



ROLLS-ROYCE

ENTHUSIASTS' CLUB

for Rolls-Royce and Bentley owners



The Twenty Newsletter

for the 20hp Register

Number 7

July 1998



**David Mitchell's 1927 Shooting Brake by Scottish boatbuilder
A.P. McCleod (GHJ15) - Owned by David for 41 years!**

Has Your Guarantee Run Out?

In the last newsletter we asked "when did you buy your Twenty" and could you beat John Dixon who bought GUJ27 in March 1964. It appears John is a "new owner" and a number of members have had their Twenties longer

Alan Murcott bought GMK64 on July 26th 1963 in St.Mawes. It has rare coachwork by J.C.Beadle of Dartford and Alan still has the original invoice for his purchase.

John Kellett bought his Twenty GXL50 in May 1963 for the princely sum of £150. As a young man John recalls being able to convert the front seats into a bed - very handy at the time!

Barry Harris writes to say his Landaulette, GYK46, was "first registered in my name on 18th December 1962 and I spek it wuz a Monday as I seem to rekall I akshully klekted the car on Satday morning at about 10.30 hrs as I wuz working fer me living in those days." Barry also has the log books for all the previous owners as well as records of petrol ration units allocated to the car in 1939, just after the war started.

Above Barry in our list is Doug Macmillan with GYL55 and above Doug is Geoff Kergon with GBM64. You'll find a little about Geoff and GBM64 elsewhere.

Going further up the list, John Manson and GEN53 are fourth and in third place is Murray Fergusson who bought GLK24 forty years ago this month - in July 1958.

Second is Robin Barnard who bought GFN71 in the Spring of 1958 and who beats Murray by a couple of months.

But beating Robin is David Mitchell who bought his shooting brake in July 1957 following up an advert in the June issue of Motor Sport (see cover photo). David is therefore declared to have had his Twenty longer than any other owner unless you tell me otherwise.

Here's the nine owners who all beat John Dixon!

1.	July	1957	GHJ15	David Mitchell
2.	Spring	1958	GFN71	Robin Barnard
3.	July	1958	GLK24	Murray Fergusson
4.	July	1959	GEN53	John Manson
5.	Sept	1961	GBM64	Geoff Kergon
6.		1962	GYL55	Doug Macmillan
7.	Dec	1962	GYK46	Barry Harris
8.	May	1963	GXL50	John Kellett
9.	July	1963	GMK64	Alan Murcott
10.	March	1964	GUJ27	John Dixon

THE TWENTY NEWSLETTER

Number 7

July 1998

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

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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

After a successful tour to Spain I am pleased to say all the motor cars arrived home without major problems although Graham Pearce skillfully repaired one car's clutch by using 9 one franc coins - and the repair survived the whole trip!

An average of 1,600 - 2,000 miles were covered by most members and with an overdrive fitted, we achieved 20.34 mpg. Our trip from Plymouth to Northampton on Friday afternoon, in company with two other 20hps took just over five hours - not bad for old ladies of 70 years of age!

The entries for Ireland are coming in well, one has been received from a German member and five (provisional) from Australian members who hope to ship their cars over. Whilst here it would be a charming gesture if we could offer hospitality in form of accommodation - offers anywhere in the country please. Their cars are landing at Southampton and they hope to visit the South of England Rally at Charterhouse on 16th May before driving to Fishguard to join our Irish Rally. After a few days break they will be at the National on the 5/6th June.

All offers of hospitality would be appreciated - please complete the enclosed flyer.

A new event is between the Welsh

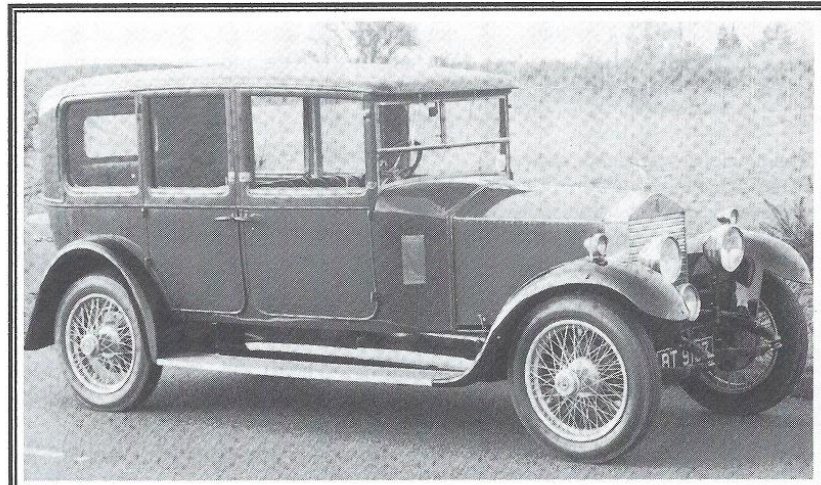
Weekend and the Club AGM next year. There will be a two night trip to Le Touquet costing £185. This includes crossing via The Shuttle, Ferry or Hovercraft and a 4 or 5 star hotel on dinner bed and breakfast basis. If you are interested please complete the form on the hospitality flyer (D/L size SAE please).

For the year 2000, the trip to Cyprus has been cancelled and has been replaced by one to Northern Portugal sailing with our favourite ferry company - Brittany Ferries, who always look after us so well. It's a Plymouth - Santander crossing and then to Northern Portugal in two

stages. The whole trip is expected to last 12/14 days and we'll give you more details later. In the meantime, please register your interest now as the event will be limited to 30 cars. Don't forget, if you are selling your Twenty - let me know. I receive a number of enquiries and I may be able to introduce you to a buyer.

I now have a computer and although still learning, I can write letters and have the membership list up and running.

Finally, the South of England Regional Meeting is on the 23rd August, at Staplehurst, Kent - give me a ring if you are interested in joining us.



The superb lines of Alan MacMurdo's 1926 Limousine by Park Ward (GCK12).

From the Editor

To own a car for anything in the region of forty years, makes either the owner a little strange or makes the car something extraordinary.

Of course, with regard to the Twenty, we know its the latter.

The owners listed on page 2 of this newsletter are rather special members of this Club, having owned their Twenties for periods from 34 to 41 years. I very much doubt any other model can boast owners who have had their cars as long as these.

Gentlemen, we congratulate you!

Of course, if we haven't done so already, we shall be featuring all ten cars and their owners in future issues of this newsletter.

I had hoped to find room in this newsletter to reproduce an invoice from Jack Compton for work done on GEN53 in May 1960. John Manson (No.4 in our "owners" list) sent me a copy of the bill for work he had done on the car within a year of buying it.

I shall leave it for Newsletter No.8.

Our back cover photo is GFN71, Robin Barnard's 1928 H.J.Mulliner Weymann fabric Saloon. The speedometer is to the right of the steering column and the switchbox to the left.

News from all round

Overheard at the Welsh Weekend Dinner Dance.

"Ted Kelly dances like his Twenty - backwards!"

The bad news!

At Cottesbrooke, only one Twenty entered the Driving Tests - a poor show and one which we can improve on next year.

The good news!

That one Twenty, GUJ27 driven by John Dixon, won!

On the Spanish Rally, you may be interested in the following mileages and fuel consumption figures:

Ted & Pat Kelly

1,866 miles at 15.1 mpg

Keith Jay

1,680 miles at 20.3 mpg

Derek & Joan Berwin

1,786 miles at 18.7 mpg

Ted and Keith used 1.5 gallons of oil whilst Derek says he used half a pint and says his average speed was 62.9 mph - but adds that he *"was never very good at figures."*

Winner of the Driving Tests at the South of England Rally in May was - yes, you've guessed it, a 20hp owner! Ian Niblett was the driver in GMJ44, his 1926 Tourer by Edmunds of Plymouth.

The Grand Tour by David Mitchell

Grand Tour it was billed and that is certainly what it turned out to be. The longest and most ambitious 20hp event to date took participants through some of the most attractive regions of western France, into Basque country and finally to the mountains of northern Spain. In the limited space available it is possible only to give a flavour of the experience: leisurely drives along uncluttered French roads and through sleepy villages interspersed with coffee stops, wine tastings and picnics; the hotels, each different, each memorable; the gourmet meals, the convivial company and the WINE!

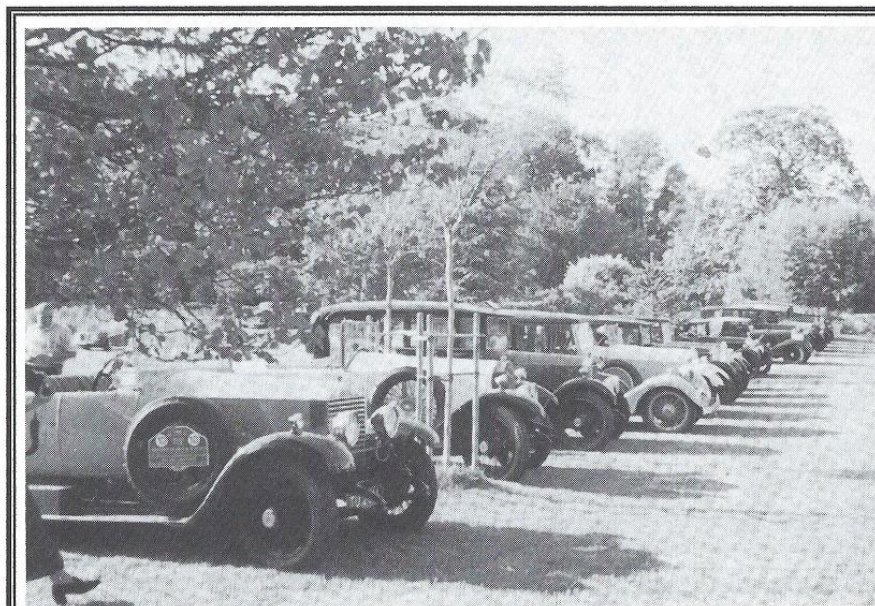
Of course, it wasn't all leisurely and after an uneventful crossing from Portsmouth and a night stop in Caen, our exodus from the hotel's underground car park was anything but! A combination of cold engines, rich mixtures and much manoeuvring between unforgiving concrete walls and pillars must have caused some of the later crews to doubt if they would escape asphyxiation.

However, our destination, the Hotellerie du Prieure st-Lazare, set in the grounds of the Abbaye Royale de Fontevraud provided calm and tranquility and was to be our home for the next three nights while we

explored nearby Saunur, visited the tank museum, tasted the products of Le Combiér Liguers and Gratien & Meyers and generally soaked up the atmosphere of the Loire Valley.

Monday morning saw our departure for Saintes and our leaving behind the Short Stay Members. In doing so we lost not only companions but also some of the most knowledgeable and resourceful members of our Register who had already proved their worth - Tony Smith's persistence finally overcoming recurring carburettor problems with Eddie Deffains coupe, while Graham Pearce, in the best traditions of roadside improvisation, cured a slipping clutch by the inspired use of one franc pieces - a repair which carried the owner through to the end of the rally.

The Relais du Bois St George at Saintes was unique. Each bedroom was decorated around a theme, ranging from the unusual to the frankly bizarre. We were assured that the rooms were randomly allocated so it was by a particularly happy chance that with David Else's seafaring background, he and Jane spent the night in a 'submarine'. We spent only one night at Saintes (which the couple faced with a violent red bathroom may well have considered long enough) and on



*Line-up at the Relais du Bois St. George, Saintes.
In the foreground is GOK5 - Jeremy Oates' tourer by Lanchester.*

Tuesday set off for Le Manoir du Grand Vignoble near Bergerac via Cognac and Aubterre. In Cognac, after a tour of the Martell distillery, we lunched with Martell President, Patrick Martell at their own Chateau de Chanteloup. Most of us considered this luncheon to be one of the highlights of the tour and certainly one of the finest meals. The whole occasion was truly memorable, and, as one member so rightly said, an experience quite outside the itinerary of the normal visitor.

The charms of Aubterre, known as one of the prettiest villages in France, with its monolithic church carved into the hillside, detained us further but eventually we all reached (albeit from different directions!) Le Manoir. This was another special hotel, deep in the French countryside, set beside a large lake, home to numerous ducks and geese whose cackling and squawking rivalled a gaggle of vocal Twenties in their cacophony.

Our time at Le Manoir was blissful; wine tasting at Monbazillac,



Group photograph at the Chateau de Chanteloup - home of cognac!

pottering around Perigueux (reserved parking in the main square, of course), discovering Issigeac - every bit as pretty as Aubterre, and generally enjoying driving our cars on the kind of roads for which they were made.

Regretfully, on Friday we had to say goodbye to Le Manoir and set off on one of our longest drives, the 187 miles to Ainhoa, sustained by a splendid picnic Keith and Louis had thoughtfully provided. A diverting (literally) incident occurred as we motored through the wooded Gironde when a lorry and trailer carrying a perilously unstable load overtook us and shortly afterwards, on a steeply cambered left-hand bend finally

succumbed to Newton's Laws and overturned in front of us, completely blocking the road. Remembering the inactivity of the French emergency services when faced with Ben Grew's blazing car, we energetically made a thirteen-point turn in the narrow road and sought an alternative route, warning our fellow Twenties as we passed.

The Hotel Agri Eder in the village of Ainhoa, close to the Spanish border was another splendid hotel with a huge outdoor swimming pool and superb views, although when we left the following morning for St. Jean de Luz, the hills were shrouded in a Scotch mist. However, the day improved and by afternoon the little

fishing port sparkled in bright sunlight and a troop of Flamenco dancers reminded us we were nearly in Spain.

All too soon it was the first of June and time to leave Ainhoa for Santilliana de Mar, a long fast drive, mainly on motorways, and ending, incredibly, on the narrow cobbled streets of one of the most truly ancient villages imaginable - a cross between Lacock and Clovelly, but still a living, working community. Our Parador, needless to say, was in the prime spot, full of character and, unbelievably, with a courtyard large enough to accommodate all our cars, which in themselves provided an added attraction for the many visitors to this little gem.

A very special arrangement, made many months before, enabled us to visit the Altamira cave paintings on the Wednesday, our last full day, followed by lunch at the Michelin listed Meson Las Lanzas in Reinosa. The journey took us on a spectacular drive over the mountains, crossing the Puerto de Palombera at 1,260m (4,137ft). Those with exceptional torque, light bodies and super-efficient cooling systems stayed in top, while the rest of us driving four-speeders enjoyed a comfortable third-gear climb, the temperature gauge always staying well within limits. The weather was perfect, the views stunning, the wild flowers a delight and this drive was on

everyone's shortlist for highspot of the Tour.

A slight hiccup delayed the Friday morning departure of the Essex Section convoy to Santander when Ted Kelly's passenger door refused to stay shut, due to a broken spring. In what amounted to a drastic remedy, the window frame of the door was drilled and screwed to the body pillar. Rumour has it that Richard Barton was quietly distracted in order that he should not witness such vandalism perpetrated on a lovely car.

So, what more can one say? A Grand Tour indeed, one that combined interest, variety, fun, history, countryside, mountains and sea. And with it all, so many memories unrecorded; the surprise of sandwiches and scones at the quayside at Portsmouth (thank you Margaret & Helen); Richard Barton's elegant toast to Sir Henry; freshly cooked hake on the beach at Comillas, and the abiding memory of Keith and Louis and their little red coupe. Always first to leave in the morning, always there to direct us to our places as we arrived, ensuring that everything ran smoothly - and then entertaining us at dinner with all manner of gifts and surprises.

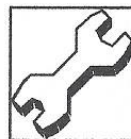
Our grateful thanks to you both for organising such an ambitious, successful and thoroughly enjoyable Grand Tour.



Above: David and Jane Else win the magnificent 'mascot' trophy!
Below: Jeremy Oates successfully picks up some young ladies!



Are Your Leaves Oiled? by Andrew Sington



I have just spent the day stripping down the front springs so that I could check whether there was adequate oil between the leaves.

I was amazed to find that, even though I had regularly fed oil into the ENOTS nipples on the gaiters, the springs were bone dry.

It's quite a messy job, but not difficult, and took about 5 hours to do both the front ones (The rear will have to wait for another day -my back is killing me!). However, the improvement in the ride is quite phenomenal and I would recommend that all owners spend some time going through the same exercise.

Remove the road wheel and support the axle appropriately as you will need the jack to lift the chassis so that the axle is NOT supported. In this way the leaves open quite easily.

DO NOT LIFT THE CHASSIS UNTIL YOU HAVE RELEASED THE TENSION ON THE SHACKLES. DO NOT UNDO COMPLETELY.

All you have to do is remove the shackles (4 per side) by removing 8

cotter (split) pins in the castellated nuts. Once the shackles are off, lift the chassis so that the axle is not supported and then force open each leaf with a screwdriver and possibly a 3 lb hammer.

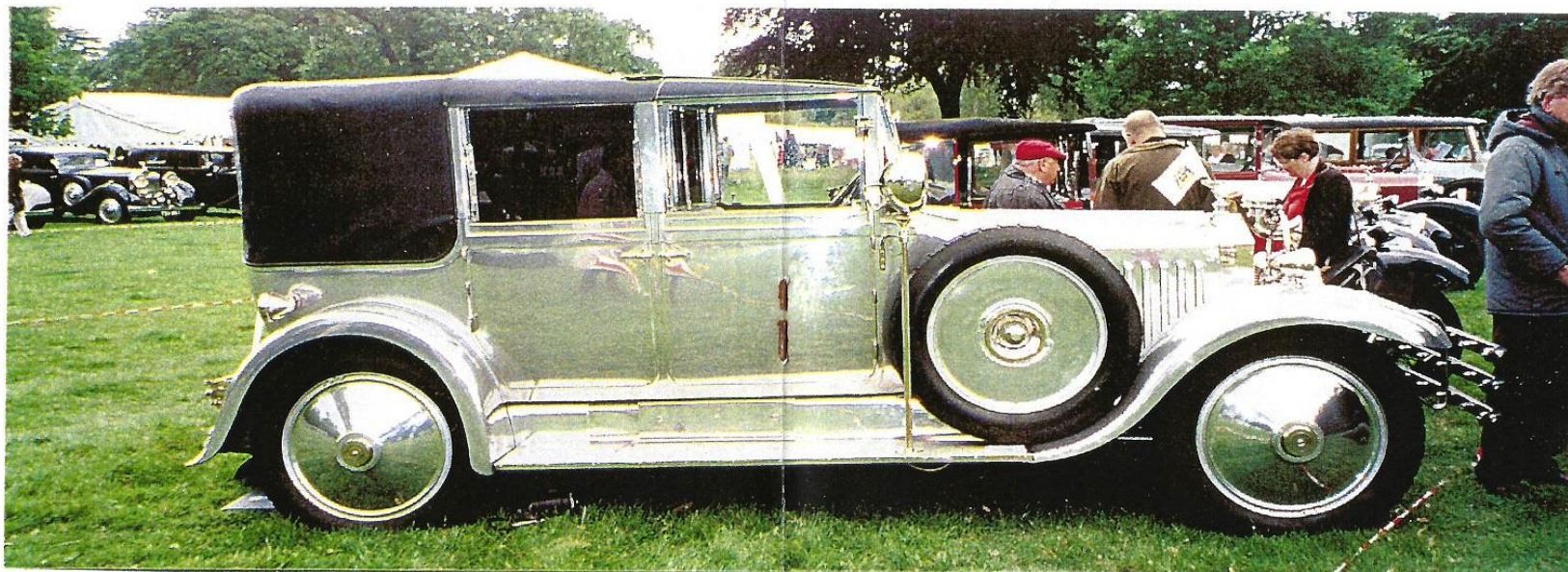
A damn good washing with WD40 gets well into the spring, and then follow this with a well soaked paintbrush with new engine oil. The brush is used to push the oil into the space between the leaves, and do it liberally - you can mop up the mess afterwards!

If a leaf moves when opening, just tap it back into place with the hammer.

Reverse the process to secure all - remembering to lock the castellated nut with the cotter.

Replace the gaiters and go for a test drive - the motion of the motor car is greatly improved.

Articles, photographs, anecdotes, items of news and other contributions to the newsletter are always welcomed by the editor.



Top: Peter Vacher's 1926 Cabriolet by Windovers (GSK15) Best in Show at Cottesbrooke Hall.
 Bottom: At Santillana del Mar (from right) GWL16, GHJ40, GZK51, 59S1, GXL50 & GMK4

GBM64 - 1928 Limousine by Thrupp & Maberly

*Geoff Kergon bought his 20hp, GBM64 in September 1961 and you will, no doubt, have already noticed he's No.5 in the Twenty chart on page 2!
Geoff gives us a little history on this lovely old car*

As far as I can find out, the original owner was a Mrs Collier who lived in London. Apparently the chassis went to Rippon Bros in Huddersfield, verified by Alec Rippon who said they had it in store for a while before it was despatched to London and on to Thrupp & Maberly for a body to Mrs Collier's specification.

The early history is quite vague, there is a continuation log book which gives the address of a person in Silsden, near Keighley but the name seems to have been over stamped and is not very clear.

The next move was to Williamsons, a taxi firm in Ripon. It remained here until the late 1950s when it was purchased by H.Horsfield & Son, a local Rolls-Royce and exotic car dealer whose son still runs the business with his own son.

The car was taxed throughout the war years as the log book is stamped for petrol allowances, but whether it was run or not, I don't know.

During the first few years of my ownership it was used nearly every day, covering 7,000-8,000 miles annually.

In about 1964, I decided that the engine could do with an overhaul as oil consumption was pretty grim. New rings had been put on the pistons the year before, but the oil consumption was worse than ever afterwards.

Whilst in the process of having the engine overhauled, (I did the dismantling and re-assembling), I was asked by Derek Horsfield if I would like to accompany him on the 'Brighton Run' with his 1898 De Dion Tricycle.

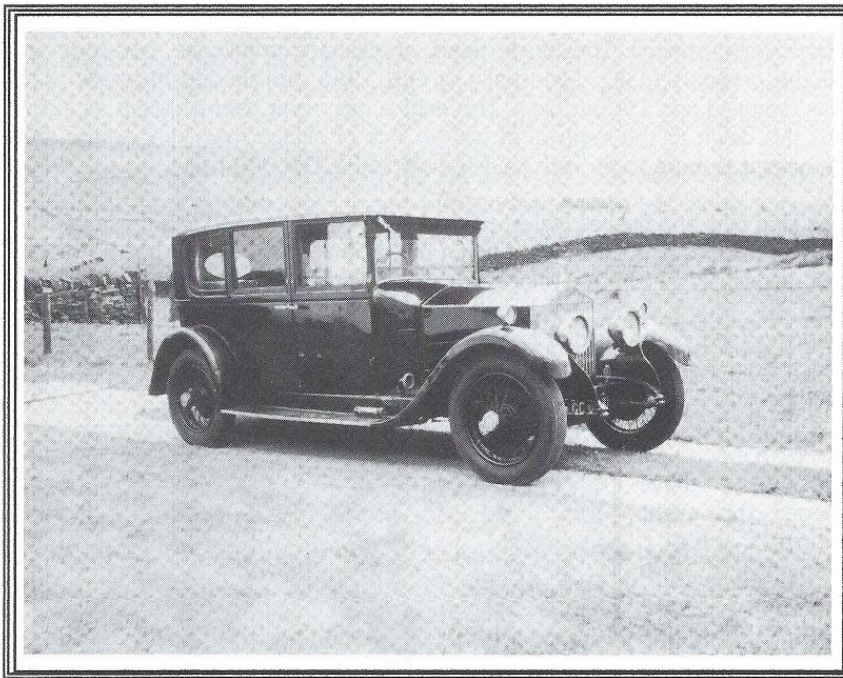
I said "I would". "Good" he said, "on one condition - that we use your Rolls as a 'tender' car."

The engine was re-assembled in time for the November event and away we went, leaving Halifax on Saturday morning and returning home late on Monday evening after a very enjoyable weekend of 'proper' motoring - and may I add, trouble free as well.

Another year, about 1965, I took GBM64 to France, complete with trailer, mechanics and beer - and the ERA racing car "Hanuman" which was once driven by B.Bira when owned by Prince Chula (Bira crashed in the car

whilst practising for the Coupe de la Commission Sportive at Rheims on the 8th July 1939). This was another very enjoyable holiday with proper motoring which was once again, trouble free.

The bodywork is completely original and as a result looks rather "tatty" in comparison with some of the restored cars and concours winners. However, at the 75th Anniversary of the 20hp at Chatsworth, it was most gratifying to hear so many people remark that it was nice to see a well used and un-restored car.



Geoff Kergon's 1928 Limousine by Thrupp & Maberly (GBM64) owned by Geoff since September 1961. This is the first photograph of the car to appear in any publication.

MAGDALENA

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

by John Dixon

The concluding part of John Dixon's story

It took two whole weekends (I had got a job at The Laboratory of the Government Chemist in London) just to get the grot out of the crankshaft. Amazingly there is little wear on the still standard crankshaft journals, although the cylinders are 60 thou oversize. I cleaned all the pistons and rings and although there is a sizeable ridge at the top of the bores, the engine burns very little oil. The block, head, crankshaft, crankcase, con-rods are all the originals (J3R). Eventually in Feb 1965 surrounded by snow, X2E was removed and J3R put back. This engine has never been as silent as X2E. I put this down to the removal of half an inch of sludge from everywhere, but perhaps it is more to do with having done some 456,000 miles.

The king pins and bushes were replaced in 1967 as my wedding present! This proved fortuitous in later years when my mother was keen to get rid of the car, especially when the values became ridiculous, as I would not sell my bits! My young sister, Edwina, has told me recently that just after my wedding (see photo below) in Sheffield a bus pulled out in front of the R-R which then demolished the front of the bus, without scraping the steel front mudguard. Chris, the driver, and my brother, a passenger, have purged this event from their memories. No doubt they did not relish telling my father!

My father used the car occasionally to take old villagers for rides in Bingham and



sometimes up to 10 miles to deliver oxygen cylinders to patients. I drove the car for Edwina's wedding to Eric in 1976. Eric drove the car down to London for me to take all the family, except my parents and brother, to Windsor in 1977 for the memorable drive past the Queen for her Silver Jubilee. There were 6 adults and 4 kids in the car! On the way back north on the Monday there was a sudden cacophony as the engine blew up after an hour flat out at 60 mph (probably with no oil). My other brother-in-law towed the Royce the last 50 miles home with his Land Rover. On the Friday night I went 'home' to inspect the damage to find that Eric had already dismantled most of the engine, all the bits had apparently been thrown randomly in cardboard boxes. He was trying to persuade my father to have the old body stripped off and a brand new one built like many of the immaculate R-R's we saw at Windsor. Having spent 12 years doing less than this to my 1932 Morris Minor, I was appalled at the prospect that this would never be completed this side of the millennium. Common sense prevailed and the body was left alone. We left all the copper tubes alone. All the big and little ends were renewed by Machinability (now vanished) of Loscoe, but the mains were left alone. A few weeks later I had the engine back in the car and running.

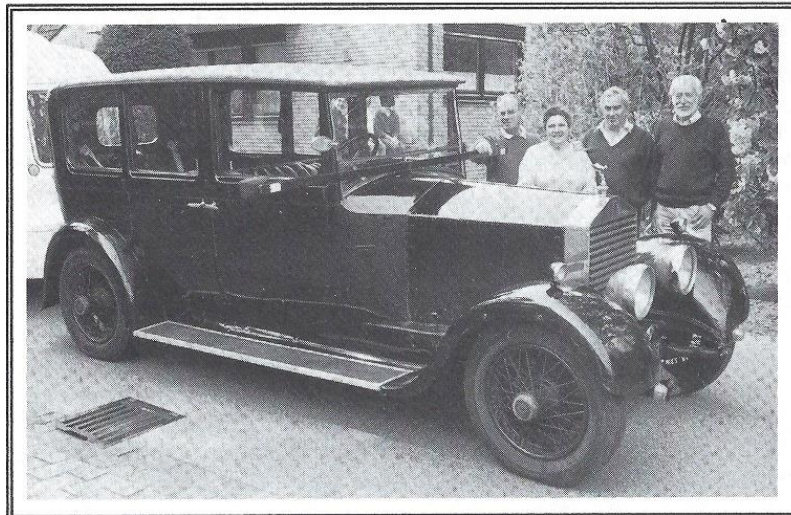
Apart from the 75th Anniversary of R-R at Derby in 1979 when my father drove to his only club event, the car was rarely used until after his death in 1991. In 1989 I drove it the 10 miles from Bingham to Calverton when my father retired and closed his pre-Victorian chemist shop for the last time aged 79. The main reason the car was not used was because the engine kept spitting back above 30 mph. No-one would believe me when I said that this was because the petrol was not getting to the carburettor from the Autovac. There was nothing wrong with the Autovac or carburettor.

My father sent the car to Ristes in 1990 to have the chassis overhauled. Rear hydraulic shock absorbers probably from GEN38 were fitted where the original friction ones had been missing since before 1964, the front brakes were relined, all the drums skimmed, the road springs dismantled, cleaned, retempered and rebuilt with new gaiters and a new exhaust system was fitted. The Autovac etc was rebuilt, but the car still would not go above 30 mph.

I finally cleaned the gum from the discs in the petrol filter and, hey presto! the car went like a bomb! It took 2 hours to test the car for the increased MOT fee in December 1991 and I drove her home to Bromley on the coldest,

foggiest day of the winter. I had to keep scraping the ice off the inside of the windscreen. The car was white with salt and took a lot of washing.

Family holidays forced non-attendance at the National Rallies of 92/93 as well as the 70th anniversary of the 20hp. Now, if my wife fixes a holiday to conflict with main club events, she has to go without me! In June 1994 I took the Twenty to Normandy for D-Day commemorations. For years I had hoped my father would go with me sometime, but he never would, because of the horrible memories. There were many hundreds of WWII vehicles there and



everyone was pleased to see the old Twenty, the oldest vehicle I saw there.

In March 1995 I had a tow-bar fitted to the car and added indicators. In April for a test run I towed my 1967 15' Safari caravan along the route my father had taken 50 years before to the Baltic. I was accompanied by Chris (on right of above photo), who had begged me to take him! He had visited my mother a week before the 'off' and let it slip that we were taking the caravan. She said "But it hasn't got a tow-bar!", to which Chris replied "It has now!" She was just the first of many who said it was sacrilege! But by now it was *fait*

accompli and all the arguments with those who *know* better were avoided!

We visited several old friends in Germany and Holland and reached Wismar near Lübeck on 2 May exactly 50 years after my father had helped stop the Russians getting to Denmark and Hamburg. We then went to Denmark, and then across the old DDR and Poland to the Russian border and back home via



Berlin and the Hartz mountains - 3,500 miles in 24 days. I finally called the car *Magdalena* after a Polish girl. At Althorp I won the Hugh Keller trophy for the most miles by a 20hp as well as the driving tests. In the September I took my ex POW 76-year old neighbour, Bill Hutcherson, back to Poland for the first

time for 50 years via Normandy, the low countries, Germany, Denmark and the Euro Rally in Sweden. Another 3,000 miles in 3 weeks. He had never ridden in such an old car nor ever been in a caravan before we headed for Portsmouth and "Lee Harv!"

In May 1996 I took my mother to Brittany on the 20hp Rally where she celebrated her 81st birthday amongst very congenial company.

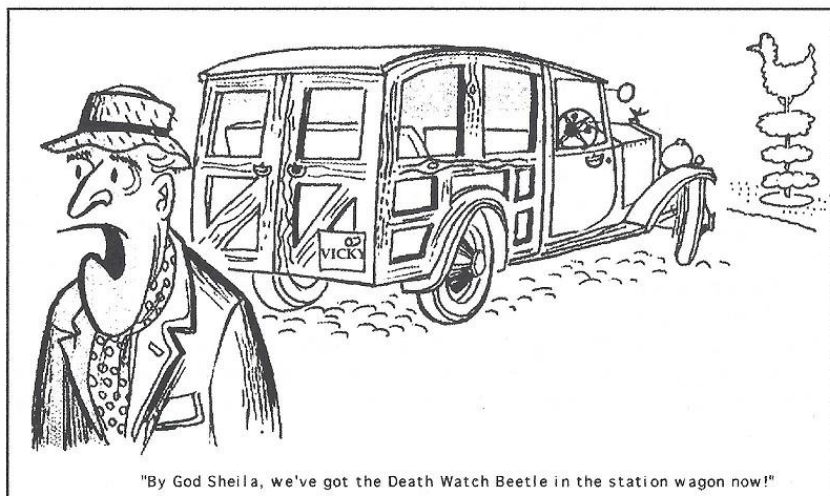
With the big heavy caravan, loaded with computers, books, food and booze, GUJ27 can cruise at 38-43 mph (the legal limit in many countries!) depending on wind direction, with the occasional burst to 50. She does 13.5 mpg at an average 33 mph on fast roads and 30 mph cross country. She takes about 50 minutes from Bromley through central London to the M1 and about another hour and a half to Paulerspury via Dunstable and the A5. 200 miles can easily be done in a day on ordinary roads, with lots of stops and sightseeing. I drove 408 miles from Siegen east of Köln to Bromley in 16 hours including stops at two hypermarkets and the ferry from Calais to

Dover. In August 1996 it took me 7 hours in the evening from Beverley to Bromley via A15 and A10 and solo just 3 hours from Bromley to Bristol for a wedding in July 1996 via M4. I have recently fitted a modern radio cassette player, using the windscreen surround as an aerial.

No Royce has a better lock than the fabulous Twenty. It is difficult to describe the sheer joy of driving up and down mountain roads, round sharp hairpin bends with the beautiful steering of the Twenty, even with the caravan on the back! I can even enjoy the scenery, knowing that the car will not deviate from the course set. Long 14% hills were climbed in second gear and the same gear or third would hold the desired speed for long descents so that the brakes were only needed before a hairpin bend.

Heaven must be driving an open Twenty at the top of the Dolomites or up the Stelvio as some did on last year's Euro Rally. Still, GUJ27 has four gears, four wheel brakes and hydraulic shock absorbers so perhaps we should be content with pursuing mere excellence rather than perfection.

Wherever the car goes, all barriers vanish - and people want to ask questions about the car - even in London! The Rolls-Royce may be the best car in the world but *Magnificent Magdalena* is the very bestest!



FOR SALE or WANTED

FOR SALE

Set starter motor brushes(4)
20hp engine
Gearbox
Steering box & column
Front springs (2)
Rear springs (2)
Starter motor
Six-Light Mulliner body
Front axle (brake type)
600x21" tyres (vg) (4)
Stub axle
P100 Headlamps
Pair rear wings
Rear brake drums (2)
2 Chassis valences (new)
from open tourer,
20/25hp front axle

Alan Fensome (01924 894420)

FOR SALE

Pair dynamo straps
Split elbow for ignition wires
End dynamo cover
Carburettor (2)
Oil Pump (2)
Tappet covers (2)

Tony Rogers (01462 811683)

FOR SALE

Paella bibs (used) with Rolls-Royce motif.

The Vintage Spanish Phrase Book (with such gems as "Questa del receptioni civica" - Where is the civic reception).

The Brittany Ferry Guide. "Stay sober across the Bay of Biscay". Recommended reading.

Radiator covers made from genuine Matador's capes (Product of the EC).

Original manuscript of Keith Jays notes on Brittany Rally 1995. Collectors item. Offers.

Flamenco lessons from Bill Hemmings. Book before the rush.

Tommy Steele's "Little Black Bull" - 78rpm version, cover/sleeve soiled.

"20 Easy Ways to Join the Essex Section". A guide to membership of England's finest.

Source book of Spanish Waiters. (Ladies only need apply) (Confidentiality assured).

20hp castanets. Hunt House approved design.

"How to Beat the Bull" by D. Berwin, abridged version (PC or Mac).

Two Easy Ways to Leave the Essex Section (Anon author).

"Toilets of the Back Roads of France" by P. Rostrate. Really useful.

"How to Win the Mascot Competition" by Sandy Dowell, renowned 3 times loser.

Derek Berwin (01277 363296)

WANTED

Window winding mechanism, suitable for 1928 Hooper bodied car. (This may have been a bought in item by Hoopers and may have been used by other coachbuilders).

John Robins (01455 822516)

WANTED

21" wheels
Ammeter
Petrol tank
Temperature gauge
Conduit etc for cables & fittings.

Keith Aston (0121 777 2247)

The Winners at Cottesbrooke Hall - June 1998

Best in Show	Peter Vacher	1926 Cabriolet by Windovers (GSK15)
Class 5	1st Peter Vacher	1926 Cabriolet by Windovers (GSK15)
	2nd Malcolm Tearle	1924 Tourer by Flewitt (GAK41)
Class 5 Elegance	David O'Connor	1927 D/H Coupe by Carlton (GMJ61)
Philip Francis Trophy	Malcolm Tearle	1924 Tourer by Flewitt (GAK41)
Hugh Keller Trophy	David Else	1928 Saloon by Binder (GKM30)
Peter Blond Trophy	Tim Pike	1928 Cabriolet by Salmons (GBM71)
Driving Tests (Richardson Hosken Trophy)	1st John Dixon	1927 Limousine by Park Ward (GUJ27)
Philip Smith Trophy	Adrienne Grew	

David Else won the Hugh Keller Trophy (Highest Annual Mileage in a 20hp) with 6,144 miles, just beating John Dixon who had 6,105 miles.

Twenty owner Tony Smith won the Douglas Wood Trophy (for best personal restoration) for a record third time, but whereas Tony previously won with two 20's, this year he won with his 1933 20/25hp Sedanca Coupe. Other Twenty owners to win awards in other classes included Graham Meade (Elegance - Class 1) and Ken Brittan (Elegance - Class 22).

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Yours faithfully

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