



ROLLS-ROYCE

ENTHUSIASTS' CLUB

for Rolls-Royce and Bentley owners



The Twenty Newsletter

for the 20hp Register

Number 13

April 2003



1929 Saloon by Mulliners Ltd., Birmingham. (GEN34)

The first owner of GEN34 was Gordon Ralph Hall Caine, a director of Mulliners. His fellow directors were, like him, great fans of the Twenty - Edward Montesole owned GEN29, Louis Antweiler owned GUJ71 and GFN6 and Sir Joseph Reed owned GEN57.

Twenties at the North of England Rally - 11th August 2002

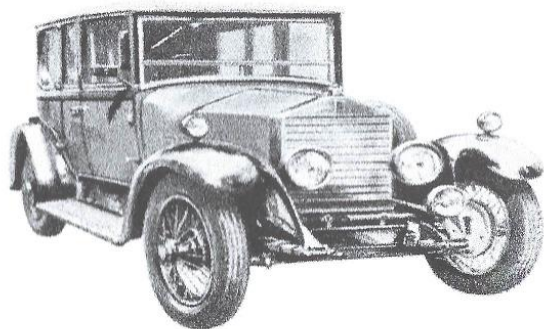
1924 Doctor's Coupe by Myers & Burnell - Ted Kelly
 1926 Tourer - Lisle Richardson
 1926 Tourer by Thrupp & Maberly - Andrew Sington
 1926 Saloon by H. J. Mulliner - Terry Scott
 1926 Saloon by H. J. Mulliner - Allan Fensome
 1926 Drophead Coupe by Carlton - John Campey
 1927 Drophead Coupe by Southern - Tony Steele
 1928 Limousine by Thrupp & Maberly - Reg White
 1928 Limousine by Park Ward - Graham Moore
 1928 FHC by Freeman of Stroud - Reg White?
 1928 Brakenvan by Kevill-Davies March - Fred Williams
 1928 Saloon by Binder- David Else
 1929 Tourer - Brian Sherwood
 1928 Tourer - Tony Brown
 1929 Saloon by Park Ward - Susan Tindall

GMK4 DN6513
 GSK26 IB7312
 GOK65 UK2
 GUK18 YP2950
 GYK19 DP8078
 GMJ61 YE9079
 GRJ19 YT5995
 GRJ71 UR7621
 GWI16 TU8884
 GYL44 DJ3564
 GKM14 YX4963
 GKM30 DS9341
 GLN7 GU1043
 GLN58 RU9269
 GEN11 MT8036

Twenties at the President's Picnic - 18th August 2002

1926 Allweather Saloon by Salmons - Brian Packman
 1927 D/H Coupe by Windovers - Keith Jay
 1928 Doctor's Coupe by Barker - Alf Kenchington
 1928 Cabriolet by Salmons - Tim Pike
 1929 Saloon by Page & Hunt - Ben Grew

GCK65 PY4817
 GHJ40 YH793
 GYL67 YX2878
 GBM71 YX7427
 GVO40 OU2938



THE TWENTY NEWSLETTER

Number 13

April 2003

The Twenty Newsletter is published for members of the Rolls-Royce Enthusiasts' Club's 20hp Register.

The Registrar of the 20hp Register is:
 Keith Jay,
 14 Kingsway,
 Bognor Regis,
 PO21 4DQ.
 Tel/Fax: 01243 266575.
 e-mail: rrec20register@yahoo.com

The Editor of this newsletter is:
 Ben Grew,
 16, Hall Park Avenue,
 Westcliff on Sea,
 Essex, SSO 8NR.
 Tel/Fax: 01702 476982.
 e-mail: ben@grewb.fsnet.co.uk

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

With the start of the motoring season just round the corner - no doubt members are busy preparing their Motor Cars for what should be a very pleasant year.

One of the items under discussion at the Club Conference was how to encourage and interest the younger generation in our Motor Cars, some thought lecture at schools - to me so boring - I personally feel the best way to create interest by the younger generation is to go to Local Motor Shows/Events - talk to owner of other marques - if you go over a period of several years, you make a new circle of enthusiast friends - plus the interested public, especially young men who often are very impressionable whilst in their teens - many go away saying I would love a Rolls - maybe that is where our future lies.

The Tour of Spain and Portugal is almost set up and is just being finalised - 52 members and some 25 Motor Cars - an interesting and different programme has been planned - all sponsored by Taylor's Port.

As the Tour starts on the same weekend as the South of England Rally, I am talking with Rolls-Royce Goodwood for a Tour around the Factory, later in the year, for those members who were in Plymouth and missed the May Tour there.

I have now heard from Rolls-Royce, Goodwood, and have been given the date of Tuesday, 19th August 2003 - The Tour is restricted to 28 members - 2 per car - all the cars MUST be 20h.p as Rolls-Royce wish us to display them in the Inner Courtyard during our visit. Preference will be given to Members who have come on the holidays. If you would like to join us for the visit, a S.A.E. D/L envelope please - you must give an undertaking you will appear in your 20h.p Motor Car. No other Motor Car is acceptable.

Sunday, 22nd June 2003 - there will be the usual 12.45 Annual Get Together in the 20h.p lines - all 20h.p owners are invited to join us, for a discussion, chat and a welcome drink and some nibbles.

20th July 2003 we return to Brian and Annette Thompson at their private collection at Brattle Farm, Staplehurst, near Maidstone - entry forms will soon be available - if you would like to join us, S.A.E. D/L size please to me for the form.

The programme for 2004 and the celebrations for the 100th year of Rolls-Royce are now almost completed.

Main dates to note - 4th to 6th May - Manchester. 13th June - Major Event at Donnington - by Rolls-Royce plc. National Rally 19th & 20th June 2004. This in the main will be the end of the Celebration Events.

So I have asked for and had approval from the MC, not to run the 3 x 5 days events in France, but to have one 10 day event, starting on the evening of the 20th June, departing from the National and driving to Portsmouth for the late overnight ferry to France.

We are returning to La Loire for 9 nights, staying at The Best Western Hotel Val de Loire with different and interesting days out - the cost includes 5 Dinners in The Caves, which is an excellent restaurant - the cost excluding Car Ferry should be £299.00 per person. The hotel only has 27 Bedrooms and there is secure car parking.

Full Details and Booking Form will be out by May - however if you are interested, send me a S.A.E D/L size, in anticipation - this will be the last holiday event which I will be organising as Registrar of the 20h.p Register.

The survey will be carried out shortly and the holiday priced - a booking form will become available within the next few weeks and will be subject to final costings but there should not be a big change on the price quoted, namely £299.00 + ferry.

The 20h.p Technical Seminar is a new date this year - away from September - and is now 12th and 13th July - if you have never attended one - then you should go and you will be pleasantly surprised how much you learn about your 20h.p - it could save you £££s.

At the present time, a RR Centenary/20h.p Register Tie is being produced - the design is a very special one for this unique occasion. It will be available to any Register Member who would like one - the only requirement for Register Members is a S.A.E - A5 size - with 25p in stamps on it; a strong one please as it has to take a folded tie. It will be available later in the year. It is for Register Members.

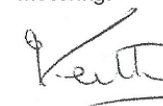
This is perhaps the only time and place where you will see mention of it.

If you send a smaller envelope or under stamp it, you will not be sent one - its up to you!

As many of you may be aware, in September 2004 I am retiring as the 20h.p Registrar after 10 years, having been the first Registrar for any Register in the Club - this arose solely due to the most successful event we had in 1992 at Blenheim Palace to celebrate the 70th year of the 20h.p Motor Car - 81 of the delightful Motor Cars appeared. The seed was sown and the Registers came into being - the 20h.p being the first by some 18 months or so. To-day they are a well-established part of the Club and most

certainly fulfill a need of Club Members.

Wishing you a pleasant and safe season motoring.



Keith Jay,
Registrar.
The 20h.p Register.

IDIOTS AT WORK:

I was signing the receipt for my credit card purchase when the clerk noticed I had never signed my name on the back of the credit card. She informed me that she could not complete the transaction unless the card was signed. When I asked why, she explained that it was necessary to compare the signature
I had just signed on the receipt. So I signed the credit card in front of her. She carefully compared the signature to the one I had just signed on the receipt. As luck would have it, they matched.

IDIOTS IN THE NEIGHBORHOOD:

I live in a semi-rural area. We recently had a new neighbour call the local township administrative office to request the removal of the Deer Crossing sign on our road. The reason: too many deer were being hit by cars and she didn't want them to cross there anymore.

Tools on the web

A new way to buy and sell Rolls-Royce automobilia is via the eBay web site on the Internet.

For those of you who don't know, eBay is an auction site covering such categories as "Rolls-Royce" vehicles, automobilia and literature. The auction of any particular item has a certain time span and the highest bid is shown right up until the end of that time span. The highest bid is declared the successful buyer of the item.

Last October saw the opportunity to buy a rare 20hp Michelin "Flirt" 1000kg Jack.



Some years ago these jacks were changing hands at anything up to £800 - pretty expensive for an item that was unlikely to be used.

On the day the auction closed and with just five hours before the end of bidding, the highest bid was £125, the reserve having been met.

Appreciating that more bids were very likely, it still seems quite probable that the jack went for under £300 - a nice discount to the £800 figure of a few years ago.

However, not everything on eBay is a bargain! In February this year, some 20hp and Phantom II tools were offered and a prospective buyer was given the additional option of buying the items outright without going through the bidding system.

Here's what you could have bought the tools for:

Box spanner F9812	£80
Box spanner F9811	£85
Box spanner F9814	£75
Box spanner KB6017	£75
Rear axle spanner G2899A	£72
For Clutch adj nut G73982a	£72
Open end spanner F61015	£45

Way over priced, don't you think?

Another item to be found in February was a Rolls-Royce chassis plate. This particular one was inscribed "Rolls-Royce Motors Limited Crewe & London" so it wasn't for a Twenty. There was no chassis number engraved on it so details were optional! These same chassis plates have been seen that would suit a Twenty.

Why not check the site out!
www.ebay.co.uk

Rick Ford and the Jack o'Lantern Garage

A treasure trove of Rolls-Royce and Bentley photographs taken in the 1950s and 60s can be found on a web site if you are computer minded.

Here's the story behind the database of images on the site.

The Jack o' Lantern Garage near Romsey, Hampshire was run by F.G. Wade-Palmer and Richard (Rick) Ford and in the workshops were Sam Melhuish and Fred Pratt.

F.G. Wade-Palmer, W-P or Wade as he was variously known, had flown Hurricanes in the war and continued his flying career after the war in civil aviation. Latterly he found himself as Chief Flying Instructor at Wiltshire School of Flying at Thrupton and whilst here, he was able to pursue his second love, the Rolls-Royce motorcar. The proximity of Downton Engineering, run by the ever enthusiastic and very knowledgeable Daniel Richmond ensured spare parts and repair facilities specialising in these cars. Wade left Thrupton for a brief spell flying a DH Rapide Biplane on joy-flights out of Ramsgate Airport, then a Percival EP-9 for oil companies in Libya before a grand finale of ferrying a Catalina Flying Boat from the USA to England.

Seeking a more peaceful life he settled in Fordingbridge, Hampshire, to help run East Mills Motor works, in the centre of the village. The workshop however seemed to be ever full of dismantled DH Tiger Moths bought at

the disposal sales of the hundreds of ex-RAF training aircraft - £60.00 being the average price.

In 1958 on the other side of the New Forest a petrol filling station/tea rooms/garage business came up for sale.

Coincidentally: W-P fell in love with and married Annette Firth, the eldest daughter of Mark Firth, who having been head of Firth Steel's of Sheffield, figures prominently in the early history of Rolls-Royce Ltd. He owned RR 20 prototype 5 G II from 1925 to 1929. Thereafter the Firth family enjoyed a succession of RR's.

Rick Ford left the Royal Air Force having served in Germany and was at a loose end.

The stage was set.

The garage was purchased, it bore the name Jack o' Lantern and this was retained. The gravel forecourt with wooden canopy was bare and unwelcoming. It was decided that vintage cars would do well as decoration and hopefully generate some much needed income. The very first car was a Bentley 3.5-Litre (Reg'n BLT 988) a fine sports saloon but so rickety in the joints that any sharp braking would cause the wind-screen to fall out. Those were the days!

The cars that followed were many and varied and a fair number were captured by Rick with Rolleiflex and Leica cameras brought home from Germany. In 1961, rumours circulated in

Hampshire of major road redesigns for the county. These included the upgrading of the main A31 road heading for the sea-side resort of Bournemouth, the very road which passed the Jack o' Lantern. The making of this, into a dual-carriageway would seriously impact the business.

The site was sold and the business, reduced in size, was transferred to suitable (?) premises in Romsey centre. The Old Jam Factory, was a warren of wooden buildings behind an historical High-street building, all very highly inflammable but more importantly vacant, with much covered, barn like storage. There was indeed a fire late one night but the miscreants forgot that Romsey Fire Station was only just around the corner and was serviced by a fire crew of exceptional efficiency. Although the listed building was seriously damaged and had to be demolished, (mission accomplished ?), the wooden sheds and dozens of Rolls-Royce cars were saved.

At this time, 1963, Cunard Line, the shipping company, operating normally out of nearby Southampton, decided on a brave venture, to operate the Mauretania (two funnels) on a totally new run from Naples to New York. On paper this seemed a very profitable run, carrying the many Italian immigrants. In reality Cunard forgot one thing, they failed to reward, sufficiently or suitably, the Italian travel agents. Few bookings were taken, the Mauretania was withdrawn from the run and berthed on the Hudson

river in New York, late in September 1963..

You may well wonder what this has to do with the story. The Mauretania was now scheduled to carry out a series of Caribbean cruises out of New York, but alas it had no on-board Photographic Darkroom. In Southampton, Ocean pictures who held the photographic concession with Cunard needed a photographer with good engineering experience to proceed to New York on the Queen Mary. He would learn the (photographic) ropes on the Atlantic, set up the dark room on the Mauretania in New York, then remain with the vessel as one of three photographers enjoying the sunshine in the Caribbean. England was to have one of the hardest winters ever..... Rick sailed on the Queen Mary protesting not too loudly. Squashed in a converted pantry/ironing room, well forward on the unstabilised Mauretania, printing the passenger's embarkation photos as she rounded Cape Hatteras at the tail end of the Hurricane season brought to mind the Rolls-Royce Ltd, chartered railway train of 1923. Then the VIP's were photographed boarding for the unveiling of the Henry Royce statue at Derby, the developing and printing was done in a converted pantry on board. Prints were ready for arrival at Derby !

The above will go some way to explaining images in the database which otherwise seem out of place.

Those in Germany of BMW's and Mercedes, those of Rolls-Bentley, LGN 60 on the quayside in Port Evergaldes, USA. and the rebuild of the Millard

Newman, Silver Ghost, 60556, at Tampa, Florida. Earlier Rick Ford wanderings produced the Clement-Bayard in Spain and the Lawrence of Arabia Silver Ghosts story. See RREC Bulletin 227, March 1998.

Wade-Palmer in the meantime, faced with the Jam Factory site set to become Romsey's first supermarket, took the business deep into the country outside Romsey but sadly died, suddenly, in 1986.

Rick ceased his wanderings in 1968 and settled down near Romsey. He used his skills as photographer with IBM at their development laboratory near

Winchester, using Monorail cameras, large format, sheet film, with all processing and printing (Bromide paper) done in house.

The settling down also involved a partner, Iris and two sons were born. The younger, Oliver Ford, now 16 years old, is behind this website.

In the real time covered by the last paragraphs, many treasured items of Rolls-Royce memorabilia and literature went missing, Rick's negatives, however, remained with him for all these years in the same old shoebox.

Here they repelled the best endeavours of voracious rodents and British damp.

Rolls-Royce 20hp cars photographed by Rick Ford http://rickford.port5.com/cgi-bin/easysys.pl?prc=main&arg9=home		
1927 Limousine - Low line	-	-
1926 Cabriolet	-	-
1926 Strange Van	-	-
1923 O/D D-Back by Barker	53S4	BW6636
1924 Four-light All-Weather	GUK56	CA9289
1926 Six-light Saloon	GXL49	E018B
1927 Coupe by Maddox	GAJ27	KW2084
1927 Park Ward	GAJ73	ML5821
1925 Two-seater Tourer by Arthur Mulliner	GLK24	NH5984
1923 Funeral Van. Coffin/body	74A6	NP3032
1923 Limousine by Barker	GH25?	OM9
1924 Cabriolet by Barker	GAK27	PD9610
1926 Cabriolet by Barker	GFN35	PHO---
1929 Coupe by Page & Hunt	GFN44	PX9492
1929 Two-door Coupe. Lightweight.	GLN22	UL1036
1929 Four-seater Tourer by Southern Motors	GFN59	UJ2449
1923 Two-seater Drophead by Carlton	GA21	XP5239
1923 Cabriolet by Barker	-	XP7118
1926 Limousine by James Young	GZK51	YP3770
1926 Limousine by H. J. Mulliner	GYK57	YR5633
1926 Woody	GYK10	YR7058
1928 Four-door, Four-light O/D by Barker	GKM26	YX9373

As 'Interactive Web Design' Oliver has conceived, designed and built this unique vehicle for those old negatives to see the light and positively give you all some enjoyment. Happy viewing!

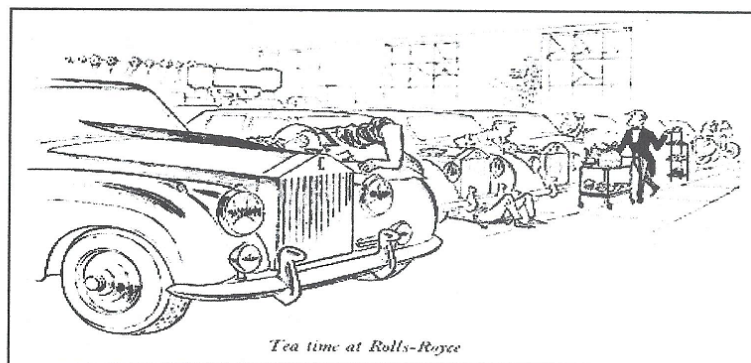
On the left is a list of just the Twenties on the site. There are numerous other models and marques as well.

The Twenty at Auction in 2002

Nine Twenties were offered at auction houses throughout the world in 2002, a slight drop from the ten offered in 2001. Top price paid was £42,000.

Results in 2002 are as follows:

Date	Auction house/Lot No.	Chassis	Reg'n	Hammer/ price
12 Mar	Barons	1926 3/4 Coupe by Windovers	GZK34	YH623 £19,100
18 May	Bonhams/362	1924 Peachey Tourer	GRK16	A1187
22 Jun	Bonhams/317	1923 Hooper O/D Landulette	81K6	01740 £42,000
22 Jun	Bonhams/318A	1928 Knibbs Saloon	GFN11	HF8667
02 Oct	H&H/32	1929 Limousine	GEN1	PN3895 £24,000
27 Oct	Shannons/32	1928 Drophead Coupe	GYL82	-
23 Nov	Cheffins/948	1928 Tourer	GYL25	YV6854 Not Sold
02 Dec	Bonhams/1064	1929 Page & Hunt DH Coupe	GFN44	PX9492£35,600
03 Dec	Christies/198	1924 Rippon Saloon	GH74	CX6321 Not Sold



Tea time at Rolls-Royce

IDIOT SIGHTING No.1

When my husband and I arrived at an automobile dealership to pick up our car, we were told the keys had been locked in it. We went to the service department and found a mechanic working feverishly to unlock the driver's side door. As I watched from the passenger side, I instinctively tried the door handle and discovered that it was unlocked. "Hey," I announced to the technician, "it's open!" To which he replied, "I know - I already got that side."

Age and Authenticity

by Bob Clarke, NSW, Australia

Footpumps supplied with Twenty hp. Can anyone add information to my following observations?

The 1924 List of Parts book shows a diagram of the footpump supplied stating it is a Dunlop brand.

I have noted an early original chassis which was supplied with a *Mortier Deluxe* footpump and it is definitely identical to the Parts Book sketch. Was *Mortier* a subsidiary of Dunlop or was the *Mortier* changed to *Dunlop* in early 1924?

As there are very few cars in Australia that are quite original and still have substantial numbers of their original toolkits and have not been 'restored', I have been unable to ascertain if the *Dunlop* was ever supplied and which model *Dunlop* pump was supplied.

Although not shown nor mentioned in the 1924 and 1928 Supplement, it appears that the footpump supplied was changed to the *Kismet Junior* in 1925 and continued through until at least mid 1927 (still fitted to series J chassis GAJ26 and GAJ32). It is shown as supplied with the New Phantom and is shown in the 1925 Phantom Parts book but with a 20hp part number.

The 1928 Parts Supplement shows that a *Nesthill* footpump was supplied by 1928.

I have noted that some owners are over restoring their cars by fitting both the

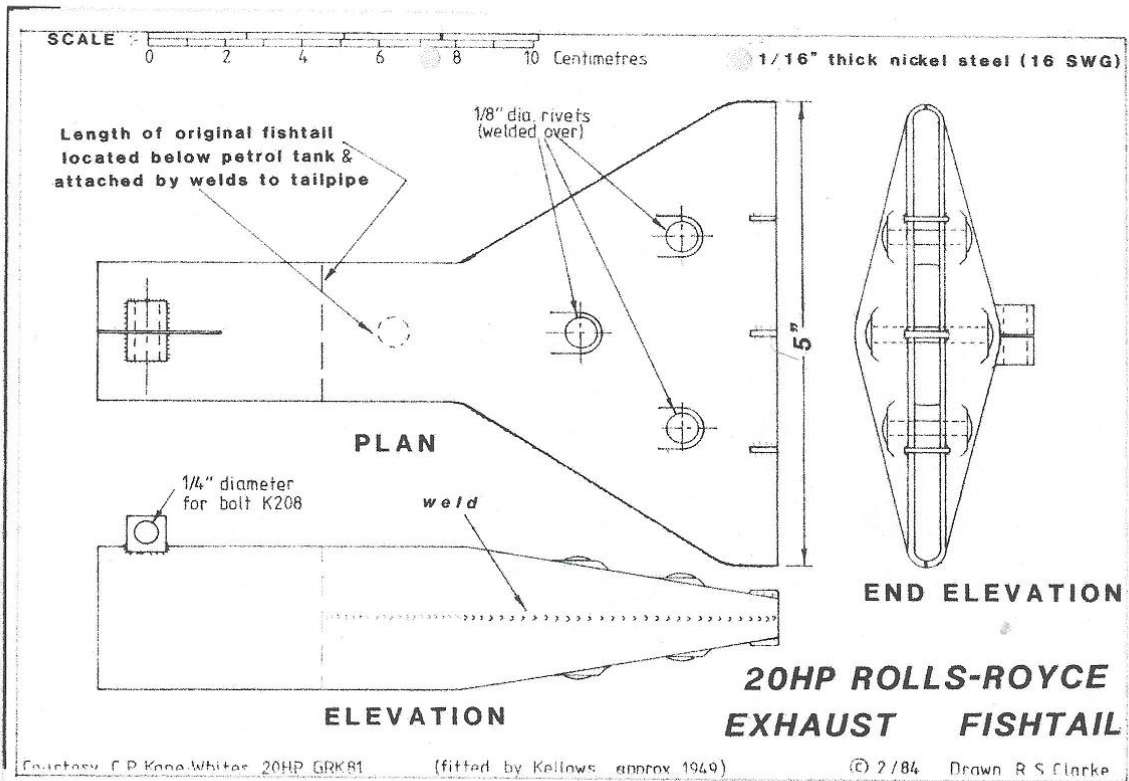
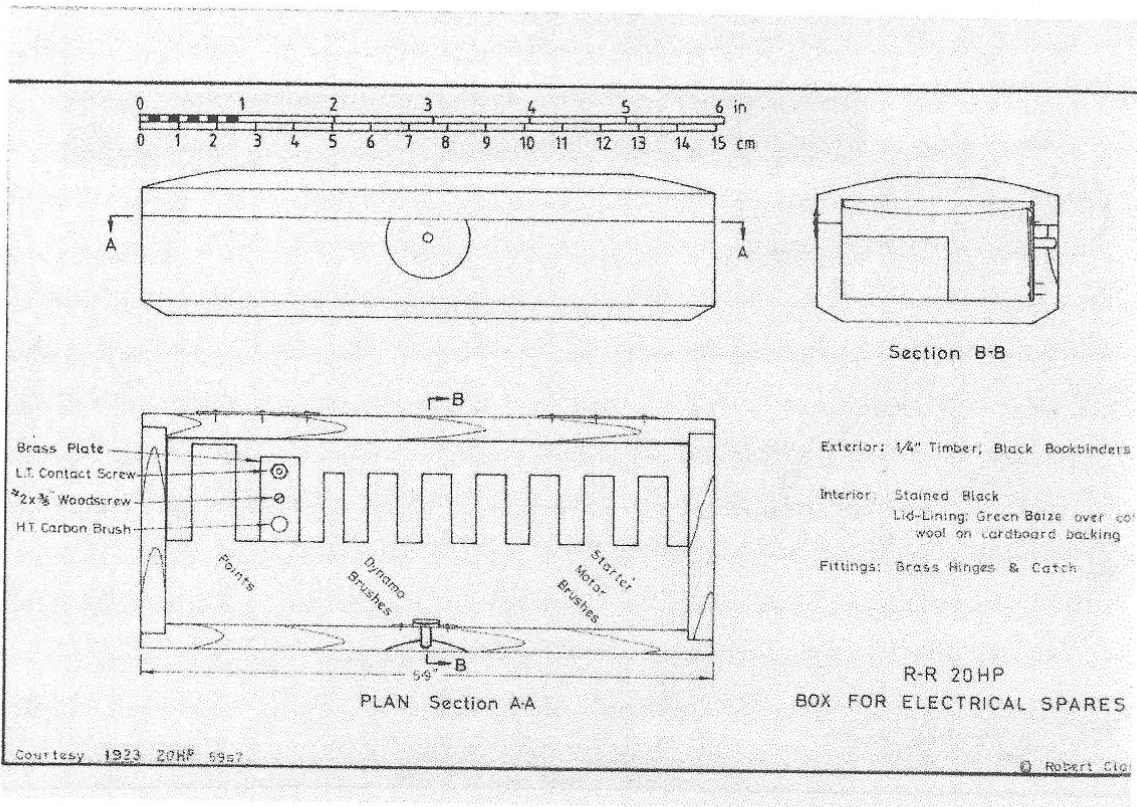
double ended open-end spanners and the single ended jaw spanners. It appears that only 1923 Series A chassis were supplied with the double ended spanners (F6372, F9799, F2894, F9881). This is stated in the 1928 Supplement. Quite often, the 1928 Supplement must be used in conjunction with the 1924 List of Parts to decide the correct part. Early chassis were also supplied with a 6" copper petrol funnel - what brand was this?

Part numbers:

A new series of part numbers was used for the Twenty, these commenced at F50000 (chassis side member) and went through into the 55000 series. These numbers were prefixed with F for Frame parts, D for electrical parts, G for gearbox and E for engine parts. New Phantom part numbers are 70000 series and PII appear to be 80000 series. Of course, the Twenty being so good, parts from the Twenty were migrated to the larger 40/50 chassis. The major example would be the Distributor mechanism.

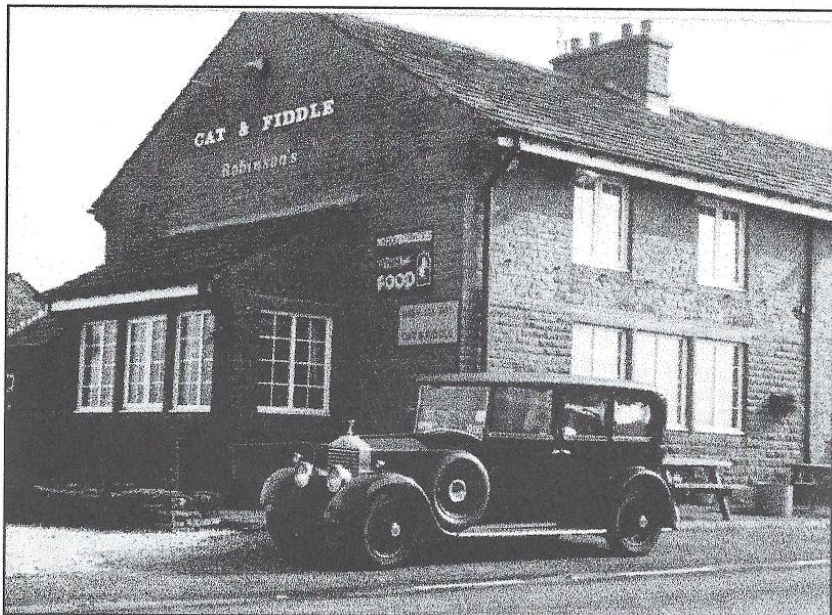
Bob Clarke

Overleaf are two of Bob's drawings that members may find of use. One is a 'box for electrical spares' and the other is for a 'fishtail exhaust.'



A typical weekend for a Twenty - 1998

by John Dixon



My entry for the Caravan Club's 4C's competitive weekend rally was accepted. The rally was to be based in Stafford and consisted of an economy run of at least 50 miles ending at Stafford on the Friday, an economy 230 mile observed route through set controls on the Saturday morning, reversing tests in the afternoon and a concours on the Sunday. Whilst I did not even begin to imagine I could win an economy event with my 71 year old

Twenty pulling a big heavy old caravan, I thought it would be fun.

I had not named a navigator for the Saturday. I thought I could manage without! So a week or so before the event the deputy editor of the Caravan Club Magazine phoned me and offered his services. He too thought it would be fun as well as a novel experience. How could I refuse? So it was agreed.

In order to minimise petrol consumption

I had chosen my starting point to be the last petrol station before the M1 near Finchley in N London. I left home about noon and drove through central London (no congestion tax yet!) and filled the petrol tank to the brim at Finchley. The seal was duly signed by the petrol attendant and I headed North. Traffic was busy so I turned off the M1 on to the A5. We were travelling nicely at about 45 mph near Milton Keynes when I wondered why a large van passing me had his hazard lights on. I checked my mirrors and realised that the caravan was not exactly horizontal, meaning that the offside caravan tyre was flat. With skill or luck I pulled into the only wide lay-by on the road to investigate. Sure enough the tyre was flat and partly shredded and very hot. With a little help from the caravan's corner steadies I managed to get my trolley jack under the axle and changed the wheel and was off in less than 15 minutes. It then took 25 minutes to do about a mile on the approach to the roundabout beyond Hinkley. Soon I caught up and passed another competitor in his new car and modern light caravan and passed him with a nippy manoeuvre. I kept ahead of him all the way to the petrol station near the finish where our arrival time and the quantity of petrol required to fill the tank was noted. All the petrol for the rally was free! Next we had to go to a public weighbridge to have both car and caravan weighed. By good judgement (having taken out all superfluous junk at home) the weight of the caravan was just inside its

maximum gross weight. Many competitors were less lucky and were disqualified! After a short drive we arrived at the Staffs Show Ground. Scrutineering was in an enormous building. My navigator had no trouble finding me - he was taking photos of the competitors on arrival. The caravan had to be disconnected from the car for its nose weight to be measured. We were OK - after all there is no such specification for vintage Rolls-Royces. More outfits were disqualified!

I was in trouble too as the spare wheel I had used on the caravan had a cross-ply tyre whilst those on when I set off were radials. Not too easy to get a replacement at 7pm, especially as England were playing a vital soccer match in 30 mins! However I was told that Green Flag were running a breakdown service for the rally so I rang the number and was put through to the man on call. I told him it could wait until the match was finished. I gave him my mobile number (the first time I had used one!) and about 10pm he duly rang and I was able to direct him to where I had parked away from the mud of the caravan parking area. Needless to say he had brought a 14" tyre instead of 15" so he had to go back to the depot. I suggested that he take the wheel and while he was at it he could straighten out the rim that I had damaged on the Pordoi pass the previous year. So an hour later the wheel was back on the caravan and I could go to bed.

I was to be first off at 6.30 in the morning, so after a fry-up in the restaurant we were given our instructions and list of map references for the controls. Our observer joined us and sat in the back seat like Lady Muck. Her husband was also an observer but he lost out and had to go in a motor-caravan! The observers were to report any transgressions such as speeding, not obeying stop signs or traffic lights, taking short cuts. My navigator fed the info' into his laptop and tried to establish a route visiting the requisite number of controls within a fairly narrow mileage tolerance at an average speed of 30-35 mph. However at the off-time he could not tell me whether to turn left or right out of the gate, so I turned right. I knew roughly where we were to go so headed for Shropshire. Just after a junction the navigator still did not know which way to go. So I stopped. For some reason he thought the start was about 20 miles from where it was. No wonder he was muddled! A quick look at my map and then a U turn and up the road we had passed. Now the navigator knew where we were and where we were headed! The observer remained dutifully silent, but was quietly laughing to herself!

We then found the first two controls OK and headed for the compulsory 25 miles between two services on the M6. Here we were required to average 50 mph. A tall order for a Twenty designed for the days of a 20 mph speed limit without a caravan on the back. Despite the heavy traffic we kept up 48-53

mph all the way. The navigator was impressed! An artic managed to block the road 25 m from the checkpoint so I was penalised a second minute! The clock was stopped for a toilet break. Next control was near Buxton. By now I was reasonably confident that my navigator would perform adequately, but was frustrated when I realised we were headed for the Manchester ring road instead of Macclesfield and the Cat & Fiddle. By then it was too late so round Manchester and up to Buxton. A long climb, but we just seemed to sail up. Perhaps the wind was behind us. Down towards Matlock, I was told to turn left at Darley Dale. There was just time to read a massive road sign indicating a dangerous 20% hill. I had never taken such a steep hill with the caravan and had never been up this road so I had no idea what to expect. I got up as much speed as possible, ready to convert the kinetic energy of 3 tons at 40 mph into potential energy to get up the hill. The gradient became steep very rapidly and after three lightning gear changes we negotiated the sharp right-hand bend flat out in first gear. A blind left-hand hairpin bend meant going completely on the wrong side of the road, klaxon blazing, biceps bulging, hoping not to have to stop for anyone coming down - visions of getting a tractor to get us going. The road was clear! Up to the next sharp bend at 15 mph on full throttle. The local peasants just stood and stared open-mouthed, puzzled by the roar of a Royce developing all her 53 bhp. Royces were supposed to be silent!

Well the navigator and observer were silent (petrified) until we got to the top. The navigator was impressed, the observer relieved. Another toilet stop in the bushes at the control.

After that it was nearly all down hill, literally into Matlock. First gear most of the way to use engine braking with the occasional massive explosion echoing off the old stone buildings. A quick stop for petrol and a few more hills to Ashbourne and an easy run through the floods and mud back to Stafford. With so many hills our average speed was below requirements, so it was a case of "James - don't spare the horses!". We arrived at the final control with seconds to spare before the 30 mph exclusion applied. The petrol was topped up again to the brim and then we returned leisurely to the weighbridge. Again we were just legal. In the afternoon I had a go at the caravan manoeuvring tests, but these were very difficult especially having to use a Citroen Zsara. I came last of those who tried. Back to the caravan for a bottle of wine and to cook my steak. I watched with amusement men with a variety of stepladders and cleaning aids as they cleaned and polished their largely brand new caravans and modern cars for the concours on the Sunday morning. Some had moved their outfits off the muddy camping field on to the tarmac and continued polishing all night. Serious business winning a concours! I suggested to some of them that they might get more job satisfaction by

cleaning my outfit, but they were not too amused! Their only respite was the manoeuvring tests and practice of course. The championship winner did not have to do the Saturday run as the best two of the three events were used to decide, so the seriously committed competitors gave it a miss.

It rained in the night so in the morning I was able to leather the car and the caravan windows. But all the wheels were brown. There was a large patch of virgin grass, untouched by 4x4's, with a couple of inches of clean water on the top, so just before entering the building for the concours I drove through this and all the mud was washed off. There was frenzied activity with the men spraying and polishing tyres and women laying out prissy knickknacks in the caravans, right up to the appearance of the judges. We were last equal with the winner of the economy run. But how can you compare a 70-year old car and 30-year old caravan with brand new ones? Soon all the results were pinned up. Those seriously committed competitors affronted by not winning the trophies they thought they deserved had 30 minutes to put in their appeals, which of course they did. It was amusing eavesdropping on their conversations with their mates when they slagged each other off for their various cheating techniques on the arrival and Saturday runs. For example how does a turbo diesel manage over 60 mpg on a 50-mile arrival run, but only 30 on the

observed Saturday run? In the end of course they did all get their trophies ^ there were more trophies than competitors!

At the grand prize giving, I watched as people who failed to complete the Saturday run picked up grandiose trophies for the best in their class. In some classes no-one finished! Poor Magdalena was in the largest class and got nothing. We were 10th in the rally championship out of 14 who qualified. I knew that the organisers were embarrassed by this, so wondered how they might rectify an apparent wrong. One of the concours awards was at the discretion of the judges and this was awarded to Magdalena for the most ingenious or useful accessory - her mirrors! A nice solid silver plate. I was pleased to get the biggest applause.

We left for London at 4, spent an hour or so around Rugeley where my Grandparents had lived for 25 years, walked up Castle Ring, stopped for a pub meal at Weedon and got home before 10. 536 miles in 2 days 9 hours at 13.5 mpg and over 30 mph. Not bad for the proverbial gutless wonder.

IDIOT SIGHTING No.2

I was at the airport, checking in at the gate when an airport employee asked, "Has anyone put anything in your baggage without your knowledge?" To which I replied, "If it was without my knowledge, how would I know?" She smiled knowingly and nodded, "That's why we ask."

20hp Regional Meeting 20th July 2003

Don't forget we return to Brian and Annette Thompson's home for a 20hp Regional Meeting at Brattle Farm, Staplehurst, near Maidstone on the 20th July 2003.

If you would like to come, please send a D/L size S.A.E. to Keith Jay for an entry form.

20hp Rally to the Loire Valley June 2004

Leaving on the 20th June 2004 after the Annual Rally, is the Register's trip to the Loire Valley.

We catch the overnight ferry from Portsmouth driving the next day to the Loire where we stay at the 27 roomed Best Western Hotel Val de Loire.

There will be a number of days out and the cost includes five dinners in The Caves, an excellent restaurant. The cost excluding Car Ferry will be around £299.00 per person.

For a booking form, send Keith the usual S.A.E. D/L size.

Visit to Rolls-Royce, Goodwood Tuesday, 19th August 2003

The Tour is restricted to 28 members - two per car - all the cars MUST be Twenties. Preference will be given to Members who have come on the holidays.

If you would like to join us for the visit, a S.A.E. D/L envelope please - you must give an undertaking you will appear in your 20hp Motor Car. No other Motor Car is acceptable.

Australian Federal Rally Winners

More Twenties were exported new to Australia than any other country and they still have the greatest number of survivors outside of the UK. Here's their Annual Rally winners and owners:

20hp Class (see note on next page)

1966	1922 Tourer by Diskon & Molyneux - David Davis	42G1
1970	1926 Limousine by Park Ward - Terry Bruce	GYK47
1971	1926 Limousine by Park Ward - Terry Bruce	GYK47
1972	1926 Limousine by Park Ward - Terry Bruce	GYK47
1973	1924 Saloon by Martin & King - Gerald McKenna	GDK17
1975	1926 Limousine by Park Ward - Terry Bruce	GYK47
1976	1923 Tourer by Smith & Waddington - Roger Johnston	83K5
1977	1923 Tourer by Smith & Waddington - Roger Johnston	83K5
1978	1926 Roadster by Martin & King - John Sproule	GYK82
1980	1923 Tourer by Smith & Waddington - Roger Johnston	83K5
1981	1926 Limousine by Park Ward - Terry Bruce	GYK47
1982 =	1923 Tourer by Carter - John Carter	76A5
=	1926 Weymann Coupe by H. J. Mulliner - Eric Kilvert	GHJ37
1986	1928 Saloon by Martin & King - Frank Italiano	GTM10
1988	1926 Weymann Coupe by H. J. Mulliner - Greg Dunstan	GHJ37
1989	1926 Limousine by Park Ward - Terry Bruce	GYK47
1990	1927 Tourer by Vintage Motor Garage - Bill Plowman	GYL74
1992	1922 Roadster by Burlington - Nigel Scott	42G7
1993	1926 Limousine by Park Ward - Terry Bruce	GYK47
1994	1927 Coupe by H. J. Mulliner - Sue Dunstan	GHJ37
1996	1923 Coupe by Martin & King - Brian Jenkins	82K9
1998	1928 Saloon by Martin & King - Frank Italiano	GTM10
1999	1926 Limousine by Park Ward - George Forbes	GYK47
2000	1926 Skiff by Roger Fry - George Forbes	GOK74
2001	1922 Tourer by Diskon & Molyneux - David Davis	42G1
2002	1926 Skiff by Roger Fry - George Forbes	GOK74

Australian Coachwork Trophy

1989	1922 Roadster by Burlington - Nigel Scott	42G71
1992	1922 Roadster by Burlington - Nigel Scott	42G7
1994	1923 Tourer by Peels - Brad Page	67H8
1996	1923 Coupe by Martin & King - Brian Jenkins	82K9
1998	1928 Saloon by Martin & King - Frank Italiano	GTM10
2000	1923 Tourer by Peels - Brad Page	67H8
2001	1922 Tourer by Diskon & Molyneux - David Davis	42G1

Overall Winner

1972	1926 Limousine by Park Ward - Terry Bruce	GYK47
------	---	-------

Australian Federal Rally Winners (contd)

Age & Authenticity Trophy

1962	1924 Limousine by Windovers - Terry Bruce	GLK62
1964	1928 Saloon by Martin & King - Maurice Markoff	GTM10
1971	1926 Limousine by Park Ward - Terry Bruce	GYK47
1986	1926 Limousine by Park Ward - Terry Bruce	GYK47
1989	1926 Limousine by Park Ward - Terry Bruce	GYK47
1992	1926 Limousine by Park Ward - Terry Bruce	GYK47
1995	1928 Limousine by Barker - David Jones	GKM60
1996	1927 Drophead Coupe by Reliance Motor Bodies - Martin McCarthy	GAJ32

Castrol Trophy

1972	1926 Roadster by Martin & King - John Sproule	GYK82
------	---	-------

Company Trophy

1982	1923 Tourer by Carter - John Carter	76A5
------	-------------------------------------	------

Gymkhana

1982	1926 Tourer by Robinson - Graham Singer	GZK21
------	---	-------

Vintage 1919-1930

1961	1923 Saloon by Arthur Mulliner - Tony Strachan and Peter Harwin	70A2
------	---	------

'15-25

1962	1924 Limousine by Windovers - Terry Bruce	GLK62
------	---	-------

'22-28

1969	1924 Limousine by Windovers - Roger Markham	GLK62
------	---	-------

'26-30

1962	1928 Limousine by Barker - Graeme Soderland	GKM60
------	---	-------

Ladies Choice

1972	1926 Roadster by Martin & King - John Sproule	GYK82
1986	1923 Coupe by Martin & King - Don Crone	82K9
1991	1928 Limousine by Barker - David Jones	GKM60
1992	1928 Limousine by Barker - David Jones	GKM60
1994	1923 Tourer by Peels - Brad Page	67H8

Best Pre-War Car

1991	1928 Limousine by Barker - David Jones	GKM60
1992	1926 Skiff by Roger Fry - George Forbes	GOK74
1994	1923 Tourer by Peels - Brad Page	67H8
2000	1923 Tourer by Peels - Brad Page	67H8

Masters Class

1992	1928 Limousine by Barker - David Jones	GKM60
1993	1928 Limousine by Barker - David Jones	GKM60
1994	1926 Skiff by Roger Fry - George Forbes	GOK74
1996	1926 Skiff by Roger Fry - George Forbes	GOK74

Note: The 20hp Class included the Phantom I to 1984 and the 20/25hp thereafter.

For Sale and Wanted

For Sale

Sound, early exh/inl manifold.
Repaired battery box less lid.
Pair bell shaped Lucas headlamps with mounting forks.
Rear friction shock absorbers.
35" bonnet.
Relicia starting handle tube, 2-bolt flange with cover plate.
David Powell.
Tel: 01865 763801

Wanted

Early luggage rack.
Oil gun.
Lucas No. 40 oil can.
Lucas No. 40 oil can clip.
Front wing stays.
Set of feeler gauges.
Various 20hp tools.
David Powell.
Tel: 01865 763801

Three women die together in an accident and go to heaven. When they get there, St. Peter says, "We only have one rule here in heaven...don't step on the ducks." So they enter heaven, and sure enough, there are ducks all over the place. It is almost impossible not to step on a duck, and although they try their best to avoid them, the first woman accidentally steps on one. Along comes St. Peter with the ugliest man she ever saw. St. Peter chains them together and says "Your punishment for stepping on a duck is to spend eternity chained to this ugly man!" The next day, the second woman steps accidentally on a duck, and along comes St. Peter, who doesn't miss a thing, and with him is another extremely ugly man. He chains them together with the same admonishment as for the first woman. The third woman has observed all this and, not wanting to be chained for all eternity to an ugly man, is very, VERY careful where she steps. She manages to go months without stepping on any ducks, but one day St. Peter comes up to her with the most handsome man she has ever laid eyes on. Very tall, long eyelashes, muscular, and thin. St. Peter chains them together without saying a word. The woman remarks, "I wonder what I did to deserve being chained to you for all of eternity?" The man says, "I don't know about you, but I stepped on a duck!"

Wanted

20hp Fusebox complete or specifically - LID Generator cutout and 5 Fuses.
'Domino' gas pliers.
Box spanner 'F9809' (3BA & 2BA).
6" copper elliptical petrol funnel.
'Liqall' flexible petrol filler tube.
1928 gearbox undershield.
Edition No.VII Handbook.
Jos Lucas sidelight R241 (c1923 - pear shaped).
'AT' 70mph speedo.
Bob Clarke
(address in *Register of Members*)
Email: bob_clarke@rta.nsw.gov.au

Wanted

Engine undertray, for early 20hp, the longer "Bathtub" type.
Would anyone lend me one to have copied?
Brendan Boyle.
Tel: 01379 852612 or
Email: panacea@doctors.org.uk

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.

Alastina	GXL74		Henrietta	GBM75	YX6500
Auntie	GMJ68		James	GFN59	-
Baps	GKM66	-	Jam Roll	GVO40	OU 2938
Bessie	68H4	OK 9475	Jaus	-	XP4317
Big Henry	GAJ71		Josephine	-	G6457
Bimbo	GKM30	-	King William	GVO8	KW7407
Countess (The)	GBM38		Lady Deborah Jane	GLN58	RU 9269
Daisy Belle	GDK52	NR 5492	Lady Maud	-	XW 298
Duchess	GA18	-	Lady Sarah	GEN78	UU 7166
Duchess (The)	GH24	-	Lydia	GEN16	RR 5320
Emilia	54S5	OK 9580	Magdalena	GUJ27	
Emily	42G1	-	Millie	GEN39	
Ermintrude	GRJ64	HC 8193	Peacock	GWL30	XV1247
Flivver	GCK63	ON 5233	Polly	GPK72	YM 3341
Gertie	GEN11	MT8036	Primrose	GUK71	RA 333
Gertrude	GFN78		Rosie	GYK66	-
Giovanna	GAK27	PD 9610	Sarah	GXL50	UO 5214
Gladstone	GPK40	ON1792	Vice Admiral (The)	GZK32	VA5249
Grace	GFN27	-	Vicky	GHJ15	NS 2435
Grumbler (The)	89K3	-	Victoria	60H4	OL 2237

American Logic!

From Wilkinson to Barker in one easy lesson!

"In 1969, 54S4 was rebuilt by Wilkinson of Derby and the rear section was restored. The car today is in California and probably is the best Barker barrel-side tourer in America." (*Illustrated Rolls-Royce & Bentley Buyer's Guide* by Paul Woudenberg, 1984, page 55).

IDIOT SIGHTING No.3 At a good-bye luncheon for an old and dear coworker who is leaving the company due to "downsizing," our manager commented cheerfully, "This is fun. We should do this more often." Not a word was spoken. We all just looked at each other with that deer-in-the-headlights stare.

Twenty Newsletter - Photographic Index

Chassis Number	Newsletter /Page No	Chassis Number	Newsletter /Page No
42G0	1/5, 12/16	GUJ18	9/13
53S5	5/7	GUJ27	6/9, 6/15-16, 7/16, 7/18
56S6	6/1	GXL39	10/28
59S1	7/12	GXL44	3/7, 10/17
70A1	2/6	GXL50	7/12, 9/19
GA8	8/17	GXL66	3/17
GMK4	7/12	GXL69	10/1
GMK12	11/1, 11/6-7	GXL77	10/28
GDK21	1/7, 3/8	GYL52	10/25
GLK40	9/13	GWL8	9/11
GLK73	12/17	GWL16	4/Cover, 7/13, 8/8
GPK33	5/3	GWL30	8/18-19
GSK15	7/12	GBM23	5/3
GSK36	2/10	GBM64	7/15, 11/20
GSK80	2/5	GKM30	2/7-8, 4/Cover, 6/8-9
GCK3	2/Cover, 12/7, 12/24	GKM48	2/12
GCK12	7/4	GKM50	10/12
GCK26	8/24	GKM60	9/1
GCK32	10/21-2	GTM2	9/13
GCK35	5/Cover, 1/11-12	GFN6	9/13
GCK39	4/6	GFN40	11/24
GCK43	11/24	GFN71	7/24
GCK63	10/2	GLN53	1/10, 5/10
GOK5	7/7	GEN16	8/1, 8/15
GOK27	1/11-12, 3/6	GEN33	9/15
GOK48	2/3	GEN45	1/5
GOK53	5/8, 7/10	GVO40	1/8
GOK65	1/Cover, 3/6		
GOK74	9/1		
GZK51	7/12		
GUK20	12/24		
GUK61	6/20		
GYK43	12/1		
GMJ10	5/11		
GHJ15	7/1		
GHJ19	9/24		
GHJ24	4/15		
GHJ40	1/3, 7/13		
GHJ50	5/12, 9/24		
GHJ63	9/13		
GAJ32	5/6		
GAJ81	12/17		
GRJ60	4/5		
GUJ2	6/18		

20hp Seminar

The next 20hp Seminar will be held at the Hunt House, Paulerspury, on the 12/13th July 2003.

Full details and a booking form can be obtained from the Hunt House.

IDIOT SIGHTING No.4

I work with an individual who plugged her power strip back into itself and for the life of her couldn't understand why her system would not turn on.



1929 Drophead Coupe by Barker (GEN80) at La Musee de l'Automobiliste, Mougins, France. The top photograph was taken in July 1992 by Twenty owner John Banner. When he returned, two years later, in July 1994, the car was still in the museum as evident by the bottom photograph. In the intervening two years, nothing appeared to have been touched on the Twenty - not even the bonnet had been closed.