



# ROLLS-ROYCE

## ENTHUSIASTS' CLUB

for Rolls-Royce and Bentley owners



## The Twenty Newsletter

for the 20hp Register

Number 11

September 2001



1924 Replica Tourer, Chassis GMK 12, Regn PT1600.

See Graham Pearce's story on page 5.



### *Is it Cricket?*

Are you playing the game?

*Is it British* to give foreigners work and to throw your own fellow-countrymen on the dole?

*Is it British* to buy a car or lorry that British hands have not built?

*Is it British* to drive about in that vehicle practically over the bodies and souls of men whom you have doomed to continued unemployment?

*Is it British* to ignore the fact that the British motor is unsurpassed in all the world for quality of workmanship and materials, for economical running, for general suitability to British road requirements?

*"Is it British?"* That is the first question you must ask when buying a car or lorry.

## BUY A BRITISH MOTOR

*for private or commercial use*

*A British Motor is a car or commercial vehicle made entirely in the British Isles of British materials, fitted with British-made tyres and accessories, and completed with a British "finish."*

# THE TWENTY NEWSLETTER

Number 11

September 2001

## Registrar's Ramblings .....

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.

With the season behind us we can now look forward to 2002 - the Eightieth Year of the Twenty.

A major event has been planned for Sunday 9th June 2002 at Leeds Castle, Maidstone, Kent, to celebrate the Eightieth Year of the delightful 20hp motor car.

Leeds Castle is situated near the junctions of the M20 and M26 and within a few miles of the M25, south of Dartford.

The castle is on two islands in the middle of a natural lake. It's one of England's oldest and most romantic stately homes, surrounded by 500 acres of rolling parkland and superb gardens. We will be parking on the Cedar Lawns overlooking the castle.

This unique special area has been reserved for our parking - within the grounds.

There are full facilities for lunching and a wide choice of refreshments are available.

The last comparable event - the Blenheim 70th Anniversary - we had around 80 Twenties. Let's beat that this time! Please pre-book now!

Immediately at the conclusion of the event, the Tour of Belgium & Holland will start, with a short drive to the Channel Tunnel. Once in France, an overnight stay in a hotel close to Calais has been arranged prior to driving to Brugge the following morning.

We spend three nights in the delightful city of Brugge, then onward to Holland - to Noordwijk, near Leiden where we stay at the De Witte Raaf Hotel for eight nights.

On the 21st July 2002 we have a Regional Meeting by kind invitation of Jeremy and Margaret Oates at their charming home near Petersfield. Like the event at Leeds Castle, this is another gathering to celebrate the 80th year of the Twenty.

Looking further ahead, on the 9th - 16th October 2002, we return to Paphos, Cyprus for seven nights at the delightful St. George Hotel, where members have stayed previously. Naturally the visit is without Club

Cars!

In May/June 2003, we return to Portugal. For this rally, the venues will be completely different from those we visited in 2000.

Full details of all future events, availability of places and booking forms can be obtained from me but please remember to enclose a S.A.E. D/L size if a response is required.

Don't forget to let me know if you have items to sell, including motor cars, as I often have members asking me to help in their search for a particular item. The Twenty Newsletter will also include your small ad' free of charge.

With best wishes and season's greetings.

**Keith Jay, Registrar.**

**Twenties to appear in print recently, were spotted in the following publications:**

- *The Chester Chronicle*, June 2nd 2000: Tony Brown's GLN58 driving past the Chester Grosvenor Hotel during the Guinness World record Attempt.
- *Classic Car Weekly*, June 7th 2000: Ian & Corinne Niblet's GMJ44 at the South of England Rally.
- *Classic Motor Monthly*, August 2000: Don Mills and GYK69.
- *Classic Car Weekly*, September 6th 2000: David & Sheila Mitchell and GHJ15 at the VSCC meeting at Prescott.
- *Classic Car Weekly*, October 18th 2000: Michael Fisher and GSK21 at the Grand Henham Steam Rally.

## How I Became A Rolls-Royce Owner

I was working for the local Morris agent in Exeter, Eveleigh's Garage, in the mid sixties. They garaged a Mark V1 Bentley for a second hand book dealer who lived nearby. He would pay us 2/6d (12p) to drive him to his customers where he would buy books. I soon learnt to drive the car well.

One day I heard that the owner of the garage, Mr Eric Eveleigh had first option on a Rolls-Royce 20hp. Soon I was asking more about the Twenty of which he knew little. It was in a barn near Crediton, Devon, and a student had started to restore it! I often asked Mr Eveleigh when was he going to buy the Twenty; his reply was "I have not made up my mind yet", so I asked if I could have second option on it. What do you want a Rolls-Royce for? - But he said "yes".

Yipee, one step nearer!

I often used to ask if he had made up his mind about the 20 and he would reply no! One Friday afternoon Mr Eveleigh came to me and asked if I would work that night as one of his hire cars had come back from hire with a slipping clutch, and would I fit a new clutch as it was booked for two weeks hire the next day.

Putting my job on line, I replied no, you don't want the Rolls-Royce 20 and I don't want to fit your clutch!

He replied "if you want the car that badly you can have it!"

You mean it?

"Yes" he answered.

You never saw a new clutch fitted to a Hillman Minx so fast in your life!

Now the next problem, I had to get the £80 to pay for it, so I had to dig deep into my piggy bank .

When I got to the barn near Crediton, there she was, chassis GMK12 with body off, gearbox unbolted and cylinder head off - what have I done?

On a table along side the chassis were all the ancillary parts plus about 50 Gold Block tobacco tins all neatly labelled with all the nuts, bolts, and screws in them. The body was a two door four seater drophead coupe in bits at the back of the barn.

With the garage breakdown truck I towed the chassis home where my brother and I had to dig a hole through the laurel hedge of Mum's back garden and take down the end wall of the old chicken shed, in order to get the chassis in.

When Mum saw the hole in the hedge and the chicken shed, she was speechless - all this for an old car in bits! (I never told her how much I paid for the bits).

Next job was to fetch the body (which turned out to be a Southern Motors PII

look alike) and all the ancillary parts home.

### Start to Rebuild

Work soon started and the radiator was fitted and cleaned, she looked better already!

One day my Mum`s brother came to tea - my uncle Ron Dart. He asked to look at the Twenty, so up to the chicken shed .... sorry, garage, where uncle Ron was very taken with the quality of the chassis and the mechanics.

He said how would I like him to have a half share in the Rolls-Royce and do her up properly.

A offer I could not refuse as he had always been the best uncle in the world! His half was five new tyres and tubes.

Have you ever tried to rebuild a car in a shed with a peat floor? When you dropped a screw or a nut it was the works of the world to find it. There was also a large beam which ran through the roof about 5 foot 6 inches off the floor; in my enthusiasm while working around the chassis, I several times found myself sitting on the floor after hitting my head on the beam (never hurting the beam!) .



Tacker and Uncle Ron in the Drill Hall

### A new home for GMK12

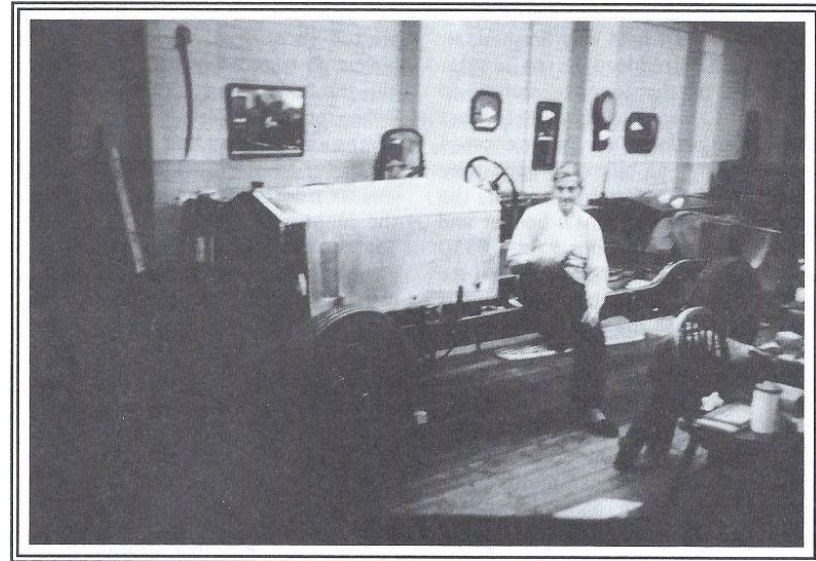
Uncle Ron owned an old TA drill hall in Topsham, wooden built and a ceiling about 15 feet high, (my head feels better already) .

We took GMK12 to the drill hall and all the bits and the body. Here we engaged the help of Mr Rowe, a retired carpenter, his nickname was Tacker and he spent many hours scraping and cleaning the chassis, axle and wheels.

In 1967, if you wanted a new part for your 1923 Rolls-Royce, you just wrote to Rolls-Royce Ltd, Crewe, with

a list of parts required, they would reply with a list of parts they had in stock with a pro forma invoice, you sent your cheque and they would dispatch the part direct to you. Good service.

Parts ordered were clutch, linings clutch plate, nuts and bolts for drive plate, head gasket, other gaskets, hand book. THE BIG day came and we started the engine (even Mr Eveleigh and still my boss came over for the big event). We primed the petrol, pressed the starter and after a few turns she started to cough and splutter a bit and



Uncle Ron and GMK12 - More like a Phantom II than a Twenty!

soon she was ticking over like a good Rolls-Royce, oil pressure good and sounding lovely, What a relief and smiles all round. Oh boy we are getting there!!

The body - Uncle Ron had got in touch with a man called Mr Gaudin of Wrangaton Motors, Nr Ivybridge Devon, who introduced us to a Mr Chamberlain in the Phoenix Green pub yard at Hartney Whitney on the A303 to London. He agreed to build a four door tourer body frame in ash and get a new windscreen for £350! (a fortune then) but we agreed, so I delivered GMK12 on my single axle car trailer towed by my MGB (it made the MGB sweat a bit on some of the bigger hills). When the body frame was finished, Mr Chamberlain introduced us to a little body firm on the opposite corner to the Gillette factory on the Great West Road into London. Their name escapes me (Does any one remember who they were?) They offered to cover the frame in alloy, make a new bonnet and make four new wings for £350 (another fortune) but we agreed to have it done. This time it was serious and I had to sell my MGB to keep up with my half of the payments (no more bird pulling and back to the Sunbeam Rapier convertible) poor old Graham! When the body was finished we collected GMK12, now looking very smart and more like a car, and brought her back to Topsham on my single axle trailer - but towed by uncle's new G reg Rover 3500, and what a car to go! For the upholstery we found a little

firm called Lang and Potter in Plymton who agreed to trim the car in leather and make a new hood frame all for £250 - I knew things would be cheaper now we were back in Devon and I still had a little money left from selling my MGB.

In 1970 GMK12 was now painted white with red upholstery and looking very fine. It was MOT time and my first real drive was on the road to the MOT station, she flew through the MOT, on the way it rained just enough to make the roads wet. There was a man crossing the road who saw the Rolls coming and stopped to get a better look, suddenly all hell broke loose, I hit the brakes, the rear wheels locked, we started to skid sideways so I let the brakes go to straighten up the car then hit the brakes again and the rear just locked up again. Now I could see the whites of his eyes, he realised I was not going to stop and jumped out the way as I drifted by him trying to keep the car straight.

That was enough for one day, I took her straight home to my garage and shut the doors. GMK12 was now back on the road, legal and looking like a Rolls-Royce.

*Graham Pearce*

Note: GMK12 was last seen in 1997 when it was offered for sale by Sawfords of Cookham Dean, Berks. £32,000.

## The Twenty at Auction in 2000

Twenties were few and far between at auction in 2000 with just three cars appearing. Top price paid was £26,000 although a fair comparison with the previous year, when 15 cars appeared at auction, is not possible.

Results in 2000 are as follows:

Jun 3	Brooks/Lot 535			
	1927 Tourer by Regan	GYK28	YH6969	£26,000
Nov 20	Christies/Lot 178			
	1923 Tourer by Cockshoot	71A3	N116	Not Sold
Dec 4	Brooks/Lot 1906			
	1928 Doctor's Coupe by Thrupp & Maberly	GUJ48	UC4200	£24,000

## Ah! Those were the days!

Mike Carter's tenth auction at Alexandra Palace on the 11th May 1977 was a red letter day for anyone seeking a Twenty - seven examples of the model being on offer in the sale.

First out of the blocks (Lot 1) was a very late model, GVO55. This was a pretty and well maintained 1929 Faux-cabriolet with dickey coachwork by Windovers. Michael Sedgwick said it was a gem both aesthetically and condition-wise and it went through the sound barrier (as Veteran & Vintage magazine described it) selling for £10,000. This was a record at the time for any Twenty and it compared favourably with a 3-litre W. O. Bentley that was only bid up to £9,800 and a Phantom II that sold for £5,000!

None of the other six Twenties managed to sell. You may be interested in the details:

Lot 12	GBM42 FW286	1928 Sedanca by Thrupp & Maberly	Top bid
			£7,700
Lot 21	GMJ48 YF3907	1926 Rebodyed Tourer	£5,750
Lot 41	GH27 XR2983	1924 Coupe by Park Ward	£6,000
Lot 43	GUJ68 YU829	1927 Saloon by Windovers	£5,500
	Unknown	1928 Fabric Saloon by H. J. Mulliner	£5,700
	Unknown	1926 2-Seater F/H Coupe	£5,500

It was another thirteen years before seven Twenties appeared in any one auction. Sotheby's sale at The Hunt House on the 15th June 1990 was the occasion and, I believe, all seven cars sold. The top price being £41,000.

## The Winners at Towcester July 1st 2001

### Class 5

- 1st **Brian Packman**  
1926 Allweather by Salmons (GCK65)  
2nd **Tod Marshman**  
1926 Tourer by Barker (GSK80)

### Class 5 Elegance

- Tod Marshman**  
1926 Tourer by Barker (GSK80)

### Hugh Keller Trophy

- Alistair Reid**  
1923 Dr's Coupe by HJ Mulliner (66H5)

Alistair Reid won the Hugh Keller Trophy (Highest Annual Mileage in a 20hp) with 3,460 miles or thereabouts.

I hear a close third in Class 5 was Graham Moore with GWL16.

Another Twenty owner to win an award in another class was Ivan Odds (77A6 & GNK59) - Class 1.

Twenty owner Derek Harris (GBM75) was awarded the Edward Harris Trophy for outstanding services to the Club.



No - that one's not ready, I haven't wound the mileometer back yet

## Sir William Morris and Sir Henry Royce

G. R. N. (Neville) Minchin owned 154 cars and when asked what one was his favourite, he found it difficult to give a precise answer saying it was between five cars, one of which was a 1929 Rolls-Royce 20hp.

He met and knew many famous people and the following story about Sir William Morris, later Lord Nuffield, may be of interest to you.

It was on a trip to the South of France in 1925 with William Morris (before his knighthood) and Neville takes up the story ..... *At the end of our time at Cap Ferrat I was due to go over and stay a few days with Mr. Royce at his villa at Le Canadel. Morris expressed great interest in this for he said that Royce had always been his guiding star technically. Whenever he was in doubt about a piece of design, his method was first to see how Royce accomplished it. I found that the two had not met and Morris said he would much like to meet Royce if I could arrange it. Royce was an invalid and saw very few people, but I said I thought I could fix it.*

*On February 27, 1925, at the Beau Rivage Hotel at St. Raphael, I felt very proud to introduce the two men. They had much in common, having both made very similar starts to their lives.*

*When Royce heard that Morris had with*

*him his first six-cylinder car he expressed a desire to inspect it. Criticism from the finest designer in the world of six-cylinder cars was just what Morris desired, and the two disappeared. At lunch time there was no sign of them, so we set out to search. In the hotel garage the front wheels of the Morris car had been run up on to a large balk of timber, and lying flat on their backs with their heads underneath the engine we found the two men in deep conversation. What is more, we could not dislodge them, but I knew a method of doing so.*

*It was necessary for Royce to take with him everywhere his faithful nurse and she was tougher than steel when it came to a matter concerning "R's" health. I fetched her. "Come out. Mr. Royce," she commanded. "No nurse, not just yet, we are examining a very important part." "Come out at once, Mr. Royce," and meekly the great man obeyed.*

*I do not know if the two men met again, but somehow I don't think they did.*

\*\*\*\*\*

Taken from *Under My Bonnet* written by G. R. N. Minchin and published by G. T. Foulis & Co. Ltd in 1950. Neville Minchin owned GFN8 - a car now owned by Roger Bunn.

## Your E-mail Address please!

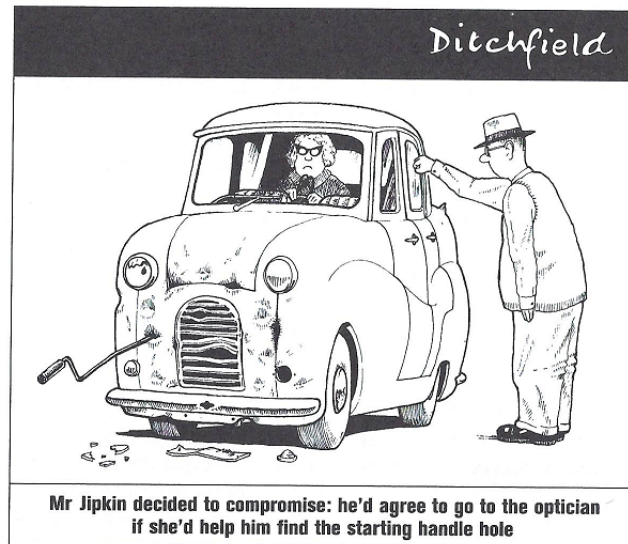
It is with some loathing that many of us older ones are having to accept a new age of technology.

Computers, e-mail, the internet, mobile phones, digital cameras and personal organisers are in everyday use to the next generation whilst many of us still struggle to set the video!

Electronic mail (e-mail) has many advantages over ordinary mail (it has many disadvantages too), but The Twenty Register will be keeping an e-mail address book of its members that will eventually be incorporated into the Members List that you already receive. You will then be able to contact other members at the drop of a mouse!

The compilation of such an address book cannot be done without your help. Please therefore email your address to

rrec20register@yahoo.com



## 20 hp Engine Overhaul Made Easy

by Ted Kelly

Should the need ever arise for a complete engine overhaul, forget all the guff about seminars, John Fasal's *Twenty* book, etc. etc. and instead follow my foolproof simple rules.

1. Hire a portable hydraulic engine lifter and fit a special lifting beam to the three rocker cover bolts. Remove the engine with the help of a family member who must have the strength of a gorilla and the agility of a cat.
2. And probably the most important - inform at least two members of the Twenty Register that you have an engine on the bench awaiting overhaul.
3. Go to bed early that night.
4. Next morning at first light you will be awakened by a loud knocking on the door by the two members carrying enough tools and test equipment to launch a rocket into space.
5. Once inside the garage you will not be allowed anywhere near the engine, so keep the tea coming and ignore completely all the sharp intakes of breath and the continuous tut, tutting. You now take three paces back and get on with the technical stuff like phoning other twenty members for further advice and consolation.
6. After several months, you will have re-mortgaged your house to pay for all the parts required. The team then get going with gusto and you will not be allowed to clean any really filthy parts.
7. When the engine is re-assembled, re-hire the engine lift and have a photograph taken of yourself with dirty hands lowering the engine into the chassis. You now announce to the world that you personally have overhauled the engine. This system is only foolproof if you live within travelling distance of Fred Williams and Graham Moore and can remember the telephone numbers of David Else and Marc Nagy!

### Can you help?

You will find an insert with this newsletter asking you for a donation to the Twenty hp Register.

As you know funding for the Register Newsletter comes from members such as yourselves.

Any help by way of a contribution is much appreciated.

## The 20hp Visit to the Loire Valley June 2001

The majority of Members motored down from Caen, having caught the overnight ferry from Portsmouth. Dieter & Helma Bartz in their 1923 20hp (56 S 6) from Hasselroth in Germany, having taken the train ferry to Bordeaux, then motored 1000 km to Azay le Rideau to join us.

Jean-Pierre Mueller and his charming wife, Alexandra, joined us from Switzerland in their 20hp (GKM 22) and David & Diana Jones from Australia, having borrowed Brian Staples 20hp (GZK 39) joined the group in Portsmouth.

Members started to arrive at the Hotel Val de Loire in Azay le Rideau from around mid-day - with one exception all arrived without problems, but Michael & Pat Crees (GLN 26) had their usual puncture en route but they soon changed wheels and arrived in time for a late tea.

Two 20hp were 'sick' and were unable to appear - the first being Keith Jay's Coupe Cabriolet which was undergoing a complete engine rebuild, its first in 42 years and 100,000 miles - the second being Cyril Westin's 20hp that had been experiencing serious oil pressure problems and which at the time could not be resolved (this has since been

achieved and his 20hp is once again up and running in fine form). Liz & Stephen Edwards having sold their 20hp, were all set to appear in their P1 but it failed to be returned in time from the restorers.

By 6.00 on the first evening, all the members, with two exceptions, had arrived, and we visited the Hotel de Ville for a reception by the Mayor who made us most welcome. The local wine flowed freely after which we strolled gently to Les Grottes Restaurant for the first of five dinners we were taking there. The choice of menus was excellent and the food beautifully prepared, presented and enjoyed by all the members. Nightly the Good, The Bad & The Ugly presentations were held - needless to say every car owner on the event received an award - a bottle of local sparkling wine - five being presented over 5 nights.

Tuesday after a leisurely breakfast, the members drove to Chateau Villandry to view the beautiful gardens - special reserved parking had been arranged - after the visit members made their own lunch arrangements - some picnicked, others had sit down lunches. By 2.30 the 12 specially selected Motor Cars were parked on the forecourt courtyard of The Chateau

Azay whilst members viewed this interesting building - after which many members wandered back to the hotel for tea, exploring the delightful village en route. The Village Centre with its bars and cafes, as was the Hotel de Ville, was less than 250 yards from the Hotel, where there was secure enclosed parking for the Motor Cars.

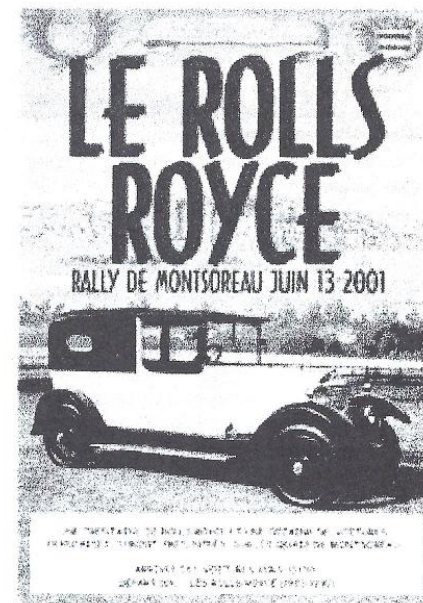
Wednesday saw another warm and sunny day - we drove in convoy to Montsoreau, on a route carefully prepared by Derek & Joan Berwin, who had arranged for us to join the local Citroen Motor Club on the banks of La Loire for a Reception by the Mayor and a picnic lunch - wonderful local wine and food, with the specialities of the region being offered - yummy strawberries marinated in local sparkling wine.

Considerable interest was shown in both marques of the Motor Cars displayed. By 3.00 there was a light shower, so people made their way homeward, a few members visited the local wine caves and spent a most pleasant 30 minutes seeing and sampling.

I should mention that David & Jill O'Connor were late arrivals, as David's 20hp had failed to proceed within 100 miles or so of his home, the Motor Car was transported back to his home, and the next day he drove in his Mark VI Bentley - with Jill naturally - and caught the ferry & joined us on the Tuesday whilst we were visiting

Villandry - we were all naturally delighted to see them.

We are most grateful to Derek & Joan Berwin for arranging and organising a superb day with the drive/route and happenings in Montsoreau - a suitable presentation was made on the day to them. However there were many other very kind jobs undertaken by Derek & Joan during the holiday which were very much appreciated. These included ordering and collecting the specially prepared platters with the canapés for the Saturday night reception, and organising the majority of the food for the Sunday picnic.





Thursday was a free day for members to do their own thing - this was also one of the two evenings when members made their own eating out arrangements.

Friday was the coach Trip to Tours - enjoyed by all but the return (solely due to the coach company not having an earlier available coach) was a wee bit too late, leaving Tours at 7.00 whereas 5.30 or 6.00 would have been better.

Saturday was another free day - at 6.00 there was the Mascot Competition - the Mayor had most kindly agreed that we could park in the area immediately in front of the Hotel de Ville - when we arrived with the food and drinks, the Deputy Mayor was there to greet us and insisted we use the Reception Hall in the Hotel de Ville - what a wonderful gesture and so lucky, as by 6.15 the heavens opened and once the judging was finished, everyone retired to The Hotel de Ville for the party - we had invited local householders who lived immediately adjacent to the hotel to join us as a good will gesture. A wonderful time was enjoyed by all - unlimited champagne, superb canapés - the chef/owner and his wife and staff from our nightly Restaurant joined us, as did the family who owned the Hotel where we were staying - they simply locked up and came along!

A charming speech was made by the Mayor and a further presentation made to him by Keith Jay on behalf of the

Members - The Mayor kindly presented Keith with several gifts of the Town.

By 8.00 the rain had stopped, the members had departed and this was the second night when members made their own eating arrangements.

Sunday was overcast, by 10.00 most of the Members had driven to The Museum Maurice Dufesne - just 5 km away - special parking had been arranged within the grounds.

A picnic had been planned under the trees in the Museum picnic area, but an overcast sky with possible showers (it was quite chilly under the trees) necessitated action by our leader. Keith discovered there was a large reception and party room attached to the on-site Restaurant. After suitable negotiation, it was agreed we could have the use of the area - round tables, plenty of chairs, paper table cloths, everything was set out and by 12.45 lunch was ready - the members helped themselves and all enjoyed the excellent spread.

Ludo Pivron with his charming wife joined us for the day - we were delighted to see them, they had driven from Paris specially to join us.

After lunch members were invited to help themselves to any food or drink remaining, for their picnic on the following day on their drive home - needless to say almost everything went.

Prior to Lunch M. Maurice Dufesne most generously gave us 8 bottles of Champagne, which we all enjoyed prior to the meal.

In the afternoon some members returned to have a further look at this unbelievable Museum - by 5.00 most were back at the Hotel.

Unfortunately one member, Alan Highfield, was taken seriously ill on the Saturday and was put in intensive care in the main Hospital in Tours.

Keith visited him early Sunday morning with Alan's brother in law, and was back in Azay by 8.30 with work to do! In the late afternoon he phoned the Club insurers and was able to arrange for the recovery of Alan's 20hp. Knowing Alan would be in hospital for at least five days, he arranged for the 20hp to be delivered to his home in Bognor Regis. The car was duly delivered there three days later - well done Richardson Hoskin.

We are pleased to report Alan is now home and is making a good but a slow recovery - Keith still has his 20hp at the time of writing!

On the Sunday evening the Owner of the Hotel gave us a Drinks Reception and thanked us for being such excellent guests, with an invitation to return in the future.

At Restaurant Les Grottes there was a Gala Dinner - they had provided a superb four-piece group - excellent lively music - members were dancing

in the aisles. A special presentation was made to John & Antonia Kellet on the occasion of their first wedding anniversary. John & Antonia most generously provided petit fours for all after dinner.

Due to health problems on the day of departure at the start of the holiday, Ted & Pat Kelly were unable to join us. The first Monday of the holiday was the actual day of their Golden Wedding - a suitable card was signed by all and a very large bottle of best French brandy was kindly delivered to them by Graham & Mary Moore within days of their return home. Pat & Ted most generously made a donation towards the picnic on the Sunday - that was one of the reasons for such a wonderful selection and choice.

The winners of the Mascot Competition were Mary & Graham Moore with 2nd place going to David & Lorna Wickers. For the non 20hp cars, James & Julie Nightingale were the winners with 2nd place going to David & Jill O'Connor. In future years those members who do enter the Competition, will be parked together.

In all, a superb event, at modest cost - £245 plus ferry - an excellent Hotel, very much family run, with nothing too much trouble - wonderful restaurant - Les Grottes - a warm welcome by The Mayor and all the Town People of Azay le Rideau - in the main, delightful weather and finally charming company of fellow Club Members with the best Motor Cars in the World.

## Twenties in the Loire - June 2001

Here's a list of the Twenties that participated in the Twenty Register Rally to the Loire last June.

Late problems with a number of cars or their owners depleted the list a little. Cars that didn't make it having previously been booked included GMK4 (Ted Kelly), GYK59 (Cyril Westin), GHJ40 (Keith Jay) and GWL8 (David O'Connor).

1923 Sports Saloon by Cooper - Dieter Bartz	56S6	-
1923 Limousine by Barker - Eddie Defains	GH25	J12
1924 Saloon by Hamshaw - David Jones	GDK52	NR5492
1925 Saloon by Hooper - Tony Osborne	GPK38	YP5705
1926 D/H Coupe by Barker - David Jones	GZK39	YO8391
1926 Saloon by James Young - Alan Highfield	GZK51	YP3770
1926 Landalette by Carbodies - Pat Hemmings	GUK19	FY9649
1926 Drophead by Compton - John Watkins	GYK30	TXT501
1926 Limousine by Hooper - Trevor Baldwin	GMJ10	RU4566
1927 Shooting Brake by McLeod - David Mitchell	GHJ15	NS2435
1927 Coupe by Park Ward - Tod O'Donoghue	GHJ50	J19
1927 Coupe by Maddox - David Wickers	GAJ27	KW2084
1928 Weymann Saloon by H. J. Mulliner - John Kellett	GXL50	UO5214
1928 Limousine by Park Ward - Graham Moore	GWL16	TU8884
1928 Cabriolet by Barker - Tony Creasey	GBM39	YX4095
1928 Cabriolet by Barker - Jean-Pierre Mueller	GKM22	ZH5947
1928 Saloon by Binder - David Else	GKM30	DS9341
1929 Tourer - Mike Crees	GLN26	UL3347
1929 Saloon by Park Ward - Ron Monks	GEN26	DS9299

*'The square wheel is located below the luggage compartment' - from the 1970 Simca 1100 Driver's handbook*

An Irishman, overheard in a pub on being asked what he thought of the Renault 5:  
*"They're innocent!"*

The Derby Phantom Register rallied to the Loire in May 2000. On that occasion a solitary Twenty joined its big brothers - GTM3, driven and owned by Nicholas & Suzanne Finch.

## For Sale and Wanted

### Wanted

Nickel Silver radiator mascot for 20hp.  
Peter Ponsel (Denmark)  
email: ponsel@wanadoo.dk

### Wanted

Central bolt for the spare wheel carrier for 1923 20hp.

Engine undertray for 1923 20hp chassis No. 84K9. It is the longer (B) type. Parts book page 130.

The figure of 8 shaped bracket which supports the battery cable on the chassis cross member. F51664/6a.

Brendon Boyle Tel: 01379 852612  
email: panacea@doctors.org.uk

### For Sale

Late cylinder Head - tested etc.,  
Piston set 40 thou o/s - new rings  
Side lights (nickel)  
Side lights (painted)  
RB60s - newly plated  
Front wings, aluminium  
Radiator town cap  
Charles Master Curtis  
Tel: 01752 361710

### For Sale

20hp Boa Constrictor windhorn, brass, good condition, needs black paint or nickel plating. £210.  
Lucas oblong vacuum windshield wiper, good condition. £130.

Oak running board tool box. £200.

Rear trunk 90cm x 45cm x 50cm

Vacuum gasoline pump for 20hp (rectangular housing only).

Peter Ponsel (Denmark)  
email: ponsel@wanadoo.dk

### For Sale

Servo type gearbox for late 20hp or early 20/25hp. £425.

Braked type front axle for late 20hp or early 20/25hp complete with brake mechanism, drums, hubs, etc. £550.

Also numerous engine parts.

Nick Channing Tel: 01306 627300  
email: nickchanning@aol.com

### For Sale

E52018	Ring spanner	£25
E17488	Box spanner	£30
G52664	Box spanner	£30
G51004	Rear axle	£35
G51001	Box spanner	£30
F51960	S/E spanner	£45
F51962	S/E spanner	£35
F51936	S/E spanner	£25
F51935	S/E spanner	£25
F51934	S/E spanner	£25
F51933	S/E spanner	£25
F51754	C spanner	£30
E6258	C spanner	£30
G3425b	Hub tool	£25

Tools for other models also available.  
Kevin Metcalfe Tel: 01274 572456

### Wanted

Oil filler spout for late Twenty, part No. E51578a.

Ben Grew Tel: 01702 476982  
email: ben@grewb.fsnet.co.uk

### Wanted

Dynamo (3-brush) in working order for a 1928 20hp  
Kevin Shortis Tel: 01603 742012  
email: kj@wilco-fastfit.co.uk

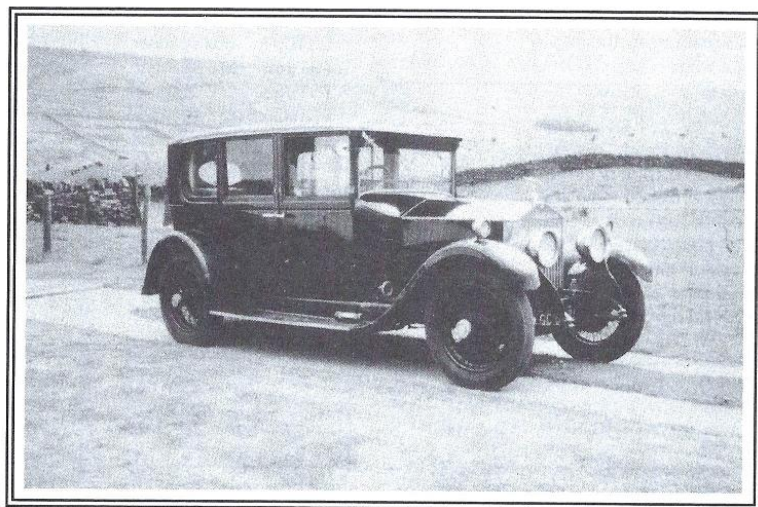
## The Twenty Register in the news!

The Winter 2000 issue of *Queste* magazine (No. 55) contained a full page report on the Register's trip to Portugal in May 2000.

Three photographs accompanied the article and if I'm not mistaken, the cars in the photos were Brian Thompson's 59S1, John Kellett's GXL50, Tony Porter's GCK46 and Tony Creasey's GBM39. No doubt you will let me know if I have identified them incorrectly.

In part, the report reads ..... *Twenty Rolls-Royce 20hp motor cars from the 1920s made a stirring sight when in the summer they bowled majestically through Portugal ..... Every detail had been meticulously planned over two years by Keith Jay of the 20hp Register .....*

## FOR SALE



1928 20hp Limousine by Thrupp & Maberly, Chassis GBM64  
Original condition. Present owner for last 40 years.

Tel: 01422 822531      £23,000

## What's Your Name?

You've read of all those Silver Ghosts with names like The Mystery, Silver Dawn, Silver Ghost and so on, but what about Twenties with names that sound equally grand ..... like Bessie, Daisy Belle and Ermintrude.

Well, here's a list of those discovered so far. Let the editor know if your Twenty has a name and we'll add it to the list.

Bessie	68H4	OK 9475
Daisy Belle	GDK52	NR 5492
Emilia	54S5	OK 9580
Emily	42G1	-
Ermintrude	GRJ64	HC 8193
Flivver	GCK63	ON 5233
Giovanna	GAK27	PD 9610
Henrietta	GBM75	YX6500
James	GFN59	-
Jam Roll	GVO40	OU 2938
King William	GVO8	KW 7407
Lady Deborah Jane	GLN58	RU 9269
Lady Maud	-	XW 298
Lady Sarah	GEN78	UU7 166
Lydia	GEN16	TM 6019
Peacock	GWL30	XV 1247
Primrose	GUK71	RA 333
Sarah	GXL50	UO 5214
Vicky	GHJ15	NS 2435
Victoria	60H4	OL 2237

"This bus going to City Centre?"

"No, man."

"But it says 'City Centre' on the front."

"Man, it says 'India' on the tyres, but we're not going there."

Autocar

\*\*\*\*\*

A white horse walks into a bar and the barman says to him: 'Hey, we have a whisky named after you.'

The horse replies: 'What? Eric?'

## Twenty Snippets

Watch out for GXL73 in a forthcoming episode of the TV soap *Emerdale*. J. Horsfield recently spent a day filming with his 1928 Tourer.

Authenticity seen at Harewood - Three old packets of Players cigarettes in the back of Terry Scott's 1926 Saloon by Park Ward (GUK18).

Eat you heart out Ferrari!  
Your editor is aware of a 6-litre Riley special racing car with a De Havilland Gypsy moth engine powered through a Rolls-Royce 20hp gearbox! We'll let you have more details in a later issue.

*Top Marques* of Honiton, Devon, make 1/43rd scale die-cast models. They include a number of Twenties in their range of Rolls-Royces and each is based on a real car.

Here's the list:

- RR1a GOK48 (light blue)
- RR1b GOK48 (maroon)
- RR9d GCK32 (2-tone blue)
- AS2a GAJ15 (red)
- AS2b GKM79 (red)
- GAJ 42
- GZK 39
- GRJ 47

Articles are always required for future publications of the *Twenty Newsletter*, particularly those of a technical nature. If you have anything that you feel would be of interest to other *Twenty* owners, please let your editor know.

Stuart Hogg's 1928 Limousine by Park Ward (GXL15) was originally owned by Princess Victoria. In the windscreen Stuart often displays a Christmas card, dated 18th December 1910, sent by the Princess following the death of her father, Edward VII.

*Ballade en "Twenty" dans la Vallée de la Loire* - A report on the 20hp Register's rally to the Loire appeared in the French Section's September/October 2001 "Le Bulletin".

It included a picture of a column of Twenties (led by GUK19) at Azay-le-Rideau.

Can you help?

If you have any contemporary photographs of Twenties, or any that were taken in the fifties or sixties, and you would be prepared to loan them for inclusion in a forthcoming book on the *Twenty*, please contact Ben Grew (address can be found on page 3).

The pick-up for a Watford RO1 magneto is available from Independent Ignition Supplies, Myrtle Street, Appledoe, Bideford, Devon, EX39 1PH. Tel 01237 475 986 or you can order online at: [www.magneto.co.uk](http://www.magneto.co.uk)

The owner of a full set of 20hp tools is looking to sell them as one lot. Not cheap but Kevin Metcalfe (Tel: 01274 572456) can give you details.

## The Twenty in Verse!

Miraculous Motors and Gorgeous Cars  
Are the envy of all in the Trade  
And the topic for salesmen who prop up the bars  
In the places where bargains are made.

They've M.G.s by the score and Lagondas galore  
And Bentleys both early and late,  
Of Bugattis all main types, Invictas with drainpipes  
- Or so their advertisements state.

To see is to try and to try is to buy,  
Such snips so they say can be met there;  
If you rush there next morning, take heed of this warning,  
All these cars will be sold when you get there.

You will find an old shed where rain leaks on your head,  
And a Special more dead than alive,  
An indigent *Twenty* with sorrows aplenty  
(They call it a fine *Twenty-Five*).

Theres an engineless Mouse at the back of the house,  
Half a Jeep and a bicycle frame,  
And that, chum, is the lot that these merchants have got;  
Now hear their director declaim:

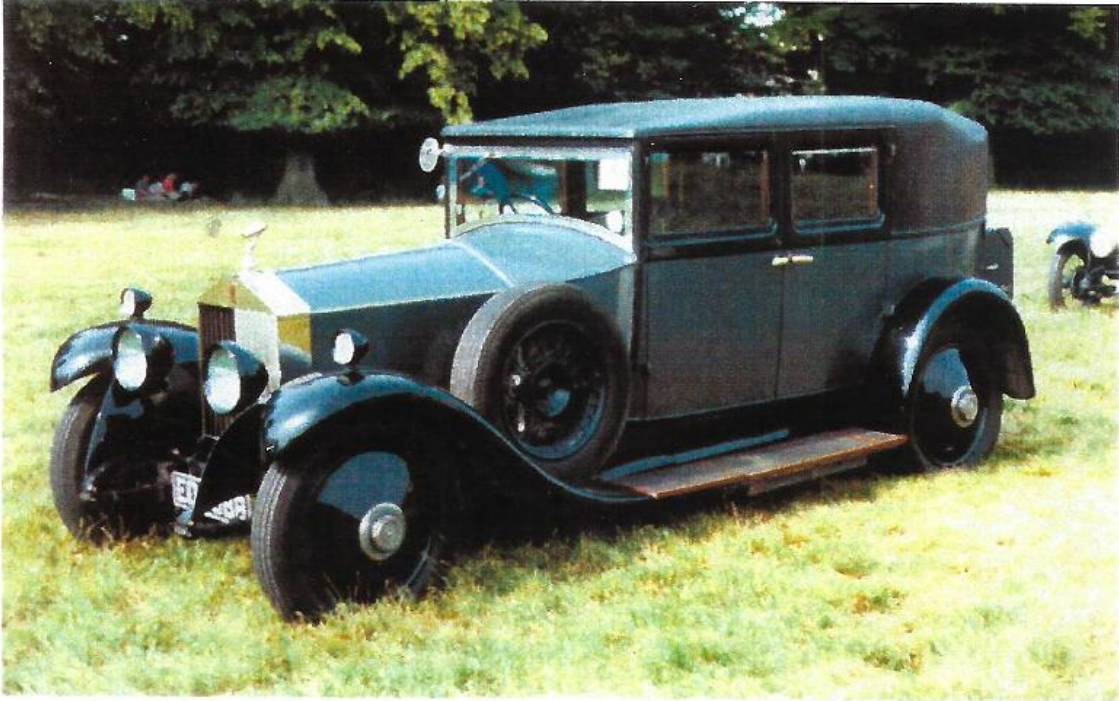
A Colonel R.E. bought the Blower M.G.  
And a Groupie the Bug what a car  
We've just sold the 8-litre to dear old Sir Peter  
And the Rolls to a radio star.

We've a Trojan due in and it motors like sin  
But that Special you cannot go wrong;  
Just you try her, old boy, she's a positive joy  
At eight hundred no more than a song.

As you leave, render thanks that these titles and ranks  
All your efforts to buy can forestall,  
For the car in the picture, undeserving of stricture,  
May have never existed at all.

Miraculous Motors and Gorgeous Cars  
By some are regarded as cads,  
But how great is our pleasure in reading at leisure  
Miraculous Gorgeous Ads.

From *Collected Motor Verses* by W. H. Charnock 1959



Top is GFN40, a 1928 Weymann Saloon by Hooper photographed at Blenheim Palace on the 28th June 1992.

The lower photograph is Tom Atkinson's 1926 Saloon by Park Ward, Chassis GCK 43, Regn YM9546. Tom bought the car in the 1960's and no photograph of it has ever appeared in any publication.