



# ROLLS-ROYCE

## ENTHUSIASTS' CLUB

for Rolls-Royce and Bentley owners



### The Twenty Newsletter

for the 20hp Register

Number 14

February 2004



#### **1927 Saloon by William Arnold, Manchester. (GAJ54)**

One of the few Twenties that doesn't carry the Spirit of Ecstasy mascot is Graham Neale's immaculate saloon.

The model is of a Sopwith Baby and Graham made it entirely by hand.

The story behind the model can be found on page 6.

## Twenties at large!

### In Portugal - May 2003

1926 Tourer by Barker - Tony & Iris Porter	GCK46	YN6061
1926 Saloon by James Young - Alan Highfield	GZK51	YP3770
1926 Drophead Coupe by Compton - John & Ann Watkins	GYK30	TX501
1927 Coupe by Carlton - John & Betty Campey	GMJ61	YE9079
1927 Shooting Brake by McCloud - David & Sheila Mitchell	GHJ15	NS2435
1927 Coupe Cabriolet by Windovers - Keith Jay & Louis Hunter	GHJ40	YH793
1928 Saloon by Park Ward - Graham & Mary Moore	GWL16	TU8884
1928 Saloon by Binder - David & Jane Else	GKM30	DS9341
1929 Tourer - Mike & Pat Crees	GLN26	UL3347

### At Brattle Farm, Staplehurst - 20th July 2003

1923 Saloon by Flewitt - Brian Thompson	59S1	OK9329
1923 Enclosed Drive Cabriolet by Hooper - Julian Booty	66H6	XO9142
1926 Tourer by Mead - David Mead	GOK61	MH668
1926 Tourer by Connaught - Leonard Horn	GZK71	YP4209
1926 Drophead Coupe by Compton - John Watkins	GYK30	TX501
1927 Tourer - David Carpenter	GUJ2	PN363
1928 Landaulette by Park Ward - Clifton Spencer	GWL14	FW1819
1929 Saloon by Park Ward - Ron Monks	GEN26	DS9299
1929 Saloon by Page & Hunt - Ben Grew	GVO40	OU2938

### At the North of England Rally - 10th August 2003

1924 Doctor's Coupe by Myers & Burnell - Ted Kelly	GMK4	DN6513
1926 Tourer - Lisle Richardson	GSK26	IB7312
1926 Tourer by Barker - Tony Porter	GCK46	YN6061
1926 Saloon by Park Ward - Terry Scott	GUK18	YP2950
1926 DHC by Carlton Carriage - John Campey	GMJ61	YE9079
1927 Limousine by Caffyns - Trevor Komaromy	GHJ72	HC7777
1927 Drophead Coupe by Southern - Tony Steele	GRJ19	YT5995
1928 Limousine by Park Ward - Stuart Hogg	GXL15	2RR
1928 Limousine by Park Ward - Graham Moore	GWL16	TU8884
1928 Saloon by Binder- David Else	GKM30	DS9341
1928 Tourer - Tony Brown	GLN58	RU9269
1929 Saloon by Page & Hunt - Ben Grew	GVO40	OU2938

### At the President's Picnic - 31st August 2003

1923 Tourer by J. B. Stevenson of Glasgow - Robert Kennedy	80K7	SR3680
1924 Doctor's Coupe by Hooper - D. Wales	GDK22	XX4168
1926 Tourer - Roland Read	GSK43	NE6271
1926 Tourer - Richard Sprigg	GZK31	DS9213
1927 Saloon by William Arnold - Graham Neale	GAJ54	NF8442
1928 Doctor's Coupe by Barker - Alf Kenchington	GYL67	YX2878
1928 DHC by Salmons - Grahame Dutch	GTM14	HC9777
1928 Tourer - Mike Marshall	GTM27	VP7272
1929 Two-door Coupe - George Simpson	GVO25	GS1466

## THE TWENTY NEWSLETTER

Number 14

February 2004

## 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.

By now work should almost be completed on your 20hp ready for the start of the season and the 100th year of Rolls-Royce. Both nationally through the club and at local levels much has been planned. The 20hp Register has produced a special tie which is available free of charge to all register members as long as stocks last. Just send a S.A.E. with a 20p stamp on it (60p if overseas) and a note requesting a tie.

The date of the visit to Rolls-Royce, Goodwood has been changed yet again by them. It is now Tuesday, 20th April 2004. If you are interested, give me a ring and there might just be a place available. There is a finger buffet at the factory afterwards and the cost is £20 for two members.

As I am going to Brittany and Normandy in May for the Fougere Rally, I will miss the 5 Section Rally at Charterhouse - originally the rally was the opening event of the club season and was the 1st Sunday in May. Nowadays no one seems to be able to decide on a fixed Sunday and it pops around like a cork in the sea.

There is the usual get together on Sunday, 20th June 2004, at the National - in the 20hp line as usual at 12.30. All 20hp owners and friends and family are most welcome to come and join us for a drink, chat and to meet your friends. Immediately at the finish of the National on



the Sunday, the members who are booked on the *La Loire Rally* depart for Portsmouth to catch the overnight ferry to Caen and onward to La Loire.

The trip to La Loire is fully booked - some 66 members with 31 Rolls-Royce motor cars are coming and of the 31, 26 are pre-war of which 22 are Twenties. Hopefully, the weather there in June should be ideal.

An interesting programme has been planned and differs from the one on the last visit. The Mayor of Azay le Rideau is giving us a Welcome Reception on the evening of our arrival and once again, we are joining the local motor club, thanks to Derek & Joan Berwin, for a picnic on the banks of La Loire on one of the other days.

On the 24th and 25th July there is a 20hp and 20/25hp Technical Seminar at the Hunt House. For those who are rebuilding/working on their 20hp, it is an ideal chance to learn a lot more about your 20hp. The lecturers are superb and really do know the delightful 20hp and the problems that arise. The oldest Twenty is now 82 years old.

On Sunday, 8th August we have a Regional Meeting at the Hunt House. It's an ideal chance for those who have never been to the H.Q. to come and see the best motor club headquarters in the world - plus the chance to meet likeminded 20hp owners to chat, discuss mutual problems, meet new Twenty owners, and for those who would like to - to swap and drive! Hopefully some owners will allow others to drive their Twenty in order to give owners with motor cars that need work doing on them, to see how good a Twenty should be. Already there is a promise of two

owners prepared to let others drive their Twenty. Morning coffee on arrival, lunch and afternoon tea with biscuits is included in the £10 per person charge. I would love to see a record turnout of 20hp motor cars - this will be the last UK event I will be organising as Registrar! Entry forms from me - S.A.E. D/L size please.

On the 29th September there is a return to Paphos, using the delightful St. Georges Hotel again - 7 nights - with the option for an extra week either before or after the holiday.

The cost including hotel room with full sea view, all dinners, receptions, some lunches and the hire of a compact motor car and

#### 20hp Register Calendar 2004

Tues Apr 20th	Visit to Rolls-Royce, Goodwood.
Sun Jun 20th	RREC Annual Rally, Boughton House.
Sun Jun 20th	La Loire Rally to France.
Sat Jul 24th	20hp Seminar, Hunt House.
Sun Aug 8th	20hp Regional Meeting, Hunt House.
Wed Sep 29th	Paphos holiday.

transfer between Paphos Airport and the hotel both ways, is included. The cost is £585.00 per person plus your flight to Paphos.

Entry forms are available from me - S.A.E. D/L size please.

Finally on the 1st October, Ben Grew takes over as Registrar after my 10 years of doing it. I take great pride in the fact I was first Registrar in the Club and the 20hp was the first model to have a Register, some 15 months before any other model.

Also, in the 10 years of being Registrar, I have not missed a single issue of Register Notes in the Bulletin!

I have been trying to get the message

across to organisers and other club members at all levels, over the daily mileages on some Rallies/Events. Whilst we might have a couple of members supported by their wives who are quite happy to do 300 miles in a Twenty in a day, the vast majority do not like this. A happy relaxed mileage is around 165 miles, at a push up to 210 miles, after which it becomes hard work and ceases to be enjoyment for both the driver and passengers.

Perhaps this is one of the reasons why fewer and fewer Twenties and other pre-war motor cars appear at some events. I am told the Euro in 2003 only had a very few pre-war motor cars.

My other plea is for event organisers - please remember not every member is wealthy and can afford 5\* hotels, so please remember to cater for those members whose budget is limited. It is possible to find reasonably priced 3\* hotels and to keep prices down.

Finally I would like to thank all the Register members for their interest and support, especially Ben & Adrienne Grew for producing the newsletter and seeing to its despatch - a lot of hours and work has gone into it - thank you, Ben & Adrienne.

Looking forward to meeting you during the year.



Keith Jay,  
Registrar.  
The 20hp Register.

#### Astute Visionaries?

"Who would want to hear actors talk?"

H. M. Warner,  
Warner Brothers, 1937.

#### News from all over

##### How much a Twenty?

In May 2003, a Twenty (GXL33) was advertised for sale on an eBay site on the Internet. The starting bid requested by the Commack, NY, seller was US\$225,000 and it read as follows:

1927 Rolls-Royce Doctor's Coupe for sale, item # 2415478028. 2-doors, Black interior, Red exterior.

"This car was a wedding gift from the Contessa, Ariane De La Rochefacault from Paris. The car was returned to the Contessa after world war II as a stolen Property and was used by the S. S. Nazi's. The owner of the car has the History Book of the car."

Just in case you think the car was overpriced, you may be interested to know that there was also a picture of an "Official Certified Appraisal (by Kruse Intl from a photograph) who gave the car a value of \$389,800!

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##### Wouldn't we all!

When the first owner of GAK55 ordered the car from Rolls-Royce in April 1924, he asked for an "engine possessing 100% smoothness and one that keeps clean during use. He also asked for it to have freedom from vibration!"

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##### Stating the obvious!

Awards for the silliest packaging instructions were handed out last year.

The winner was a packet of Nytol sleep aid that had the warning: 'May cause drowsiness'

Second was Tesco's tiramisu dessert (printed on the bottom): 'Do not turn upside down.'

Third was on an American Airlines packet of nuts: 'Instructions: Open packet, eat nuts.'

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# Louis Arbon Strange

- one time owner of GAJ54

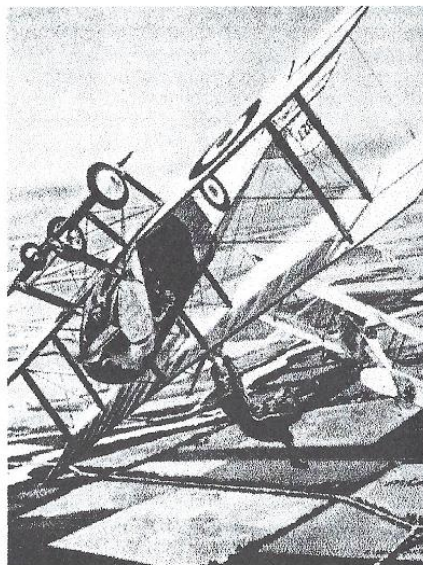
Clutching frantically at the empty ammunition drum of his Lewis gun, the British pilot held on and prayed. Thrown from the cockpit as his Martinsyde Scout flipped over into a spin, he dangled helplessly as his plane flew upside down in a rush toward earth. In seconds, he let go of the drum with one hand, risked a grab for a sturdier hold on the center section strut -- and found it. Now his chin was rammed against the top wing of the plane, beside the gun, but his legs still gnawed at empty air. Through the propeller he could see the town of Menin and a revolving kaleidoscope of French countryside.

Desperately, the pilot kicked backward and up toward the cockpit behind him, shattering the instruments on the dashboard. Finally he got both feet hooked inside the cockpit and edged them toward the stick.

Once the stick was between his legs, he jammed on full aileron and elevator. The Martinsyde quickly righted itself, and the pilot fell back into the cockpit and crashed through his seat jamming the controls. The machine was still racing down in a dive. He cut the engine off, braced his shoulders against the top fuselage and his feet against the rudder bar, thus freeing the controls. Seconds later he pulled out of the dive, skimming the trees that lined the Menin road and hurried back to his base, heedless of the German ground fire.

It was May 10, 1915 -- a day that Captain Lewis A. Strange, a flight commander of the Royal Flying Corps No. 6 Squadron would never forget.

It had started with Strange's pursuit of an Aviatik B. 11 on a reconnaissance mission



over the British positions. At 8,500 feet, both planes were nearing the tops of their ceilings. As the German observer made pot shots at Strange with a Parabellum pistol, he emptied a drum from his Lewis gun, but with little or no effect. The empty drum jammed as Strange moved to replace it, so he wedged the stick between his knees and tugged at the drum with both hands. Finally he raised himself half out of the cockpit to get a better grip. In that instant, the climbing Martinsyde stalled and flipped over into a spin. Strange was thrown clear of the machine, still clutching the drum.

Louis Strange learned to fly on a bet in 1913. He was in the vanguard of British aviation units that arrived in France in

August 1914 and piloted the first British plane armed with a Lewis gun.

Louis progressed through the early campaigns of the war flying rickety Avros, Farmans and B.E.s. A masterful tactician and leader, he was promoted rapidly through command and staff posts. He flew and fought throughout the war and was commander of the 80th Wing during its last six months of duty. A Lieutenant Colonel at war's end, he held the DSO, MC and DFC.

The Martinsyde S.1, the plane Louis Strange flew on that harrowing day in May, 1915, was developed as a result of early successes with single-seated scouts. It appeared in late 1914, but, because of its poor stability and limited ceiling, was withdrawn from service on the Western Front in the summer of 1915.

Prior to the events of May 1914, the innovative Louis Strange was experimenting with bombing techniques. He managed to destroy trucks by dropping petrol bombs from his plane, but dissatisfied with dropping bombs by hand he came up with the idea of attaching the bombs to racks on his wings, and dropping them by pulling a release wire. He tried this out on his BE2c with great success in March 1915, attacking a train at the station of Courtrai, and thus impeding the flow of German reinforcements during the Battle of Neuve-Chapelle.

After the war Louis Strange continued flying and was a prominent figure in civil aviation during the 1920s and 1930s. He supervised the formation and

development of Britain's CAM Ships ("Hurricat" convoy defence vessels) and the Parachute Regiment. He flew in WW2 at the age of 50 and was awarded a Bar to the Distinguished Flying Cross that he had earned in the Great War.

Louis Strange owned GAJ54 in the early 1940s.

When Graham Neale acquired the car and heard that Louis was the CO of a Camel Squadron at the end of WWI, he thought it would be appropriate if he made a mascot of a Camel aeroplane for Louis' old car.

The finished mascot was seen by another Twenty owner who was so taken with the quality that he persuaded Graham to sell him the mascot.

Of course, this left GAJ54 without a mascot and as Graham wanted to keep an aero-type mascot because of the Louis Strange connection, he decided to make a Sopwith Baby, a plane he always liked the look of!

The flying career of Louis Strange spanned 47 years of active flight and many feats in over a hundred types of aircraft (from the earliest aeroplanes to the Hurricane and Vampire Jet), a racing and stunt pilot in the pioneering age of flight, a pioneer of aerial combat and tactical bombing in WWI.

He was one time CFI of the RAF Central Flying School at Upavon, the Managing Director of the Spartan Aircraft Company, Commander of No. 23 Squadron, the 80th Wing RAF - the list is endless.

Lt. Col. Louis Arbon Strange DSO MC DFC can truly be described as a legendary First War flying ace.

He died in 1966 at the age of 75

## Astute Visionaries?

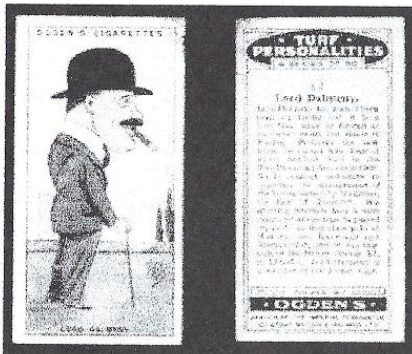
"This 'telephone' has too many shortcomings to be seriously considered as a means of communication. The device is inherently of no value to us."

Western Union internal memo, 1876.



## Famous 20hp Owners!

Albert Edward Harry Mayer Archibald Primrose, Lord Dalmeny, the 6th Earl of Rosebery, was born on the 8th January 1882. He married Dorothy Grosvenor in 1900 and they had two children before a divorce in 1919. He married a second time, in June 1924, to Eva Bruce, a JP and had two further children by her, the last in 1935 when he was 53.



Lord Dalmeny was a keen cricketer, representing Middlesex, Surrey and Scotland. At Surrey he was captain and his first class average with the bat was 22.47 over a period of eighteen years (1902-1920). He still holds a record against Leicestershire for his 6th wicket partnership of 260 runs with J. N. Crawford. He was also a member of the Jockey Club and played first-class polo. His eldest son, Archibald Ronald Primrose followed in his father's cricketing footsteps by playing for Middlesex and Oxford University, although this was cut short by a premature death at the age of 31.

Lord Dalmeny, the 6th Earl, owned 61H2 a 1923 Limousine by Barker. He died on the 30th May 1974.

John Baring, the 2nd Lord Ravelstoke inherited the title on his father's death on the 17th July 1897. He owned 52S3 a 1923 Brougham by Hooper.

He was born on the 7th September 1863 and was a Director of the Bank of England and a partner of the family banking business Baring Bros & Co. Ltd.

He was receiver General for the Duchy of Cornwall from 1908, a member of the Committee of Experts for Settlement of Reparations in 1929, Lord Lieutenant of the County of Middlesex and Lieutenant of the City of London.

His father, Edward Charles "Ned" Baring had been created Lord Revelstoke by Queen Victoria in 1885. He had been the Managing Director of Baring Brothers.

In 1884 Baring Bros saved the Canadian Pacific Railway from bankruptcy and a city in Canada was renamed Revelstoke in gratitude.

Baring Bros, had invested heavily in South America and in October 1890 when the Argentine and Uruguay governments fell, they took Barings with them. Unlike the effect of Nick Leeson's dealings 100 years

later, Baring's Bank was saved by the intervention of the Bank of England but the first Lord Revelstoke lost all influence at the bank.

The 2nd Lord Revelstoke died on the 19th April 1929.



## Mulliners of Birmingham

The front cover of the last Twenty Newsletter showed a 1929 20hp Saloon by Mulliners of Birmingham.

Our Registrar, Keith Jay, knows a bit about Mulliners and has kindly written a few words on them for the newsletter.....

There were originally four Mulliners, the founder company being Mulliners of Liverpool and from them spread Arthur Mulliner of Northampton, H. J. Mulliner, London, purchased by the nephew of H. J. Mulliner (who already owned Croalls of Edinburgh) in 1900 and finally, Mulliners of Gas Street, Birmingham who during the Crimean War were the largest supplier of Gun Carriages to the War dept. This brief article is about Mulliners of Gas Street, Birmingham.

In 1902 the Calthorpe Car Company was formed with works in Gas Street, Birmingham, and with Mulliners next door, they naturally chose them to make their bodies, production commencing in 1904.

My late uncle, Louis Antweiler, was one of the five directors of the Calthorpe Car Company, having previously been works manager with Herbert Austin at the Wolseley Sheep Shearing Company, later to become the Austin Motor Company.

The Calthorpe was highly thought of and proved to be a most saleable motor car. During the 1914-1918 war they produced items for the War Dept and the increase in business saw them move to new works in Bordesley Green Road in 1916.

Mulliners, now solely dependant on Calthorpe, moved next door to them.

After the war, motor car production was resumed. However, in 1924 the major

shareholder, George Hands, had to withdraw all his capital in the company with the result that the Calthorpe Car Company ceased trading. Naturally Mulliners, being solely dependent on Calthorpe, had to go into liquidation and they too, ceased trading.

Louis Antweiler made an offer to the Receiver of £20,000 for the Mulliner company, which was duly accepted.

Three years later, in 1927, the company went public for £22,700 and the directors of the new Mulliners of Bordesley Green were Louis Antweiler, Gordon Ralph Hall Caine, Edward Montesole and Sir Joseph Reed. They all ordered 20hp motor cars with coachwork, naturally by Mulliners of Birmingham.

Louis Antweiler, because of his contacts in the motor industry, secured contracts with The Austin Motor Company and were at one time supplying 200 fabric bodied Austin Sevens a week. Daimler, Alvis, Standard, Lanchester and several other makers including Clyno, were all customers.

Although Mulliners of Bordesley Green were little known outside the trade, they made batch productions of the bodies for different car manufacturers. They were in fact, the largest ever coachbuilders in Europe.

In 1936 they were approached by Rolls-Royce to produce a standard body for them as Rolls-Royce considered them the ideal partner. Mulliners declined as there was not enough production for them.

Standard Triumph bought Mulliners in 1958 and from about 1962 the Mulliner company ceased to exist as a separate entity.

Keith Jay

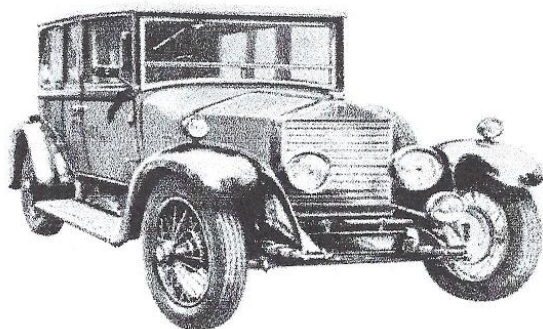


## The Twenty at Auction in 2003

Eleven Twenties were offered at auction houses throughout the world in 2003, an increase from the nine offered in 2002 and the ten offered the year before. Top price paid was £30,000.

Results in 2003 are as follows:

Date	Auction house/Lot No.		Chassis	Reg'n	Hammer Price
10.03.03	Shannons/18	1928 Saloon	GFN2		Not Sold
04.06.03	H&H/28	1926 Lim by Thrupp & M	GYK4	YE578	Sold £19,000
21.06.03	Bonhams/308	1926 Weymann Saloon	GMJ74	Not Rg'd	Sold £10,000
21.06.03	Coys/1098	1926 Dr's Coupe	GYK36	YR5340	Sold £30,000
22.06.03	Osenot, Fontainebleu	1923 Lim by Buckingham	GLK40		Sold £21,000
23.07.03	H&H/21	1929 Tourer	GV048	UV5576	Sold £21,000
27.08.03	Kruse/143	1926 DHC			HB \$40,000
29.11.03	Cheffins/521	1926 Saloon	GZK18	NP8861	Withdrawn
01.12.03	Bonhams/1082	1928 Windover Limousine	GBM66	YX2766	Sold £28,000
01.12.03	BCA	1929 Boat-tail tourer	GEN74	UV20	Sold £23,500
10.12.03	H&H/53	1927 Saloon	GUJ54	YU7563	Sold £9,500



### Interested in mascots?

Try this for a web site on the subject: <http://www.mascot-mania.co.uk/>

## Barry Harris

The Rolls-Royce Enthusiasts' Club and the 20hp Register lost one of its greatest friends when Barry Harris died on the 15th November 2003.

It was always a pleasure to be in Barry's company - he was one of those people who always seemed to be in a good mood, always ready with a good story, a joke or memory of earlier days in the club.

Barry bought GYK46, a 1926 Hooper Landaulette, in December 1962 for £125 and joined the RREC shortly afterwards - he appeared as a new member in Bulletin No. 22 when it was in fullscap format. He had seen the car in a garage outbuilding in Bristol where it had been standing for 12 or 18 months. Rust from the corrugated iron roof of the building and heavy condensation had taken its toll on the car and this, together with an obvious cracked block meant a little work once Barry had title to the car.

Soon after Barry acquired the car, he wrote to all the people listed in the log book (how some of us wish we had the foresight to have done this) and he received a reply from the son of the first owner and the chauffeur of the second. The second owner kept the car until 1956 and it was probably him who had everything (except the radiator) chromium plated.

As soon as he joined the club, Barry began participating in club events and did so for the next 40 years with stunning regularity - Blenheim in the sixties including 1967 when GYK46 got second prize in Class 2, Englefield in the seventies, Windsor in '77, Packington, Yarnton and so on up to Windsor in 2002. Although he lived in Bristol, Barry was nearly always seen at the South of England Rally, a decent trip even for a Twenty and he even won the Driving Tests there in 1995. He rallied in Holland, with the 20hp Register in France and Ireland and pretty much became

synonymous with the 20hp.

In 1969 he appeared with GYK46 in the film Goodbye Mr. Chips starring Peter O'Toole, Petula Clark, Michael Bryant, Michael Redgrave, Jack Hedley, George Baker and Sean Phillips. In 1995 I asked Barry about the film and he replied .....

*The film was quite fun for a few hours but it became tedious after a while and downright boring when they started the actual shooting with Petula Clark and Peter O'Toole - if that's how he spells it. We had umpteen rehearsals with extras in my car who probably came from the local amateur dramatic society and who were thrilled to tiny tiny fragments to be on the same set as the lead players. And never stopped saying so, or at least the woman did. Other friends from Bristol were there and one, the late John Norris with the T & M Phantom I, had spent nearly a fortnight messing about down there. As far as I can remember, my car was in shot for longer than any of them and was there for the shortest time! Wots more, some of the fine architecture wot you admired was, in fact made up with wood and cardboard. Very clever stuff as even on the set, one did not know whether the steps about to be mounted were the real thing or something which had been rigged up. They were not especially generous with the payment although it was considerably better than the BBC in the film I did by Ken Loach on the lead up to the General Strike in 1926. We did about eight laps of the local park because there was a mini in shot that followed us, then the camera ran out of film, then the camera broke down and so it went on. I then did runs up and down the road for a sound wallah none of which was used in the film. So unless one is working closely with a star, like Michelle Pfeiffer, Elizabeth Hurley or Kim Basinger, I am not over enthusiastic. Perhaps Clifton Spencer had a better time than I did - I mean he did have Catherine Zeta Wotsit about the place. Although at the last sighting, she seemed to have put on a bit of weight. Probably too much gin and good living. Girls go that way if not strictly controlled. Luckily chaps don't.*

Barry will be irreplaceable as a 20hp man and as such will be sorely missed by all that knew him. Our sincere condolences are offered to Gwynneth.



## GZK39 in the Alps!



Last August Paolo Luisoni went on a touring holiday round Switzerland with old friends in old cars. Paolo made the trip in his 1926 20hp Coupe by Barker and the outward journey took them through the St. Ghattard-Pass at 2,000m (above) to Bern, Morat, Neuchatel, La Gruyere and back home to Ticino through the Novena-Pass at 2,500m (below). GZK39 ran faultlessly and the 250-300km that they covered each day in modern traffic proved to be no problem for this delightful old car.



## That Autocar letter of 1922 .....

In 1922 a letter from reader Leslie Northcott was published in *The Autocar*. Mr Northcott thought there was a number of design faults on new Rolls-Royce 20 h.p. and his criticism of the car brought cries of disapproval in subsequent issues of the magazine.

In retrospect the criticisms appear fully justified as Rolls-Royce implemented some of Mr. Northcott's suggestions a short time later.

The letter is reprinted here - see what you think!

*Sir,*

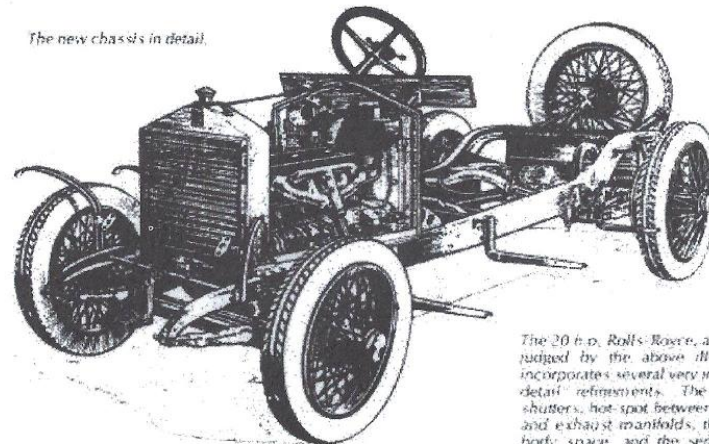
*As an admirer of the 50 h.p. Rolls-Royce car, I have been looking forward with keen interest to the details of the new 20 h.p. model. On reading the article last week, my impression was one of disappointment. A British motorist, I like to*

*think of the Rolls-Royce as being the best of its class in the world, in both workmanship and design, particularly as a leading R.-R. motto is: 'Spend as much money in the construction as can be done wisely but not unnecessarily.'*

*Perhaps a brainier reader than I can answer the following queries, which I have written down in the order they occur in your article, and not in the order of importance. In fairness to the Rolls-Royce, let me add that I have not yet seen one of the new 20 h.p. models, let alone tried one on the road. Furthermore, I should think twice about spending £1,600 on a 20 h.p. open touring car of four seats.*

*1. Why push-rod operated overhead valves? I understand that maximum efficiency is obtained with overhead valves operated by an overhead camshaft,*

*The new chassis in detail.*



*The 20 h.p. Rolls-Royce, as may be judged by the above illustration, incorporates several very interesting detail refinements. The radiator shutters, hot-spot between the inlet and exhaust manifolds, the angle body space, and the semi-elliptic rear springs are clearly observable.*



instead of using push-rods, as shown by the success of racing cars with overhead camshafts, and the use of this type of engine in aeroplanes. The chief disadvantage of overhead camshaft is cost of manufacture, which matters little in the case of a Rolls. A considerable number of cars may be mentioned, e.g. Napier, Lanchester, Wolseley, Hispano-Suiza, Leyland, Hotchkiss, A.C., showing that efficiency is not gained at the expense of quietness, reliability, ease of adjustment, and so on.

2. Is an oil consumption of 1,000 m.p.g. remarkably low for a 20 h.p. car costing over £1,000? What about a certain light six-cylinder of 18 h.p. and costing well below £1,000, which is reputed to have done over 13,000 m.p.g. in 10,000 miles?

3. Why are the radiator shutters operated by the driver, and not automatic (like those fitted to the six-cylinder Straker-Squire)? Considering that the shutters would be more efficiently operated by some kind of thermostatic device than by the average driver, and that automobiles are being made to run more and more automatically, I hardly see the use of driver control. Would the R.-R. designer ever think of selling a car with engine lubrication from an oil-pump operated by the driver, as fitted on some prehistoric cars?

4. Why three forward speeds? Is it not generally recognized that the less powerful a car the more speeds it should have? I cannot understand why the 50 h.p. model should have four speeds and the 20 h.p. model only three. Does the designer think that all owner-drivers are afraid of changing down to third occasionally? I notice that central control has been adopted for the gears. Is this on account of cheapness of construction, or because the designer does not believe in a four-door body with side control? Perhaps the owner-driver is never expected to carry more than the

usual three passengers in addition to himself?

5. Why not front-wheel brakes? Does the designer think all owner-drivers and chauffeurs are careless in brake adjustment; even so, what about R.-R. service? Perhaps he thinks that front-wheel (i.e. four-wheel) brakes will not be essential for a high-class car to sell well in a few years' time? If so, might I suggest that he should read the article on 'What the Salon will Reveal', with particular reference to a small car names the Lancia?

6. Why semi-elliptic rear springs? This question may be a matter of private opinion. Is not a well-designed cantilever rear spring more efficient than a semi-elliptic, or does the R.-R. designer fear roll on corners? If so, why not some anti-rolling device, such as that used on the Napier, to mention but one car? Perhaps Messrs Rolls-Royce Ltd. find the cantilevers on the 50 h.p. model not so good as they might be.

7. What about luggage for the 'touring' car? Since no mention of a luggage grid or carrier is made, I take it that one has not been fitted. If it has, these remarks are unnecessary. Does the designer think that a man who pays £1,600 for a touring car never intends to tour? I see the spare wheel is provided (without a weather cover) in a position to collect all the road dust, because 'its weight can be utilized to make the road wheels more effectively hold the road'. I should think that with a good set of rear springs, as well as the shock dampers provided as standard, the difference in the wheels holding the road would be quite negligible, particularly with a full load.

8. Why not a petrol gauge on the instrument board instead of on the rear tank? Is it because there is not a reliable petrol gauge on the market, or does the designer think the instrument board already well supplied with instruments? In the latter

case, why not remove the chassis number plate, which the owner only wants to see about once in ----- years? Would the designer ever think of fixing the speedometer to one of the road wheels, or

the ammeter inside the accumulator box? I am in no way connected with the manufacture of motor cars or accessories.

Leslie Northcott

## Twenties at the Cinema

GF 20	<i>Sorrell and Son</i> (1933) H. B. Warner, Hugh Williams, Winifred Shotter.
GLN 76	<i>Cottage to Let</i> (1941) Leslie Banks, Alastair Sim, John Mills, George Cole, Michael Wilding.
GDK 21	<i>Derby Day</i> ( <i>Four Against Fate</i> ) (1952) Anna Neagle, Michael Wilding.
GDK 21	<i>Grand National Night</i> ( <i>The Wicker Wife</i> ) (1953) Nigel Patrick, Moira Lister.
GEN 56	<i>To Paris with Love</i> (1954) Alec Guinness, Vernon Gray.
GAK 27	<i>Me and the Colonel</i> (1958) Danny Kaye, Curt Jurgens.
Unknown	<i>Women in Love</i> (1969) Glenda Jackson, Jennie Linden, Alan Bates.
GYK 46	<i>Goodbye Mr. Chips</i> (1969) Peter O'Toole, Petula Clark, Michael Bryant.
GLK 73	<i>The Hireling</i> (1973) Sarah Miles, Robert Shaw, Peter Egan.
GWL 14	<i>The Hireling</i> (1973) Sarah Miles, Robert Shaw, Peter Egan.
GMK 9	<i>Candleshoe</i> (1977) David Niven, Helen Hayes, Jodie Foster, Leo McKern.
Unknown (Reg'n NP5462)	<i>Gosford Park</i> (2001) Helen Mirren, Kristin Scott Thomas, Maggie Smith, Michael Gambon.

### Astute Visionary!

"I think there is a world market for maybe five computers"

Thomas Watson, chairman of IBM, 1943



## The 20hp Winners in 2003

### Annual Rally, Towcester - June 22nd 2003

Once again, a 20hp owner won the Club's most coveted award - the Douglas Wood Trophy for Best Personal restoration. Well done Graham Moore!

Class 5 - 1st Nigel Taylor 1929 Landaulette by Barker (GWL29)  
 Class 5 - 2nd Alf Kenchington 1928 Dr's Coupe by Clanfield Restns (GYL67)  
 Touring Graham Moore 1928 Limousine by Park Ward (GWL16)  
 Class 22 David O'Connor 1926 Cabriolet by Barker (GYK3)

Douglas Wood Trophy  
 Graham Moore 1928 Limousine by Park Ward (GWL16)

Hugh Keller Trophy  
 David Else 1928 Saloon by Binder (GKM30)  
 for 8,574 miles in 2002

Richardson Hosken Trophy  
 John Dixon 1927 Limousine by Park Ward (GUJ27)

### 16th Euro Rally, Salzburg

Best UK entrant Ted Kelly 1924 Dr's Coupe by Myers & Burnell (GMK4)

#### FOR SALE AND WANTED

For Sale. Oil pressure gauge, Switchbox complete with conduit etc ('B' rake), Dashboard shutter control, HT guide, Terminal for HT lead, a good pair Lucas scuttle lamps, a good Watford clock (not R-R), various wheel parts - hubs, tyres, etc., square Autovac, Ammeter conduit ('B' rake).  
 David Powell. Tel: 01865 763801

For Sale. Late gearbox, Crankcase, Crankshaft, Timing 'Cover, Set of early rods, Rocker cover, Two boxes various nuts, bolts, valves, etc.,  
 Robin Cooke Tel: 01728 604788

Exchange. I have a 1000kg Michelin "Forrest" jack, the shouldered type and seek a 1000kg Michelin "Flirt" jack, the straight sided type.  
 Tel: 01379 852612 or email: panacea@doctors.org.uk

Wanted. Loan of early 'B' type engine undertray to copy.  
 Tel: 01379 852612 or email: panacea@doctors.org.uk

Wanted. Michelin jack suitable for 1923 car 67H8. Believe this is 1000kg "Forrest" type.  
 David Vann. Email: dvann@austarnet.com.au

Wanted. Luggage carrier or parts and Spare wheel clamp or parts for early Twenty.  
 David Powell. Tel: 01865 763801

## Lament for a Lousy Handbook

by W. H. Charnock

When I rush to my book at the double,  
 I read with a fury that irks:  
 'This component will never give trouble;  
 If it does, send it back to the Works.'

Not a hint as to how it's adjusted,  
 No word of what might go amiss,  
 Nor how I can tell if it's busted,  
 Nor what I'm to do if it is.

The Works, now just part of a combine,  
 Discontinued my model at birth;  
 They make globular motors for export  
 To impossible parts of the earth.

The designer retired in frustration,  
 All the drawings they managed to lose;  
 The Stores have no spares situation  
 Since the storekeeper went on the booze.

No one left to bring help at the double,  
 Just the typewritten answer that irks:  
 'This component will always give trouble;  
 'We don't want it back here at the Works.'

#### Astute Visionary

"There is no reason anyone would want a computer in their home."

Ken Olson, Chairman and founder  
 of Digital Equipment Corp., 1977.



## Building a 20hp Library

So, you own a Twenty and want a library of books on the model! Here's some suggestions that may be of help when you visit the bookshop:

First and foremost is John Fasal's *The Rolls-Royce Twenty*, the definitive book on the model. Not only is this the finest Rolls-Royce book ever printed, it is probably the best on any one model motor car that has ever been published. Everything you want to know on the Twenty can be found in this book - superb photographs and the complete evolution of the model are just two of the features that put John's book head and shoulders above any other.

The first edition was published in 1979 and a second edition was printed in more recent years. If you want something special, a leather bound limited edition was also published in 1979 and every now and again the odd copy comes up at auction - but beware, this could set you back anything from £500 to £1,000!

If you own a Twenty and have no other book, this is the one you should have!

The next two books you should have are by Lawrie Dalton and were published by Dalton Waltson. *Those Elegant Rolls-Royce* was published in 1967 and there has since been a number of revised editions and reprints, the last in 1978. It contains about 80 photographs of the Twenty and a short history on some of the coachbuilders. *Coachwork on Rolls-Royce 1906-1939* followed in 1975 and contains another 55 photographs of the Twenty.

Bird & Hallows published *The Rolls-Royce Motor Car* in 1964 so it's a fairly early book on the marque. It contains chassis details of all the models and this includes the Twenty of which there are over a dozen photographs. There have been a number of

reprints and new editions over the years and the one currently on sale in the club shop is the 6th revised edition. The word revised should be taken lightly as I notice the omission of chassis numbers on one model in an early edition is still omitted in the latest edition!

G. R. N. Minchen included the 20hp as one of his three favourite cars from a list of 154 that he owned. For this reason alone it is worth getting a copy of his *Under My Bonnet* published in 1950. Its full of anecdotes from a man who personally knew Henry Royce.

*The Hyphen in Rolls-Royce* was the story of Claude Johnson and was written by Wilton Oldham and published in 1967. There's a fair amount on the 20hp including copies of letters from the Managing Director when the model was being developed.

*Rolls-Royce - The Story of The Best car in the World* is a compilation of Road Tests taken from *The Autocar* by Peter Gamier and Warren Allport. It includes road tests on the 20hp model back in the 1920s. There has been various editions of this book including a softback edition.

Another owner of a Twenty who wrote a book was Richard Hough who's *Motor Car Lover's Companion* devotes a chapter to Richard's trip to Scotland in GH1. It was first published in 1965 but you can still find copies at a reasonable price at specialised motoring bookshops.

In the next newsletter, we'll look at a few more books you can add to your library once you have all these.

**Ben Grew**

## The "Thing" from the Swamp!

*by Tony Robinson*

Six years ago, my daughter Victoria went to work on the island of Tortola, a small island approximately sixteen miles by four miles and one of the British Virgin Islands, in the Caribbean.

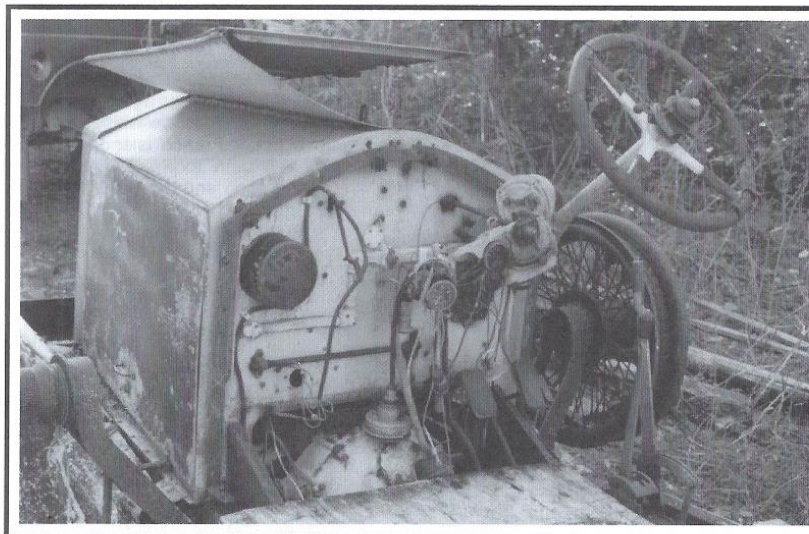
When Victoria first went to Tortola, I said "you must check to see if any old British cars or motor cycles are on the island" Victoria duly wrote back to say no old vehicles were on the island as although the climate is excellent, the humidity is very high and cars are liable to rot in that climate.

Daphne, my wife, and son often went to visit Victoria, but I was always too busy

working. I promised I would go when I retired.

In February 2003 I finally went on holiday to Tortola with Daphne and two friends, Peter & Sue. As it was my first visit we made sure we went to every beach and towards the end of the month duly arrived at one called *Smugglers Cove* on the west end of the island. This is a difficult beach to get to as the track to the cove is very rough - you need a four-wheel drive with high ground clearance and you can only drive at a slow walking pace.

When we arrived at the beach, I had a good swim and walked the length of the





beach. Peter & Sue sunbathed (they could sun bathe for England if it ever became an Olympic sport) and all I had to do was roll the two of them over every half hour. As Daphne had her head in a book, I told the three of them that I was going for a walk on some scrubland at the side of the beach. My son-in-law Chris, who has lived on the island for fourteen years, said it was a dried out swamp, but undeterred, I left them all to the sunshine.

After a while, lo and behold, in the middle of the swamp, I came across an old vehicle that was instantly recognizable as a Rolls-Royce! As the radiator badge was red, I realised it was quite old! All the bodywork had fallen off and I later found out that termites had eaten the woodwork including the dash panel. As a result the instruments were dangling - only held on by the wiring!

The starting handle was fitted to the engine and after a sharp turn, I discovered that the engine wasn't even seized as one would suspect it to be.

My first thought was to get back to the beach for my camera, so I marked a track back to the beach to enable me to trace my steps back to the car.

When I arrived back at the beach I told Peter of the find and saying I was going back to take some photographs. Not only did he not believe me but he wouldn't return with me! Daphne & Sue however, decided to have a look and when the three of us arrived back in the swamp, they had to agree that I had found a Rolls-Royce.

I had a word that evening with a few of the locals, but nobody knew anything about the car. Chris told me the car was on Mr. Denniston's property, an Englishman who had died the previous year. Chris found out that Mr. Denniston had a son living in America and a daughter in England. Eventually I was able to make contact with

the daughter and was able to purchase the vehicle. Unfortunately, from finding the car to purchasing it and then making a path to it through the swamp, it was found by someone else and the speedo, water temperature gauge, gear lever knob, fuse box cover, two rocker cover bolts and the badge that covers the starting handle hole, were all stolen!

Victoria and Chris then had the job of digging and winching the car out of the swamp and moving it to their property to keep it safe. The vehicle had no paperwork and no registration number, so I looked for a chassis number but couldn't find a chassis number plate, nor any sort of number on the chassis because of rust and no engine number.

I made contact with Ben Grew who was extremely helpful and told me the location of the engine number on the engine crankcase. Victoria found the engine number O2O which gave a chassis number of GKM70.

I used Jamie Richardson of RJJ Freight Limited as the shipping agent and he arranged for GKM70 to be shipped from Tortola to a larger French island, then to Venezuela and then to Felixstowe. They did an excellent job and kept me informed of the car's progress.

Barbara Westlake at the Hunt House sent me a very helpful letter for HM Customs and Excise so I did not have any import duty or VAT to pay.

The car is now at my home and I have a few hours work ahead of me. I'm soon off to Australia to visit my son .... but I have the feeling Daphne will not let me wander off into the bush!



## 1924 Chassis (GRK38) surfaces!

Last August a hitherto unknown 20hp survivor surfaced in the United States when an advertisement appeared in Hemmings, the American weekly magazine. It read:

"FOR SALE ROLLS-ROYCE: 1929 20-25, parts car, no body, engine incomplete, no radiator, has hood, front end, rear end, transmission, shocks, wire wheels (excellent), cowl, dash, steering column & wheel, windshield (sedan), rear fenders, front doors, several boxes of misc parts, always stored inside, \$4,500.

It turned out the car wasn't a 20/25hp but a Twenty, chassis number GRK38. Nobody was aware that this chassis had survived, so it raised more than the usual interest.

Some three months later, the car appeared on an eBay auction with additional information:

1924 Rolls-Royce 20hp chassis with extra part. Location: Hudson County, USA.

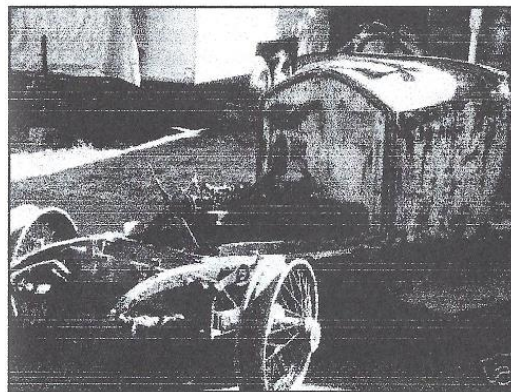
Description: The item up for bid is a 1924 Rolls-Royce 20hp chassis serial number

GRK38, engine number G1029 with engine and transmission. The chassis and wheels are in excellent condition. The engine has the block with crank and cam shaft, valve cover, oil pan, magneto, distributor and waterpump. The transmission and clutch are attached to the engine as is the pedal assy. There are 4 shock absorbers. The engine is missing the following: Carb., starter and generator, cylinder head, pistons and rods, the radiator front fenders, lights, spare wheel and dash gauges are also missing as is the rear doors and body section. The chassis is in excellent condition with a little surface rust where the radiator sits and where the driving light bar is attached. The balance of the frame has original paint or grease covered. The wheels are near perfect condition and take 21 inch tires. There is a couple of large boxes of Rolls-Royce parts to go with the chassis. The cowl and front doors are aluminium, while the rear fenders are steel and rusty. It was originally a four door sedan, but the rear doors and body are missing. I have the windshield and the dash panel. You make the arrangements for shipping if you need it shipped. I will not ship this item but will help in loading.

When the auction closed, the top bid was \$1124 which was below the undisclosed reserve price and the chassis therefore remained unsold.

One suspects that, had the auction been in the UK, the chassis would have sold for twice that amount!

*With thanks to Andre Blaize who first brought the Hemmings advertisement to my attention and to Tom Jones who told me of the top bid.*





# Starting Problems

I have probably looked at the Message Board on the RREC web site half a dozen times over a period of about two years. Each time I noticed that the same names appeared over a long period of time and those same names were "experts" on every subject under the sun. Want it or not, you got their opinion on anything and everything! I decided the Club's Message Board wasn't for me and didn't bother to look at it any more.

Having decided I was a bit short of anything technical for this newsletter, I chanced another look at the Message Board.

I found a problem many Twenty owners have had and the solution from a couple of real experts who I am sure won't mind me reprinting it here.

## Problem:

I am having problems starting 1929 RR 20. The battery is fine, starting motor OK, Autovac turned on. Ignition set to 'I', starting switch set to on, carburettor control set to strong.

Throttle and ignition controls off. Petrol and oil OK. Will not fire up. Could it be that I have flooded the carburettor?

I have not used it for a month or so. Any ideas what might be causing this, or how to resolve it? It has an MOT on Tuesday! Any help/advice would be much appreciated.

## Answer No. 1 from David Else

Assuming the car was running alright when you last used it we can assume that there is nothing catastrophic wrong with the engine. The first thing I would do is check the spark plugs. Remove them, clean with

a wire brush and make sure the gap is correct at 25 thou. (0.025" or 0.635 mm). Remove the carburettor air valve and check it's free. Only use a cloth to clean it. With the cap on, the valve should slide smoothly and slowly and take a count of 2 to 3 to complete its travel. Don't worry if it's quicker. Replace the air valve, don't forget its aluminium washer (it should be 1.0 mm thick). The position of the controls depends on how the car was set up in the first place and the best starting position for the various controls is learnt with time. These settings also vary with temperature. If all is set up correctly the following is the procedure I use:

1) Turn autovac on. If the car has not been used for some time it will be empty. To fill it shut the hand throttle (left control on the steering column, fully anti-clockwise) and turn the engine over a couple of times either by hand or on the starting motor. You should hear the autovac hiss or click. Leave this control in this position for starting.

2) Put the advance and retard control to fully retarded (right hand control on the steering column, fully clockwise).

3) Put the mixture control to the rich position. On my 20 it's on the dashboard but on yours it may be at the centre top of the steering column.

4) Naturally make sure it's not in gear, then push the starter switch and at the same time turn the ignition on. All being well it should fire. Now advance the ignition timing to about 8 mm for the top of its travel. The reason you don't turn the ignition on until you start turning the engine is that the ballast resistor (assuming it's the correct one) has special wire that has a very low resistance when cold which rapidly increases when hot. This is used to give a boost to the voltage applied to the coil when initially starting.

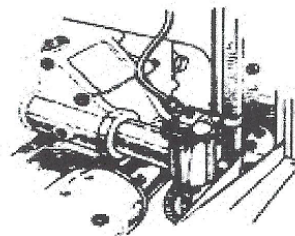
5) It should run on the starting carburettor but you don't want to do this any longer than possible so slowly try and open, move clockwise, the hand throttle and see if the engine picks up speed. If it doesn't, ease back the hand throttle and try again in a few seconds. If the engine speed does increase try and shut the starting carburettor. These controls are a bit of a juggling act especially in cold weather. You want the starting carburettor shut as soon as possible as it delivers more fuel than necessary and is bad for the engine.

6) Once running smoothly ease the mixture control back in stages to the mid position.

7) Once the car is running and hot you should not need to adjust the mixture control, the advance and retard control or the hand throttle on any journey. The advance and retard should be left as I indicated above or possibly moved up to 6 mm from the top of its travel.

8) During normal driving if you stop for petrol, or a meal, when you come to re-start (assuming you are using the electric starter) leave the mixture control in mid position, and put the hand throttle and ignition advance and retard at half way, then push the starter and finally turn the ignition on. Having said this whenever you start using the hand crank ALWAYS PUT THE IGNITION FULLY RETARDED.

9) If you are still having problems give me a call. We have the electricians to check yet!



The oil-immersed starter switch is a novel feature. Note also the starter motor mounting.

## Answer No. 2 from S. Boddice

There are several simple checks that should isolate the problem.

1) Check the distribution box (Fuse box). Are all of the fuses OK? Particularly the master wire and the ignition fuses (No3 from memory).

2) Is there petrol in the carb float chamber? Turn off the petrol tap before unscrewing the float chamber lid. If there is fuel then go to step 3. If not, then check if there is fuel in the Autovac by releasing the drain tap. If no then it is a suction or supply problem. If yes then it will be either a blocked petrol filter, dirt in the carb jets or (rarely) the cork disk in the fuel on/off tap has collapsed.

3) Disconnect the HT king lead (ie coil to distributor) at the distributor end, hold the wire with insulated pliers with the end about 1/8 inch from an engine stud. Get someone to switch on the ignition and press the starter button - there should be a blue spark each time the points open. If not, or the spark is weak, switch off ignition, connect the two wires on the ballast resistor (ie the thin wire leading into the coil) onto the same terminal and try starting again. If the engine fires up then it means that your coil is on the way out. This can be replaced with a modern 12 volt unit as long as the ballast resistor is shorted out.

4) Assuming that the above do not produce a result then remove the distributor cap. Is the centre carbon brush in the lid OK? Does it make contact with the rotor arm centre contact? If so, remove the rotor and check the points (condition and gap). Check the cap for cleanliness and cracks. With the ignition on - is there a slight spark if you open the points manually? If not then the capacitor is probably shot. Reassemble and try starting.

5) Check the timing. (See handbook). Do NOT try turning the engine over with the starting handle as this will not allow a correct timing set-up.



## Annual Rally, Towcester - 22nd June 2003



Above: 1924 Tourer by Leyshon-James of Hereford (GDK8) (Swedish reg'n HWU785). The chassis originally carried saloon coachwork by James Young and was supplied through dealers Eustace Watkins Ltd., to G. A. Marsh. The present bodywork was fitted in the early eighties and the car is now owned by Kjell Andersson. Below: 1926 Saloon by Arthur Mulliner (GYK19) owned by S. Nixon. You may remember this car when it was in the custody of its previous owner, the late Allan Fensome.

