluminium wing damaged, so perhaps this was when the "ugly" steel ones were fitted.

Bernard Acklam bought the taxi business in 1952 and this is still



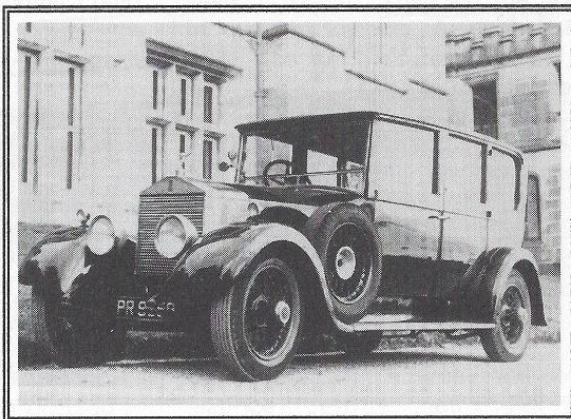
run by him from the centre of Beverley. He had come up to me in the square at Beverley on the morning after the North of England Rally in August 1996 and asked me if this was Styan's old car! Mr Styan had kept GUJ27, but everything else, including the only two taxi licenses in Beverley, the old hearse and an Armstrong Siddeley car went to Mr Acklam. Mr Styan retired to Scarborough and GUJ27 was sold to Donald Waudby Massey of Hessle, near Hull, sometime between 1952 and 1955. Mr Massey was 77 when he died in 1959, the car going to Motor Distributors in Leeds. It appears that the interior of the car was renovated in the early '50s by or for Mr Massey, using 50's materials.

The next owner was Keith Tinker

who bought the car at a vintage car show somewhere in Yorkshire. He toured Scotland that summer and had the offside front wheel bearing replaced for £3 at Oban. He sold the car to buy a cheaper one and carpets for his new house, where he still lives, having recently retired as a driving instructor. All the tools apart from the wheel spanner and starting handle had vanished before he had the car.

John Bircumshaw, who now lives in Bournemouth and saw the car there in July 1996 for the first time since 1963, was a student at Manchester University and toured North Wales with friends in 1961. One of these friends, Barrie Fitton, took some excellent photos of the car with his Leica camera. He came to Althorp in 1996 in his newly

acquired 20/25, armed with an old enlargement hoping to find the old 20 again. I met him late on the Sunday when he kindly presented me with the photo (right). I had been contacted by John after he had seen my centre spread in *Classic Car Weekly* of 13 March 1996.



Rather to the disgust of his father, John had spent his parental 21st birthday present on buying GUJ27. He soon found the engine lacked compression and replaced some valves. He also fitted a reconditioned starter motor when the old one broke. The car had failed to proceed near Buxton on the day of John's graduation - on sounding the Klaxon, the engine cut out and the family eventually had to get to Manchester by train. On recovery next day, the fault was found to be the poor connection of the fuse for the SU petrol pump then fitted. The fuse for the ignition did the same thing to me in Paulerspury in 1992! It is clear now that the Autovac was fitted by Ken Smalley, who must have removed both the SU pump and the original Autovac (K5Q) which has a pin-hole in the tank. Ken emigrated to Australia.

Soon after we bought GUJ27, I drove my mother and Chris Rogers down to Goodwood for that fabulous meeting of 1,000 Rolls-Royces and real brum-brum Bentleys. WO was guest of honour then. I do think that an occasional meeting of the R-REC should be open to real Bentleys, especially as the number of vintage Rolls-Royces at the Annual Rally is so small compared with 1964 at Goodwood.

My father wanted the original engine put back in GUJ27 so I partially dismantled J3R in the summer of 1964. One big end and one main bearing had holes about a cm across and the white metal looked tired. However the knocking must have come from the idler gear bearing. With no special tools nor any instructions (apart from the

handbook) nor indication of things like LH threads, I must have been lucky (or skillful!) not to damage the precious gears. The new bearings (only one of each because of the cost) were bought from Crewe. I remember dialling R-R at Derby from Bingham, via Nottingham and Stapleford using linked local codes and then being plugged direct to Crewe by the R-R operator. The bearings had to be machined at Midvale Engineering at Rugby, which was burnt to the ground a few weeks later. I then had to use a curved knife borrowed from the local garage to scrape them to fit the crankshaft. I had never heard of "nip" - I just had to keep scraping until no more high spots appeared.

To be continued

Advertisements recently seen
"For Sale. Rolls-Royce 20hp Doctor's Coupe by Barker. Fabulous car with excellent performance and many extras; Unique car! Choice of two."

"For Sale. 1928 Rolls-Royce 20hp hearse. Good general condition. Selling due to bereavement. Body requires attention."

THE DOUGLAS WOOD TROPHY

This is the Club's most prestigious trophy given each year at the Annual Rally. In the booklet given to members at Blenheim detailing the history of the Club from its inception in 1957, right up to 1996, Eric Barrass has this to say about the Douglas Wood trophy
Undoubtedly the Club's most coveted trophy and a few pages later The Douglas Wood Trophy, the Club's most important award, for best personal restoration.

Twenty horsepower owners feature predominately in the list of previous winners and we record their efforts here by listing them and their cars

- 1972 Edwin Reeves - 1925 Sedan
Land'ette by owner (GSK35)
- 1978 Colin Laybourn - 1923 Sal by Williams of Chelt'ham (52S1)
- 1979 Colin Gosney - 1929 Tourer by Connaught (GFN50)
- 1984 Graham Neale - 1926 Coupe Cabriolet by Barker (GUK33)
- 1988 Tony Smith - 1928 Tourer by owner (GTM27)
- 1989 Tony Smith - 1923 Limousine by Barker (GH25)
- 1993 Derek Smith - 1923 Landalette by Barker (60H4)

Dave Carpenter's 1927 Tourer - GUJ2

The first owner of GUJ2 was a Mr Tessier of Hove, Sussex, who had the chassis delivered to coachbuilders, A.F.Fountains Auto Carriage Works at nearby Horsham, with instructions to build a five-seater tourer.

Once completed, Mr Tessier did not keep the car for very long, selling it to Captain Keffler who lived at Worthing Manor. It was then fitted with it's second body - two-seater coupe coachwork by Salmons.

After this, it was sold in part exchange for a 20/25hp finding it's way to Rolls-Royce at Derby in 1934. At some time during it's time at Derby, it was fitted with a shooting brake body and used by the Aero Design Department in the gear section - it was part of their fleet of firm's hacks that were all painted green. I have not heard

anything about this fleet in any Club Bulletins but feel they would make an interesting article. I understand they travelled thousands of miles doing their part in the Battle of Britain. It stayed in the ownership of Rolls-Royce until after the war when it was sold in 1946 to one of their employees - a Mr White.

GUJ2 passed through several owners after Mr White and I purchased her in 1970 from a Club member in Maidenhead. By then, only part of the Estate body remained - the scuttle, rear quarters and tailgate; there was no roof, doors or windscreen.

I totally stripped the chassis and rebuilt it to as near new condition as possible. I decided to build a tourer body, again as near as I possibly could, to the original Fountains coachwork. I managed to trace one of the panel beaters, Bob Mansfield, and one of the blacksmiths, Harry Bart; they both remembered the car as it was the only 20hp that Fountains built a body for. They did at least one 20/25hp and several 40/50s. I have managed to obtain quite a bit of information on A.F.Fountains, should anyone be interested.

One other interesting point is that the original owner, Mr A.C.Tessier, has a chauffeur whose name was Harkes, and he remained with the car until 1934. I found this information inside the horn button while rewiring!

GUJ2 now carries her fourth body.

Dave Carpenter



Looking Good! - GUJ2

Twenty News

Of the five trophies awarded at the North of England Rally in August, two went to Twentys!

Tony Steele's 1927 Drophead Coupe by Southern Motors (GRJ19) was awarded the Margaret Wiggins Trophy, and Andrew Sington's 1926 Tourer by Thrupp & Maberly (GOK65) won the coveted Harewood Trophy for the best overall car in the show.

Now, who says Twentys can't pull the skin off a rice pudding?

Unconfirmed reports tell us that earlier in the year, Andrew Sington was stopped and given a ticket for speeding - in his Twenty!

Among the winners at the South of England Rally last May was Clifton Spencer's 1928 20hp landaulette (GWL14). It was chosen as the Carriage for the Brothers of old Charterhouse.

Whilst reading John Dixon's history of his car GUJ27, you may have noticed that he bought the car in 1964 which means he will shortly have owned it for 34 years.

Can any member beat that?

Best performance by a Twenty owner in the Club's Driving Tests at Althorp last June was the 4th place by Tony Kemsley in GUJ54.

At Althorp, last June, Sothebys sold a 20hp Instruction book dated April 1927, for £300.

All the President's Men!

At Blenheim, last August, when the Club celebrated it's 40th birthday, the long standing members of the Club (those who have been members for 30-years), were invited to a drink with the President of the Club. There were 51 of these stalwarts of which 20% were Twenty owners

Brian Bilton-Sanderson (GSK80)

John Dixon (GUJ27)

John Eastwood (GXL66)

John Fasal (42G0)

Barry Harris (GYK46)

John Kellett (GXL50)

Doug Macmillan (GYL55)

David Mitchell (GHJ15)

Brian Packman (GCK65)

Malcolm Tucker (GBM61)

Kevin Walton (GRJ68)

Last November, the National Automobile Museum (Schlumpf Collection) at Mulhouse, asked the Club for help with a Ghost and a Phantom III that had been standing for many years. Among the party of seven that successfully got the cars up and running were Twenty owners, Doug Macmillan, Marc Nagy and Bill Hemmings.

David & Sheila Mitchell who were in St.Moritz and then went on to the Loire managed 2,030 miles in GHJ15 - they gave the car a rest in Switzerland in anticipation of many miles in France. That all went wrong when David was unwell. Petrol consumption was 17 mpg.



Bill Medcalf, ex Chairman of the Bentley Drivers Club, is of the opinion that young ladies can't resist the sound and smell of those big green monsters, the W.O.Bentley. It has recently come to light however, that the young ladies in question, much prefer the Twenty horsepower. Stuart Timmins (above) is just about to help one such lady who has gone weak at the knees after looking at GUK61!

£ £

WANTED!

£ £

The Register thanks those members who kindly sent a donation towards the cost of this newsletter.

If you haven't yet sent any donation, you are advised to do so as this will otherwise be the last newsletter that you will receive.

A slip is enclosed for your convenience.

£ £

£ £