



ROLLS-ROYCE

ENTHUSIASTS' CLUB

for Rolls-Royce and Bentley owners



The Twenty Newsletter

for the 20hp Register

Number 9

July 1998



David Jones' 1928 Saloon by Barker (GKM60) and George Forbes' 1926 Skiff by Roger Fry (GOK74) at Cottesbrooke.

STARTING CARBURETTER



ASES have arisen of piston seizure which have been traced to excessive use of the starting carburetter.

Such a practice has the dangerous result that it washes oil from the cylinder walls and therefore is to be strongly deprecated.

Further, over-use tends rather to defeat the object of the starting carburetter, because the induction system becomes loaded up with liquid fuel and the engine runs irregularly owing to the over-rich mixture.

The starting carburetter should not be used for more than half a minute before changing over to the main carburetter and it should only be used when the engine is cold.

Further, it is of equal importance that the setting of the needle valve should not be such as to provide an over-rich mixture. The normal setting varies with the type and number of the chassis, as follows:—

For all 20 h.p. Chassis

One and a half turns from the closed position, which may be increased to one and three quarter turns in cold weather.

For 40/50 h.p. Chassis with numbers including MC, RC, HC, LC, SC, DC, TC, YC, NC, EF, LF.

One turn from the closed position, which may be increased to one and a half turns in cold weather.

For 40/50 h.p. Chassis with numbers including RF, UF, EH, FH, AL, CL, WR, KR, OR.

One quarter turn from the closed position, which may be increased to half a turn in cold weather.

After increasing the opening for cold weather conditions as indicated, care must be taken in all cases to restore the setting when the weather becomes warm.

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Derby

THE TWENTY NEWSLETTER

Number 9

July 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

Mid summer already, time flies by as it did for the Tour of Ireland - all the 20 h.p. Motor cars that started, finished. We were delighted to see David & Dianna Jones and George & Fiona Forbes from Australia and Dieter & Helma Bartz from Germany.

Membership of the Register increases monthly. Cars, which had not been heard of for several years are still reappearing.

The South of England Regional Meeting, near Petersfield, in mid August has already attracted a good number of entrants - if you would like to join us, give me a ring.

The visit to Cyprus - Paphos region - is now fully booked for the week in October - hopefully the weather should be kind to us.

The Tour of Portugal has almost reached capacity - however, if you would like to join us, please contact me a.s.a.p. And check availability.

We have just returned from the Loire Valley - 2001 is now planned, but awaiting costs. Brief details are: Portsmouth to St. Malo overnight ferry, drive to Nantes for three nights, then along the Loire Valley to Chinon to a charming Chateau for four nights, returning with a drive from Chinon to Caen for the late afternoon ferry. The Chateau in Chinon is ideally located for visiting many historic chateaux and sight seeing; it is equal distance to Saumur, Tours and Poitiers.

In 2002 we return to des Ormes in Brittany for a full seven nights. We recently visited there

and it is now better than ever.

The National saw the usual lunchtime get together - the only problem with the National is there is never enough time to see everything and meet your friends.

The 20 h.p. Register continues to provide information, advice and help in answering your queries - ask and you will be pleasantly surprised at what is available and our sources of advice and information.

At present we are helping a member in India who is rebuilding his 20 which is missing many parts.

We have on record many items for sale including new dynamo & starter brushes, an oil gauge, Enots oil gun, Barker dipping bar, plus there is a chassis being broken up - it is beyond saving but the bits are good.

Autovac is going strong and all parts are still available from them, new tanks are being made. Ristes have a very large list of remanufactured items, ask them for their current list.

Let's have a flow of information - what you want and what you have for sale plus tips and advice - the more the better.

There may be a few 20 h.p. "Tour of Ireland" ties available from the Club Shop at £10.00 - as well as some other attractive items - check with Sue at the Club Shop at the Hunt House.

Whilst in France we found that only about one in four garages now sell 95 octane lead free petrol - 98 is readily available.

Wishing you good motoring.

Keith Jay, Registrar.

Comfort and Silence Allied.

To sum up, the new "Twenty," though fast, is not designed as a racing car, nor is it remarkable on hills; its real virtues lie in the exceptional degree of comfort provided (shock-absorbers are combined with semi-elliptic springs of generous dimensions), the remarkable flexibility of the engine, its power of rapid acceleration, its road-holding qualities, its extraordinary silence—in short, its perfect road manners. Overhead valve mechanism is not easy to render inaudible, but in the 20 h.p. Rolls-Royce, with its camshaft enclosed within the crank case, the nearest approach we have encountered to absolute silence, whether the car be stationary or moving, has been here attained. Piston slap—the Rolls has aluminium alloy pistons—is simply non-existent, even when starting up from cold, but an almost imperceptible tap proceeds momentarily from the region of the rear cylinders when first starting; this, however, disappears as soon as the engine has been warmed up and the oil is circulating normally. *A fine car, indeed!*

From the *The Autocar* 9th February 1923



1999 Tour of Ireland

17th - 29th May 1999

by Pam Monks

It seems I volunteered to do a report on this our first 20hp Rally. As beginners of this type of venture, I write on a personal experience basis.

Ron and I took the journey down to Fishguard in easy stages and stopped overnight near Malmesbury then took an easy drive on Sunday to Fishguard where we met the rest of the Essex contingent.

Our trip across the Irish Sea to Rosslare was effortless and smooth and the 68 miles to our hotel in Kilkenny soon passed until, within sight of the hotel, we found Michael Crees with a puncture, a slipping jack, not to mention a frozen wife. A non-slip jack was soon produced and a moment or two later we drove into our hotel.

Unfortunately the builders had beaten us to it. What we were faced with was a building site. Unbeknown to Keith Jay who had organised everything so efficiently, the new leisure centre which the hotel had expected to be up and running in June had suffered an arson attack and the builders who should have been finishing off the final touches to the hotel had been pulled off and were busy demolishing the Leisure Centre back to the foundations. Suffice it to say none of the cars were to be maintained to their usual high standard

for the rest of our stay at the hotel. Once inside the doors, the hotel was a very high standard and the staff extremely helpful.

Those of us that made the journey from Fishguard were the lucky ones because the people that came on the Holyhead to Dublin Ferry unfortunately had a one hour delay at Holyhead because the ferry had an engine problem and then had their journey across the Irish Sea extended by one hour because the ferry ran with one engine out of action - the result being a rush hour drive in Dublin.

The next day brought us a nasty shock when we learnt that Bill Hemmings had been taken off to hospital at 4.00 a.m. with a suspected heart attack. It was rather a case of "Is there a doctor in the house?" and fortunately for Bill, John Kellett was along on the trip and did a sterling job organising ambulances and reassuring Bill and Pat. To our relief Bill was discharged from the hospital with a clean bill of health after 48 hours. According to Bill his heart had got out of rhythm.

Possibly due to the building work or maybe the Irish bumpy roads, two more punctures were experienced by David Else and Cyril Weston's cars and because the carpark was overlooked by the conservatory where we were

served afternoon tea, the aforesaid owners had an array of spectators for their tyre changing activities.

During our time in Kilkenny we had a very pleasant trip to Waterford Glass where we had a most interesting tour and a very tasty lunch, compliments of the management. We were joined at Waterford by David Skelton an Irish R.R.E.C. member who brought his fabric-bodied Barker.

The second day most people went to see the medieval town of Kilkenny and its castle. The people we met were fascinated by our cars and it's true what they say everyone one was so friendly.

The mascot competition was held in the car park in the evening to the accompaniment of a three piece traditional Irish band with ample supplies of Guinness and the local Kilkenny Beer, served in champagne glasses with accompanying canapés. The best mascot was judged to be that of Alan and Eileen Jordan, followed by worthy second and third prizes to David & Dianna Jones and Michael & Pat Crees with a special prize to David & Marianne Griggs who had decorated their lovely Gurney Nutting 20/25hp.

I did hear it mentioned that winning this "magnificent trophy" was definitely a mixed blessing.

Thursday we set off for Limerick our next destination with most people choosing the route which allowed them to visit the Rock of Cashel. A breathtaking sight for those of us lucky

enough to take our eyes off the pot holes.

Friday brought our first day of inclement weather with much muttering about moving fronts by those with that sort of knowledge - they obviously knew what they were talking about, because the day did become mostly dry but very blustery and those of the party who ventured to the Cliffs of Moher reported very high winds.

Saturday was a better day weather wise and from reports in the bar before dinner some people seem to revel in covering as many miles as possible during the day. Doug Macmillan reported a 159-mile trip but did confess to running out of petrol 10 miles down the road. But as he is one of the people who carry the spare gallon can - no harm was done.

Our next port of call was Killarney with once more, a choice of routes and attractions along the way, including Foynes with its flying boat museum, the village of Adare and the town of Tralee, where they just happened to be hosting a major rugby match when most of us passed through.

I think that the roads on the route that we took were among the bumpiest so far, including a 15km stretch of temporary road. A few of us were discussing why people who had visited previously had not mentioned the state of the roads and we came to the conclusion that in a modern car you would not feel the bumps so much.

The Sunday evening we arrived in Killarney, we were invited to a reception and viewing at the Irish National Transport Museum. The collection was certainly well worth seeing. It is a family concern and houses, not only a considerable selection of cars, but also various bikes, two Merryweather fire engines and various collections of tools and car parts. In one of the mock workshops, David Mitchell spied a very rare radio, a Murphy 218 I believe. Mary Moore was interested to see that the collection of prams had definitely not received the loving care that the cars obviously had. The museum even managed to provide a cat giving birth to kittens under the reception desk! We were joined at the museum by Finbar Corry an R.R.E.C. member who has several cars on display at the museum. I am sure most of our party were interested to see the 20hp said to be a 21st birthday gift and kept by the "one careful lady owner" until her death in her 90's. A picture of this car is to be seen in John Fasal's book.

The following day was deemed to be a free day with members departing to all corners of this part of Ireland and many wives were off to town with the credit card. The cars all behaved themselves which is more than can be said of the hotel lifts, two of which managed to trap several of our group at various times, including Pat & Bill Hemmings, Terry Lee and his mother Brenda and Louis Hunter.

Our final full day in Killarney we spent

on a coach trip round the Ring of Kerry. Quite a few of the participants amused themselves working out the profits of the various tourist traps that we visited. Keith Jay reporting that the shepherd demonstrating the sheep dog handling appeared to earn about £250,000 per annum. I think he said something about the sheep willing to pay the £2.50 per person to watch the display. George & Fiona Forbes from Australia elected to drive the route in their 1926 skiff which seems to travel extremely fast - however, George was seen in the car park on our return attempting emergency repairs to a split in his silencer.

On the 26th we left for our journey to Cork. It is amazing the different directions in which people go to make the most of the sightseeing opportunities en route. One little problem faced by quite a few vehicles on this day seems to have been put down to several people filling up at the Texaco petrol station near the hotel and it appears some cars suffered the cough and splutter on the way. Marc Nagy's car in fact came to a halt in a section of coned-off road works. He was able to perform a mechanical miracle - i.e. open bonnet, peer in and when the bonnet was closed the car works perfectly. At dinner that evening, we heard that Wyndham Rees had been able to repair a broken fan belt with some spare seat belt, thus saving any lady in the car the indignity of disrobing.

The following day there was a photo

call in the car park before we all set off for a short ferry ride on our way to Jamieson Distillery. The ferry will soon be somewhat redundant because the newly completed tunnel will be open to traffic by the time you read this. It must have had its most expensive cargoes ever on the day we all took our 20's. Following the tour of the distillery, four reluctant people were volunteered to do a whisky tasting, comparing the four whiskies produced by Jamiesons and a scotch and a bourbon - suffice it to say they did not disgrace us. Jamieson Heritage Centre also supplied us all with an excellent 3 course lunch served very proficiently by their staff.

Unfortunately on our return to the hotel some very ominous sounds were heard emanating from the engine of the 20/25 owned by Ron Low, sufficient it would appear to require the services of a breakdown company but no, he decided to drive the vehicle home.

Friday 28th the final full day of our holiday in Ireland was a free day. Some people decided to go to Cork with the wise deciding to go by taxi as I believe the parking was difficult. Blarney Castle was another popular destination but we were somewhat pre-warned regarding the kissing of the Blarney Stone by the reported loss of one member's false teeth! On our return to the hotel we found a wedding party in full swing and I understand that David Jones from Australia had volunteered to take the bride to Church.

In the evening we were lucky enough to be supplied with a room for our use which had a piano. Wyndham Rees started us off but was heard to remark that his consumption of wine at dinner had created some difficulty in co-ordination between right and left hands. Dianna Jones had no such difficulty and happily for us is an extremely accomplished pianist.

Saturday morning the people leaving from Dublin had an early start, while the Rosslare contingent had a more leisurely start but most people had left by 9.30. A short delay was experienced by Dieter & Helma Bartz from Germany. Their car would not show any sign of life. A few people volunteered to swing his starter to no avail, tool boxes were unpacked and fuses checked etc., until it was discovered that Helma had managed to knock the master switch with one of her cases. It must be said that Dieter continued to be a perfect gentleman and was still smiling when they left.

To sum up a very interesting and enjoyable holiday with no major problems for the 20's. The Irish roads will have given the cars a thorough shaking and we will spend a bit of time checking out things which may have shaken loose but as many people pointed out, when our cars were built all roads were like those we experienced over the two weeks.

Ron Monks

All the Twenties in Ireland!

1923 Sports Saloon by Cooper - Dieter Bartz	56S6	HU-DH-23(D)
1924 Roadster - Alan Jordan	87K5	SV5322
1924 Doctor's Coupe - Ted Kelly	GMK4	DN6513
1925 Landaulette by Park Ward - Marc Nagy	GLK73	XY1029
1926 Torpedo Tourer by Barker - Tod Marshman	GSK80	NR8314
1926 Tourer - Charles Master-Curtis	GOK54	KP8963
1926 Skiff by Roger Fry - George Forbes	GOK74	RR737 (AUS)
1926 Landaulette by Carbodies - Bill Hemmings	GUK19	FY9649
1926 Drophead Coupe by Compton - John Watkins	GYK30	TXT501
1926 3/4 Cabriolet by Ashton Keynes - Cyril Westin	GYK59	TY99
1926 Landaulette by Hooper - Barry Harris	GYK46	PR8828
1927 Weymann Saloon by H.J.Mulliner - Wyndham Rees	GHJ6	NF4599
1927 Shooting Brake by A.R.Macleod - David Mitchell	GHJ15	NS2435
1927 Coupe Cabriolet by Windovers - Keith Jay	GHJ40	YH793
1927 3/4 Coupe by Harrison - Michael Osborn	GRJ47	KO5002
1928 Saloon by H.J.Mulliner - John Kellett	GXL50	UO5214
1928 Cabriolet by Cockshoot - Doug Macmillan	GYL55	PX8225
1928 Saloon by Park Ward - Graham Moore	GWL16	TU8884
1928 Cabriolet by Barker - Anthony Creasy	GBM39	YX4095
1928 Faux Cabriolet by Park Ward - Malcolm Tucker	GBM61	DO6770
1928 Saloon by Binder - David Else	GKM30	DS9341
1928 Saloon by Barker - David Jones	GKM60	331(AUS)
1929 Saloon by Park Ward - Ron Monks	GEN26	DS9299
1929 Coupe by Freestone & Webb - Peter Herring	GEN75	UV8557

Come back soon!

Most of you will have seen the two Australian cars (see front cover), either in Ireland or at Cottesbrooke. Here's a bit of their history:

The Best Pre-War Car at the Australian Federal Rally in 1991 was David Jones' GKM60. It was the Ladies choice at the Federal in that same year and again in 1992. It won the Masters Class in 1992 and again in 1993 at Wagga. GKM60's first National award was back in 1962 when it won "Best Car 1926-1930" but that was before David owned the car.

George Forbes and GOK74, are not overawed at David's record however. Not to be outdone, GOK74 won the Best Pre-War Car Trophy at the Federal of 1992 and the Masters Class in 1994 at Toowoomba and 1996 at Wollongong.

The Solution is Simple

by David O'Connor

For those members of the 20hp Register who ventured forth on the Brittany and Normandy tours, there will I am sure be strong recollections of the Brainsby bodied limousine GWL8, which apart from the moths, has as it's claim to fame a very low genuine mileage (now 30,500) and mechanics untouched since the car left the factory. (It was purchased from the wife of the garage owner who originally supplied the car, serviced it, then repurchased it, and not run it since 1952).

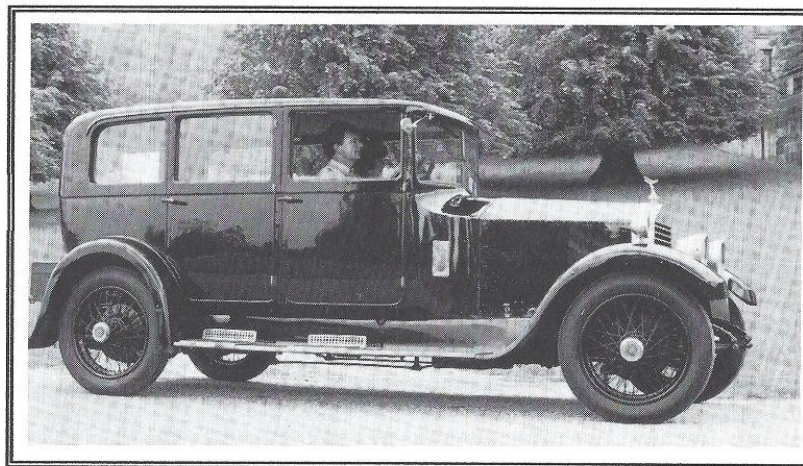
That anyone should contemplate nothing more than a thorough service and several engine oil changes before setting off for Portsmouth, some 250 miles, has to be either a supreme optimist or of course a 20hp owner. Setting off for Brittany required an overnight stop at P & A Wood due to fuel supply problems and inability to exceed more than 30 mph! (Also developing a severe cough!).

Whilst much improved with the very helpful assistance provided, the problem was not entirely cured. I put the 15 mph drive up the Dartford Crossing Bridge down to all those years of inactivity and soldiered on to Portsmouth. Confidence that we would actually arrive increased and so off to Jeremy Oates to meet up with the

other Twenties. Performance improved but we noted those sighs of resignation on the face of drivers who had the misfortune of following us uphill (any sort of hill - even those that did not really look like hills!).

Returning in '97 the car was performing rather better as a result of more attention to carburettor and ignition timing but was now having good days and bad days - so still those sighs of resignation! Leaving Portsmouth up that long slow incline no one - optimist or 20hp owner would have offered odds on making it back to Boston, 30 mph became a hope! After a stop for fuel all seemed to improve and we *did* make it back to Boston.

My local R-R expert came and checked the car over and even dismantled the petrol tank filter, but still that erratic performance. The solution, as in John Dixon's article (See Twenty Newsletters Nos. 6 & 7) was so simple. In the end I decided to remove the petrol filter downstream of the Autovac (which had also been checked previously) and once on the bench was completely dismantled. The curious design of using a stack of washers was the problem - due to superficial rust formation. This allowed what seemed to be adequate flow but not in practice above 30 mph on all days! Once clean



and with a bigger gap contrived on the top washer the problem vanished.

The increased top speed has now given rise to speculation as to whether or not the vibration damper is stuck, some days I am sure it is OK but then there are other days

What I can be sure of is that the entire chassis, wiring and down to every last fuse is exactly as it left the factory. I have even resisted the temptation of cleaning it all up so if there is any other member restoring a car you will be very welcome to call in.

On the question of hints and tips my other 20hp GMJ61 has covered a much higher mileage and had a problem of oil leakage from the steering box. Whilst contemplating overhaul I attended a Derby Bentley Seminar at the Hunt

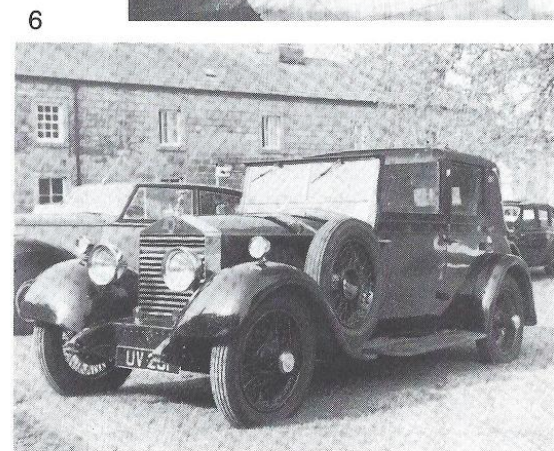
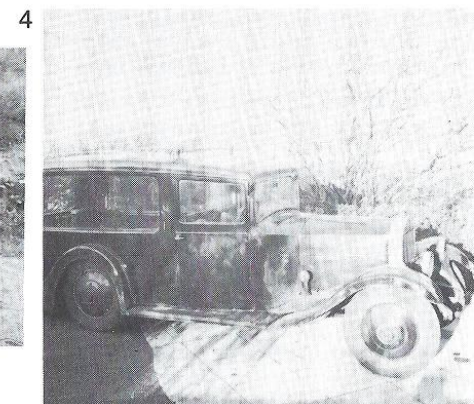
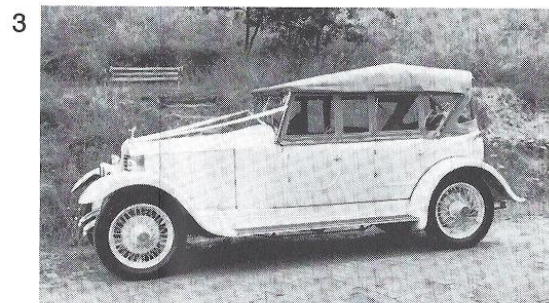
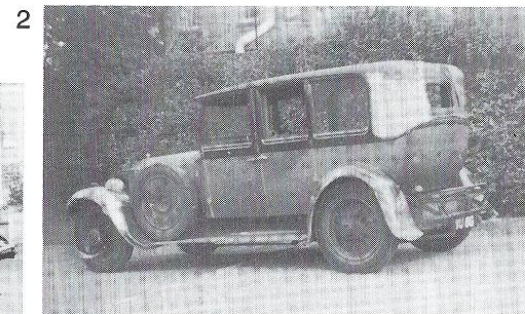
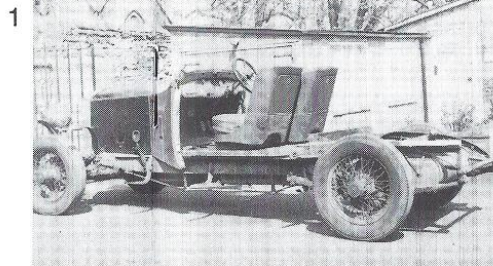
House and discovered the Club held stock of this magic steering box oil which solved the sticky steering problem on the Derby at a stroke.

The magic oil (Esso Teresso, I think) of course ran out of the 20hp steering box as readily but when mixed 50:50 with Moly grease, did not - and the steering is also much improved. I don't suppose Richard Barton would approve but an economic solution to the problem it has certainly been. A more straightforward tip is for polishing the radiator and nickel in general. I have tried all sorts of polishes but in an absent moment, when nothing else was to hand, used AutoGlym paint renovator. This is at least twice as good as anything else I have tried, unless you know better of course.

David O'Connor

From the photograph album of Selina Powers

1. 1927 Chassis (GHJ63). This chassis started life with saloon coachwork by Charlesworth and was later updated by Southern Motors. It's had three registration numbers in it's lifetime - UE4207, X95 and 4203BB. This photograph was taken in 1969.
2. 1927 Saloon by Park Ward (GUJ18) with registration number YU86. This photograph was taken in the early 1960s.
3. The same chassis (GUJ18) but now with a tourer body by H. Horsfield & Sons which was probably put on in the early 1980s. This photo was taken in 1986.
4. When GFN6 was offered for sale in the pages of The Autocar (17th October 1930) the advertisement read as follows 20hp chassis GFN6 fitted specially designed Weymann type 4-door 4-window saloon by Mulliners, Birmingham, finished dark blue fabric with real leather head, upholstered finest quality grey cloth with loose head cushions to match, inside woodwork in burr walnut, folding arm rest to rear seats and disappearing tea tables and foot rests fitted into back of front bucket seats, in addition to the usual R-R equipment is fitted Triplex glass throughout, 2 spare wheels and tyres, skin rug to rear seats, illuminated companion sets, fog lamp, sun visor, the whole appearance and condition of the car being as new, maker's guarantee operates until March 1932, and tax is paid until December 31st next; price £1,150. George Heath Ltd, Birmingham ('Phone Midland 2500)
The photograph here was taken in 1968 after GFN6 had been purchased from a Newcastle undertaker having been lying unused in a garage for some time. It was sold shortly afterwards and was last heard of in 1969 when owned by Barry Blight of Bucks. The registration number was VP6161.
5. This photograph of GLK40 (registration number NX7115) was taken at Blenheim in 1962 when it was owned by R. Rothwell. The saloon coachwork of this early model is by Buckingham and the car took the prize for the best closed Twenty that year. It was last seen at an auction in France in 1982.
6. 1928 Windovers Sedan (GTM6) registration number UV261. This car started life as a Hooper Limousine, became an ambulance during the war and obtained it's current coachwork around 1946. It's now owned by Edwin Smith of Newcastle who some years ago said he was the 19th owner! This photograph was taken at Wallington Hall, Northumberland.



A Twenty at Twenty Two

by David Wickers

At the time (1958) I was suitably impoverished, having previously exited 6th form to go immediately for 2 years National Service in the RN as a Coder Special and followed this for a year or so in ungainful employment. My pitiful wages (erstwhile employer please note) had enabled me into a 1931 Morris Minor 2-seater in which I cavorted around and about and particularly to a field at the then and still delightful village of Lustleigh on the edge of Dartmoor.

Now this field was really something else - it was in the tenure of one John Clothier and he cared not for agriculture, preferring to cover the sward exclusively with R-R products. This was at the time of petrol shortages - only shortly after the Suez kerfuffle - and gas guzzlers were far from being the flavour of the month. Add to this, the fact that this edge of Dartmoor was and still is an affluent area and in addition a lot of pre-war cars were still lying around not having been re-commissioned after war time laying-up and John Clothier's gilded tongue and his Country Supplies van-round giving him legitimate access to some seriously grand properties and you have a formidable potion for acquiring treasures of yesteryear. Which John did.

So, the Morris Minor and I arrived one

day in this Valhalla, to say we were gobsmacked would be a perjorative understatement and most stunningly gobsmacking of all was a PII Continental 2-door 4-seat coupé with trunk and then twin spares bringing up the rear and all in black and chrome, lots of it.

'How much for this one John and what will it do to the gallon and could I run it on paraffin?'

'About £225.0s.0d, nine if you're lucky and no. I know someone who could use a Morris like yours though, have a look at the small one over there and I'll make you a good bid for the Minor.'

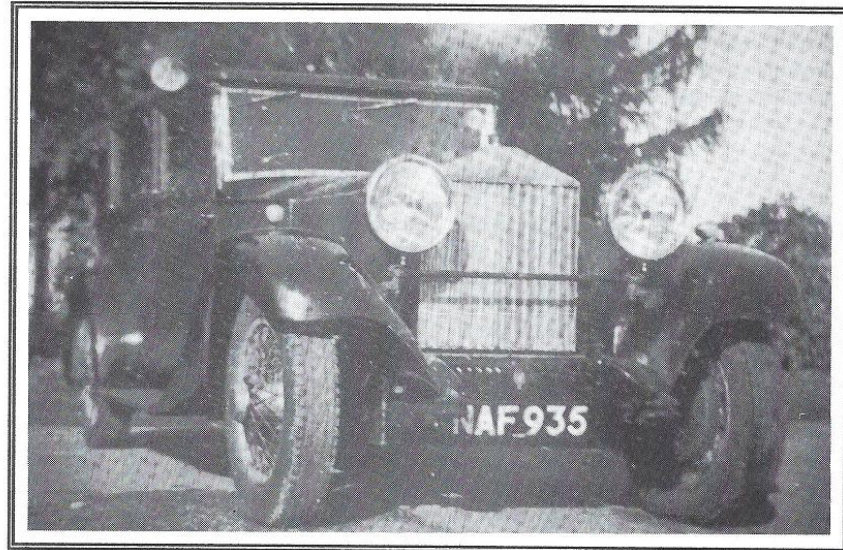
Over there was a late Twenty, now correctly identified as GEN33, then bearing the registration number NAF935 (which was a 1950s number and thus gave rise to a little concern) and wearing a sound 4-door 4-light saloon body of indeterminate manufacture, black chassis and wings and shovel-applied green Valspar to the body. No known history, duplicate log book containing the name only of the last owner - Maurice Tye of North Circular Road, Neasden, N.W.10. Nothing else. There were signs of chicken habitation in the rear accommodation but what could one expect for £100.0s.0d with an exceedingly generous trade-in allowance of £30.0s.0d and the rest on

the book for twelve months at £6.18s.9d per month. Well a mascot would have been nice - and extra too - but we did get a wheel nut spanner, some R-R tools, an oil gun and a vague promise of 20 to the gallon and so the deal was done.

From another address but at no further expense came a length of Rexine with which on a nice sunny day I sweated buckets and covered up the sunshine roof-well and all the rest of the originally fabric covered upper works, from waist line to screen top and this turned out satisfactorily. So thus encouraged I dropped the sump and filed up the spacers of the big ends, lifted

the head and ground in valves, had the small end oil pipes resoldered to the con-rods and shoved on some new piston rings, banged the whole lot back together and then went prospecting which is the time when I met Lorna! She had a pal whose dad worked in a local brass foundry, a mascot was borrowed from Mike Gaudin of Wrangaton Motors, a small miracle was performed, a fiver changed hands, I had this wonderful golden mascot (actually gun-metal), Mike Gaudin got his pattern back plus a pint and I could go motoring properly dressed.

My sister Christine is a tennis buff - at this time one of the better courts



around was at the Exeter Aero Club at Exeter airport where trainee pilots were wont to work up their hours for Commercial pilot licences. Either because of the former or the latter, Christine played at the club and introduced me to her friend Jim with whom I quaffed an occasional pint or three. One fine Saturday lunchtime, Jim called by in company with a fellow trainee, a chap of obvious oriental origins, with a view to indulging in a little intelligent conversation in a local hostelry. I noticed the interest which this newcomer showed in the Twenty, he walked around it two or three times and then said 'I think I used to own this car.'

Now in my book, and I did maths at school, things like fairly recent car ownership are black and white, 'I think' doesn't come into the equation, so why the indecision? As you will have guessed, this newcomer to the scene was indeed Maurice Tye of North Circular Road, Neasden, N.W.10., verily the same as the only recorded previous owner in the duplicate log book. Maurice had decided to retrain from flight radio operator to pilot and chose Exeter to knock up his hours in his spare time. In his various absences he had allowed a buddy aviator who lived in London to have use of the Rolls, when he last saw it the colour was black all over, he did not at the exact moment know where his pal was, had not given him permission to paint it, had not given permission to sell it, had not received any monies from his

buddy, had never heard of John Clothier. I am pleased to report that this visitation of the small world at large did not deter him from buying his shout at the ensuing visit to the Long Bar.

With the prospect of a dodgy title fight on my hands and in the duration of one of our infamous 'sheds parties' when my reasoning was perhaps a touch impaired through lack of moderation for the moment, I sold the car on to a fellow attendee of the party whose reasoning may well have been similarly affected. Price was in the region of 100 guineas, he got the prized mascot to boot and as he was in the motor trade would well be able to fend off claims for defective title. Graham Pearce, then barely out of knickerbockers, got the tools and oiler and I went back to a different edge of Dartmoor, to what is still a delightful pub at Torbryan and came away with the 3-litre Bentley which I still have and which now shares it's garage accommodation with my subsequently acquired 20hp Three-quarter Drophead Coupe, GAJ27.

I invite you to compare my photo of GEN33 as in my ownership, with the photo on page 327 of John Fasal's book when the car (as originally bodied) was in the ownership of the Hon. Mrs. Esmond Harmsworth. I know which one I'd prefer, how about you?

P.S. Graham never actually paid anything for the tools but can be

considered to have cleared any debt arising by the support which he has given to me, as to so many others, in reviving GAJ27, which I bought as a non-runner - but that's another story.

David Wickers

Editors Note: David wrote these notes in February last year but space prevented their publication until now.

In July 1998 GEN33 suddenly turned up at an auction in Cambridgeshire where it was described as having been laid up since 1966 and offered for sale as a restoration project. The car sold for £4,200.

The chassis cards show it was originally ordered with silver plated fittings, a Bosch 2 note horn and special attention was to be paid to the Chassis on Test to ensure that it was capable of the highest possible performance.

The original registration number was UU8608.

Two questions remain unanswered - What became of the original body and why was the registration number replaced?

For Sale

1924 20hp Barker barrel-sided tourer (GDK21). All original car with centre change and front brakes. New weather equipment, radiator and engine re-build. Present owner 20 years, photos available, P/X considered.
John McGlynn. Tel: 01253 300100

Four Twentys take part in the British Grand Prix, Silverstone July 11th 1999

Prior to the start of this year's Grand Prix, the drivers took part in a parade of the circuit.

Among the cars used in the parade were four Twentys - Mike Marshall's GTM27 (carrying the Prost drivers), Ben Grew's 66H9 (carrying the Arrows drivers), David Thomson's GFN29 and Brian Sewell's GYK74.

LOIRE VALLEY

20th - 28th MAY 2001

You will find details of this luxury rally with this newsletter.

The Château de Marçay is a member of the Relais & Châteaux Group of Hotels and those members who have used this group will be aware of the very high standard that they set.

The cost of the rally may be more expensive than previous ones - but the quality will ensure a never to be forgotten rally.

Wanted

32" x 4-1/2" wheel for straight side tyre.
Wheel removal nut (G50789)
Rear hub (near side)(G50784)
Ben Grew. Tel: 01702 476982

The Winners at Cottesbrooke Hall - June 1999

Class 5	1st	David Jones	1928 Limousine by Barker (GKM60)
	2nd	George Forbes	1926 Skiff by Fry (GOK74)
Class 5 Elegance		David Jones	1928 Limousine by Barker (GKM60)
Hugh Keller Trophy		David Else	1928 Saloon by Binder (GKM30)

For the second year running, David Else won the Hugh Keller Trophy for the "Highest Annual Mileage in a 20hp". He covered 6,547.5 miles from January 1st to December 31st 1998.

Twenty owner Keith Abraham won the top prize in the show - but alas, it wasn't with his Twenty. Keith took the 'Best in Show' award which is given to the car that gets highest marks in all the classes. Judging is divided into four sections - the engine, the chassis, the exterior and the interior, and a maximum of 25 points are awarded for each section. Keith's Silver Dawn obtained 24, 24, 25 and 24 points giving him a total of 97 points - enough to see off any opposition.

Well done and congratulations, Keith! (Now if only that had been your Twenty!).

Peter Vacher represented the Twenties in the Master Class, but unfortunately didn't win. This award is decided by member's votes - which means a number of Twenty owners didn't vote for Peter! Remember to vote in the future, please.

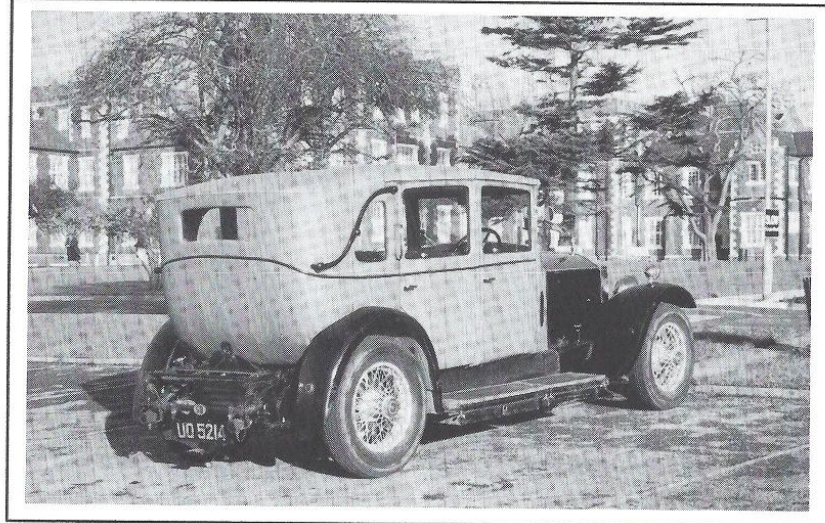
Other Twenty owners to win awards (in other classes) included Malcolm Tucker, Margaret Wiggins, Derek Smith and Brian Staples.

John Kellett has been going out with Sarah since 1963

As a Cambridge undergraduate I remember being fascinated by a strange old Rolls-Royce with horizontal slats in the radiator. A year later on the day of my graduation I accompanied my father when he collected his sports 20hp from Tunbridge Wells and drove it to our home near Consett, Co.Durham. Working as a House Surgeon at the Metropolitan Hospital in Hackney I needed a car and not being able to afford a Mini, Adams and Oliver told me of a car being sold in Reading for £150. The owner had died but her handyman assured me he had made it

run. I collected her from a rickety shed on a cold (fortunately, as it turned out) January the 24th 1963. The journey back to London was slow as I had to stop and let her cool every 9 miles. As the radiator was cold clearly the water pump did not work. Dismantling it I found the rotor running loose on the shaft, which a local welder fixed for a pound.

From then on Sarah (called after my American grandmother), did not put a foot wrong. Petrol at that time cost 3/6d a gallon so I ran her on 50% paraffin! Epping Forest was just up the



John Kellett's 1928 Weymann saloon by H. J. Mulliner GXL50

road, my front seats folded down to a bed and the nurses were very pretty! My next job was at Fulborn Hospital, Cambridge, where she dominated the entrance of this imposing Victorian asylum to the annoyance of the consultants. She was still a good courting car and I married after returning to London a year later. We went to rallies at Paternoster Farm of Edward Harris and Blenheim. We used her capacious interior to move flat and for our wedding, using a moped as a supplement. However, she was not at her best running up to Consett for the weekend and with children coming I bought my mother's Mini and laid her up near my father's car.

Ten years later she was back in London sharing duties with our open top Herald. However, my daughter forbade me dropping her off to school but 50 yards away. In 1983 I organised a rally to celebrate the 250th anniversary of my hospital, St. George's, when members kindly drove the nurses to Westminster Abbey. One member mentioned seeing a really decrepit car which I realised was mine! Being a Weymann fabric saloon, used to upholstering our chaise longue, and living round the corner from Mr Creech, I decided to recover it, the most difficult task being to replace the mudguards which seemed to have grown off the car. I changed the colour of the fabric from black to grey, partly because a patient had mistook my arrival for the undertaker. I found that she originally had a smaller oval rear window and the rear half lights were probably added at that time

together with semaphore indicators.

About 1985 we took her to a rally in Belgium, where after a desperate attempt to keep up with the Phantoms, a front wheel bearing started squeaking and we crept back to England. On another occasion, showing her off on the road from Guildford at 60 mph, she broke two valve springs. However, she was generally well behaved and went on many trips to Pas de Calais returning loaded with wine. Four years ago she started to overheat and developed a leaking head. A new head, and radiator, and a good repair to the block by Surelock restored function, and allows me to use lead free petrol. The invaluable Mr Haynes, whose garage was round the corner from the hospital in Merton did a bottom end overhaul and fitted a Ristes overdrive, which in my view makes her a practical touring car. I made two other modifications - one was an oil filter as recommended in the Bulletin and the other, an alarm for the mascot, having had two stolen (one a standing spirit more suitable to the contours of the car). She has taken part in the Register's visits to Brittany, Normandy and the magnificent journey to Santillana del Mar - Young Keith is a godsend!

She now shares the garage with the Twenty I inherited from my father, which she regularly outperforms, now a spritely and treasured old lady.

John Kellell

News from all over

Whose is the Twenty in The Pirelli Calendar Album?

Published in 1988, the *Pirelli Calendar Album* looks back at Pirelli calendars over the years and includes photographs taken for the month of July in the 1972 calendar. On pages 110, 112 and 113 of the book, a Twenty can be seen with a young lady, Sarah Moon.

It's a maroon or burgundy tourer with two piece windscreen and rear mounted spare wheel. Any ideas?

We were inundated with apathy in response to our "Guess the Bill" poser in the last newsletter. There were no answers received whatsoever and we obviously won't try that sort of item again.

For those members remotely interested, the Invoice total was £134/9/0d by the way.

Only three Twentys were on the Welsh Rally in April - David Mitchell's GHJ15, Nicholas Finch's GTM3 and Ben Grew's GVO40.

Winner of the Driving Tests (Pre-War Cars) at the South of England Rally, Charterhouse, on May 16th was Ian Niblett in his 1926 20hp Tourer by Edmunds (GMJ44).

Nobody came up with the chassis number of the Barker-style Twenty Tourer auctioned by Coys on the 11th May 1998 and mentioned in the last

newsletter.

The car didn't sell but surely someone knows!

Copies of The Twenty Newsletter No.8 are still available at £2.50 each. Please send cheques (payable to RREC 20hp Register) to the editor.

"A very excellent vehicle of somewhat uninteresting American type".

So wrote J. T. C. Moore-Brabazon about the Twenty!

From the book *Early Days on the Road* by Lord Montagu of Beaulieu and G. N. Georgano (p59), with thanks to Bernard King.

The Real Car Co's July 1999 Stock List included seven Twenties that were for sale! GYK28, GAJ77, GRJ17, GHJ12, GHJ18, GFN22 and GEN18.

The 20hp Register South of England Regional Meeting

Sunday 22nd August 1999

You still have time to obtain an entry form for this event. Jeremy and Margaret Oates are hosting this Register meeting at their home near Petersfield in Hampshire.

It will be the last Twenty Meeting of the millennium - so make sure you are there! Please apply to Keith Jay for details.

37 Year Ago! These were the Twenties at Blenheim on Sunday June 3rd 1962.

TWENTYS OPEN - CLASS VI

81 C. Holmes	1923	Tourer	Charlesworth	OL90	68H4
82 F.R.Galloway	1923	Tourer	Windover	KO3309	5853
83 M.W.Sepstford	1923	Landaulette	Hooper	KK9630	GALL
84 T.I.B.Huskinson	1924	Tourer	Windover	OT6866	GDKL2
85 M.J.Brooks	1924	Tourer	Barker	EY5445	GRK19
86 G.W.Wrapson	1926	Tourer	Rippon	WV9882	GSK80
87 C.Meachen	1926	Tourer	Barker	NR8314	GSK80
88 J.M.Chadwick	1926	D.H.C.	1934 Replica	DGY500	GKLA4
89 G. Scott	1927	Coupe	Maddox	KW2084	GAJ27
90 G.Goddard	1927	D.H.C.	Southern	YH4707	GHJ48
91 J.Hamilton-Fish	1928	D.H.C.	James Young	YK5344	GWL32
92 M.Savage	1928	Cabriole	Barker	UC6140	GXL62
93 J.A.G.Burchell	1929	Tourer	Barker	TV6019	GEN16

94 - 98 Spare

TWENTYS CLOSED - CLASS VII

99 R.Rothwell	1924	Saloon	Buckingham	NX7115	GLK40
100 A.H.Holme-Barrett	1926	Saloon	A.Mulliner	KC9361	GUK17
101 L.F.Courtney	1927	Saloon	H.J.Mulliner	FM9984	GRJ5
102 F.Bucknell	1927	Saloon	Hooper	FX7448	GUJ63
103 S.Robertson Rodger	1927	Saloon	Windover	YU829	GUJ68
104 Air Vice Marshall J.D.Breaker	1928	Saloon	Barker	XV7876	GKM62
105 F.F.Tambling	1928	Limousine	Barker	XV8026	GKM81
106 S.R.Chichester	1928	Limousine	Park Ward	KX403	GXL15
107 Cdr.H.K.Keller	1929	Saloon	James Young	UU4905	GEN45
108 Dr.R.O.Barnard	1929	Saloon	Mulliner	UL7174	GFN71
109 R.B.Dixon	1929	Saloon	Croat	SC5585	6VO10

TWENTYS

D.I.Aston-Evans	1923	Coupe	Bradburn, Wedge	M48	66H2
J.Hewetson	1923	D.H.C.	Park Ward	XN2091	49G1
R.H.Bassett	1923	Tourer	Flewitt	NCV798	GA18
T.M.Fryer	1923		Cockshoot	N116	
M.V.Ferguson	1924	Tourer	Mulliner	NM5984	GLK24
J.P.R.Rogers	1924	Limousine	Hooper	RM60	GAK51
H.Horsfield	1924	Coupe		NN6154	86K2
Capt.J.E.Castle	1926	Tourer	Vincent	ON5233	GCK63
J.T.S.Lewis	1926	Tourer	Melluish	YR4786	GTK68
A.R.Musselwhite	1926	Cabriole	T.H.Gilland	HJ6111	GUK45
F.W.Howell	1927	S.D.V.	Barker	YTL131	GAJ7
D.Hellings	1927	Tourer	Barker	RX198	GHJ12
G.F.Watt	1927	Saloon	Hooper	RU4566	GHJ10
Mrs.D.Greewood	1927	Coupe	Cooper	EY200	GFK16
Mrs. C.C.H.Clist	1928	Saloon	Hooper	YK1943	GAM50
C.M.Broe	1928	Saloon	Park Ward	UCL176	GXL60
Major T.W.A.Sink	1928	Landaulette	Barker	UN1455	GXL52
E.Lyndon-Standford	1928	Saloon	Knibb	MK8667	GFN11
M.Courtney	1928	Saloon	Windover	VS2934	GFN51
J.Eckett	1928	Landaulette	M.Egerton	EY5868	GXL8
B.M.Poag	1929	Limousine	Park Ward	GU5741	GFN82
A.C.F.N.Jones	1929	Saloon	Southern	UL1036	GLN22
J.D.Bateman	1929	Limousine	Park Ward	OF4200	GVO14



Tod O' Donaghue's 1927 Doctor's Coupe by Park Ward (GHJ 50)



Tony Steele's 1927 3 - position Drop Head Coupe by Southern Motors (GHJ 19)