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ENTHUSIASTS' CLUB

for Rolls-Royce and Bentley owners

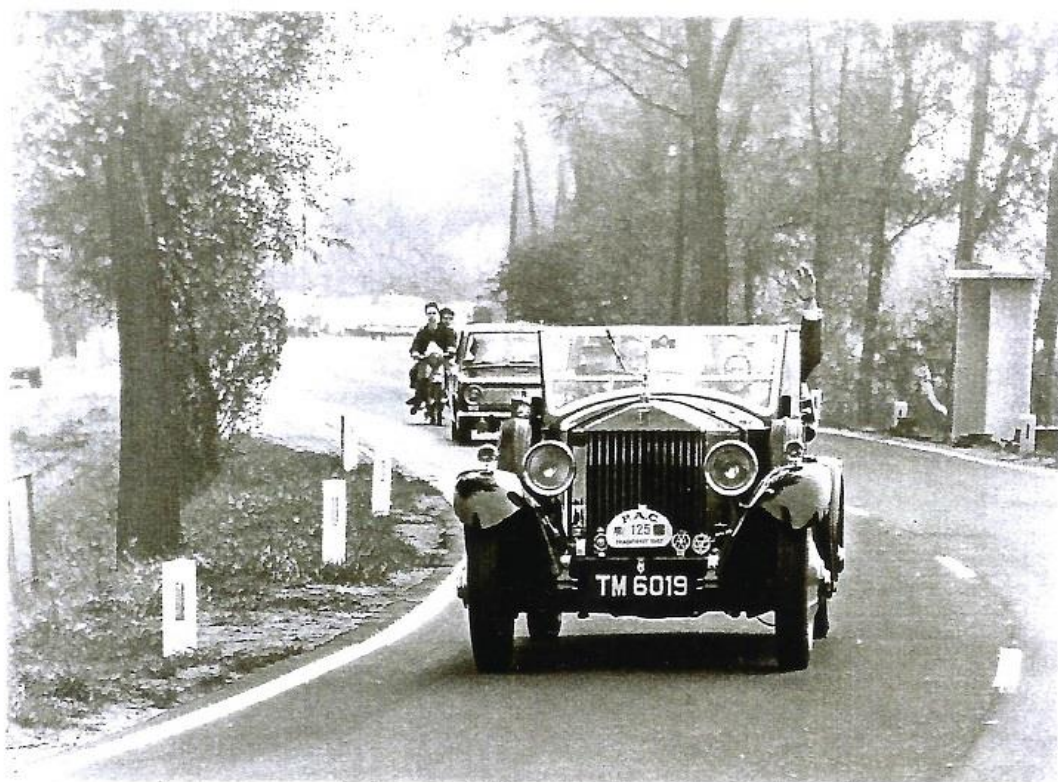


The Twenty Newsletter

for the 20hp Register

Number 8

January 1999



Lydia

Sandy Dowell's 1929 Tourer by Barker (GEN16) in Holland in September 1967 whilst on the PAC Rally (see story page 14).

Only One Owner From New (or nearly)

Well, I blame it all on John Dixon! He started it off when he said he'd had his Twenty since 1964. In the last newsletter we found nine Twenty owners who had their cars longer. Since then, more long-term owners have surfaced.

I received a postcard from Paul Farnill (Yorkshire Section Secretary) saying that Jeremy Kilner has owned GVO38 since 1956 and this was followed up by a letter from Jeremy himself. Jeremy thought he bought the car in the Autumn of 1956 for £225 but wanted to obtain proof of the date before anything went into print.

He subsequently wrote
I bought my first 20hp (GNK47) in the Spring of 1955 - it can't have been later as I was still at the Huddersfield Tech (1952/55) and I remember parking it at the bottom of the steps leading to the classrooms. I sold it after about eighteen months when I found that everyone else was stopping much more quickly at roundabouts! So far as I can remember, I bought my present one at the same time - Autumn 1956, for £225 from a garage at Bishopsthorpe, near York. They had recently bought it from Alan Ridsdill for £180. He told me some years ago that he had owned it from 1953 to 1956, so that ties in.

Jeremy also says he recently bumped into Audrey Hinchliffe (nee Rippon of the coachbuilders) who remembered being given a lift in Jeremy's car. She asked if he still turned the engine off when going downhill - to save petrol! Audrey's father, Reg Rippon was a

charming man and in 1960 Jeremy took over his seat on the local council. Jeremy says he was very impressed to find that council meetings always finished promptly at 9.00 p.m. Apparently Reg left all meetings at that time as his wife would have his cocoa ready at ten past and Reg gave a lift to three other councillors who lived in the same village.

Audrey is fairly sure that it wasn't really cocoa he had - but that's what he told his fellow councillors!

Philip Hall wrote from the Hunt House *in case Kevin Walton is too modest to write to you himself, I thought I would let you know that to my certain knowledge he has owned GRJ68 since before January 1954. This, I think, puts him firmly in the number one slot. I very well remember walking past this car every day when it was parked outside his house in Oundle throughout my schooldays there.*

After the last newsletter I also received a fax from our Registrar which said *Stop! The search is off! Member owning the 20hp for the longest time with the original number which has been in the family since 1904 and has been on his 20hp from 1924 when purchased is*

John Jarvis of West Wittering
Forget the new owners with a mere 40 years or so. John and his family has owned the 20hp car for 74 years.

Far be it for me to question our Registrar, but we now seem to be entering a new realm of ownership - not just single individual ownership, but family ownership and where will this end?
Ben Grew

THE TWENTY NEWSLETTER

Number 8

January 1999

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

A happy new year to all 20hp owners and Club members - with enjoyable and safe motoring in 1999.

With the threat of no more leaded petrol by the autumn, there is no need for despair - enough will be said by others more knowledgeable. However, a thought - when the 20hp was originally produced, leaded petrol was unheard of and as we have been told, provided one does not run the 20hp at high speeds for long periods, but drive it as it was intended, there should be no problems.

Since the formation of the 20hp Register, members have enjoyed the printed "Register of Members" which is updated annually. From the recent survey it appears you would like it to continue in its present form every 3-4 years with a photocopy update annually.

It is being seriously considered that the 20hp Register should undertake the re-uniting of the 20hp chassis which is in the Hunt House workshop, with the body that lies in one of the locked stores on site. Steve Lovatt is kindly looking at what is involved to achieve this. Offers of helpers to form a work team for several weekends over the next six months please. A Team Leader is required. Names to me please.

One problem that seems to arise quite often with the 20hp, at a certain speed (usually the lower 20's), when the wheels hit an uneven part of the road, or even a pot hole, the wheels and through them the steering wheel, shake badly - and the only means of overcoming this problem is to stop rapidly. Quite a few

members suffer and all comments, answers, etc., would be appreciated.

The 20hp technical Seminar in conjunction with the 25 Register/Models is 8/9th May 1999 at the Hunt House. Well worth attending - make a note and ask Emma for a form.

The Irish rally is now almost fully booked, but should you be interested, please drop me a line and I will let you know availability. We have two members shipping their 20hp motor cars from Australia plus one member driving from Germany to join us for this event.

The detailed planning for Portugal for the year 2000 is completed and booking forms will be available in April. We are restricted to numbers solely due to the size of the hotels en-route, so early enquiry and booking is recommended.

All members of the Register who kindly made a donation should have received the new 1998/2001 Register of Members and Newsletters No.7 and 8. If you have not, then it means you have not made a donation or I have made a mistake.

The 7-day fly/drive holiday in Paphos, Cyprus - 20th to 27th October 1999, has a higher specification, lower prices and is now almost fully booked. If you are interested, please let me know as soon as possible.

At the Annual rally in June, we will be having the usual get together at

12.30. We will be delighted to see *all* 20hp owners, whether members of the Register or not.

No doubt, many of us have been busy working on the 20hp over the winter. I had to replace both my running boards as they had cracked after hoards of children and even adults had jumped on them whilst on the Euro Rally in Spain. My compression has been down slightly on one cylinder and on investigation, found two valves badly worn. With the head off, everything else was checked and I would suggest it's worth doing a compression test annually. Low compression and the loss of power certainly accounted for poor hill climbing by my Twenty.

Keith Jay, Registrar



"I asked her if her husband had a discerning palate, and she said: 'No, a Twenty horsepower'"

Checking out the Propeller Shaft *by Graham Moore*

The propeller shaft is that neglected long tubular item which connects your gearbox to the rear axle - and which is more commonly referred to as the propshaft. This article is not about refurbishing the propshaft, which is well covered by previous articles in the Bulletin and Technical manuals, but is concerned with eliminating vibration caused by the shaft not being adequately balanced. In top gear the propshaft rotates at the same speed as the engine and therefore it is important that it is as well balanced as the engine if high speed vibration is to be avoided.

I spent many hours last winter dismantling and rebuilding the engine of my 20hp in an effort to improve the smoothness of running. The engine performed extremely well, did not burn too much oil, and was in generally good condition having only done 11,000 miles since it was overhauled in the 1960's. However, bearing in mind the long time span since the overhaul, and my more critical standards which have developed over the years, I decided to take the crankshaft/flywheel out and have the balance checked. This revealed an out-of-balance of 10g at the flywheel rim which was corrected.

During reassembly further weight checks and corrections were made to connecting rods, pistons, slipper flywheel and fan. A kitchen electronic balance which weighted to an accuracy of + or - 1g (usually used by serious dieters - not me) was used for this

task, aiming for the best balance which could be achieved without access to highly sophisticated and very expensive computerised electronic equipment.

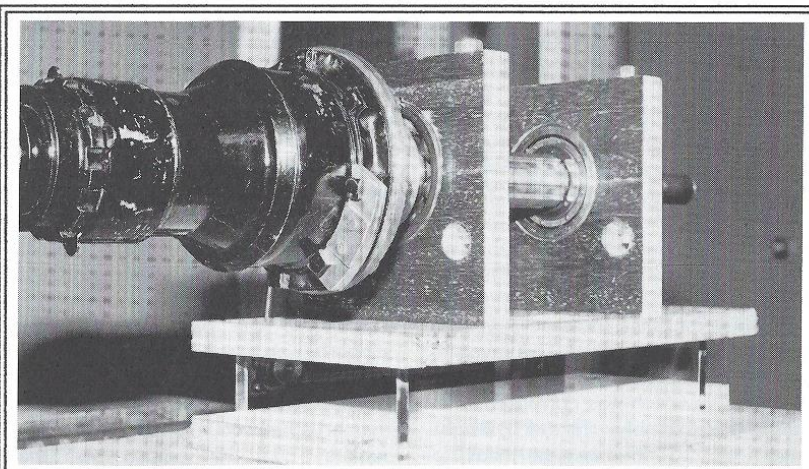
There was nothing new in the techniques used, and I expect many 20hp owners have gone through this tedious procedure. Unfortunately the outcome in my case was disappointing as the first run in the car after all this work revealed some subjective improvement but not the degree of smoothness I was hoping for. The real value of the work however was that I now knew that any remaining vibration was not due to engine mechanical unbalance. This led to the conclusion that maybe the propshaft was the culprit.

Discussions with technical experts in the Club revealed that propshaft unbalance was not unknown and, in the absence of special equipment, the trial and error method had been used with some success. This technique involves jacking up the rear axle (securely supported on proper stands), removing the rear wheels and then using the engine to rotate the shaft. A weight is then attached securely to the shaft by a Jubilee clip, or clips, so that experimental runs can be carried out with the weight in various angular positions around the shaft. By finding an optimum angular position and varying the value of the weight a

condition can be established that gives minimum vibration and this weight can then be tacked to the shaft. This method has the disadvantage that detection of any reduction in the level of vibration is subjective and I was not convinced that the best possible balance could be obtained in this way.

I decided to spend more time on the task and built a simple rig fixed to my workbench in which I could spin the shaft and observe the result. Although it is still a trial and error method, the working conditions are more comfortable, the amount of unbalance is roughly measurable, and corrections are easily applied in a reproducible manner. It consists of a variable speed motor which drives the rear axle end

of the shaft and a carriage mounted on small cantilever springs which supports the gearbox end of the shaft. The drive motor was fitted with the input flange to a spare differential unit and the carriage supported the output shaft from a spare gearbox (with its bearings). The propshaft could thus be bolted into the rig, using its own fixing bolts, where it could be rotated and out-of-balance detected by vibration of the sprung carriage. As a refinement a dial gauge could be clamped to the rig to measure horizontal oscillation of the carriage. An important aspect of the alignment of the rig is that the input and output shafts are accurately in line so that there is no movement of the universal joints as the shaft rotates, as this would unnecessarily confuse the



Propshaft in balancing rig showing balance weights bolted to front flange.

detection of unbalance forces.

Having taken my shaft out of the car (do this with care as the shaft is sometimes difficult to release from the flanges and it is surprisingly heavy to support on your own when you are under the car) and fitted it in the rig, I gently increased the speed of rotation. Within a few revolutions it was obvious that all was not well with the shaft as, not content with vibrating the carriage alone, the whole rig including the bench on which it was mounted was shaking. This was encouraging as clearly improvement was possible. A technique very similar to that described above very soon led to a marked reduction in the vibration and established that the unbalance was approximately 60g at the periphery of the gearbox flange which is 12cm diameter (ie 360 gcm out-of-balance) and located almost opposite the oiler nipple. Balancing weights were made from 1.2mm thick brass sheet, which could be attached to the flange using two of the existing fixing bolts. There are no clearance problems in this area but I decided a maximum outside diameter of 140mm looked right (roughly the diameter of the tip of the oiler nipple), and with a weight of about 12g per piece, the five pieces required to achieve balance could be accommodated without excessive lengthening of the bolts. I finally concluded that 63g gave the best balance and this was achieved by cutting the fifth piece and rivetting this to one of the full size pieces. For perfection I repeated the exercise with the shaft reversed in the rig and

established that 16g was required at the rear end. I do not suggest that perfect balance is necessary at this end but while doing the job one might as well get it right!

Now for the really technical bit. The simple universal joints fitted to the shaft are called Hookes joints. They work very well in accommodating the movement which occurs between the rear axle and gearbox but they have one characteristic which is important to know about when setting up the assembly. Hookes joints are not constant velocity joints - this means that if the input side of the joint is rotated at a constant angular velocity, the angular velocity of the output side varies in a cyclical manner dependant upon the angle between the input and output shafts. This is overcome if the joints are used in pairs, as they are on a propshaft, and the forks of both the front and rear joints are fitted in line with each other. When this is done the variable output speed of the front joint is exactly compensated by the variable input speed to the rear joint and the combination provides constant angular velocity at the output shaft and torsional vibration is avoided.

The 20hp shafts that I have examined, and the assembly drawing, suggest that the axis for the oiler nipple was machined in line with the axis of the cross bearings and therefore if the front and rear oiler nipples on your shaft are "in-line" you can be reasonably sure that the joints are correctly aligned. In my case the nipples were some 30° out-of-line and

this had to be corrected.

The front part of the shaft is connected to the rear part with a sliding joint to accommodate movement which occurs between the rear axle and gearbox. This joint has 14 splines and therefore can be fitted in 14 different angular positions. The male part of this splined connection is not machined directly on the rear part of the shaft but is a removable sleeve with 25 internal splines and therefore can be fitted in 25 positions. This allows vernier angular positioning of the front joint relative to the rear joint to assemble them in line.

After refitting the shaft to the car the first run clearly demonstrated the improvement that had been achieved. The car was significantly smoother running and 50mph was achieved without that annoying vibration of the gear lever, and the car is more pleasant to drive even at lower speeds.

Subsequently we have balanced David Else's 20hp shaft, which was almost exactly the same amount out-of-balance, and he reports a similar improvement.

Graham Moore



Less vibration! - Graham Moore's 1928 Limousine by Park Ward (GWL16) now running more sweetly.

News from all round

The centre pages of this newsletter show a 38 year old invoice issued by Jack Compton Limited to John Manson, dated 2nd May 1960.

It details work done on John's Twenty, GEN53 and all we want you to do is tell us how much John had to pay by "Guessing the bill!"

Please send your answer to the Editor and we'll give a prize (probably at Cottesbrooke) to the winner.

Jack Compton, by the way, was the man who started the Rolls-Royce and Bentley Owner Drivers Club back in the 1960's.

The club published it's own magazine from 1967 to 1971 and although the club didn't last long, whilst it was active it did boast it's own restaurant and bar facilities for members.

The following Twentys took part in the Club's 1998 Euro Rally to Spain:

- GMK4 - Ted & Pat Kelly
- GUK19 - Bill & Pat Hemmings
- GHJ40 - Keith Jay & Louis Hunter
- GHJ58 - Derek & Joan Berwin
- GRJ47 - Michael & Beverley Osborn
- GWL16 - Graham & Mary Moore
- GFN44 - Jack Howes
- GKM30 - David & Jane Else

The VSCC Bulletin No.45, dated Christmas 1954, quoted the following paint advertisement, which it said was current at that time:

I have recently painted my 1927 Rolls-Royce with two coats of ----- and I also painted the radiator in pale blue ----- and later allowed the water to boil gently. This had no ill effects on the lacquer and I am extremely satisfied with the results obtained.

In Newsletter No.7 we quoted Mileages and petrol consumption for three Twentys that were on the 20hp Register rally to Spain.

We can add David & Jane Else's Twenty to the list. GKM30 covered 2,211 miles (door-to-door) at 18.39 mpg (and used 6.33 pints of oil).

Please look at the address label on the envelope to this newsletter. If it has a "X" on it, you will not receive further newsletters, etc, without payment of a donation (Min £5 U.K and £10 Overseas). It is not reasonable to expect members of the Register who have made donations to subsidise you! What's that, you threw the envelope away yesterday - well, just assume there was a cross on it!

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Joe Welch - Tel: 01243 265850

GFN 71 - A Unique Motor Car by Robin Barnard.

During the first few years after the armistice Phil Paddon owned a number of interesting cars including a Grand Sport Delage, a 24/60 Sunbeam light sports tourer and a Silver Ghost with a body based on that of a Sunbeam.

In 1923 he decided that his next Silver Ghost (chassis 54EM) would have a closed body and he designed a fabric saloon to be built by H. J. Mulliner under Weymann patents. It was described in *The Motor* in 1924. In 1925 Hugh Keller joined Paddon Bros. One of his early jobs was to modify the design that had been used on 54EM and make it suitable for the 20hp model.

A small number of 20hp's were fitted with saloons to this specification but only one further 40/50 - a 1929 PII (chassis 58WJ) which was supplied to Jill Scott the first woman to win 120 mph badge at Brooklands (driving a Sunbeam, not a RR). The fabric saloon bodies were very well suited to the 20hp as they were light and narrow providing comfort for 4 people.

Paddon ordered a new 20hp chassis late in 1928 and this was GFN71. One of the first batch to be fitted with vertical radiator shutters, mixture controls on the steering column and 20" tyres. He already had one of these H. J. Mulliner saloons ready to fit from an existing order that had been changed in favour of a James Young body. Paddon kept the car for a short time and then advertised it in the *Autocar* in February 1929:
1928, 20hp Rolls-Royce Weymann Saloon owner driver type of

exceptionally beautiful design, triplex glass, pneumatic upholstery, ball bearing sliding seats, fitted and concealed tool tray. Many extras, this car is unique and as new, not yet having run 2,000 miles, weight well under 30 hundred weight. £1,485.

It was sold to Captain Jones who only ran a small mileage before selling the car in 1931 to the Hartridge family. I first heard of the car in 1952 and saw it in 1953 at the Concours d'Elegance in Kensington Gardens.

Shortly after this, the Hartridges sold it to Dr. Olliff who used it for his practice in Chipping Camden. He advertised it in *Motor Sport* early in 1958 and I immediately agreed to buy it. I was delighted to acquire the car and 40 years on still have the same delight in it. At the time of my purchase it was in very nearly unmodified condition with all the tools in their places under the front seat cushions. The pneumatic 'float on air' seat cushions needed constant repair with bicycle tyre repair outfits and after a struggle were abandoned in favour of more modern foam. Some of the body paint and fabric have also needed to be replaced. The car had run 63,000 miles when I bought it and it has now reached 95,000. The engine and gearbox have been overhauled and the springs in the side steering tube replaced. The water pump now delivers a stream to the back of the block via an external pipe feeding into the rear cover plate. The original Lucas headlamps are fitted with pneumatic dipping and in addition have a rheostat dimmer. The dashboard, which was laid out to

Paddon's ideas has the switch box on the left hand side and the speedometer to the right of the steering column. Below the dashboard on the passenger's side is a small useful shelf and the rubber wheel mallet is clipped above it - 'useful' according to Mrs Hartridge for quick and easy access if it was necessary to repel German invaders in 1940.

The 20hp has many virtues and when I return to it after a drive in another model or make, I am always fascinated by it's silence and smoothness and the extraordinary feeling of contentment that it brings. The amount of time that can be devoted to car and maintenance, as well as cleaning and polishing, is considerable but well rewarded.

It is indeed pleasant that so many attractive examples of 20hp cars with varied styles of coachwork remain in loving hands today and my car retains it's special place in my affections.

Portugal May 15-31st 2000

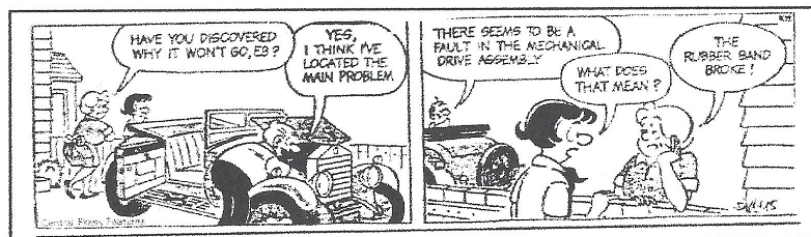
Entry forms are now available for the 20hp Register Rally to Portugal next year.

The rally will be based at the superb Vintage House Hotel at Pinhão on the banks of the Douro River. It has just 43 rooms, each with telephone, television, mini bar and so on. There'll be a number of visits arranged for you as well as a number of free days for you to do your own thing.

There's plenty of driving for those who want it, and a day coach trip for those who want a bit less.

Everything is included in the price other than lunch on the free days and if you don't want to do the full holiday, there are other options.

In fact, this promises to be the best ever Twenty Rally and as space is limited you are advised to book early. Please send a D/L size sae to Keith Jay now!



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Invoice No. A.391

Date 2.5.60

ROLLS-ROYCE CHASSIS
MILEAGE: 03795.

To Removing exhaust and inlet manifolds, carburetter, etc. Removing valve mechanism, removing cylinder head, removing exhaust and inlet valves. De-carbonising same, de-carbonising cylinder head. Re-facing exhaust and inlet valves, re-facing valve heads. Removing oil valve guides, supplying and fitting 12 new valve guides, reamering same to suit valves, grinding in valves, re-fitting same. Fitting new valve drummets, removing the under-shields, sump, etc. Removing 6 big-end bearings complete with pistons, removing cylinder block, de-carbonising same. Removing water plates from cylinder blocks, cleaning out water ways and re-fitting water plates with necessary new joints and screws. Removing pistons from connecting rods, removing old gudgeon pin bushes, supplying and fitting 4 new gudgeon pin bushes, honing to suit new gudgeon pins. Trueing 2 small end eyes, making up 2 special bushes, reamering and honing to suit new gudgeon pins. Removing main bearing oil pipes, cleaning out same, removing main bearing caps. Re-fitting the main bearings. Re-fitting main bearing oil pipes, complete with new lock washers and main bearings with new split pins. Removing 6 big-end bearing shells. Re-fitting shells to connecting rods. Re-metalling and machining 6 connecting rods to 1.4981 including re-metalling shims. Fitting 6 big-end bearings to crankshaft, fitting pistons complete with new gudgeon pins to /connecting

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Date 2.5.60

ROLLS-ROYCE CHASSIS
MILEAGE: 03795.

connecting rods, peening and lapping 6 pistons to cylinder bores. Fitting new piston rings to pistons after correctly fitting to cylinder bores. Removing bottom tappets. Freeing and easing tappets. Removing old tappet rollers and pins, supplying and fitting one complete set of tappet rollers and pins, re-fitting bottom tappets. Re-fitting the cylinder block to the crankcase. Fitting up big-end bearings and pistons, re-fitting cylinder head and valve mechanism, having had 12 valve rockers re-faced. Dismantling the carburetter. Cleaning all parts removed and checking same. Re-assembling carburetter, re-fitting sump and under-shields. Removing the starter motor, dismantling the starter motor clutch drive, cleaning all parts removed. Supplying and fitting 3 new starter motor corks to clutch drive. Re-assembling starter motor clutch, checking starter motor, re-fitting same. Checking battery ignition, supplying and fitting one set of battery ignition points, re-timing battery ignition, supplying and fitting 6 new BBL sparking plugs, re-filling sump with 1 1/2 gallons Castrol XL oil. Removing Autovac, dismantling same, re-soldering Autovac drain plug, overhauling Autovac drain tap and union, checking Autovac valves, cleaning out pipe lines. re-assembling Autovac and re-fitting. Supplying and fitting one replacement oil pipe to valve rocker mechanism. Fitting-up fan assembly complete with new fan belt. Re-fitting exhaust and inlet manifolds complete with necessary new studs, repairing and welding silencer system as necessary and re-fitting. Supplying 5 gallons of petrol. Starting engine, running car, tuning engine.

To Supplying and fitting:

2 pedal rubbers
1 propeller shaft lubricator

10.
1. 9.

Love for Lydia - A True Romance by Sandy Dowell

Lydia is a 1929 20hp Barker bodied tourer (Chassis No.GEN16, Engine No.K6T). In September 1980 her previous owner Leo Williams advertised her for sale in the Sunday Times. At that time she lived not far from us and we went to visit her. It was love at first sight and after a period of courtship and negotiations of a financial nature she became a fully paid up member of our household on 18th October 1980.

She brought with her some rather sparse documentation but it included her second Registration Book which gave us some details of her previous ownership and was accompanied by a petrol coupon book which had been issued to her at the time of the oil crisis in 1973. We hope that we shall never have to use it although the way things look at present we may have to get a "lead" ration book for her at the time of the millennium celebrations.

Anyway that is another story and before I get carried away I had better revert to the main theme. Lydia was one of the last 20's to be built and was first registered on 17th December 1929. Her original owner was F.E.Charles who lived at Leighton Buzzard, Bedfordshire. Her registration was TM 6019. At that time there was a recession and after a discount of 25% on the engine and chassis making a net price of £930 plus £505 for the Barker body, a total

cost of £1,435 - not a bad price for the only Barker tourer with a vertically slatted radiator. Mr Charles owned her for 8 years and then sold her to another Leighton Buzzard resident who owned her for 2 years. Her third owner was Mr. Raymond J. Bamford who bought her on the 7th February 1939. At that time he lived in Brooklands, Manchester, but he moved to Edinburgh in 1949 and took her with him. In July 1951 he moved to Crieff and subsequently sold her in March 1953 to Mr. H. McCall-Smith who also lived in Crieff. He was the fourth owner and he sold her on the 28th October 1959 to Mr. John A. G. Burchell of Chigwell, Essex. She remained in Mr. Burchell's ownership until 4th October 1971 when she was bought by my predecessor Mr. Leo Williams.

As I explained at the beginning of this story Lydia came to us with very little history. In October 1997 however, out of the blue, an envelope arrived from the Hunt House enclosing a letter from Mr Burchell's son in law. Mr Burchell's widow had recently died and when he was clearing her house he had come across a number of papers and photographs relating to Lydia during Mr. Burchell's ownership. He asked the Hunt House to pass them on to the current owner.

The principal items received in the

envelope were:

1. Three photographs of Lydia at various stages of her career.

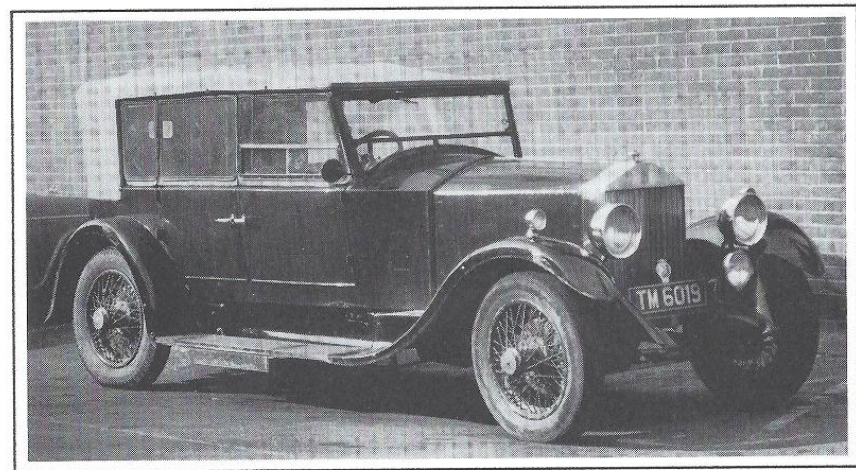
The first bears the stamp of an Edinburgh photographer and was presumably taken there between 1951 and 1953 (see below). It shows her appearance before Mr. Burchell bought her. At that time her colour scheme was green with black wings.

The second photograph must have been taken during Mr. Burchell's ownership and shows the results of the considerable restoration work he put in hand during that time. Obvious differences are the new colour scheme, maroon with black wings. The paint on the bonnet has been removed and it is now natural aluminium colour. An additional spare wheel has been mounted on the

right hand side of the car together with a petrol can. The round mirror on the driver's door has been removed and oblong mirrors added to driver's and passenger's doors. Flipper trafficators, a Spirit of Ecstasy and a trunk have been added and the spotlight has been removed from the front of the car.

The third photograph (see front cover) shows the car in Holland in September 1967 participating in the PAC rally and now having aluminium wheel discs. In November 1967 the registration was changed from TM 6019 to RR 5320 which she bears to this day.

2. The original log book covering the period from first registration on 17/12/29 to December 1940. As I said earlier, the previous owner Leo



GEN16 with it's old regn TM6019, at Grassick's Garage, Perth in the 1950s

Williams, had already given me the second log book covering the period from December 1940 to April 1967 when this type of log book was discontinued.

3. C.T.Bendall Ltd invoice for £400 dated 24/10/59 being the amount Mr. Burchell paid for Lydia.

4. A photocopy of the Autocar Road Test of the 20hp Rolls-Royce saloon appearing in the issue of 8th March 1929.

5. Pages from a note book giving a rough outline of Lydia's activities during the period Mr. Burchell owned her.

From this new information it is possible to give an outline of Lydia's activities during her period in Mr. Burchell's care from October 1959 (mileage 44,100) to October 1971 (mileage 53,783). At the outset she underwent a complete engine overhaul at Lingoys Garage Ltd, Chigwell, and was repainted Maroon with Black wings. In June 1960 she went on her first long trip - a visit to Switzerland during which she covered 828 miles averaging 14 mpg which is in line with her current performance. In May 1961 she had a new hood fitted and attended 20-Ghost Club rallies at Eastbourne and Sandhurst. For the next 3 years there was little to report, but in July 1965 she participated in the Blenheim Rally. The next year she made her film debut in a Hovis film and in

September of that year she made her first visit to Holland. It lasted 11 days and she travelled just over 800 miles. On 20th May 1967 she was present at Goodwood for the R-R Bentley Pageant and in September of that year she returned to Holland to take part in the PAC Rally which lasted 2 days. Apart from a tour of the Cotswolds in 1968 she seems to have done very little until she was sold to Leo Williams in October 1971.

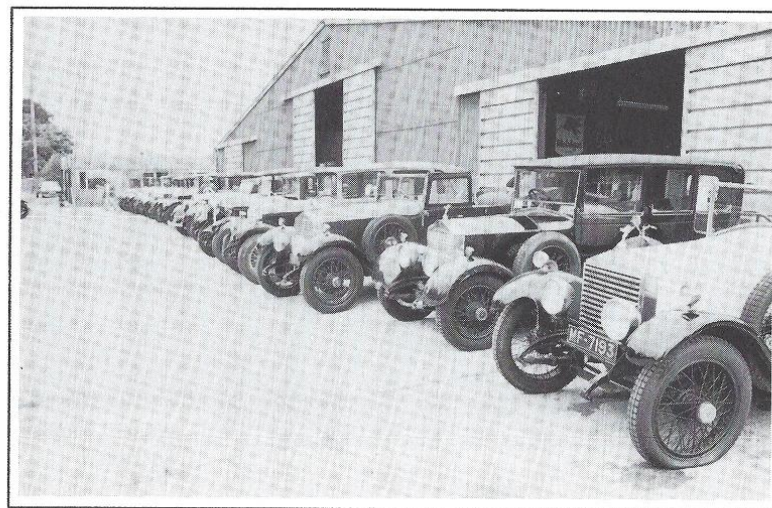
Leo owned the car until he sold it to me in October 1980 at which time the mileage was 90,033. During his 9 years of ownership the car travelled an average of 4,000 miles per year and must have been in almost constant use. Unfortunately I do not have much detail of this part of Lydia's life but I do know that Leo was a very active member of the 20-Ghost Club and from the Club 'Record' we know he took part in their visits to Portugal in 1973, the Dordogne in 1976 and Leningrad in 1978. Lydia's picture at this time appears on page 93 of Edward Eves book "Rolls-Royce 75 Years of Motoring Excellence".

Lydia and I have now been together for 18 years and without faltering she has transported Audrey and me on two Continental Rallies, three 20hp Register rallies in France, one to Spain and trips too numerous to mention in the UK. The speedometer now reads 8,809 but we do not know whether the full number should be 208,809 or 308,809!

Staplehurst, Kent - 23rd August 1998

The following Twentys were at the Southern Regional Meeting last summer:

1923 Saloon by Flewitt - Brian Thompson	59S1	OK9329
1923 Landaulette by Barker - Derek Smith	60H4	OL2237
1923 Tourer by Barker - Richard Ashby	GA8	MF7193
1924 Dr's Coupe by Hooper - Margaret Oates	GDK22	XX4168
1925 Saloon by Galle - Ken Jenner	GPK17	RR5625
1926 Landaulette by Carbodies - Bill Hemmings	GUK19	FY9649
1926 Tourer - Stuart Timmins	GUK61	RRO 21
1926 3-Pos DHC by Compton - John Watkins	GYK30	TXT501
1926 Tourer by Edmunds - Ian Niblett	GMJ44	DKR945
1927 Coupe Cabriolet by Windovers - Keith Jay	GHJ40	YH793
1927 Tourer - Derek Berwin	GHJ58	DF2660
1927 Tourer by Carpenter - Dave Carpenter	GUJ2	PN363
1927 Limousine by Park Ward - John Dixon	GUJ27	PR9859
1928 Weymann Sal by HJ Mulliner - John Kellett	GXL50	UO5214
1928 Faux Cab by Thrupp & M - John Eastwood	GXL66	PN907
1928 Landaulette by Park Ward - Clifton Spencer	GWL14	FW1819
1928 Saloon by Binder - David Else	GKM30	DS9341
1929 Dr's Coupe - Bernard Coplestone	GFN80	PK5875
1929 Saloon by James Young - Norman Gardner	GEN45	UU4905
1929 Saloon by Page & Hunt - Ben Grew	GVO40	OU2938



Note the flat tyre on Richard Ashby's GA8 nearest the camera

In the family – since 1952!

By Helen Kershaw

My father, T. W. Bache, bought GWL 30, a 1928 Twenty, from 'Bunty' Scott-Moncrieff in 1952 - for £275.00 I believe!

It is pictured in John Fasal's *The Rolls-Royce Twenty*, page 394, as it was during the war - with a truck body. When my father bought it, this had gone and had been replaced with a Sunbeam body.

GWL 30 has always been known to us as "Peacock" as it's colours when purchased were blue/black.

It's history since then has been as follows:

In 1952 it was used fairly often and took us to Cornwall on a holiday. The

photo below was taken at the time.

It took us to Scotland in 1954 and then to France in 1956. Those were the days before the roll-on, roll-off ferries and getting the car onto the boat was quite an ordeal - as can be seen by the photo taken at Newhaven.

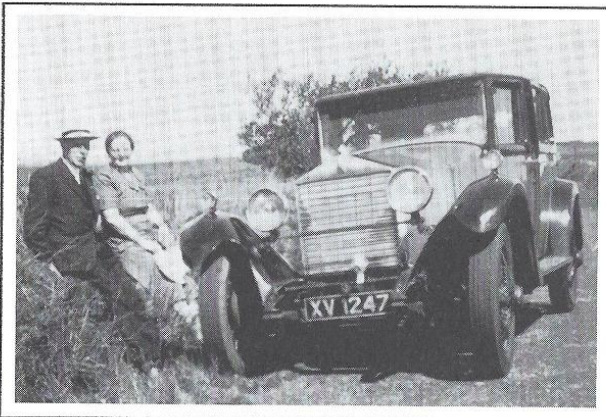
In 1955, I learnt to drive in it and eventually mastered the gearbox!

In the early 1960s it was taken off the road as my father thought he'd do some work on it. He stripped it down in anticipation of it taking him three years to do properly.

However, fifteen years later, after I married, my husband David, helped him get it back on the road - it was now 1975!

He had various outings in it before he died in 1979 and since then we have owned and run it.

A photograph of GWL30 in 1993 appeared in Bulletin No. 200 when we visited Witley Court with the West Midlands Section.

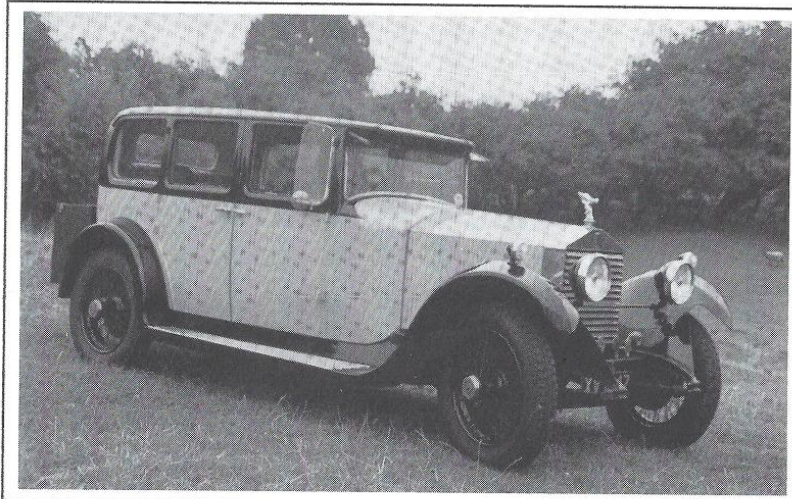
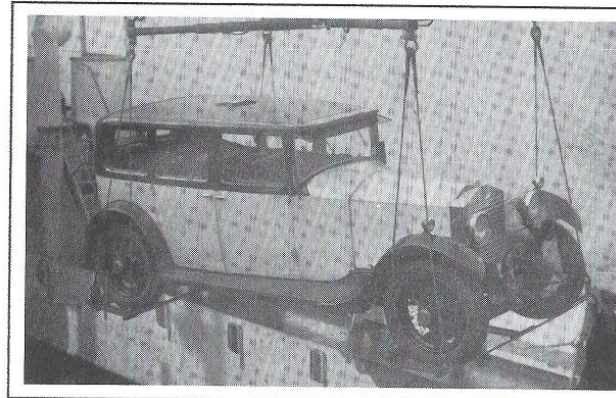


Recently it has been to Blenheim and Althorp (1997) and last year to Cottesbrooke. We also used it for my

son's wedding at Weston-super-Mare in 1996 and have plans to use it for our daughter's wedding this year.

It now has the company of a 1972 Shadow but GWL30, 70 years old last year, remains our favourite.

Left: Loading at Newhaven in 1956.



GWL30 as she is today!

Twenty's at Auction in 1998

Top price paid for a Twenty horsepower at auction in 1998 was £32,500 whilst the lowest was just £4,200. This compares with £44,250 and £3,600 in 1997. Results for all Twentys in 1998 are as follows:

Feb 23	Christies/356	53S4	BW6636	1923 O/D Barker Limo	Not Sold
25 Apr	Christies/69	GUK44		1926 Hooper Landaulette	£19,162
11 May	Coys/11	GZK43		1926 Park Ward Tourer	Not Sold
11 May	Coys/			1926 Barker Style Tourer	Not Sold
6 Jun	Sothebys/402	GFN24	UL4511	1928 Rolling Chassis	£5,400
6 Jun	Sothebys/405	GRJ52	NF8189	1927 Cockshoot Saloon	Not Sold
6 Jun	Sothebys/423	GBM69	BR8455	1928 Barker Style Tourer	£32,500
6 Jun	Sothebys/428	GUK50	YP312	1926 Park Ward Tourer	Not Sold
6 Jun	Sothebys/434	84K9	EC5090	1923 Rolling Chassis	£4,200
8 Jun	Christies/136	GFN30	Not regd	1928 Brougham de Ville	£25,000
15 Jun	BCA/10	GTM6	CSJ694	1928 Glassbrook Saloon	£11,000
14 Jul	Cheffins/366	GEN33	NAF935	1929 Park Ward Saloon	£4,200
23 Jul	Brooks/457	GYK3	YR5025	1926 W'dgrain Barker Cablt	£30,500
16 Aug	Christies/74	GSK81	-	1925 Kellner Salamanca	£21,080
6 Sep	Brooks/645	GRJ52	NF8189	1927 Cockshoot Limousine	£15,000
14 Nov	Brooks/410	GXL44	TU7814	1928 Tourer	£22,500
14 Nov	Brooks/424	GWL40	TY4727	1928 Park Ward Limousine	Not Sold
26 Nov	Coys/48	GSK26	IB7312	1924 Tourer	£16,000
26 Nov	Coys/69	GA74	-	1923 James Young DHC	£13,913
7 Dec	Sothebys/344	GSK44	EC6810	1926 Wm Watson Saloon	£7,000

For Sale and Wanted

Wanted for 1924 20hp
Pair front springs & shackles (36")
Front & rear friction type shock absorbers, linkage and mounting brackets.
David Powell (01865 763801)

For Sale - Tools
E6258
G51001
£30 each plus postage
Ken Brittan (01530 832454).

Correspondence

Following the 20hp Register Rally to Spain, you may recall Derek Berwin (GHJ58) advertised various items for sale in the last Twenty Newsletter (page 21) - paella bibs with a Rolls-Royce motif and so on. Unfortunately Jeremy Oates (GOK53) has since written to the Editor after contacting Derek to try and buy the items.

Jeremy requests that we have some sort of vetting process for future advertisers after "the disappointment he and his dear wife suffered at the hands of an unscrupulous member."

He writes

A Mr Berwin appeared to be holding a garage sale of various items - many of which we have been avidly searching for over the years. So it was with some excitement that we telephoned him that evening.

Berwin appeared elusive over the telephone but we finally agreed a special price of £1,800 for the lot - a considerable reduction from the £6,000 he originally required, and we arranged to collect the items next day against a bankers draft.

The property proved difficult to find, the cart track proved impossible to navigate by car and we were forced to walk the final mile. Outside his house - more akin to a fisherman's shack - stood the remains of a once beautiful 20hp tourer. Alas, it's black paint was now peeling from the body, the nearside front wing was crumpled and a large ferocious Alsatian was tied in the back.

Our repeated knocking on the door produced no results so we reluctantly stepped inside. Sitting in the corner - apparently trying to re-spoke an old umbrella - sat an obviously once handsome woman mumbling endlessly.

Finding a cardboard box containing our purchases we hurriedly beat a retreat.

On reaching home you can imagine our disappointment as we discovered the following:

Only one of the paella bibs had a Rolls-Royce motif, the others carried advertisements for a local firm "Berwins Photographers to the Crowned Heads of Europe. Have Brownie, Can Travel."

The Phrase Book was badly foxed and the advice in the Ferry Guide suggested that the best way to stay sober was to sit at Mr Berwin's table throughout the crossing.

Flamenco lessons proved to be a misprint for Flamingo and Mr Hemmings would not accept smokers "because of the high health risks associated with this activity."

The Guide to joining the Essex Section suggested sending 'ten quid' to a Mr. Grew "to cover his expenses." On receipt of the monies, Mr Grew threatened legal proceedings but I still haven't got my money back.

My wife - who is not given to complaining - found the Spanish Waiters "disappointing" but could not be drawn further on the subject.

We finally sampled Mr Dowell's CD ROM regarding the mascot competition. It is possible that our machine has a fault but Mr Dowell appeared to be speaking in tongues and could have been unsteady on his feet had he tried to resume the upright position.

Hoping this letter does not fall on deaf ears and may it be a warning to others.

Jeremy Oates

P.S. Hunt House say the castanets are a cheap Taiwan plastic copy of the approved version.

GCK 26 - The Last of the Rebodyed Trucks?

Being a regular reader of *Classic Car Weekly*, I opened my copy one Wednesday last December and was pleasantly surprised to find a rather splendid colour photograph of a two-door 20hp.

However, this wasn't any ordinary Twenty as it had a truck body bearing the insignia of Anderson's Garage Ltd, Fallowfield, Manchester.

The accompanying article identified the owner as Johnny Roadhouse, a musician who at the age of 77, is still playing any one of 14 different instruments and still running a music store in Manchester.

Classic Car Weekly reports that the Twenty "was in a smash in the late Forties and the back of the body was a write-off. It was then converted into a wrecker working for a Manchester garage as a breakdown hack until Johnny rescued it about 30 years ago."

CCW goes on to quote Johnny *I used it for gigs for a long time, then it came to rest and began to deteriorate. I felt guilty about that and had a £3,000 garage built around it. But nothing was being done and my conscience began to bother me.*

Now Johnny and his son are restoring the car - everything that

needs attention will be taken to bits and put right and a proper car body will be put on it.

Johnny says *I could never afford a new Rolls-Royce, but I owned a 1928 20hp for a few years in the early Fifties and later had a 20/25 hearse. I once gave 10 members of the Joe Loss band a lift back to our hotel after the show - they were all very boisterous until I told them the car's history, then it went quiet in the back.*

After reading the CCW article, I thought the Twenty Register members would like to see a photo of the car and set about getting in touch with *Classic Car Weekly*. Geoff Browne, the Editor, was most helpful and a photograph of the car duly arrived from the photographer, Chris Hill.

So, feast your eyes on the photograph (back cover) - it may well be the last Twenty in existence with a truck body on it unless you tell me otherwise!

Ben Grew

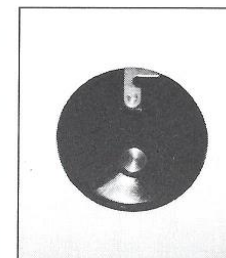
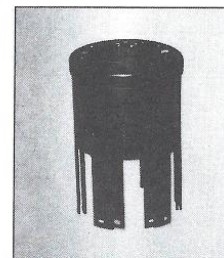
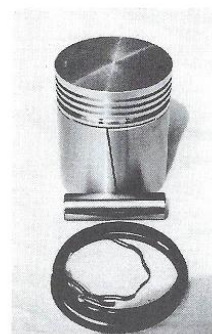
Geoff Browne once owned GWL38, now in the ownership of Brian Palfree, Blackbrook, nr Belper, Derbys.



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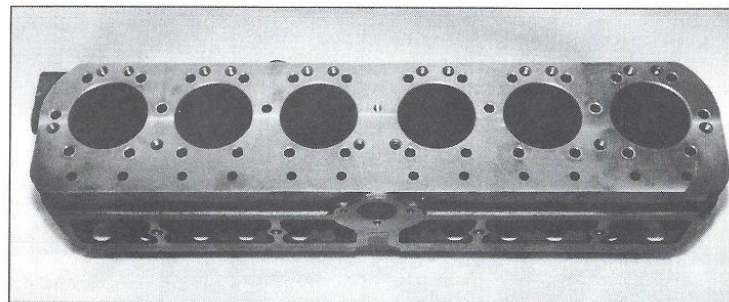
Gamble St., Nottingham
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*Of service
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to enthusiasts
for fifty years*



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.





GCK 26 Johnny Roadhouse's 1926 Truck. Photo courtesy of Classic Car Weekly. Photograph © Chris Hill