



ROLLS-ROYCE

ENTHUSIASTS' CLUB

for Rolls-Royce and Bentley owners



The Twenty Newsletter

for the 20hp Register

Number 10

October 2000



1927 20hp Drophead Coupe by Binder (GXL69) in storage at
The National Automobile Museum (Schlumpf Collection), Mulhouse.

Photographed in November 1997 by Marc Nagy.



THE TWENTY NEWSLETTER

Number 10

October 2000

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

Membership of the 20hp Register is by request and application - being a member of the Club does not automatically make you a member of the Register.

We are sending this newsletter to all 20hp owners in the Club, whether Register members or not, hoping that should you not be a Register member, it will whet your appetite and you will want to join. If this is the case, please apply to either myself - with a S.A.E., or directly to the Hunt House, for a Membership Application form.

The Register has much to offer - help, advice, sourcing of parts wanted, helping to dispose of or offering items, even 20hp motor cars, and so much more. There's usually a newsletter twice a year, although this year there's only been one due to circumstances beyond our control.

A Members Register is issued every two to three years and the new one is at the printers at the moment although there are problems with the computer type setting which hopefully will be resolved before too long.

With the chance to service and look at your motor car during the winter

Competing at a Bisley Hill Climb in February 1950 (picture opposite) is the late John Castle in GCK 63, a 1926 Tourer by Vincents of Reading.

months, it would be interesting to know what effect the unleaded petrol has had on your engine; for those of you who are stripping yours down - please let me know.

The Oxford Weekend was most successful, ideal weather, a gentle potter through the Cotswolds on the Saturday, ending up at Broadway Towers for a most pleasant lunch sitting in the sun - it was almost too hot and sunny for some! We were all delighted to see John & Jill Clough who joined us for the weekend.

We return here on the 17th, 18th and 19th of August 2001, for two nights, with Sunday at the President's Picnic at Blenheim (see *To the Future* for details 2001).

Lost 20hp motor cars continue to appear - three in the past three months, one being in the same ownership for over 40 years.

A man in a Jaguar XJS passed a Rolls-Royce 20hp broken down by the side of the road. Being a kind man, he stopped and fixed a tow rope to it, and began towing it to the nearest garage.

A little later, a Ferrari passed them at speed. The Jaguar driver was not going to be outdone by a Ferrari, so, forgetting that the Twenty horsepower was there, he put his foot down, and Jaguar and Ferrari indulged in a high-speed race down the road, the Twenty and its terrified occupant trailing wildly about at the end of the rope, trying frantically to attract their attention and failing. A police car saw them and gave chase.

The police driver radioed back to headquarters. *'Sarge, you'll never believe this. I've just seen a Ferrari and a Jaguar neck and neck doing 150mph - and a bloke in an old Rolls-Royce flashing his lights and hooting his horn and trying to overtake them!'*

The 20hp Register is now on e-mail!

rrec20register@yahoo.com

This is the easiest way to contact me as I am away quite a bit of the year. I will try to answer by return but there will be occasions when I am simply not available for two or three weeks. If you do not have e-mail, a letter to my address at Craigweil on Sea, Bognor Regis (with SAE please) will reach me.

I recently spent two days at The Leicester Records Office, looking at Royce, Royce & Co., and F. H. Royce early records. All referred to the Crane part of the business - interesting but no mention found of any motor cars.

With best wishes and season's greetings.

Keith Jay, Registrar.

To the Future!

Over the May Bank Holiday Weekend in 2001 - 24th May to 29th May.

The 20hp Register has been invited to join Les Automobiles & Patrimoine du Pays de Fougères as their 'Guest of Honour' Club. This is a superb French Rally Event spread over the weekend - average mileage 60 miles - with fine dining and wines - the costs are reasonable and if you are interested please write direct to:

Patrick Rollet,
26 rue de Morainvilliers,
78630 Orgeval, France.

Tel/Fax: 0033 139 75 7149

asking him for an entry form - everything is included except the ferry crossing which should be booked by you direct with Brittany Ferries, Wharf Road, Portsmouth, Hants - ask for Julia, Group Travel where we have a reserved option - but you must take up the option now and book as soon as possible.

We would like as many 20hp cars as possible, especially as we are the 'Guest of Honour' car. I have attended this event on previous occasions and it has always been superb. Naturally I am attending in 2001.

June 2001 - Le Loire Valley. This is fully booked. At a cost of £235.00

for seven days hotel, bed and breakfast plus five dinners and secure parking, it sold out rapidly.

A Weekend in Oxford and the Cotswolds

at the Hopcroft Holt where we stayed this year, prior to the President's Picnic at Blenheim Palace. It is planned for the 17th, 18th and 19th August 2001 and we have options at the hotel. Interested? The cost is £110.00 per person - 2 nights, D, B & B plus afternoon cuppa. You can book direct NOW, just phone the hotel, say RREC 20hp Register - Group Block Booking - and book! Drop me a line (with a s.a.e.) and tell me.

2002 - Eightieth Year of the 20hp.

Plans are well in hand for this special event on Sunday, 9th June 2002 at Leeds Castle, Kent. Directly at the close of the event, the members start their holiday/tour to Brugge and Holland - full details will be available in April/May 2001. The survey has been carried out, hotels selected and options taken - programme provisionally planned.

2003 - A return to Portugal and the Douro Valley - once again sponsored by Taylor's Port.

Keith Jay, Registrar.

Twenty's at Auction in 1999

Top price paid for a Twenty horsepower in 1999 was £33,000 (compared with £32,500 in 1998 and £44,250 in 1997).

Results for all Twentys at auction in 1999 are as follows:

9 Apr	Sothebys/326	GYK36	YR5340	1926 Mullion DHC	£24,800
23 Apr	Barons	GEN74	UV20	1929 Boat-tail Tourer	
5 Jun	Brooks/700	GAJ77	YT8602	1927 Park Ward Saloon	£2,000
5 Jun	Brooks/706	GYK49	YR9819	1926 Sedanca Limousine	£30,000
5 Jun	Brooks/708	GRJ17	YT9591	1927 DHC by Southern	£9,391
5 Jun	Brooks/710	GYL44	DJ3564	1928 FH Doctor's Coupe	Not Sold
5 Jun	Brooks/719	GHJ12	RX198	1927 HJM Weymann Sal	£16,500
5 Jun	Brooks/729	GEN18	UU7871	1929 Sed Cab by Windovers	£20,000
17 Jul	Tennants/1045	GLN29		1929 ex Jim Noble	£16,200
29 Jul	Brooks/457	GYK49	YR9819	1926 ex Duke of Windsor	£33,000
1 Nov	Christies/185	GMJ74	TP8126	1927 Weymann Saloon	Not Sold
6 Dec	BCA/31	GCK44	NP8547	1926 Tourer by Horsfield	£14,700
6 Dec	Brooks/939	GEN10	GC6089	1929 Golfers Coupe	
6 Dec	Brooks/976	GZK34	YH623	1926 Windovers Coupe	
23 Dec	Poulain/26	GAJ2	-	1928 Sed Coupe by Kellner	Not Sold

Spares For Sale

Front wings	Petrol Tank
Petrol gauge dials	Front axle
Dynamo brush set	Autovac tank
Master switch	Dynamo
Pair 3" side lamps	
Pair 4" side lamps	
Front spring aluminium gaiter set	
Master switch clamp ring dashboard	
Starter motor brush set	
Starting handle (3-dog)	
Pair RB170 head lamps	
Pair P100R head lamps	
Bakelite horn terminal	
Pair RB76 bell-shaped head lamps	
Plus many engine parts	
Oil gauge	

Alan Fensome
Tel: 01924 894420

Spares For Sale

Rear axle complete with drums/hubs in good order
3 wire wheels 19"
4 wheel discs 19" very nice & original
Air Intake E53191a with cap for carburettor
Rear axle pinion + crown wheel 11x50 for 20/25hp (and maybe 20hp)
Pinion thrust bearing for rear axle
Small brass "gear box" which fits between gearbox and flexible speedometer drive shaft and which has a second output running at double speed
1 Ring (2 halves) which fits round steering column in the engine compartment, one side flat, No. RR F544589

Ralf Storandt, Germany.
Fax: 00 49 9561 200781
Tel: 00 49 9561 18905

20hp Register Visit to Portugal

14th-31st May 2000

A report by Mary Moore

As we drove through the gates of the Grand Hotel, Plymouth, we knew that the party had started! Greetings from friends old and new, goody bags containing all the essentials for the next two weeks and lots of chat about how the 'old girl is running' - and by that I mean the car! Terry Lee kindly undertook overnight supervision of our cars and Beryl & Trevor Stone from the S.W. Section came to issue Rally plaques, etc. After a reunion dinner it was off to bed for our early morning start, breakfast aboard the *Val de Loire* Brittany Ferry and we were on our way.

We arrived at Santandar on Tuesday and our cavalcade of around 40 cars took the locals by surprise as police escorted us to the outskirts of the town (all traffic lights at green). An uneventful journey took us to the Parador at Benavente, but a late afternoon thunderstorm caught a few people out. Alan Hayes newly restored trunk took the overflow from some broken guttering and Pat Kelly discovered that the rain had penetrated their luggage. However, by the evening we all enjoyed an excellent meal and Tony & Audrey Creasey celebrated their 47th Wedding Anniversary with many good wishes, flowers and cards.

Next morning saw us on our way towards Pinhão and the Douro Valley. The roads twisted through the vineyards as we wound our way downwards towards the Douro, the hillsides terraced as far as the eye could see.

The Vintage House Hotel was exactly as Keith had described it at the end of the village. This was to be our base for the next nine nights. This part of our holiday was sponsored by Taylor's port and from the moment we arrived to the welcome of the General Manager, Manuel Marques, nothing was too much trouble to ensure our stay was of the highest standard of comfort and hospitality.

Early evening saw us with drinks on the terrace, meeting friends who had come to join us for this part of the holiday. Pat Hemmings and her friend Audrey Saunders had arrived with a large parcel that proved to be a whole Stilton cheese - perfect with the port that was to come! Sandy & Audrey

Dowell had arrived via Lisbon and Rob & Ivonne Webb (how did we manage to miss them at Santandar) were over from the USA. Fred & Joy Kilpatrick with Billy & Joan Garrick and Andrew & Kay Meakin-Scott completed the group. A long climb out of the valley on Thursday took us to Casa de Mateus, the manor house depicted on the labels of Mateus Rosé. We were taken on a tour of the building and then strolled around the formal gardens which included a wonderful aromatic tunnel. Lunch was at Estalagem Quinta do Paço before our return to the hotel for afternoon tea (Courtesy of Ristes Motors).

On Friday, two coaches arrived to take us on a two hour journey to the city of Oporto; the choice of shopping or sightseeing was left to us. The journey had been interesting and sometime a bit scary with sheer drops only inches away from the sides of the roads. It was definitely a day to leave our precious vehicles behind.

Two tour guides from Taylor's accompanied us on a tour of the city. We visited the market and then went on to the railway station where we admired the beautiful 'azulejo' panels which decorated the entrance hall. These blue and white tiles depict scenes of everyday life as well as historical events and it was a pleasure to view them in such a public place. After dinner that



Members assemble before the final stage of the climb to Penedono

evening, and every other evening of the holiday as well, Keith gave us our instructions or suggestions for the events planned for the following day. Then he gave his awards for incidents that had come to his notice under the heading 'The Good, The Bad and The Ugly'. Regardless of the category the prize was always a boxed bottle of Taylor's Vintage Port.

On Saturday, we set off to do a tour of the wine region with lunch at Tua, but en-route there was a surprise drinks party to celebrate Manuel Marques birthday. We had Ines, a charming lady reporter with the national *Publico*, as our passenger. Over dinner that night, we heard the story of the 'hat-jacking' incident. Some young men had stopped Fred Kilpatrick who, under threat, had to give them his best deer stalker hat in exchange for an old cap!

Sunday was 'Big Party Day' - even the local hairdresser specially opened in the morning to ensure the ladies looked their best. We took a short drive to Peso Da Régua along with David & Jane Else. They took Adrian Bridges, a Director of Taylors, with his two sons whilst we took his wife Natasha with their youngest child and nanny.

Back in good time to prepare for the Mascot Competition. Taylor's had invited 170 of their farmers and families, as well as other VIPs, to join us for drinks and canapes whilst a local band played background music. The winner of the 20hp section was Ann & John Watkins with their design featuring ET in a hot air balloon made from a shower cap. Second were John Kellett and Antonia Young. Speeches followed, and Keith presented Alistair Robinson, Chairman of Taylors, with a beautiful illustrated book entitled *Rolls-Royce Fantasia* by David Watson, as a token of our appreciation for all that Taylors had done to ensure we had a memorable visit to the Douro region.

A train ride on Monday from Pinhão to Quinta de Vargelles gave us a relaxing journey alongside the river Douro before a steep walk up to the grape collection point where Adrian Bridges gave us a fascinating glimpse of the processes that take place in order to produce fine port. Lunch at the villa was perhaps the most memorable meal of the whole holiday, all sitting at one long table among the vineyards with a seemingly endless supply of food and wines.

Another coach trip to Oporto on Tuesday, but this time to the superb Vila Nova de Gaia on the other side of the river, to visit Taylors lodges where the

wine is stored and matured before shipment. Andrew Costello gave us a most interesting tour that was followed by another delightful lunch - what a way to celebrate Joan & Derek Berwin's 41st and our own 39th Wedding Anniversaries.

Keith & Louis decided to have a day off driving on Wednesday and took up the offer of a lift in our car for what was described as a gentle drive to Penedono. A 15 mile climb took us to this charming town which is surmounted by a 10th century castle. Drinks in the sun were followed by lunch before a cavalcade around the town to the enjoyment of all the population. Our journey back to the hotel took us through São João de Pesqueira where we all parked in a small square and were refreshed at a drinks reception given by the mayor.

Thursday was described as a free day and whilst some took to car cleaning and maintenance, others went on a boat trip. The wedding anniversary couples were taken out to lunch at a local 'bijou' restaurant where the meal concluded when the restaurant owner brought in a miniature stainless steel vat of port and glasses were passed round regardless of the correct etiquette.



Adrian Bridges inspects the book presented to Taylor's

In the evening we were given a demonstration of de-corking vintage port using ice and heat to remove the top of the bottle leaving the contents undisturbed. Each lady was given a silk scarf with Taylor's history printed on it, whilst each man received a quaich (a sampling cup) as a souvenir.

On Friday we said farewell to eight of our members and then set off ourselves for our return journey to the Parador at Benavente for an overnight stay en route for Cangas de Onis. This last leg of the journey proved to have the most spectacular scenery of the whole holiday, we drove through gorges and around every bend there was yet a more breathtaking vista to behold.

There was plenty to see and do in the area over the next few days but many of us chose to take the coach to Oviedo on Monday for shopping.

After a farewell dinner that evening we were off to do our packing and early to bed, as the cars needed to be loaded and ready to leave at 7.00 a.m.

The sight of Plymouth harbour in the sunshine on Wednesday morning was a welcome sight for all. Lots of hugs and kisses, promises of photographs, and universal congratulations to our leader Keith and his unfailing supporter, Louis, for the best 20hp rally that they have organised so far.

See you all in the Loire next year!

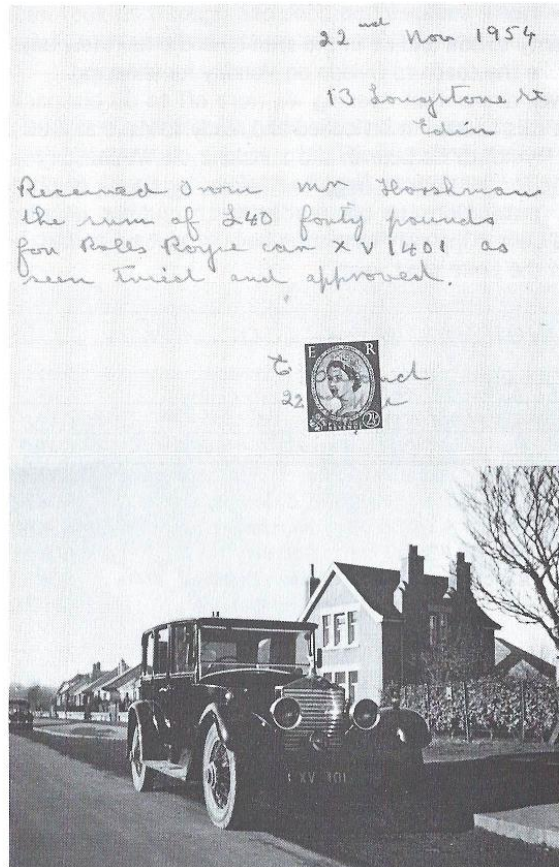
Twenties in Portugal - May 2000

1923 Saloon by Flewitt - Brian & Anita Thompson	59S1	OK9329
1923 Tourer by Barker - Richard & Elizabeth Ashby	GA8	MF7193
1923 Tourer - Fred & Joy Kilpatrick	GA28	XP7542
1924 Tourer by Hooper - David & Patricia Cuzner	GA80	NK7275
1924 Doctor's Coupe - Ted & Pat Kelly	GMK4	DN6513
1924 Dr's Coupe by Hooper - Margaret & Jeremy Oates	GDK22	XX4168
1926 Tourer by Barker - Tod & Mary Marshman	GSK80	NR8314
1926 Tourer by Barker - Tony & Iris Porter	GCK46	YN6061
1926 Tourer by Lanchester - John & Susan Bradney	GOK53	TU2014
1926 DHC Coupe by Compton - John & Ann Watkins	GYK30	TXT501
1926 Cabriolet by Ashton K - Cyril & Majorie Westin	GYK59	TY99
1927 Coupe by Windovers - Keith Jay & Louise Hunter	GHJ40	YH793
1927 Tourer by Hooper - Derek & Joan Berwin	GHJ58	DF2660
1928 Saloon by H. J. Mulliner - John Kellett & Antonia Young	GXL50	UO5214
1928 Limousine by Park Ward - Graham & Mary Moore	GWL16	TU8884
1928 Cabriolet by Barker - Tony & Audrey Creasey	GBM39	YX409
1928 Estate by Kevill Davis - Fred & Mildred Williams	GKM14	YX4963
1928 Saloon by Binder - David & Jane Else	GKM30	DS9341
1929 Tourer - Mike & Pat Crees	GLN26	UL3347
1929 Saloon by Park Ward - Ron & Pam Monks	GEN26	DS9299

The Cheapest Twenty?

At the end of last year Ray Storey wrote to Keith Jay asking for help in locating GKM50, a 1928 Saloon by Park Ward registered XV1401. Ray was seeking help on behalf of a friend, Fred Horseman, who had bought the car in Edinburgh in 1954. Unfortunately GKM50 doesn't appear to have survived but I thought you may be interested to see how much Fred paid for the car - the princely sum of £40.00.

Is there any member who has ever bought a Twenty for less?



Rolls-Royce 20hp 1922 - 1929 - Specifications

(Reprinted from *Letters Rolls-Royce*, a publication by Rolls-Royce Limited, Motor Car Division).

ENGINE

General. Six cylinders, monoblock with detachable cast iron head. 3" x 4-1/2", 3127 cc. (21.6 hp RAC). Unit construction with gearbox, mounted in U shaped sub frame attached to chassis at three points. Compression ratio 4.6 to 1. Firing order 1, 4, 2, 6, 3, 5.

Valves. Overhead, operated by pushrods. Tappets clearance cold 0.004", inlet and exhaust.

Crankcase. In two parts, the upper half carrying the crankshaft.

Crankshaft. Carried in seven bearings with slipper drive vibration damper at front end.

Camshaft. Carried in seven bearings.

Lubrication. Gear type pump delivers oil at full pressure to crankshaft bearings, big ends and gudgeon pins. Relief valve lowers pressure for timing wheel case and overhead valve gear. Oil capacity 10 pints.

Ignition. Coil (1923, done by magneto available - 60 H1. 1924, standard by magneto as standard - GH 58). Semi automatic timing advance, hand lever controls first 35° of advance and governor in distributor take care of the remaining 35°. 12E system 50A. hr. battery, six sparking plugs. Distributor gap 0.017" to 0.021", magneto gaps 0.014", plug gap 0.025".

Cooling system. By pump driven through a flexible disc covering, and by belt driven fan. Cellular pattern radiator. Horizontal enamelled shutters on most models (1923, nickel shutters available - GA 12. 1928, vertical shutters - GSN 71. 1929, radiator 1-1/2" higher - GLN 22). Water capacity 3-3/4 gallons.

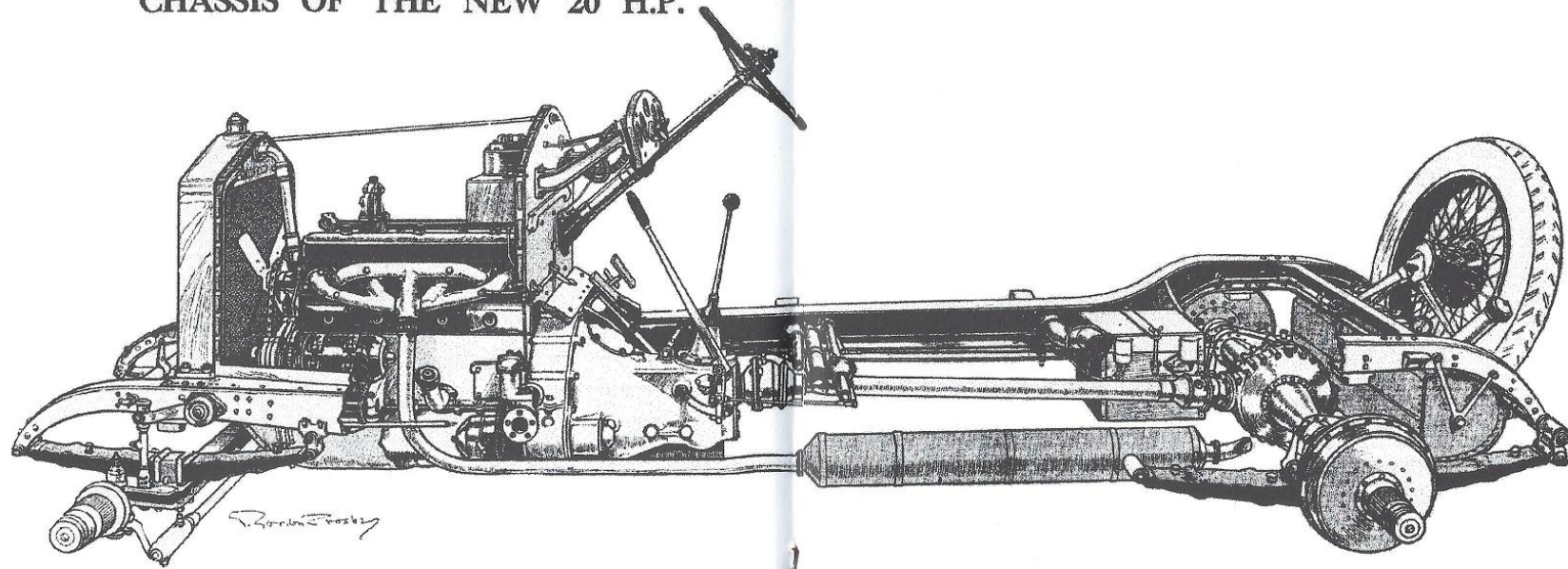
Carburettor. Two jet type with dashboard control and automatic valve (1928, mixture control on steering column quadrant - GSN 71). Starting carburettor.

Engine control. No governor fitted. Hand throttle on steering column in addition to pedal.

Starter. Bijur pinion type, with switch operated by pedal.

Petrol system. 14 gallon fuel tank at rear, feeding carburettor by autovac, dial gauge alongside pillar (1928, 2 gallon reserve - GXL 42).

CHASSIS OF THE NEW 20 H.P.



TRANSMISSION

Gearbox. In unit with engine. Three speed, with centre mounted gear lever and handbrake (1924, handbrake to driver's side of gear lever - GAK 32. 1925, four speed, right hand brake and gear lever - GDK 1). Oil capacity 2 pints.

Clutch. Single drive plate type.

Propellor shaft. Open shaft with enclosed oil retaining joints. Final drive. Spiral bevel drive, fully floating rear axle. Final drive ration, 4.621. or 4.421. Oil capacity 2 pints.

BRAKES

Internal expanding type, foot and handbrake shoes of same diameter side by side, and operating on same drum on rear wheels (1925, four wheel brakes available, internal expanding, servo operated - GPK 1).

CHASSIS LUBRICATION

By oil gun (1929, partial centralised system - GVO 11).

SUSPENSION

Semi elliptic springs front and rear, fitted with frictional dampers (1926, hydraulic front dampers - GMJ 1. 1928, hydraulic rear dampers - GYL 1).

STEERING

Worm and nut.

WHEELS

23" straight sided (1927, 21" well base - GMJ1. 1928, 20" well base - GFM71).

CHASSIS DETAILS

Overall length 178 inches,

Wheelbase 129 inches.

Track 54 inches (56 inches for later models).

Tyres 32 lbs.

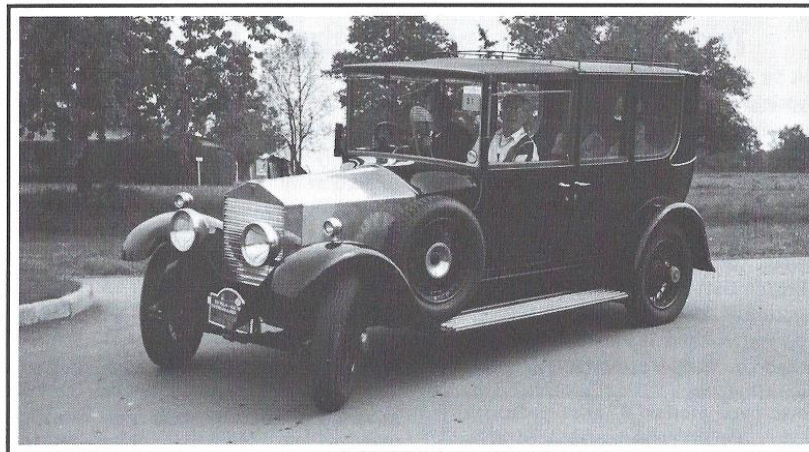
4-1/2 (straight side) recommended pressures 45 lbs. sq. in. (1927, 5-1/4 x 21 (well base), recommended pressures 35 lbs. sq. in. front, 40-45 lbs. sq. in. rear - GNJ 1. 1928, 600 x 20 (well base), recommended pressures 35 lbs. sq. in. front, 30 lbs. sq. in. Rear - GFN71).

Turning circle RH 41 ft, LH 40 ft.

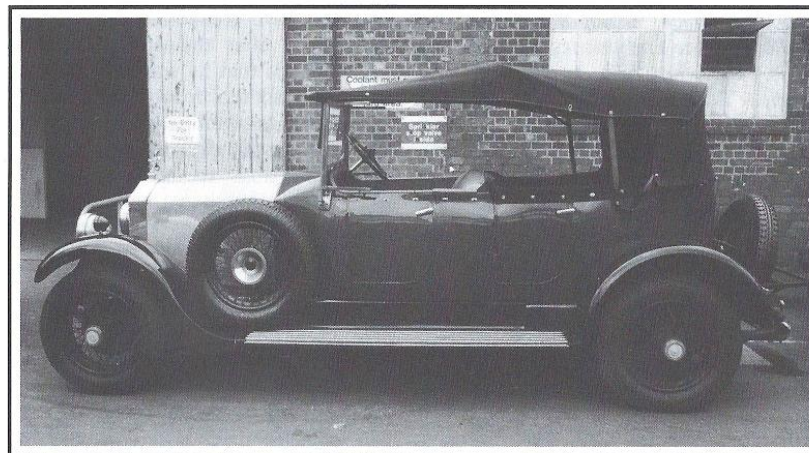
Ground clearance 8 inches.

Weight: Chassis (with tyres, battery, fuel, oil and water but excluding spare wheel, lamps and other accessories) 2,305 lbs increasing to 2,635 lbs for later models.

Before and after!



GXL44 photographed (above) in Brittany in May 1995 with Sedanca de Ville coachwork by Barker and (below) at Nightingale Road in June 1997 with tourer coachwork.



The Automobile

Twenty owners support Registrar in magazine!

It all started back in May 2000 when a letter from an owner of a 20/25hp appeared in *The Automobile* magazine. Stephen Boddice wrote about his experience with his car after putting unleaded petrol in the tank. It was difficult to start, he had to run with the mixture just below fully rich on the quadrant, the car suffered from vaporisation and it ran so poorly that he had to change down on the slightest upward incline.

Never one to shirk controversy, our Registrar, Keith Jay, responded to the letter and this response was published in the July issue of the magazine.

Keith wrote *It's a great pity Stephen Boddice, is not a member of the Rolls-Royce Enthusiasts' Club, or if he is, that he fails to read their excellent Bulletin.*

In a superb article recently, it was made clear that the use of unleaded petrol in all Rolls-Royces and Rolls-manufactured Bentley motor cars would require no additives. These engines should run perfectly, the author, Ken Lea, pointed out. Using unleaded should not in any way affect them provided sustained high speed cruising was not undertaken - viz, driving flat out for hours at a time. After all, earlier owners had no choice.

Only unleaded petrol was available when these cars were manufactured. The only downside nowadays is a small reduction in mpg.

Prior to publication of that July issue of *The Automobile*, the editor had faxed a copy of Keith's letter to Stephen Boddice for his comments.

His reply was published in that same July issue of the magazine and he had several points to make in response.

Firstly he said that Keith, as a member of the RREC and as 20hp Registrar, should have known that he was also a member of the RREC. If Keith had bothered to read his Bulletin properly he would have recognised that he had contributed over the past 12 years. Stephen adds that he was writing about LeJog, a road trial from Land's End to John O'Groats when he was driving flat out and his point was that old cars should be able to do this without detriment - as long as the owner takes the appropriate steps to protect his vehicle.

Stephen concludes his letter by saying that "Long may we be left alone to do so, both by meddling bureaucrats and ill informed *armchair enthusiasts* who pass on uninformed opinions before

they have engaged their brains."

The saga continued in the October issue of the magazine when 20hp Register members Derek Berwin and Jeremy Oates both sprung to Keith's defence.

In his letter, Derek mentions the long distances his 73-year old Twenty has travelled in the last 12 months. One of the rallies was to Spain and Portugal - a mere 1,800 miles, all on the unleaded petrol the car was designed to run on. He continues *The 80 or so participants on this rally were bowled over by the efforts of their organiser, who set off each day ahead of us and was always on hand to greet us with a cheerful grin on arrival at each stop point. Quite frankly, we all wonder how, bearing in mind he has just got out of hospital with a severely damaged knee, he manages to be so energetic and fastidious in his organisation and research. I even understand that he has this year travelled three times to Spain and Portugal and twice to the Loire, researching rallies for others' enjoyment.*

And the name of this 'armchair enthusiast'? Step forward Keith Jay, an inspiration to all 20hp owners. Long may he continue to run at high speed on unleaded. Your reader Mr. Boddice's criticism of Keith could not be more out of place.

Jeremy adds fuel to the fire by writing *Regarding Mr. Boddice's letter in your July issue and the use of unleaded petrol in his 20/25 Rolls-Royce on Le Jog, I believe Mr. Boddice has fitted an*

overdrive to this vehicle, so to cruise at 60-70mph on a motorway is hardly going to tax the engine, which will be barely ticking over with this contraption fitted.

I must take issue with his jibe at Mr. Jay as being an 'armchair enthusiast'. Mr. Jay has just finished organising a 1,200 mile tour of Northern Portugal for those of us lucky enough to own a 20hp car. Apart from planning and co-ordinating the trip, he was first up in the morning and last to bed, having shepherded 30-odd cars, including his own, without mishap over extremely testing terrain.

A worthy and thankless task.

Two other Twenty owners have also had letters published in recent issues of *The Automobile*! John Eastwood's was in the July issue whilst Graham Mead's was in the October issue.



"This isn't the starter I ordered"

The 3-Brush Dynamo

The following article is taken from Bulletin No. 42 dated April 1967. It was later incorporated into the Club's first Technical Manual.

Until about 1934 the Rolls-Royce was fitted with what was called 'third-brush' control of the dynamo output. I met the system on my first car, a 1924 AC which I still have, but the device is foolproof and so one learns nothing about it from the usual method of finding out what has gone wrong! There are, however, disadvantages now that the surviving cars need two rear lights, and often have heaters, radio, and more powerful headlights. Finding it difficult to get advice on the system, I thought that members might be interested in the following notes, and contribute corrections, amplification, and experience.

The field from the field coils is from the N to the S poles of the field magnet. When the armature rotates it creates a small magnetic field at right angles to this. These fields combine, like two streams, to form a field in a direction oblique to this. The faster the rotation the more this direction moves away from the NS position. The current to the battery is taken from the main brushes (A and B on the dynamo case), but that for the field coils is taken from A and a third brush C, which is nearer to B than to A. The full voltage of the dynamo then is not applied to the field coils, and, as the speed increases, the field becomes so distorted as to prevent the field current from rising to a dangerous level. Moving the third

brush still closer to B will increase the output. It is important to see that the third brush, which is smaller than the other two, is well bedded on the commutator, and that the wire from it to the field resistance is sound.

Rolls-Royce, through their helpful Mr. R. A. Haynes, say that it is not possible to stipulate a 'normal charge' for a three-brush system, because this depends on the state of charge of the battery, a better battery giving a higher charge-rate. But 11-12 amp. with no lighting load is about right. With side-, tail-, and headlights on there will be at most 1 amp. to spare, so that trickle-charging is necessary in winter if accessories are in use.

It will be noticed that, when the sidelights are on, the charge-rate rises from 6 amp. to 7-8 (at least mine do!) and drops to 0-1 with the headlights. This is affected by the value of the field resistance (near the fuse-box) which, according to Rolls-Royce, should be 0.8 ohm. Resistance wire is hard to get unless you know someone in a laboratory, but a 'Pifco Replacement Electric Fire Spiral', price about 1/6, gives enough for several dozen. It is prudent to carry a replacement, as the original wire eventually disintegrates, and not always in such a way that the ends can be twisted together! But if you are caught out (and I have met an R-R agent whose only suggestion was the usual 'we must send for a replacement resistance') the dynamo will charge if the sidelights are switched on.

A. P. R.

Can you help?

When Henry Stonor was working in Malaya in 1968 he got a fit of "depression" and sold his beloved Twenty, a 1926 Tourer by Hooper, chassis GCK32, UK registration MLV347. To a Mr. J. A. Pearce who manufactured alloy wheels in Southall, Middlesex.

Not one to do things by halves, Henry also sold Mr. Pearce his 3-Litre Bentley Tourer by Gurney Nutting, chassis 890, UK registration OR 6157. At £1,000 per car, the two transactions left Henry £2,000 richer.

The following year, in May 1969, Mr. Pearce took both cars to Sothebys for entry in their vintage car auction at Earls Court. He put a reserve of £2,000 on the Bentley and £1,800 on the Twenty.

RREC member Alan Giles went to the sale and told Henry that neither had been sold as there had been some trouble with the import duty. As Henry had owned both cars in England and had handed over the UK registration books to Mr. Pearce, he went along to Sothebys and asked what the problem was. Sothebys told him that although



Henry Stonor in GCK32 - Singapore Grand Prix 1967

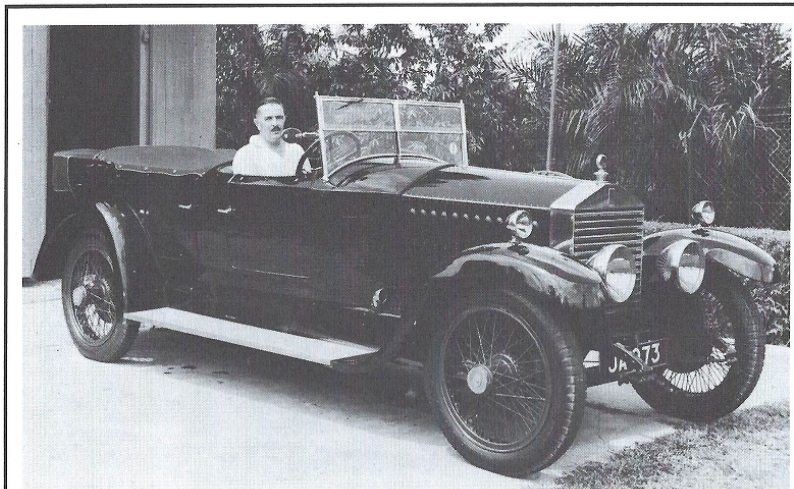
there had been an import problem on other cars in the sale, this was not the case with Mr. Pearce's and the reason neither car sold was because they hadn't reached the reserve put on them by Mr. Pearce. The very nice lady from Sothebys then presented Henry with the catalogue with two splendid photographs of the cars in it.

As Henry was leaving, he noticed a sale result sheet tucked in the catalogue and against Lot 116, the Twenty, it showed that the car was bought by a F. De Wit for £1,700 (\$4,080). The Bentley, Lot 111, was shown as sold to M. Sladen for £2,000 (\$4,800).

Naturally Henry pointed this out and the good lady informed him that this was the way the sales results were recorded but both cars had been returned to Mr. Pearce unsold.

Henry wrote to Mr. Pearce saying that he would like to make an offer to re-purchase both cars, but received a reply from his Secretary to say that both cars had in fact, been sold.

Over the next thirty years, Henry tried to find out what happened to the cars writing letters to Rolls-Royce and Bentley Clubs all over the world as



1926 Tourer by Hooper. Chassis GCK32, Engine G1495, UK regn.MLV347, Malayan regn.JA973

well as vintage and classic car clubs but no one seems to have heard of them since. Henry says he could understand if one of them had vanished - but both?

Attending the VSCC Malvern week in 1999, Henry and Alan Giles were talking to a well known character in vintage circles who had been involved in car sales. He had known Mr. J. A. Pearce (now deceased) and told Henry that Mr Pearce had once purchased a large number of vintage and classic motor cycles which he had stored in a large warehouse. One day there was a mysterious fire and all the motor cycles were totally destroyed resulting in a huge insurance claim. Could it be that Henry's two old cars were being stored in the warehouse at the time of the fire?

Looking through the results sheet of Sothebys 1969 sale it is interesting to note that F. De Wit is listed as the buyer of a total of eighteen lots costing £12,520 whilst M. Sladen is listed as buying five lots for £11,100. Putting this another way, 15% of the total money taken at the sale are attributed to these two names. But these figures probably substantiate the fact that Sothebys used the two names as an alias for 'not sold'.

Henry bought GCK32 in 1949 after seeing an advert in the *Times of Malaya*. The original owner, Lam Choon Kee had just died and his son had taken the car to Wearne Bros Motors, Penang to be sold. It was this company who placed

the advertisement and from whom Henry bought the car. He later got in touch with Mrs Lam Choon Kee and she told him all about the purchase of GCK32 and its arrival in Penang and the fact that it had been loaned to the Duke of Gloucester for his state visit to Malaya in 1928. She also said that the Japanese took possession of the car in 1942 and looked after it very well before the British Army took it back after the surrender in 1945. They did not look after it so well losing the sidescreens and the Watford magneto. Strangely enough the Rolls-Royce records show Capitan (or Kapitan) Chung Thye Phin as the first owner, but he was probably acting for Lam Choon Kee in the purchase of the car.

In the early fifties, Henry brought the car to England where Rolls-Royce told him it needed a rebore and main new bearings. Their estimate of £550 was a bit beyond Henry at the time so he just bought the parts and got Bob Owen of Llanerchymedd, Anglesey, to do the job for £65.

So, is GCK32 still in existence? Can you recall the cars, J. A. Pearce or hearing about the fire? Do you know any of the people mentioned in this story or anything that will help Henry trace GCK32?

Please contact the editor with any information, no matter how small, if you think you can help.

Rolls-Royce & Bentley Retail Sales January - June 2000

How is the Company doing? You may be interested in the following sales figures published by Rolls-Royce and Bentley Cars for the first six months of this year.

	Rolls-Royce	Bentley
United Kingdom	51	211
North America	132	282
Germany & Austria	8	42
Rest of Europe	23	74
Japan	10	22
Asia/Pacific	5	17
Middle East & Africa	<u>39</u>	<u>23</u>
Total	268	671

Opposite are two photographs of GYL 52, a 1928 Landalette by Barker that was once in the ownership of John Reynolds. John sold the car in December 1975 to a Mr. T. V. Clough (of Lambrook, Winkfield Row, Bracknell, Berks) and since then the car has vanished! It's registration number was UN 1455 and although we asked about the car in the very first Twenty newsletter, we're hoping that one of you may have come across the car since.

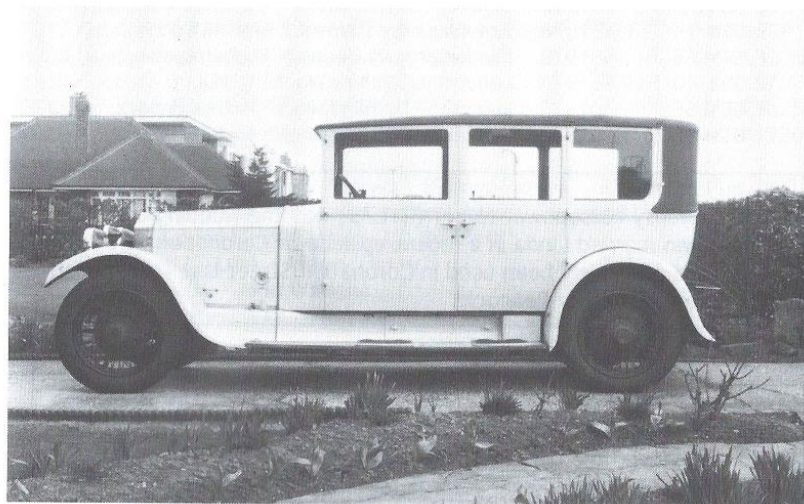
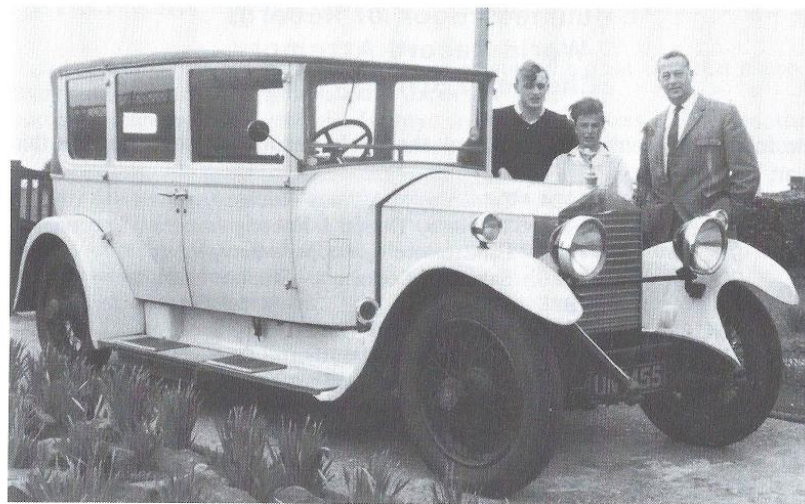
GYL 52 was first registered on the 31st May 1928 to Mrs. Mary Spencer Rottenschweiler (I wonder what her nickname was when she was at school?).

Every year, when the car was due to be taxed, Mrs Rottenschweiler would write her name and address in the Log Book in the space reserved for changes of ownership. Consequently the Log Books for Mrs Rottenschweiler's cars were filled up rather quickly and a continuation book was often needed.

Mrs Rottenschweiler eventually sold the car in 1945 and just six months after that it passed into the hands of Thomas Eckersley who was reputed to have been Mrs Rottenschweiler's chauffeur. This is borne out by his having the same address as Mrs Rottenschweiler. In 1946 Thomas was granted a Hackney Carriage Licence so poor old GYL 52 became a taxi!

After a number of changes of ownership, John Reynolds acquired the car in March 1963 and he kept it until that sale in December 1975.

The two photographs were taken in Surrey in 1961 after a previous owner, Jack Silk, had painted it yellow!



**Guinness Book of Records
World Record Attempt
Chester 28th May 2000**

The following Twentys helped break the World Record at Chester earlier this year:

GH 61	1924	Saloon by Park Ward - Michael Hilditch
GOK 65	1926	Tourer by Thrupp & Maberly - Andrew Sington
GK 46	1926	Landaulette by Hooper - Barry Harris
GOK 49	1926	Saloon by Cockshoot - Stephen Edwards
?	1926	? - L & P Cordery
GUK18	1926	Saloon by Park Ward - Terry Scott
GRJ 57	1927	3/4 Coupe by Maythorn - Charles Green
GXL 66	1927	Faux Cabriolet by Thrupp & M - John Eastwood
GHJ 15	1927	Shooting Brake by A. R. Macleod - David Mitchell
GK 43	1927	Landaulette by Hooper - M. Miller
GRJ 19	1927	D/H Coupe by Southern - Tony Steel
GUJ 54	1927	Sports Saloon by Hooper - Tony Kemsley
GXL 62	1927	Cabriolet by Barker - Peter Bibby
GWL 14	1928	Landaulette by Park Ward - Clifton Spencer
GLN 58	1928	Tourer - Tony Brown
GTM 14	1928	3/4 Coupe by Salmons - Graham Dutch
GKM 66	1928	Landaulette by Hooper - M. Palfreyman
GWL 40	1928	Limousine by Park Ward - R. Hill
GBM 66	1928	Limousine by Windovers - Arthur Pocock
GTM 35	1928	Saloon by Cockshoot - Michael Roberts

Did you know?

A 1928 Twenty horsepower tourer (GYL79) was the wedding car when Mike Baldwin married Linda in a recent episode of Coronation Street. The car had previously been used in Coronation Street last year - when Maxine married Ashley Peacock!

Did you know?

On the 11th May 1977 a new play opened at the Shaftesbury Theatre in London. It was called *Rolls Hyphen Royce* and starred Wilfred Hyde White who played the part of Claude Johnson, Alfred Marks as Henry Royce and the up and coming actor Peter Egan as Charles Rolls.

Ditcham, Hampshire - 22nd August 1999

It seems a long time ago now, but we should mention the great time that members had at the home of Jeremy & Margaret Oates last year.

Although there were just fourteen Twentys on show for our visit to Ditcham, there were a number of Twenty owners and prospective owners who came along in other cars.

Jeremy & Margaret, together with daughters Victoria and Louise cooked 10 legs of lamb and enough sausages to completely clear out the local Dewhursts. In addition a mound of strawberries and all the cheeses of France were provided to ensure nobody went home hungry.

Here's a list of the cars present:

1923 Saloon by Flewitt - Brian Thompson	59S1	OK9329
1923 Tourer by Charlesworth - Richard Boggan	68H4	OK9475
1924 Doctor's Coupe by Hooper - Margaret Oates	GDK22	XX4168
1926 Limousine by Hooper - Derek Johnson	GCK78	UK1111
1926 Tourer by Lanchester - Jeremy Oates	GOK53	TU2014
1926 Doctor's Coupe by Mullion - John Young	GK36	YR5340
1927 Coupe by Windovers - Keith Jay	GHJ40	YH793
1927 Tourer by Southern - Martyn Roffey	GAJ21	BAM871
1927 Tourer by Carpenter - Dave Carpenter	GUJ2	PN363
1927 Cabriolet by Thrupp & Maberly - John Eastwood	GXL66	PN907
1928 Landaulette by Park Ward - Clifton Spencer	GWL14	FW1819
1928 Doctor's Coupe by Salmons - Graham Dutch	GTM14	HC9777
1929 Dr's Coupe by Park Ward - Bernard Coplestone	GFN80	PK5875
1929 Tourer by Barker - Sandy Dowell	GEN16	RR5320
1933 20/25hp Saloon by H. J. Mulliner - Richard Barton	GDX36	GO14
1934 20/25hp Sedan by Barker - Andrew Ayres	GXB77	AXM519
1934 Bentley Saloon by Park Ward - Bill Bradford	-	AXJ866
1939 Bentley 4.25-Litre - Jeremy Oates	-	KYR193
19** Silver Shadow - John Watkins	-	PHR466R
1997 Turbo R - Robert Slee	VCH60304	SLE23

- 19** Alvis TE21 - Jeremy Oates
- 1924 Lagonda 12/24 - Jeremy Oates
- 19** Jaguar XK150 - Derek Thorpe
- 1921 Lanchester 40hp - Jeremy Oates

Wanted. Ralph Storandt (Tel. No. can be found on page 6) is looking for cable covers (especially the casted end pieces) for the electric cables on both sides of the dash.



Looking quite splendid is GXL 39 (top), a 1927 model owned by Tom and Linda Jones of Cornwall. It's a D-Back Saloon with Division by Hooper. In equally fine shape is GXL 77 (bottom), a 1927 Landaulette by Barker owned by Finbarr Corry of Dublin. Both cars were purchased by their present owners in 1999 and show why the Twenty is said to be the prettiest of all cars.