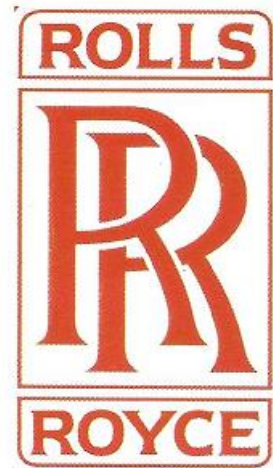




RREC
The 20hp Register
Newsletter



Number 15

May 2006



1929 20hp of Helen and the late Graham Pearce (chassis GLN 53, registration UU 4358). It is shown on the quayside of their home city, Exeter, in March 2001; the car has a replacement William Arnold cabriolet body. See page 3.

Ignition Wire Markers

There is a small company in the USA which specialises in reproducing for sale the bakelite ignition wire markers used on pre-war Rolls-Royce and Bentley cars. Sunset Rolls claim to have researched the topic thoroughly, using original drawings, contemporary photos, and examining original engines. Here are some abstracts from the company web site: <http://www.sunsetrolls.us/>

"Except for the pre-Ghost and earlier Ghost series cars we can supply the correct style(s) of wire markers for all of the pre-war models. (There is an L4 style for some late Bentleys that we do not have and have never seen. It may never have been produced ...) Determining the production series for a car and its original marker styles often requires a chassis number.

If you are an owner and want to quickly see what styles our research indicates that your car should have, go to our [Usage by Model](#) page and click on the link to your model in the left-hand column. Additional links on those pages will let you view photos and drawings of your style(s) and read additional historical details for those so interested.

... the question of which styles were used on what models is not always easy to answer. Ambiguities and lack of information for some models force us to make educated guesses about which style would be more correct. For those of you taking the short route to your car's model page, you will see which styles we think your car should likely have. The other information on the site is the background data we used to come to our conclusions."

According to Sunset Rolls, each 20hp car used two styles of markers; the larger Gp ones were at the spark plug end and the P ones were at the distributor end. To make things even more complex, very early 20hps also had a Z style marker on the coil wire. This was a totally different moulding, and had a 0 (zero) on it. Phew! This fascinating web site shows RR's extreme attention to detail, even with truly mundane items like ignition marker bushes.



A set of 12 markers for the 20hp costs about \$70 ex-factory, although currency conversion, postage, insurance, VAT and import duty could possibly double this. Maybe you are lucky enough to have a good friend in the USA buy them for you?

THE TWENTY NEWSLETTER

No. 15

May 2006

The Twenty Newsletter is published for members of the 20hp Register of the Rolls-Royce Enthusiasts' Club. Any opinions expressed and advice offered in this newsletter are not necessarily those of the RREC or its officials and no responsibility can be accepted for the results of following contributors' advice.

Registrar:

Keith Jay
14 Kingsway
Bognor Regis
PO21 4DQ

Tel: 01243 266575
twentyregister@yahoo.co.uk

Editor:

Tom Jones
11 North Hill Park
St Austell
Cornwall PL25 4BJ

Tel: 01726 61180
Fax: 0870 0543593
tom@chez-jones.demon.co.uk

Cover Photograph

Graham bought this car in 1974 from a London GP. Helen tells me that the car was in Devon at the time, and Graham was accompanying a friend who was interested in buying it - because he wanted a "sleek" Rolls-Royce. The friend (a Jag. man) was dismayed by the sight of GLN 53 and declared it "ugly", but Graham decided to test-drive it anyway, and fell in love with it. It was better than Graham's existing 20hp because (a) it had 4-wheel brakes and (b) he shared that car with his uncle. (His next job was to persuade his uncle to buy him out.)

Originally the car had a John Croall 'Weymann' fabric saloon body, see Fasal page 316. The GP told Graham that he bought it from a scrapyard after the War, and that it was not he who fitted the older cabriolet body.

The car is now for sale. Helen would love to sell it to a 20hp enthusiast - ideally someone living in the West Country, so that she can enjoy seeing it on the road again!

20hp Register visit to France, 18 – 25 May 2007

See details in Registrar's Ramblings.

If you require an application form please:
either send a ssae to **Keith Jay**,
or e-mail **Tom Jones**.

Note: there are only 30 bedrooms available.

This newsletter is being sent free to all members of the RREC who are known to own a 20hp car.

If you wish to join, or re-join, the 20hp Register and receive future Newsletters and Membership List, please send a donation to the Registrar (see Registrar's Ramblings).

An application form is enclosed, but if not please send Keith:

your name, address, telephone and e-mail details(s) of your 20hp car(s)

If you wish, also include:
name of your spouse/partner, and
information on your other Club cars

Annual Rally, 2005

Keith has arranged for a drinks reception in the 20hp display area. Meet all your friends there at noon. No food will be provided, but it will be a good opportunity to bring your own picnic.

Registrar's Ramblings

Welcome to the 20hp Newsletter – the first to appear in over two years. I am delighted to inform you that a new Editor for the 20hp Register has most kindly offered to do the Newsletter and has been duly appointed. Welcome to Tom Jones and a most sincere thank you.

At the Club AGM I was informed that Ben Grew had resigned as 20hp Registrar, and the MC were trying to find a suitable replacement. In the meantime I was asked if I would become caretaker Registrar – I agreed but clearly informed all concerned that I would only do the job for 12 months by which time it is hoped a new Registrar would be found and appointed.

So if any 20hp owner or Club member with an interest in the 20hp motor car would like to take on the position of 20hp Registrar, perhaps they would like to phone me and have a chat as to what is required. Apart from keeping the Members Register up to date - there are hopefully regional meetings, a get together at the Annual Rally and the organising/planning of a holiday/trip. The holiday trip is quite easy and I would be only too pleased to explain how - if you like - to organise one.

So it is up to you, the Members, to find that NEW REGISTRAR.

Much time-consuming work is needed to bring the Register up to date with the full information. This is being undertaken, and until it is completed, we are unable to send out any 20hp newsletters or members listings.

As one gets older, the ability to get in and out of the 20 and (if you have mobility problems) driving long distances can cause discomfort. This causes some 20hp owners to seek other easier-to-drive Rolls-Royce motor cars - only when one reaches that stage can one appreciate it.

Unfortunately both Louis and myself have reached that stage; whilst we will use our Twenty for more local events, we have acquired a superb Silver Dawn - one of the last - which we are starting to use, but a similar problem has already arisen. We are going to see the season out before making any decision.

It is sad to see the passing of 20hp Register members but hopefully their places will be taken by other, in some cases younger, members which is all to the good of the Club and the Registers. 2007 is the 50th Year of the Club – there

are many celebrations planned.

In May 2007 the 20hp Register is visiting Picardy and Normandy, with visits to Monet's Gardens, a wonderful time of the year to see them, Versailles, Honfleur, Rouen and other places of interest. We will be based at a charming family run 3-star hotel in Louviers: the Hotel Le Pre Saint Germain.

The dates are 18th to 25th May 2007. Crossing will be by fast ferry from Portsmouth and the total cost, including the ferry, is £785.00 per person – without the ferry £210 can be deducted per booking. We have seven nights dinners, bed & breakfast (and afternoon teas of course) plus a drinks reception or two. The hotel only has 30 rooms, so early booking is recommended. It is regretted no single rooms are available.

The hotel is very easy walking distance to the centre of Louviers – less than 4 minutes – yet is in a very quiet position with excellent parking. The grounds of the hotel are delightful and there is a pleasant terrace to relax on.

If you require an application form please:

either send a ssae to **Keith Jay,**
or e-mail Tom Jones.

As in the past, the 20hp Register gets limited funds from the Club, but more is needed, so a donation to the 20hp Register would be appreciated. The printing of the Newsletter & Membership List, with postage, comes to over £1,000! Please make your cheque payable to "The 20hp Register – RREC".

If you have any problems or queries, or require help, please do not hesitate to contact me. Also let me know if you want to sell your 20hp or even buy one – in confidence – I usually can help.

Articles, tips, advice, photographs or whatever is needed for the next 20hp Newsletter – to the new Editor please.

Keith Jay
Registrar, the 20hp Register

From the "new Editor"

I made the mistake(?) of volunteering to edit a 20hp newsletter during a conversation with Tony James at the Club Conference. Keith agreed to be the Registrar, so here I am putting together an initial short Newsletter in order to help get the show off the ground. In fact I think that a shorter style of newsletter, say twice a year, might be more interesting and useful than one newsletter every 1 or 2 years. I will endeavour to do what the membership wants, so I would appreciate feedback on this. Also could you please send me snippets of general information, interesting photographs etc. As a default mechanism, all the photographs in this Newsletter were taken by Linda or me; I hope that I will be inundated by *your* photographs for the next issue. Short articles will be appreciated, and if you would prefer to send a rough draft for me to edit, that is okay. Technical articles and practical tips will be doubly appreciated, because I am definitely *not* an expert motor car engineer!

Perhaps I'd better introduce myself, as my wife, Linda, and I have only had our 20hp for six years. We have met quite a few wonderful members of the 20hp fraternity in that time, but there are hundreds that we don't yet know. We have taken our car to three Annual Rallies and several events organised by Keith, such as Cotswold weekends, the Loire Trip in 2004, and the 80th anniversary event at Leeds Castle. The latter was a 700 mile round trip for us, living as we do in Cornwall, and no – we didn't go via Leeds, Yorkshire by mistake!

We first met Keith in 1999, the year we decided to buy a 20hp, and started looking. We joined the RREC and signed up for a 20hp Register barbecue lunch at Jeremy and Margaret Oates' farm near Petersfield. In spite of having to park our Saab out of sight behind a barn, we were made very welcome by Keith and Louis, as well as our hosts and all the other members present. The barbecue was superb. And we learned a lot about the Twenty. Keith suggested I got in touch with Graham Pearce, and Graham subsequently gave me lots of advice (in his own inimitable style) and even came with me on a day trip to Worksop to assess a promising car that I saw advertised – GXL 39, the car that we eventually bought.

I hope you enjoy this "pre-prototype" Newsletter. It is the first time I have tried to do anything like this, and the content has come mainly from the scrapbooks of the Registrar and Editor, so is necessarily a little limited in scope. Next time, hopefully, we should have contributions from more members. Please don't forget to send me any information that you think might

be useful. Use e-mail if you wish – I check my e-mail inbox every day, and will try and respond immediately. Thanks.

oOOOoo

Letter

From John Eastwood, Staffordshire

Many months ago, a wedding invitation from a nephew arrived, to be held on 15 April 2006. On the bottom of the invitation was a little note: “could the 20 be available?” The answer to this was, of course, “yes”, but the wedding was to be held near Dublin in the Irish Republic.

We booked the ferry and decided to tour Northern Ireland after the wedding, so we rented a cottage near the north coast which offered a garage for the Twenty.

The journey to Dublin was over 100 miles and we tried to avoid motorways by using the old A5. The weather was wet on the last stage of this route and I could have been seen cleaning and polishing in Tesco’s car park at Holyhead prior to joining the ferry. Fortunately the weather was fine for the wedding, and we left two days after to travel to the North. This was motorway all the way and the 200-odd miles were completed in 6 hours with various stops – and rain.

Over the next eight days we toured the north coast and went inland as well, adding another 500 miles or so.

We decided to return to Staffordshire via Belfast and Stranraer, forgetting that Stranraer is over 100 miles from the A74/M6. We left Northern Ireland at 9 am; 50 miles to the port, 3 hours for the ferry crossing, and then 330 miles to get home. The final journey from Stranraer took nine hours of motoring at a steady 50 – 60 miles per hour (thank goodness for the overdrive unit) making our total mileage in the two weeks around 1,400. She did 24 m.p.g. and used ¼ pint of oil. Not bad for a car that had her 78th birthday on 20 March 2006.



The 20hp in Australia by the Editor

The 20hp is a popular car in the RROC (Australia). The Twenty Register is run by Bob Clarke. The social and written side of the Twenty Register is enthusiastically looked after by David Davies, who writes the Register column in the RROC(A) magazine, Praeclarum (you can read the whole magazine online by going to <http://www.kda132.com/>). David owns 42G1 (1922). He has kindly sent me lots of information about 20hps in Australia, and agreed that I can quote material that he has published in Praeclarum.

According to David, 160 20hps came to Australia. Ten are dead and 10 have gone overseas. The remaining 140 are known, and most are mobile. Most have covered high mileages and have been rebodied at least once. There are however just a few low-mileage original examples. The majority of cars have 3-speed gearboxes rather than 4, and most were originally bodied in Australia, as there was no import duty on chassis but there was heavy duty on imported complete cars. A couple of years ago they had a Twenty Rally at Wagga in the Riverina, and eleven cars attended - one representing every year of manufacture.

David tells me that Registrar Bob Clarke is *the* source of technical information on the Twenty. He has studied the cars intently and can comment on their design, construction, changes and any other technical issue that may arise. He has compiled two volumes with photos, which detail the history, mechanical details, bodywork and owners of every Twenty that came to Australia. It is a most valuable document for Australian owners. Bob has four Twentys, three of which are significant including one that he saved from the tip. As an aside, Bob believes that David’s car, 42G1, is the oldest Twenty in existence, despite some cars having earlier chassis numbers. David believes the matter won’t be settled until he gets around to obtaining all the build sheets from the Hunt House relating to the other early 20hps. Bob’s belief stems from reading the GA drawings, noting that 42G1 has design features which predate production.

Some more Twenty news from the current Praeclarum:

Ray Mullington has a Mann Egerton saloon GSK 49, which is a true time capsule, with original paint work. His problem is whether to drive to the Annual Meeting, because of some rough roads on the way. Each outing results in further deterioration of the paint.

David reports on Pugh's book *Magic of a Name*: "There is not much on the Twenty. The first volume does say that the 20hp was aimed at the owner-driver professional, including doctors, solicitors, dentists, as well as moderately successful industrialists. It also says that it was never intended for royalty, so we Twentysts know where we stand."

oOOOoo

Hints and useful tips by Keith Jay

If you have an electrical short, check the bulb holders and ensure that the bulbs do not have extra solder on the end or side, which is touching the side of the bulb holder.

Reflective waistcoats are now very inexpensive and it is well worth having one in your car in the event of you having to be in the road, sorting the problem. I believe under EU Law, it may well soon be illegal not to have or use one.

It is worth checking every 3 to 4 years the state of your inner tubes and the inside of the base of the actual wheel, to ensure the spokes are not protruding and you do not have a fracture in the wheel rim. Suggest that when you change the tubes, you use a heavy duty/light truck tube - Michelins are excellent. Do not use the so-called heavy duty from China; these are offered as being suitable and you will regret buying them. [Keith writes from bitter personal experience - Ed.]

Do not under-inflate your tyres: a Tourer should be 45psi front and 40psi rear; a Doctor's Coupe or ¾ Coupe 39psi front with 34psi rear - suggested but members can discover what is most suited for their 20hp

Never overfill your engine with oil. Do not rely on the pointer on the engine block; the cork washer becomes saturated with oil over the years and is totally inaccurate. The only way to really know; when you have drained out all the oil and replaced the sump nut, fill the engine with the correct amount as stated in your handbook, and make sure that you are using the correct one for the year of your 20hp. Also check the chassis numbers in the front of the book and ensure that the book covers your chassis number. Leave it overnight and then look to see where the pointer is and mark the area above the pointer with a pencil. That is the correct oil level for you. If you overfill it, the oil will blow back on your starter motor and clutch and definitely make a mess of the crankcase and could prove rather expensive.

Oils - depending on the state of the engine inside - either a single-grade oil or a mixed one. Morris make an excellent range which is ideal for the older cars, they also make water pump grease and EP oils and much more. If you have problems in obtaining the oil, go to your local motor factor and they should be able to help.

If you have had an overdrive or high ratio back axle fitted, then your speedo needs recalibrating - it could be up to 25% out, i.e. when you are doing 30mph on your speedo, you could be doing 38! I recently had one recalibrated by a

recommended Company, after 3 months and a lot of chasing, it was returned and informed it was correctly calibrated. When fitted it was found to be around 20% out, as opposed to the original 25%! There was not enough time to have it redone this season, so in an effort to avoid speeding tickets, I have fitted a window screen mounting by suction pad, a Tom Tom 700 which has its own built in battery, around 6 hours battery life before being having to recharge. Besides showing you your route, it show mph or kph (all done by satellite), is transferable to other vehicles, and has a plug to fit into your cigar lighter.

oOOOoo

Screwed up by the Editor, and the Registrar

Keith sent me a detailed history of "screw threads", which he compiled with help from "Bernie the Bolt", <http://www.bernie-bolt.com/>. It is all so complex that I didn't have time to examine it in detail and turn it into an article. So here is the essence of it - as distilled from Keith's e-mail, and from an old book that I happen to own: *Kempe's Engineer's Year-Book*, Vol. 1, 1950-51 Edition.

A screw is defined primarily by its major diameter, minor diameter, pitch, and angle (of the groove wall). More subtly, the actual profile of the groove is important, e.g. flat-sided, flat topped, degree of curvature etc., and don't forget that specified manufacturing tolerances vary from one system to another. It's no wonder that the topic has caused engineers to tear their hair out, and politicians to virtually declare war. The shape and diameter of the head is of major importance when that poor engineer actually needs to choose a spanner!

In the 19th century, the British Standard Institution defined a coarse thread (Whitworth) and a fine thread; BSW and BSF respectively. BSW later changed its hexagon size so if you're restoring old machinery you have to ask for (or make) "Old Whit". By 1903 there was an increasing requirement for high-precision fine screws, so the British Association defined the BA range. This was based on Swiss Thury threads which are metric, for example 14 BA and 0 BA have diameters of 1.0 and 6.0 mm respectively, with pitches of 0.23 mm and 1.00 mm respectively.

Many other systems were in use in the UK during the 20th century, e.g. Unified Normal Coarse and Fine (UNC and UNF), British Standard Cycle, and British Standard Pipe, to name but a few. Sir Henry famously invented some of his own special screw threads, much to the despair of later restorers, who must either cut their own, or pay good money for professionals to do it for them. (In

defence of Sir Henry, he did decide to use metric bearings almost universally on the 20hp. For this reason we can now buy top quality bearings for our cars very cheaply from local specialist suppliers, or electric motor repair shops.)

Two Système International thread ranges (Metric Fine and Metric Coarse) were introduced to try and overcome the chaos (remember, each and every country had its own ranges of screw threads, just like the UK discussed above). The SI threads were adopted in order to facilitate the international trade in engineering components, which was undergoing rapid growth. The Metric Fine range is, in fact, rarely used, and the Metric Coarse system is what we now call "metric".

When I started maintaining my Twenty, "BSF" was new to me, and I wasted a lot of time getting to grips with the BSF nuts and screws and distinguishing them from BA, metric, UNF etc. Here is a simple crib chart which helped me visualise the different systems, and the relationships between them. Screws in the same horizontal line have *approximately* the same diameter and pitch.

Imperial			Metric					
Diam. in.	BSF Threads per in.	BSW Threads per in.	Metric (ISO) coarse series *		BA			
			Diam. mm	Pitch, mm	BA No.	Diam. mm	Pitch mm	Pitch ~ tpi
1/8		40	3	0.5	5	3.2	0.59	43.0
					4	3.6	0.66	38.5
			4	0.7	3	4.1	0.73	34.8
3/16	32	24			2 [#]	4.7	0.81	31.4
7/32	28				1 [#]	5.3	0.90	28.2
1/4	26	20	6	1	0 [§]	6.0	1.00	25.4
9/32	26							
5/16	22	18	8	1.25				
3/8	20	16						
7/16	20	14	10	1.5				
1/2	16	12	12	1.75				
9/16	16	12	14	2				
5/8	14	11						
11/16	14	11						
3/4	12	10						
7/8	11	9						
1	10	8						

* i.e. the normal M series. The Metric (ISO) Fine series is rarely used.

§ 0 BA has the same diameter and pitch as M 6, but a different groove profile.

2 BA is very similar to 3/16 BSF, and 1 BA is very similar to 7/32 BSF.

Fire Extinguishers

The message pages on the various Rolls-Royce related web sites can be a mine of useful information. For example, if someone asks a technical question, they might be lucky enough to get an answer from a real expert within hours. However, you must take care: a real strength of message boards is that *anyone* can post his or her opinion (always providing they are not being offensive, in which case they will be banned by the moderator). This means that, normally, postings should be regarded as being no more valid than a casual conversation. *You must check that advice given on a message board is correct – before committing yourself to drastic and expensive action on your car!* But, then, how many people have been taken in by so-called experts operating from expensive classic-car repair businesses? Caveat Emptor!

Having said that, I do believe that good message boards will continue to blossom, as more and more knowledgeable enthusiasts participate, and we all become comfortable with this relatively new medium.

As an example, here is a simple, but interesting, recent thread on the RREC website's message board. It shows how quickly you can get answers to technical questions.

Peter Dawes asked (17 April 2005) if anyone could recommend a type and make of fire extinguisher to carry in his RR.

Timothy Lane replied (19 April):

"Well, this is a subject where I may well be able to make a valid comment, as my business IS fire extinguishers! I would NOT recommend the likes of Halfords (incidentally, I've been to our local Halfords probably half a dozen times over the last year, and only once did I come out with what I needed! - the other times they were unable to help me - but I digress....). Halfords and many other motor parts shops, stock fire extinguishers which usually do not conform to BS EN3, and are probably not UK made. They amount to little more than converted aerosol cans (for one-shot use only), and are not serviceable. I would strongly recommend a fire extinguisher that is UK made and carries the BSI Kitemark, that way you know that you are getting something that is reliable and refillable (if you are unfortunate enough to have to use it!). Dry Powder is the most efficient extinguisher medium, but VERY messy. Race tracks used to use Monnex, a high performance BC powder, but due to the cost, I think most now use standard ABC powder (mono-ammonium phosphate) which is an acid based non-toxic powder. I'm not sure what the long term effect is regarding corrosion, but I'm sure that it will do NO good at all. I keep two small extinguishers in my car, a small foam, which will be my first choice of extinguisher (it's water based and will do little damage) and a small powder, if the foam will not cope. If you choose a powder extinguisher (which you most likely will - for competition purposes), give it a good shake from time to time to 'fluff' up the powder, and, DO NOT be tempted to 'test' the extinguisher to see if it works (the small amount of

powder discharged WILL be enough to clog the outlet valve and allow the pressure to seep away). Also, don't be tempted with a Halon type extinguisher (B.C.F or B.T.M) if you are given one or find one at a sale, these are now illegal to discharge to atmosphere (so I believe! - they destroy the air 'upstairs', although, someone will probably remind me that it's still OK for use by the Police, military and the aviation industry). One thing worth remembering, the bigger the extinguisher, the bigger the fire you'll be able to extinguish! My personal quick answer: get a 2 kg ABC Dry Powder."

Jonas Trachsel (Switzerland) followed-up (20 April):

"From recent experience I can ascertain you, that a powder extinguisher makes an awful mess of a car. And the stuff used for powder is really corrosive, especially attacking all electrical contacts. We had last year some vandals emptying a 12 pounder into the cabin of a parked company minibus. We had to tear the whole dash, all headliner and door panels, the steering wheel/light/wiper switches, the heating and ventilating system, engine ancillaries and so on.. The stuff crept into every tiniest crevice. With all the labour involved, the minibus was on the verge of a write-off, were it not for second hand parts that we could get from a junkyard. I would prefer a foam extinguisher, however these must be kept frost-free at all times. Whenever possible, try to put out say a carburettor fire with a blanket (or even with your coat or jacket!) before using a powder extinguisher. Question to Timothy Lane: What about CO2 extinguishers?"

Timothy Lane replied again (20 April):

"Well, CO2 is ideally suited to electrical fires (or to be more precise, electrical risks), they are generally heavier, (you could expect a 2 kg CO2 extinguisher to be a minimum of about 4.5 kg - gross, and that would be an aluminium body, the steel bodies would be something in the region of 7.5 kg!), CO2 is not best suited to motor car risks as they do not prevent re-ignition, or remove heat, and if you use it on a windy day, the CO2 will go 'downwind!' - A side note here: the pressure inside a CO2 extinguisher is 56 bar (about 850 lb psi), I don't think I'd want that inside my pride and joy rattling around in the boot! The only real alternative is foam (I believe mini-buses are required by law to carry these), yes, there could be a problem with freezing, but a 10% solution of anti-freeze is allowed, they will not contain anti-freeze when purchased as this lowers the fire rating of the extinguisher and manufacturers will want to sell extinguishers with the highest possible fire rating. Another note here, only purchase a fire extinguisher containing AFFF as the older protein foam is not (so I believe) capable of dealing with unleaded fuel fires - I seem to remember this problem when unleaded fuels arrived at the pumps first several years ago. There is another foam, which is alcohol resistant, called Polar Foam (trade name), it's not generally available except from the main suppliers. I understand this contains some of old bulls blood which smells vile, and I reckon if this was used on your upholstery you'd lose the lovely smell of wood and leather, and rather not drive the car again! I'd rather not put the names of the suppliers here as they are likely to be bombarded with e-mails (remember they supply the trade), and one of them may take offence if I miss one out, but if you care to e-mail me direct, I'll try and point you in the right direction."

Engineering Drawings

Some 20hp owners may not have seen copies of the original chassis drawings, now available in digital form. The archived drawings were scanned, digitised, and made available on a CD by the RROC (America). The CD can be bought from the Hunt House and viewed on your home computer.

It is easy to print out individual drawings, or parts of drawings, and some of them are quite fascinating. The title block, which gives details of who made the drawing, date, etc., are also interesting. The title block is sometimes not legible, because it was normally located in one corner of the paper sheet, where it was liable to be damaged.

Examples of parts from two drawings are shown in the next pages.

The crankshaft, and a close up of the front end is shown from drawing E55308. The title block shows the date 30 October 1929, so this would be the crankshaft for a very late 20hp.

An overview of the carburettor, and a cross section detailing the starting carburettor, is shown from drawing E55795. Unfortunately the date is not legible, but the drawing shows the later carburettor, without the filter under the float chamber.

Two Cars – One Engine (well, almost....!)

19 APRIL 1957 *The Autocar* 13



1926 "Hooper" Limousine on 20 hp. Rolls-Royce chassis

We congratulate Hooper & Co (Coachbuilders) Ltd on the completion of 150 years as builders of fine coachwork and are proud to have been associated with them as suppliers of aluminium for over 30 years.



The BRITISH ALUMINIUM Co Ltd
NORFOLK HOUSE ST JAMES'S SQUARE LONDON SW1

1957 "Hooper" Touring Limousine on Rolls-Royce Silver Wraith chassis



Stand by your Radiators



For those many members who do not know us, I have taken the liberty of showing ourselves. Linda's photo was taken on Keith's trip to the Loire in 2004, and mine was taken on a joint Southern/South Western visit to Sherborne Castle, Dorset, in 2005. Our car has a 1927 chassis, GXL 39, and retains its original Hooper 6-light "owner-driver limousine" body – i.e. it has adjustable bucket front seats and no division.



A "mysterious" encounter on Exmoor with GAJ 27, a 1927 car with original Maddox ¾ coupé body, owned by **David and Lorna Wickers** of Exeter. Photographs taken on the South Western Section's Anniversary Weekend at Saunton Sands, April 2005.

Beauties



GA 28 (1923), owned by Fred and Joy Kilpatrick. The car was re-bodied as a beautiful dark red Barker barrel-body tourer, when it returned from America in 1979. Fred and Joy live in Guernsey, so you are more likely to bump into them and their Twenty in France than in England. The photo was taken in June 2005 at the Château de Rochecotte Hotel, near Langeais, Loire. GXL 39 is in the background.



This enigmatic original painting by **Charles Sykes** came up for auction on e-Bay last year. You can almost see beautiful “Spirits of Ecstasy” emerging from the background.