



ROLLS-ROYCE ENTHUSIASTS' CLUB

for Rolls-Royce and Bentley owners



The Twenty Newsletter

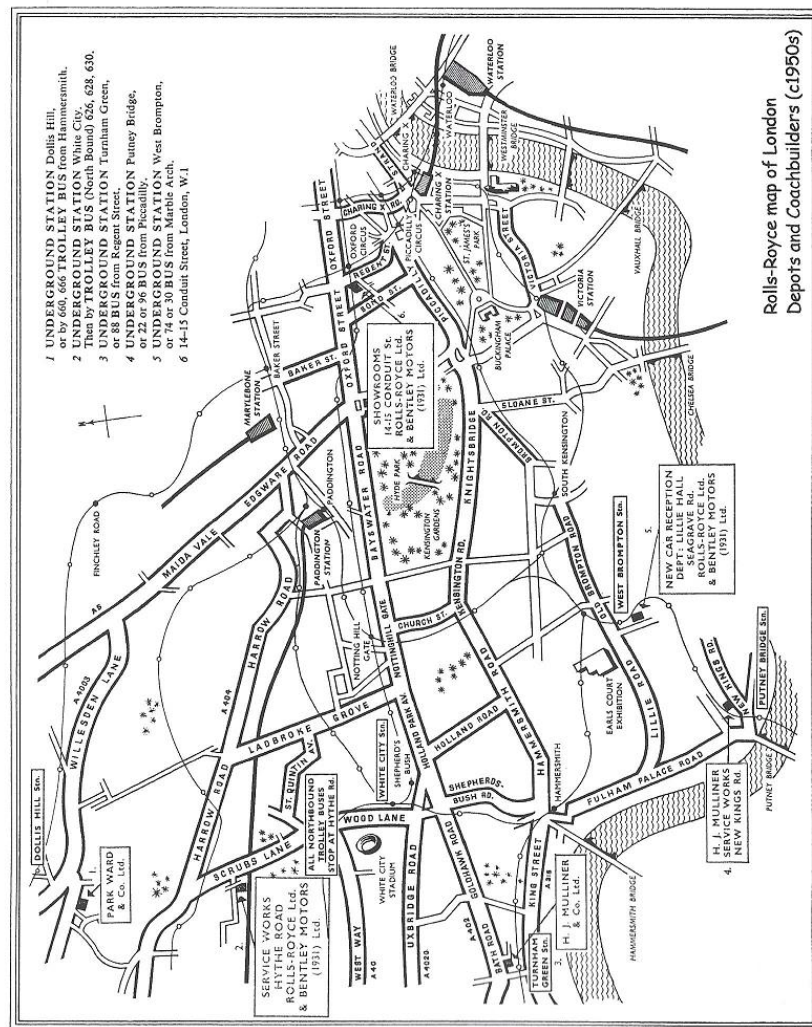
for the 20hp Register

Number 12

August 2002



Mark Miller's 1928 Landaulette by Hooper (GYK43) photographed at Leeds Castle where it was one of 49 Twenties gathered to celebrate the 80th Anniversary of the model. Note the artillery wheels.



Rolls-Royce map of London
Depots and Coachbuilders (c1950s)

THE TWENTY NEWSLETTER

Number 12

August 2002

Registrar's Ramblings

The Twenty Newsletter is published 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.

Time and Changes - with every day one gets a little older, usually in the earlier years in one's life it does not seem to matter, unfortunately it seems that when one is in their seventies and eighties, due to reduced mobility and limbs which are not quite so flexible, a decision has to be made whether one is able, although willing, to drive and enjoy their 20h.p

Alas, several members - who have been good friends of the Register - have reached this point and have very reluctantly decided to change to a more modern automatic Club Car so they can continue to drive and enjoy Club and Register Events.

Fortunately provision has been made in the Guide Lines of The Registers for them to continue to belong to and enjoy their Register activities.

There are now several delightful motor cars - most in superb order - in the upper price range - available on the market - if you are genuinely interested, please give me a ring and discuss what you are seeking - and then

if it fits what is available, I will pass your name and telephone number onto the Member who has the motor car for sale. Under no circumstances will I disclose the Member's/Owner's name to inquirers.

The 80th year at Leeds Castle attracted 49 20h.p motor cars and nearly 130 other club cars. A full report will hopefully appear in the Register Newsletter and the Club Bulletin shortly.

The trip to Portugal has not attracted the number of entrants, which were anticipated - with the promise of a superb event in which, hopefully, nothing has been overlooked, there are still over 50% of the rooms/ferry reservations available. If you are interested, ask me for the entry form - bookings close 10th September when our options expire. The cost, including the ferry, upgrade cabin, and all meals on board plus dinner, bed and breakfast for the whole holiday and afternoon tea daily works out at less than £100.00 per person per day. Several lunches are included as well as coaches as and when required.

This will be the last big holiday tour which I will be organizing as Registrar of the 20h.p Register.

Hopefully it will be the best ever and surpass all previous holidays/tours.

I was sorry to hear that Tony Kemsley, a most enthusiastic member, has had major surgery and is now residing in a Rest Home. Many of you will remember Tony in his electric buggy - he never failed to miss a National. A

very gifted and able man, who did much of his own work on his 20h.p and he always towed his caravan with his motor car to the National. May we wish you a long and happy stay in your new Home.

The Golden Jubilee Parade at Windsor in front of Her Majesty The Queen was superb and I understand we have been invited to return to do a repeat in 10 years time, on her Diamond Jubilee.

I am pleased to tell you my 20h.p has completed the running in after the engine rebuild - the difference is very noticeable and the motor car is very much faster - almost too fast! So far have attended The French Fougere Rally in late May, failed to manage the RAF Benson near Oxford, The Brugge/Holland Trip, plus several other events - over 21 events for the season and have covered 2100 miles plus since April.

When we display our motor cars and the Public has access to view them, it would be a pleasant gesture if some information could be displayed about your motor car.

I have a typed A4 sheet, printed clear and bold, mounted inside an inexpensive picture frame - with an eyelet hook either side on the back, a short piece of cord - and it easily hangs around the base of the mascot and the picture frame rests on the slats, just below the radiator.

Easy to display and you have told all about your motor car.

The holiday in Paphos in October is well supported and has all the signs of being an excellent event - even without Club cars!

Does any member have ideas or experiences on how to stop the nickel radiator on the 20 tarnishing when it rains - the acid rain takes a very long time to remove. I know how to clean it but to stop it being affected by the rain is the question.

My recent appeal for a starting handle for my 20 brought a wonderful response - many thanks for helping me out. It would appear that when members need an item - TELL someone - even a small free [under £200] advert in the Advertiser can bring results - the members were very fair in their asking price, the dealers over double!

Applying Rain-ex or similar to all the windows of your 20h.p motor car is well worth it - as I have no wipers fitted, I find it works superbly - both inside and out on all the windows.

In line oil filters - after seeing the amount of sludge in the sump when my 20 was rebuilt - I would strongly recommend the fitting of one - various ones are on the market, fairly inexpensive and easy to fit. The actual replacement filters are under £3.00 each and they definitely do a worthwhile job. But having a filter fitted certainly does not mean you should leave the oil changes for any

greater length of time - I do mine every 1500 miles and before tucking the 20h.p up for the winter.

If you have problems, ask and there is always someone who can help - after 80 years all the problems have arisen, so someone should know the answer. Do not forget the Technical Seminar on 14th/15th September - details from Hunt House.

Finally I am delighted to see younger members joining the Club and the Register with their 20h.p - several have young children - may I welcome you all and with enthusiastic people like you, and with your children - it bodes only good for the Club & its future.

Wishing you pleasant and safe motoring in your 20h.p

Keith Jay, Registrar.

The name Goshawk was not used solely by the Company for the 20h.p. When authorities in France demanded that all Company products carry details of car weight and engine data, the 1938/9 Wraith [WXA 107] for the French & Swiss Motor Shows had a plate fitted to the bulk head naming the Wraith "Goshawk" and showing the required details along side it as required by French law. And did you know that there were four different designs made for the Luggage Rack on a 20h.p., depending on your chassis number.

KJ

Malaysia - Truly Asia

by Stuart Timmins



On Friday, 28th September 2001, our 1926 Twenty Tourer GUK61 was delivered to Southampton Docks and carefully placed on the Hyundai Roll-on Roll-off Ferry bound for Kuala Lumpur. Already, the efficiency of the Peter Cameron Team was evident and despite the clamour of a number of entrants and the Times Newspaper, we had no qualms and were intent upon enjoying ourselves.

Detailed information and Route Sheets, beautifully illustrated by Diana Cameron were given to us and it was evident that 90 plus

cars were involved. In addition to eleven Silver Ghosts entered, there were five Twenties as follows:

Larry & Daisy Lim	1926 Tourer	GZK20
Richard & Christine Pascoe	1926 Tourer	GCK
Stuart & Rosemary Timmins	1926 Tourer	GUK61
Etienne & Lily Veen	1926 Drop-Head Coupe	GK82
Michael & Beverley Osborn	1927 Doctors Coupe	GRJ47

Flying from Heathrow with Malaysian Airlines on the 24th October, we arrived at Kuala Lumpur mid morning on the 25th. We were immediately shepherded to the stunning VIP quarters reserved for Royalty and Heads of State. We did not see our luggage until we arrived at our sumptuous hotel, Palace of the Golden Horses. On Friday, 26th, we were bussed to Port Klang, some 30 miles away, to retrieve our cars and had our first taste of the support we were to receive from the police motor cycle escorts. Being one of the slower cars, we had two motor cyclists allocated to us; one in front and one behind, ushered into the third lane of a motorway (they drive on the left too) and driven in grandeur all the

way to KL at all of 45 mph. The temperature was hovering around 36°C. That evening, dinner was hosted by the Minister of Culture, Arts and Tourism and it was becoming very obvious that the Malaysians were most proud of their country. A few of us were privileged to have drinks with the King in a nearby bar (apparently he owned the hotel!) before the official celebrations.

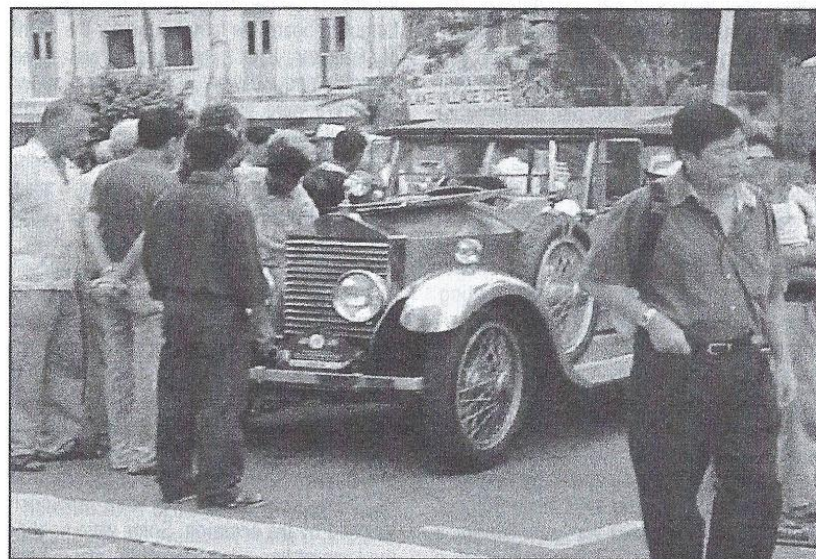
The following day, we drove to the newly built federal capital, Putrajaya, and on to the Sepang Formula One circuit where we were allowed two laps and off to a splendid buffet lunch. Sepang is all that the racing drivers say quite superb. That evening, our

reception was on the 45th floor of the Petronas Twin Towers, the highest buildings in the world. A thunderstorm was taking place outside so an outside window wasn't quite the place to be. This was followed by a concert given by the Malaysian Philharmonic Orchestra.

On Sunday, we were given a day in town parking the cars around Lake Symphony and adjacent to the Twin Towers. I'm not a city lover but have to say that Kuala Lumpur is a staggeringly beautiful city. In the middle is the cricket pitch flanked by the mock Tudor style Royal Selangor Club and the Law Courts, an imposing Moorish style building. There are colourful gardens and opposite, the neo-Gothic St. Marys Cathedral where

one of our party was married. The railway station is pure Victorian but seemingly covered and surrounded by arches, minarets, spires and turrets and there is no chewing gum on the pavements! I felt that the architects in Birmingham, for instance, should have come here first.

Monday, 29th October was our first long drive as we visited Port Dickson and Melaka, 111 miles, for lunch. The roads whether they are main highways, country roads or jungle roads are all superb surfaces and petrol is a little over 20p per litre! On Tuesday, we were back in KL environs for a visit to the Royal Selangor Pewter Factory (it was difficult to escape without buying) and to lunch at the Carroosa Seri Negara, a



wonderful colonial building formerly the Governor of the Malay States residence. The reception that evening was at the British High Commissioners Residence. Our instructions stating dress formal were obviously not conveyed to the Commissioner whose wife was in bare feet. Well, I suppose it was hot. However, the drinks and buffet were excellent so all is forgiven.

Early breakfast on the morrow for the drive to lunch with H.R.H. the Sultan of Negeri Sembilang who really did put out the red carpet. Our instructions this day were 'casual but modest' and 'definitely no yellow', the Royal Colour.

Thursday, 1st November saw us driving to the Cameron Highlands with the temperature in the upper thirties. It was 110 miles to the coffee stop! Yes, team Timmins had already had a biological break! By late afternoon, we finally reached our hotel, the Equatorial Hill Resort, 5,000' up, after an exhilarating hairpin after hairpin, 2nd or 3rd gear, climb. Fuel evaporation was beginning to be our main problem, easily surmountable by having the bonnet open for a while. Dinner that evening was once again superb. Cooked by Felix the chef who was a Liverpool supporter and the nightly dinner concerts were getting better and better - a concoction of Malaysian dancing girls and that haunting song again and again, 'Malaysia Truly Asia'.

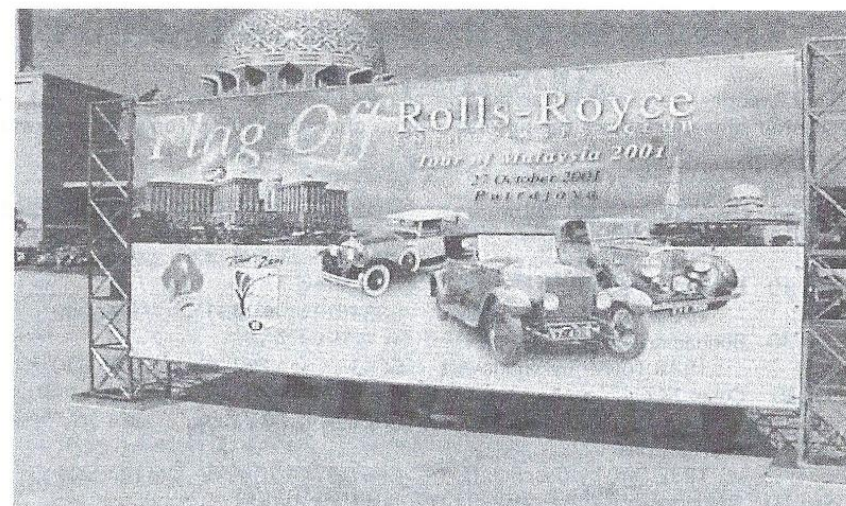
We left for Penang, 176 miles away, on Saturday, 3rd November lunching with H.R.H. the Sultan of Perak on the way. He went one better too by having a 60 piece Chinese Orchestra. On Sunday, we were given a tremendous welcome in Georgetown now a

World Heritage area. We returned in the evening to an amazing Chinese village supper in the 19th century Cannon Square. On many of these occasions we were given appropriate clothes to wear and here we attended in traditional and colourful Chinese silk robes.

I was pleased to have a little time on the 5th November to oil, grease and generally fettle the car. The 20's were all going well although I did experience trouble with the starter motor cork friction washer. My dear friend Jeremy Oates usually helps me with this problem but sadly, he was not there. However, Andrew Wood was, and ably filled the position and rectified the problem.

On Tuesday 6th November, we left Penang for the 116 mile drive to the Naval base at Lumut to board the ferry bound for the island of Pangkor Laut. This island was sheer paradise and we were able to relax for two days. We were housed in secluded private villas with an outside marble bath under palm trees in which there were pied hornbills and monkeys as well as coconuts. What a place to have a Blue Sapphire and tonic so we did!

A longish day on Thursday and after a leisurely breakfast, our boat took us back to the Naval Base where we picked up our cars and headed south for Kuala Lumpur, 147 miles, lunching on the way at a Palm Oil Factory. The Indian dinner that evening was again something else. Indian dancing girls this time after which our police escorts from KL were duly feted and were obviously touched by the occasion. Some were fighting the tears of happiness. Delightful people and



we had a lot of fun with them.

We were actually left to our own devices on the Friday so Rosemary and I decided to drive off to Frasers Hill, a notable hill resort 4,500 up. The guide book said 1.5 hours drive from KL, but after 2.5 hours we were still climbing through one hairpin after another in 2nd gear and in thick jungle. Perfect road surfaces again but we were beginning to think that this was all a little foolish. On our own with little or no traffic and no-one knew that we were even here. Rosemary was reading if one is observant, small animal life like monkeys and squirrels can be spotted while larger animals like the tiger and tapir, once common, are quite rare I noticed that it didn't say extinct!

Nevertheless I decided not to stop if I could help it and we eventually made it to the top. In view of the time, we had a quick lunch and

started the descent. So much easier and we were able to take 1.5 hours off our outward journey and actually had 30 minutes in hand before yet another evening extravaganza.

On Sunday, 11th November, we loaded our cars onto the Asian Vision at Port Klang in a temperature of 39°C. The Malaysian drummers and dancing girls gave us a final send-off as we left the airport. A 19 day epic of a tremendous Rally amongst the nicest people one could wish to meet in Malaysia truly Asia.

Footnote.

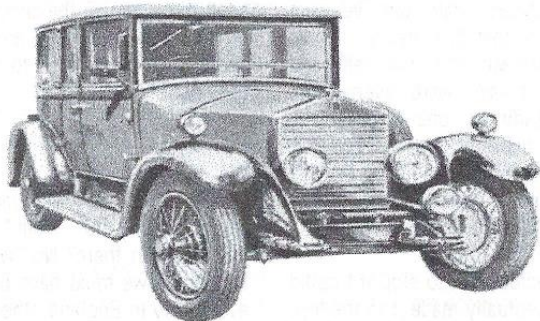
We finally collected our car in freezing conditions on the 11th December, not from Southampton but from Sheerness. Has anyone been there? No well don't! On our way home we must have been overtaken by every lorry in England otherwise the trip was cold and uneventful.

The Twenty at Auction in 2001

Ten Twenties were offered at auction houses throughout the world in 2001, a substantial increase from the miserable three offered in 2000. Top price paid was £40,000.

Results in 2001 are as follows:

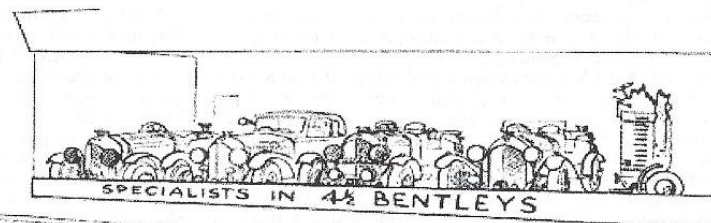
<u>Date</u>	<u>Auction house/Lot No.</u>	<u>Chassis</u>	<u>Reg'n</u>	<u>Hammer price</u>
Jun 14	Lambert & Foster/350			
	1927 Replica Tourer	GRJ78	DY4842	£23,000
Jun 30	Bonhams/709			
	1923 Tourer by Hamshaw	58S4	NR3311	£28,000
Jun 30	Bonhams/728			
	1926 Tourer by Windovers	GCK3	YN219	£40,000
Jul 30	Coys/147			
	1924 Drophead Coupe	EXL29	YV3444	Not Sold
Aug 4	RM Auctions/57			
	1932 DHC by Coachcraft	GMJ72	-	Not Sold
Sep 10	Shannons/53			
	1925 Sal by Martin & King	GSK31	-	A\$11,000
Sep 10	Shannons/52			
	1928 Saloon	GFN2	-	Not Sold
Sep 26	H & H/73			
	1929 Sedan de Ville	GLN62	UL2631	£22,000
Nov 28	H & H/81			
	1928 20hp Thrupp & M	GBM64	GC6631	£13,000
Dec 4	Christies/35			
	1923 Barker Cabriolet	GA71	-	£20,000



The Winners at Towcester June 16th 2002

Class 5

- 1st** Tod Marshman
1926 Tourer by Barker (GSK80)
- 2nd** Len Horn
1926 Tourer by Connaught (GZK71)
- Touring** Harry Sunderland
1927 Saloon by Hooper (GHJ42)
- Elegance** Tod Marshman
1926 Tourer by Barker (GSK80)
- Best Hooper body**
Harry Sunderland
1927 Saloon by Hooper (GHJ42)
- Hugh Keller Trophy**
John Eastwood
1928 Cabriolet by Thrupp & Maberly (GXL66)



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.

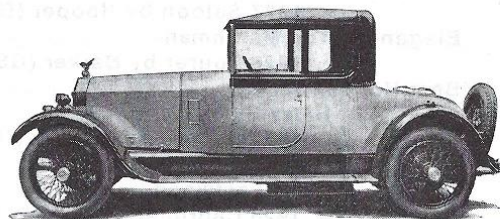
Any help by way of a contribution is much appreciated.

Reprinted from *The Autocar* December 18th, 1936.

Cheapest in the Long Run

What it Costs to Run a 20 h.p. Rolls-Royce 1924 Coupé : Total Running Expenses Over 250,000 Miles

ON returning to the car park after making a business call, I found my way blocked by a large blue coupé. Just as I was about to call the attendant a man rushed up, full of apologies for causing the delay. Only then did I realise that the coupé was a Rolls-Royce—older than the average, perhaps, but still a "Rolls," with body-work in superb condition.



Not too old-fashioned-looking, either.

I decided to postpone my departure for a moment or two. "Dare I ask if you keep a record of your running expenses?" I asked the owner.

"Well, I don't keep it in black and white, if that's what you mean—it isn't necessary. But I can tell exactly what the old bus costs to run, and you figure it out for yourself. Why do you ask? Thinking of buying a 20-25 yourself?"

"Er . . . No—not exactly that! Yet I shouldn't be at all surprised if my own 20 h.p. saloon costs almost as much to run as this coupé of yours. What m.p.g. do you get?"

"Between 24 and 25 m.p.g. of petrol, which I think is extremely good for a 1924 model. Yes, this one is actually twelve years old, with the original Barker body. As for oil, the engine uses about one quart in 3,000 miles, after which the sump is drained and fresh oil put in. Tyres are renewed every 20,000 miles; they'd probably do another few thousands, but I dislike driving a car with worn tyres."

"Believe me, sir, your m.p.g. is better than mine; tyres are about the same. How much do repairs cost each year?"

"Repairs? Why, I don't have any."

"But surely—how about decarbonising, and overhauls, and adjustments? You do a fairly big mileage, I suppose."

"About 25,000 in the year; which means that this coupé has already passed the quarter-million mark. The head comes off every six months—I have that done by a local man who usually charges about £4 for the job. Then every two years the car goes to the works at Derby for inspection

and overhaul. That costs me something in the region of £30. Apart from these items I've paid nothing at all for repairs or replacements or adjustments."

"Now, let me see: decarbonising twice a year is £8, and half £30 each year is £15—which means that £23 covers your repairs and overhaul for a twelve-month?"

"Correct."

"Why, I spent more than that last year on my car! But how about performance?"

"Ah! No doubt you could beat me on maximum speed. I seldom push the old car beyond 55 m.p.h.; but over give-and-take country I can average 38 m.p.h. hour after hour, all day long. The engine is particularly good from 30 up to 50 m.p.h., and I can regain a cruising speed more quickly than the average car on the road to-day."

"But your brakes—they only act on two wheels, I see."

"To be quite frank, that is the most surprising item in the whole car. You'll hardly credit it, perhaps, but my brakes are almost as good as those on cars built five years later. On a brake-testing machine my car shows up extremely well. The system is balanced at the works, of course, and with boldly marked treads on the wheels I can brake confidently on any surface. I'm never in difficulties as the result of lack of braking power."

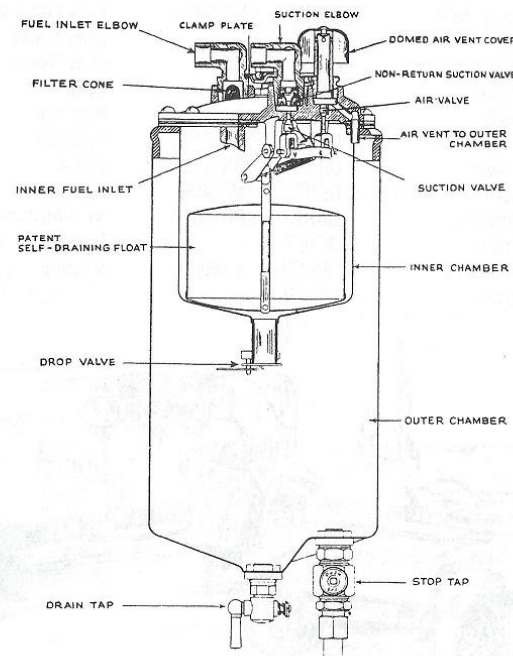
"And how do you estimate depreciation? You bought the car when new, I take it?"

"Yes; and at present the value is about £150, which means that depreciation has been roughly £100 per annum during the twelve years. If I had bought it second-hand—say in 1930 for £600—the depreciation would be only £75 per annum. How does that compare with you?"

"My friend—it compares so favourably that I'm going to look for a second-hand Rolls-Royce to see if I can run it as inexpensively as you can!"

W. A. G. M.

THE AUTOVAC MANUFACTURING Co. Ltd.



INTERNAL VIEW OF AUTOVAC

STOCKPORT

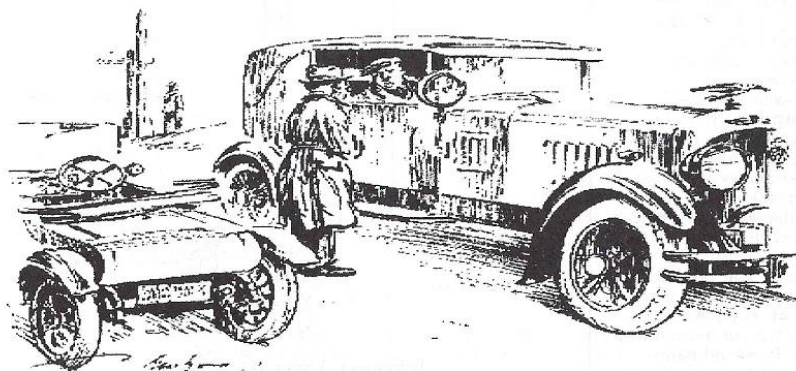
ENGLAND

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What's Your Car's Name?

We have received a number of additions since we listed the names of Twenties in the last Twenty Newsletter. Here's an up-to date list and please don't forget to let the editor know if you know of any other Twenties with names and we'll add them to the list.

Baps	GKM66	-	Jam Roll	GV040	OU 2938
Bessie	68H4	OK 9475	Josephine	-	G645-
Bimbo	GKM30	-	King William	GV08	KW7407
Daisy Belle	GDK52	NR 5492	Lady Deborah Jane	GLN58	RU 9269
Duchess	GA18	-	Lady Maud	-	XW 298
Duchess (The)	GH24	-	Lady Sarah	GEN78	UU7 166
Emilia	54S5	OK 9580	Lydia	GEN16	RR 5320
Emily	42G1	-	Peacock	GWL30	XV1247
Ermintrude	GRJ64	HC 8193	Primrose	GUK71	RA 333
Flivver	GCK63	ON 5233	Rosie	GYK66	-
Gertie	GEN11	MT8036	Sarah	GXL50	UO 5214
Giovanna	GAK27	PD 9610	Vice Admiral (The)	GZK32	VA5249
Grace	GFN27	-	Vicky	GHJ15	NS 2435
Henrietta	GBM75	YX6500	Victoria	60H4	OL 2237
James	GFN59	-			



Owner of ancient car: 'Could you oblige me with a match?'
Owner of luxury car: 'Yes, but I shouldn't set fire to it here.'

Twenty Snippets

The 1st November 2001 issue of the French language magazine *La Vie de l'Auto* carried an article on the Club's Euro Rally to Strasburg in September 2001.

The Twenty was featured heavily in the two page article and included were pictures of four Twenties - GKM4, GUK19, GKM30 and GWL16.

Nick Baldwin writing (March 2002 Automobile) about the delights of Scrap Yards in the good old days made mention of a couple of Twenties in his article
On another occasion I found a pre-front wheel braked Rolls landaulet in a yard at Briston in Norfolk, where there was also a Singer Junior. I telephoned Bunty Scott-Moncrieff to see if the Rolls was worth the £135 asked. "Might be if it's a Ghost, but make sure it's not a centre-change 20 - awful things" was his advice. Sure enough, it turned out to be the latter.

A 20hp Rolls in Passey's at Shaw, near Newbury in Berkshire, had a circus van body. It yielded some bonnet catches for my then current restoration project. Fortunately this vandalism did not deter a future rescuer: to my delight the car turned up 10 years ago on the Bournemouth to Bath run with recreated tourer coachwork. Passey's was a wonderful hunting ground from which friends rescued all manner of items, including an ultra rare Rover Speed Meteor.

The mention in the last newsletter of *Top Marques* of Honiton, Devon, makers

of 1/43rd scale die-cast models, brought a response from André Blaize that I should have thought about at the time.

André has a web site devoted to models and its well worth a visit if models are your thing. André lists all Rolls-Royce models and includes their chassis numbers. The Twenties listed are as follows:

Ref	Chassis No.
• RR1a	GOK48 (light blue)
• RR1b	GOK48 (maroon)
• RR9a	GAJ42
• RR9c	GAJ42
• RR9d	GCK32 (2-tone blue)
• AS2a	GAJ15 (red)
• AS2b	GKM79 (red)
• GS10	GZK 39
• GS13	GRJ 47

In the August issue of *Motor Sport*, Bill Boddy writes about G. R. N. Minchin who in his book *Under My Bonnet* claims to have owned 151 cars. Among his favourites was a 1929 Twenty (of course)!

Thanks to those members of the Register who have given or loaned the editor Twenty photographs for the forthcoming book on the Twenty in the Complete Classics series.

Contemporary photographs of Twenties, or any that were taken in the fifties or sixties, that you would be prepared to loan are still required.

Please contact Ben Grew (address can be found on page 3).

André's web address is: <http://perso.club-internet.fr/blaize/topmarques.html>

The 80th Anniversary of the Twenty Leeds Castle - 9th June 2002

Forty nine Twenties were at Leeds Castle in the south-east of England to celebrate the 80th Anniversary of the model.

This figure was considerably down on the 74 that attended Blenheim for the 70th Anniversary ten years ago and in hindsight maybe we should have held this anniversary back at Blenheim which is probably more central to most members.

Or maybe the appalling weather had something to do with it - certainly, there were a number of cars who had booked to come but didn't show up.

We obviously can't mention all 49 cars here but we can those built in 1922 and 1923 Oldest was John Fasal's 1922 Barker barrel sided tourer (42G0) that John has owned since the late 1960s and which carries two licence plates at the front of the car - one's English and the other "Double Dutch!"



Second oldest car was Brian Thompson's 1923 Saloon by Flewitt of

Birmingham (59S1). This is one of the few early cars with the curved radius radiator.

Next was Derek Smith's 1923 Open Drive (chauffeur get's wet) Landaulette by Barker (60H4). Derek restored the car himself some years ago - just finishing it on his wedding day. His efforts won him the much coveted Douglas Wood Trophy in 1995.

Another 1923 car was Alister Reid's Drophead Coupe by H. J. Mulliner (66H5). There is a very well known photograph of a 20-Ghost Club meeting at London Airport in 1954 that has appeared in a number of publications and it shows about 20 cars, including Twenties, parked alongside an aeroplane. It's a different age to the Heathrow we know today, but one of the cars in the photograph is 66H5. Alister won the Hugh Keller Trophy with the car in 2001.

66H5 was followed by Richard Boggon's 1923 Tourer by Charlesworth of Coventry (68H4). Charlesworth did a lot of Alvis bodies and even did a Phantom III for King Farouk of Egypt. 68H4 was once on show at the famous Harrah's Museum in Reno, Nevada.

The next 1923 model was Richard Ashby's 1923 Tourer by Barker (GA8). For many years this car was owned by the late Roy Woollett who even took it to RROC meets in the United States in the late sixties. The car picked up the 20hp Concours trophy at Blenheim in 1970.

Our final 1923 car to mention was a

1923 Limousine by Park Ward (GA35) brought along by Rowan Moss. I regret to say, I don't know too much of this car - how about telling us all a bit about the car Rowan?



Coat of arms on GAJ81

Leeds Castle must be one of the most beautiful castles in the country - on a nice sunny day! Unfortunately the weather closed in, the 20hp Register members going to Belgium and Holland left early and most of those remaining followed suit soon after.

When I left there were just five stalwarts braving it out - Anthony Eastwood, John White, Derek Johnson, Clifton Spencer and Mark Miller.

It is interesting to note that since its

formation, the Register has held three anniversaries - the 70th, 75th and 80th and a grand total of 131 different Twenties have been seen at the three events.

Despite this great show, only four cars with the same owners have been seen at all three anniversaries. Step forward and take a bow the following four members:

Brian Packman in GCK65
Keith Jay in GHJ40
John Dixon in GUJ27
Clifton Spencer in GWL14



Carriage lamp on GLK73

Twenties at Leeds Castle - June 9th 2002

1922 Tourer by Barker - John Fasal	42G0	CH3732
1923 Saloon by Flewitt - Brian Thompson	59S1	OK9329
1923 Landaulette by Barker - Derek Smith	60H4	OL2237
1923 D/H Coupe by H. J. Mulliner - Alister Reid	66H5	X05571
1923 Tourer by Charlesworth - Richard Boggon	68H4	OK9475
1923 Tourer by Barker - Richard Ashby	GA8	MF7193
1923 Saloon by Park Ward - Rowan Moss	GA35	PD7716
1925 Landaulette by Park Ward - Marc Nagy	GLK73	XY1029
1925 Saloon by Olivers - Mark Hughes	GNK34	XS1424
1925 Saloon by Galle - Ken Jenner	GPK17	RR5625
1925 Saloon by Hooper - Tony Osborne	GPK38	YP5705

Twenties at Leeds Castle continued

1926 Tourer by Windovers - Ian Middleton/Richard Pascoe	GCK3	YN219
1926 Tourer by Barker - Anthony Porter	GCK46	YN6061
1926 Allweather Saloon by Salmons - Brian Packman	GCK65	PY4817
1926 Tourer - Brian Palmer	GCK74	YR890
1926 Limousine by Hooper - Derek Johnson	GCK78	UK1111
1926 Tourer by Barker - Barry Smithard	GOK27	RU3393
1926 Saloon by Thrupp & Maberly - Mike Keen	GOK52	PX3944
1926 Tourer - Richard Sprigg	GZK31	DS9213
1926 Saloon by James Young - Alan Highfield	GZK51	YP3770
1926 Tourer by Connaught - Leonard Horn	GZK71	YP4209
1926 Landaulette by Carbodies - Pat Hemmings/Elaine Pickett	GUK19	FY9649
1926 Sedan de Ville by Hooper - Anthony Eastwood	GUK20	H8055
1926 Allweather Tourer by Gill - Edward Lyndon-Stanford	GUK45	HJ6111
1926 Tourer - Stuart Timmins	GUK61	RRO21
1926 Limousine by Hooper - Roy Minter	GYK2	G547
1926 D/H Coupe by Compton - John Watkins	GYK30	TXT501
1928 Landaulette by Hooper - Mark Miller	GYK43	YE4699
1926 Limousine by Hooper - Trevor Baldwin	GMJ10	RU4566
1926 Tourer by Edmunds - Ian Niblett	GMJ44	CN7876
1927 Fabric Saloon by H. J. Mulliner - Gordon Oliver	GHJ12	RX198
1927 D/H Coupe by Windovers - Keith Jay	GHJ40	YH793
1927 Tourer by Southern - Martyn Roffey	GAJ21	BAM871
1927 Tourer by Hooper - Peter Price	GAJ81	DS7695
1927 Saloon by Cockshoot - Maurice Grilliers	GRJ52	NF8189
1927 Dual Cowl Tourer - Dave Carpenter	GUJ2	PN363
1927 Limousine by Park Ward - John Dixon	GUJ27	PR9859
1927 Saloon by Hooper - Tom Jones	GXL39	WW7168
1928 Weymann Saloon by H. J. Mulliner - John Kellett	GXL50	U05214
1928 Tourer by Wilkinson - Peter Jackson	GYL43	TU8442
1928 Limousine by Brainsby - David O'Conner	GWL8	EB7418
1928 Landaulette by Park Ward - Clifton Spencer	GWL14	FW1819
1928 Limousine by Park Ward - Graham Moore	GW16	TU8884
1928 Saloon by Park Ward - Guy Seymour	GKM39	YX4557
1928 Dr's Coupe by Salmons - Graham Dutch	GTM14	HC9777
1929 Weymann Saloon by H. J. Mulliner - John White	GFN71	UL7174
1929 Tourer - Mike Crees	GLN26	UL3347
1929 Saloon by Park Ward - Ron Monks	GEN26	DS9299
1929 Saloon by Page & Hunt - Ben Grew	GVO40	OU2938

Belgian member Serge Baye took pictures of most of the Twenties at Leeds Castle and these can be found on his web site:

<http://users.skynet.be/am252686>

A Twenty Racing Car?

At a VSCC Sprint meeting at Brooklands in October 1997, I was walking among the vintage racing cars when I spotted a 20hp gearbox in one of the cars. What was a Rolls-Royce 20hp gearbox doing in a racing car? I wondered what car it came out of - what was the chassis number of the Twenty?

Unfortunately there was nobody about to ask and to add to the mystery, the badge on the radiator was that of a Chenard Walcker whilst the car was described in the programme as a 1930 DH-Riley hybrid car owned by a Mr. A. Peacop.

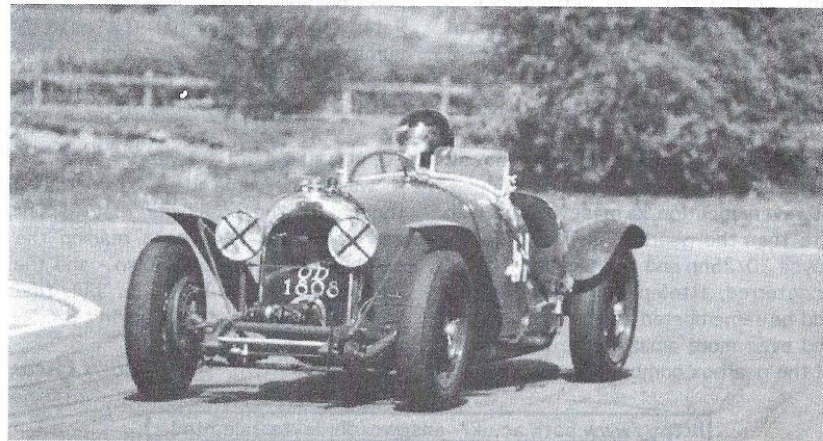
I thought no more about the car until I visited the new Rockingham Motor Speedway for the opening meeting in 2001. Once again I wandered among the cars in the pits and lo and behold, there was the Riley or Chenard again - still sporting the 20hp gearbox but again, there was no owner in the vicinity.

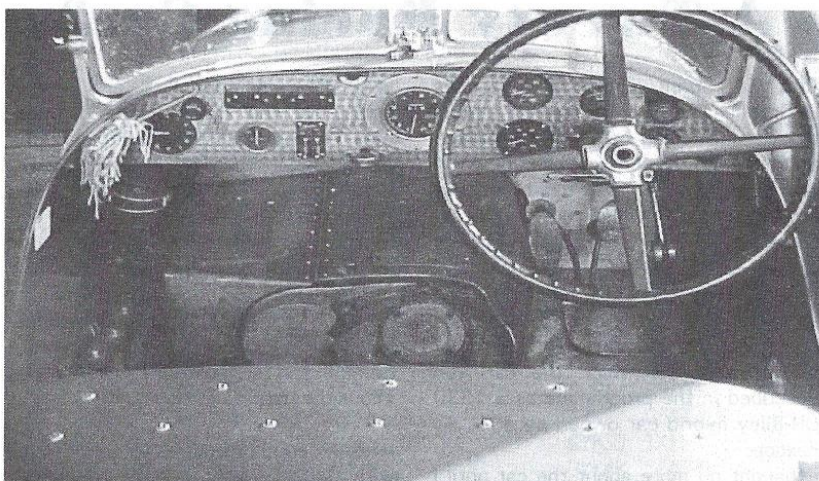
At home, I found Mr. Peacop's address

in a VSCC members list and wrote asking for the story of the gearbox. Alex Peacop emailed back to say the car belonged to a friend of his, a Dr. Geraint Owen. Alex told me the car was based on a Riley Nine chassis and running gear with a De-Haviland Gypsy moth engine powering her through a 20hp gearbox. The Chenard Walcker badge was there for no reason at all! He told me where I could contact Geraint and suggested I talk to him about the car.

After a period I managed to get in touch with Geraint Owen (I later found out that his father was Owen Wynn Owen who owned the Land Speed Record car 'Babs') and asked him for the number of the gearbox. He told me that he obtained the gearbox from Eric Hillyard in Wales some years ago and the number was X6H.

Now, perhaps we could trace the





Twenty!

Oh, by the way, Geraint happened to mention that the car was for sale and I could find all the details on a web site (see below).

The site mentioned that the car is 6,124cc and on the road cruises at 95 mph. On the track the performance is the equivalent to a Grand Prix car of the same era. It has won a host of competitive races, sprints and hillclimbs. You get the picture that this can move a bit!

Hopefully, you can see the gearbox in the photograph above.

However, mention is made on the web site that the gearbox is from a Rolls-Royce 20/25hp and not a 20hp!

Undeterred, I telephoned Eric Hillyard and he remembered having the gearbox and even more amazing, he had a note of the gearbox number - It was X6H.

<http://www.bath.ac.uk/~ensgwo/dhrileyforsale.html>

So, taking out my well thumbed copy of John Fasal's Twenty book, I sought engine number X6H.

I found X3H, X4H, X7H, X8H and X9H, all in the last Twenty GVO series chassis - but no X6H.

Taking the easy way out I then asked Peter Baines at the Hunt House. Peter reminded me that the gearbox number is not always the same as the engine number but he came back with GX095, a very early 20/25hp.

So, alas, it wasn't a Twenty at all!

It was only some days later that I thought of the possibility that Geraint and Eric could have been reading the gearbox number upside down - and the number could be H9X but that would be another story wouldn't it?

Ben Grew

Alarming Your Mascot!

By John Kellett

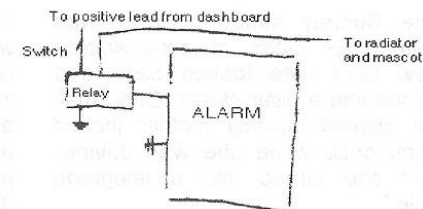
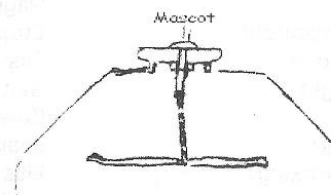
A Twenty without its mascot seems to me like a lady in the Royal enclosure at Ascot without a hat, curiously undressed. Nevertheless many of us remove the mascot at every stop as part of a ritual. Having lost two mascots by theft when I omitted the ritual, I devised a simple alarm to make the mascot secure.

It is based on the idea of a relay which is inactivated by current running in a circuit to the base of the mascot and back through the chassis. The removal of the mascot cuts the circuit thus activating the relay and the current goes to an alarm mounted nearby. The components can be bought from an alarm company and cost under £10 (burglar alarms are normally 12 volts).

What, you may think, if the thief grabs the mascot, pulls it off, snapping the wire and runs away leaving the alarm going? This is made more difficult by attaching the base of the mascot to a chain and metal rod about 10" long. The rod can be put into the radiator and being attached to the chain at its mid point, will not allow the mascot to be removed without using a screwdriver to push the

rod to one side and extracting it by its end - a two minute task which the thief is unlikely to complete with the alarm ringing in his ears. As a rod I used a window stay whose perforations make it easy to shift.

The wiring is simplicity itself. I fixed the alarm to the rear of the engine compartment above and more central to the steering box. A wire is threaded down the overflow pipe which will need to be disconnected for the threading, and attached to the mascot via the nut holding the mascot to the base. The relay is araldited to the alarm box which is 2" x 2" and wired as indicated below. The live lead from dash (e.g. from



the ammeter) is passed to the relay via a switch mounted on the side of the alarm box (or on the dash itself) so that the system is only switched on when needed.

In my experience the alarm has only been set off twice, once by a thief in Calais who was arrested by the police drawn to the scene by the alarm, and the second on a rally

when a kindly member thought the mascot had been left by mistake and tried to remove it. For this reason it is sensible to attach a notice warning that the mascot is alarmed.

Fitting the alarm is a task taking only one or two hours and will enable you to have a restful sleep even if Keith has not arranged an overnight guard.

FOR SALE - 20hp parts

Distributor cap	Shock absorbers (4)
Running board arm supports (4)	Engine dampers (4)
Magneto (working)	Bakelite fuse box (missing cover)
Front brake cable	Speedometer (dismantled)
Spare wheel mounting bracket	Ammeter (not working)
Starting handle (3-dog)	Magneto drive shafts (3)
Wheel spanner	Stoplight switch
Aluminium inlet manifold	Fuse box (small)
Carburettor, restored	Gaiters - spring (4)
Dashboard map light	Brass grease nipple caps (12)
Bulkhead bracket	Radiator cap
Dynamo (working)	Plus various grease nipple holders, fuel pipes, fittings, nuts and bolts.
Starter motor (working)	
Set ignition points	
Ball-end leather gaiters (4)	

Contact Jim Dakin (01276 857727) who is acting for the vendor.

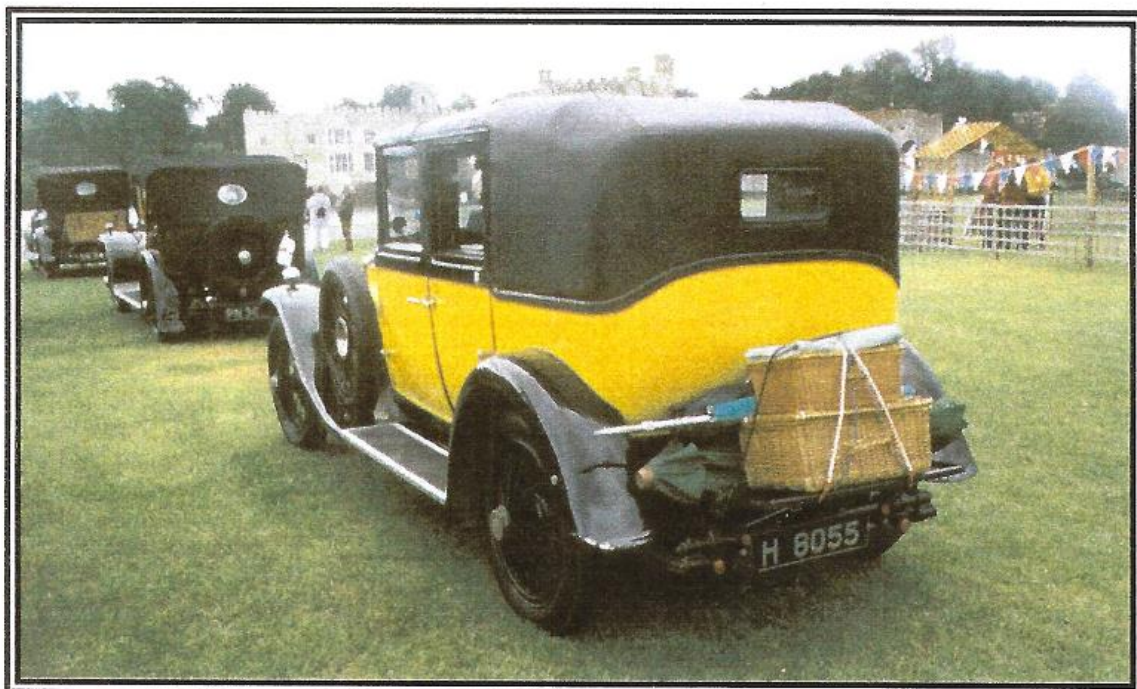
The Sunday school teacher was telling her class of six-year-olds how Lot's wife looked back and turned into a pillar of salt. One small girl chimed in, "My mother looked back once while she was driving, and she turned into a telegraph pole."

A Texan on vacation in Scotland was bragging about the size of his ranch to a Scottish farmer. "I can get into my car at 5.30 in the morning and drive all day until it gets dark, and I'm still not halfway across my property." "Och aye," nodded the farmer sympathetically, "I had a car like that once."

Twenties at Windsor - April 27th 2002

No. 372	1922 Tourer by Barker - John Fasal	42G0	CH3732
No. 255	1923 Replica Tourer - R. Alston	76A3	OR2047
No. 162	1923 Tourer by Barker - Richard Ashby	GA8	MF7193
No. 190	1924 Doctor's Coupe by Hooper - D. Wales	GDK22	XX4168
No. 373	1925 Saloon by Olivers - M. Hughes	GNK34	XS1424
No. 524	1925 Saloon by Galle - Ken Jenner	GPK17	RR5625
No. 138	1925 Saloon by James Young - Eric Baully	GPK22	PW7221
No. 447	1926 Saloon by Connaught - John Kellett	GPK72	YM3341
No. 87	1926 Cabriolet by Windovers - Peter Vacher	GSK15	YM1093
No. 380	1926 Tourer by Windovers - R. Pascoe	GCK3	YN219
No. 472	1926 Tourer by Barker - Anthony Porter	GCK46	YN6061
No. 214	1926 Tourer - Brian Palmer	GCK74	YR890
No. 35	1926 Limousine by Hooper - Derek Johnson	GCK78	UK1111
No. 523	1926 Tourer by Thrupp & M - Andrew Singleton	GOK65	UK2
No. 398	1926 Saloon by Penman - David Card	GZK32	VA5249
No. 422	1926 Saloon by James Young - Alan Highfield	GZK51	YP3770
No. 61	1926 Sedan de Ville by Hooper - N. Eastwood	GUK20	H8055
No. 327	1926 Tourer by Southern - Tim Dickson	GUK58	RO5013
No. 397	1926 Replica Tourer - Stuart Timmins	GUK61	RR021
No. 88	1926 Landaulette by Hooper - Barry Harris	GYK46	PR8828
No. 34	1926 Limousine by Hooper - Trevor Baldwin	GMJ10	RU4566
No. 112	1927 Estate by McLeod - David Mitchell	GHJ15	NS2435
No. 326	1927 Tourer by Owner - Mick Kemp	GHJ18	DS6520
No. 279	1927 Dr's Coupe by Barker - Geoffrey Grime	GHJ36	J1350
No. 137	1927 D/H Coupe by Windovers - Keith Jay	GHJ40	YH793
No. 254	1927 Tourer by Southern - Martyn Roffey	GAJ21	BAM871
No. 233	1927 D/H Coupe by Maddox - David Wickers	GAJ27	KW2084
No. 352	1927 Landaulette by Caffyns - Tony Rogers	GRJ64	HC8193
No. 113	1927 Limousine by Park Ward - John Dixon	GUJ27	PR9859
No. 8	1928 Cabriolet by Thrupp & M - John Eastwood	GXL66	PN907
No. 301	1928 Saloon by Weyman - P. Price	GYL49	IJ8851
No. 163	1928 Dr's Coupe by Barker - Alfred Kenchington	GYL67	YX2878
No. 280	1928 Landaulette by Park Ward - Clifton Spencer	GWL14	FW1819
No. 180	1928 Cabriolet by Park Ward - Malcolm Tucker	GBM61	DO6720
No. 9	1928 Cabriolet by Salmons - Tim Pike	GBM71	YX7427
No. 302	1928 Estate by Weyman - Fred Williams	GKM14	YX4963
No. 189	1928 Landaulette by Barker - Andrew Thomson	GKM27	VRV6
No. 60	1928 Saloon by Binder - David Else	GKM30	DS9341
No. 351	1928 Limousine by Hooper - Nicholas Finch	GTM3	YC17
No. 497	1928 Dr's Coupe by Salmons - Graham Dutch	GTM14	HC9777
No. 215	1929 Tourer by Barker - Mike Marshall	GTM27	VP7272
No. 232	1929 Tourer by Barker - Sandy Dowell	GEN16	RR5320

Leeds Castle - 9th June 2002



Above: 1926 Sedan de Ville by Hooper (GUK20)
packed and ready to go!

Below: The castle provides a splendid backdrop as GCK3,
a 1926 Tourer by Windovers, leaves.

