

# Twenty

**Newsletter**  
**RREC**



**Number 16**

**November 2006**



GZG 39 is a ¾ D H Coupé belonging to Paolo and Anna Luisoni from Bellinzona in Switzerland. They use the car frequently, both for long tours and for short trips. This picture, with a Spitfire from the Fighter Collection, was taken at an air show in Lodrino. Paolo's ambition: to drive the car to England.



### Great Expectations

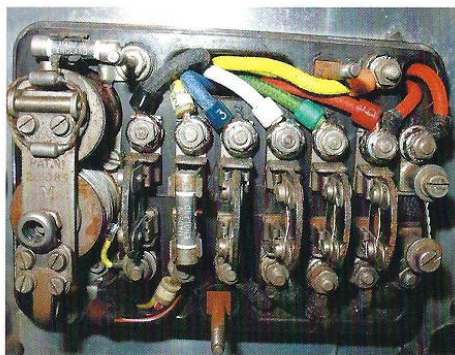
In their pre-auction catalogue for the Frank Cooke Collection of automobilia, Bonhams estimated \$3,000 - \$4,000 for the 20hp chassis and engine, Lot No. 1026, described thus:



**"1923 Rolls-Royce 20hp Chassis ...**  
It is now offered as a restoration project, the chassis frame being complete with firewall, rear axle and wheels, steering column and wheel, part of the dashboard and switch panel and a Weston ammeter. Engine no. G766, which has been stored indoors and is the original engine for this car, is also offered with this project which may be considered suitable for spares or, more worthily, as the basis for a restoration project. *Estimate: \$3,000 - 4,000*"

The auction took place on 23 September 2006 in Massachusetts, where this chassis and engine was knocked down for \$200 plus premium and tax. Thanks to Tom Clarke for alerting me to this auction. Eric Hillyard who lives in Powys has since bought the chassis.

### More about wire markers (ref. Newsletter No. 15, page 2)



and *Supplement to Catalogue of Parts 1924* p104 for six more. Then it is possible to paint them the appropriate colour using acrylic paint. Although not yet finished, a picture is attached showing a combination of originals and replacements at the fuse box."

(Simon and Angie live in Jersey; their ivory-coloured tourer features on the front cover and also on page 11 of Bulletin B278.)

## THE TWENTY NEWSLETTER

No. 16

November 2006

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

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### Cover Photograph

Ten years ago, Paolo and Anna bought their first 20hp - an early Weymann saloon 54 S5. In 2001 Steve Lovatt helped them purchase their current 1926 Barker ¾ D H Coupé GZK 39, from Brian Staples in Surrey. They sold the earlier car to Antonio Pasquale, a Swiss compatriot who also owns three Phantoms; a P-I, a P-II and a P-V.

They use their car almost every week - especially since their children have grown up! They often go touring, but their favourite short trip is the 40km to Italy where they enjoy the change of culture and food. Paolo knows the car's history and maintains it himself but a professional mechanic helps with the occasional bigger job. The car works perfectly in the mountains, and Paolo can now appreciate the advantages of 4-wheel braking.

They have an "old-timer" licence plate which they share with their Derby Bentley. For the Swiss MOT, old cars are tested but once every 6 years.

MERRY CHRISTMAS, HAPPY NEW YEAR  
and something to look forward to next July, page 7



### Registrar's Ramblings

The generosity of the 20hp owners is amazing – it goes to show that the members want an active Register – as yet a new Registrar has to be found – I finish on 1st April 2007. So please give it thought. Donations have so far exceeded over £2,000. Sincere thanks.

The 2007 Tour to Louviers/Picardy has been very well supported and I had to decline some bookings as we were on capacity. Twenty five 20hp motor cars with 4 other Club cars are booked and five 20hps had to be refused as there were no rooms available.

Plans are in hand for 2008. The biggest problem is to find somewhere within 185 miles or so of the French Ports and which would offer a variety of interesting venues.

A 20hp on the La Loire trip, which failed to proceed was due to clutch wear and not oil on the clutch plate. The lining was down to the rivets! The motor car arrived back to the owners 10 days later by low loader from France complete with everything inside - a wonderful service given by Red Star, the Club Insurers. Most motor cars insured on their policies are covered automatically - suggest you sit down and read the documents issued with the policy.

Even if you do not own a 20hp motor car, but are interested in the model and the Register, you can become a member of the Register; just send the full details of your name, address, phone, e-mail and your Club motor car please. If you would like to enclose a donation towards the Register, this would be appreciated.

Unfortunately as one attends events, sometimes some slight damage to the body work on one's car is discovered, once you are home after the event. Recently when attending an event, an older Club member, unwittingly, was running his hand around the wing of a Club car. I pointed out to him that he might be unaware but the buckle/strap on his watch on his wrist was in fact catching the paintwork – he had completely overlooked the fact and had never given it a thought. Once it was pointed out to him he was very apologetic.

Recently returning home after the opening of the Peter Baines Wing, we saw a 20hp on the roadside - we turned round and stopped and offered assistance. The owner was pleased with the offer - the car was a 1928 20hp Doctor's Coupé by Windovers - I was unable to solve his problem, but thought it could be the condenser - the mag did not appear to work but petrol was getting to the carb. We left him after about an hour, once he had arranged a tow home; fortunately he lived locally. We discovered there was no chassis plate on the car which he had owned since 1956! And he knew nothing about the workings of it! We did get the registration number - now lost! Amazing what one comes across in the wilds of Hampshire.

In another month I will start the updating of the Members' Register – a lot of work is needed to bring it up to date. All the information is gathered from the

Registration Form you kindly returned – if you have not completed one and returned it to me, please do it now.

Having sold our Silver Dawn, we went out to look for another Club car, found a Bentley Brooklands Mulliner and having had it checked out, purchased it, only to discover that it was too wide : we did ask the width prior to purchase and were told 78" - knowing our garage entrance was 83" - no problem. When we got the car home, we found it was 80.5" and the wing mirrors did not fold in! So it had to be returned to the seller. We have now decided that the 6 cylinder cars - such as SC1 or S1 are the best and will fit our garage and have been lucky enough to find a delightful SC1. The moral is 'Do not trust others, always check yourself'!

With the colder weather, now is the time to do "those jobs" on your motor car:

A problem which is now arising is that the Autovac is 'gumming' up caused by the petrol solidifying. Either the inlet or outlet valve stays open or closed as the case may be. A possible thought every 2 to 3 years, is to take the inside of the Autovac unit out and soak it overnight in a container of solvent to dissolve the gummy substance and ensure neither valves are blocked. Autovac parts and corks are still readily available from Autovac in Okehampton in Devon.

If you are laying up for the winter and do not wish to use her, then apart from the annual oiling, changing the oil, putting her up on axle stands – unscrew the plugs, put a trickle of Red-X into the plug hole, give the engine a ½ turn on the handle and replace the plugs – finger tight – for the winter. Either disconnect the battery or put it on a trickle monitor charger. Check you have the correct amount of coolant in the system. I have a dehumidifier in my garage and do not cover the car, as I think that this can lead to paint problems and micro blister. As oil does collect moisture even when standing, it is worth considering oil changes twice a year. If you unfortunate enough to run out of petrol, the Autovac is self priming and should take no more than 2-3 turns of the engine, with the throttle closed, to draw fuel.

In 1923 the original owner of a tourer by Hoopers - Chassis GA 70 - did not want the Spirit of Ecstasy mascot and had her own designed and fitted. 80 years on when Robert Slee started to do a detailed restoration of the motor car, he managed to borrow the original mascot from the daughter of the first owner, had it reproduced and it now graces GA 70 once again.

Please send items of news, articles, tips, suggestions, photographs of 20hps to Tom Jones, the Editor.

Wishing you Happy and Safe Motoring and Compliments of the Season and a Healthy and Peaceful New Year.

Keith Jay, Registrar, the 20hp Register



### From the Editor

After Keith wrote his Ramblings, he decided that for health reasons he would have to give up the Registrarship sooner than he had hoped. He has done a sterling job, and has manfully typed out all the information about RREC 20hp owners and their cars (an enormous document). I have agreed to devote some time during the winter to putting this on to an electronic database. This will be a learning experience for me, but other Club members have offered to help, and other Registers have templates that I hope be able to use. The idea is to produce a database which can be continuously updated and used to print out information about particular groups of cars etc., as well as direct printing of a 20hp Members Register.

As before, the Members Register will be issued in booklet form. It will be distributed to all Register members for their personal and social use only, and I think it will be invaluable for promoting our enjoyment of the 20hp car, the Club and Club activities. It should not be made available to persons outside the Club, or used for any commercial purpose. It will list each member's name, address, telephone, e-mail, chassis and registration numbers, and body type. *If there are any parts of this information you do not want printed, please let me know.*

Keith will continue to organise next year's trip to France, and hopes to continue arranging 20hp tours. We will have a 20hp weekend next July which will also include an AGM. We need to decide how the 20hp Register should be organised, and who should do it! Please contact me if you are willing to help by becoming Registrar, Newsletter Editor, Reporter, Treasurer, or Technical Coordinator etc.

I am very grateful for all the letters, e-mails, information and photographs etc. sent in after the last Newsletter. There were some kind comments, and no real raspberries! Tod Marshman has compiled a tool list which will be useful if you want to check exactly which tools are authentic for your particular chassis number. There are obviously many interesting cars, owners, and stories out there, and it is up to us all to help develop an accessible historical archive for the enjoyment and edification of future generations. It's a delight to be able to put it together into a newsletter! However, the next Newsletter depends entirely on the information you send, so don't keep those nuggets of knowledge to yourself! Photographs need to be of good quality (film prints or digital), otherwise they give a poor image when printed professionally. E-mailed digital images must be in high resolution format (say, at least 1.5 MB). One surprising thing: very few "technical tips" were sent. Maybe our 20s are proceeding so well that no tips are necessary ... It would be nice to have some articles on repairing, maintaining, up-grading etc for the May '07 issue.

**20 Statistics** The last news letter was sent to about 450 RREC members known to possess a 20hp. The 20hp owners live in the UK (370), rest of Europe (46), Australia and New Zealand (17), USA and Canada (14), and the rest of world (3). Additional copies are sent to all Club Officers, worldwide. If you know anyone with an interest in 20hps, whether or not they are in the RREC, please let me know and I

will send them a complimentary copy. Perhaps they could be enticed into joining the RREC and 20hp Register.

**20 Finances** Many thanks to all Members who sent donations. This has enabled us to produce a bigger Newsletter with more colour pages, and will also fund next year's Register booklet. We wish to continue with this improvement, and a limited amount of advertising (in the Newsletter and Register) could help, so if any members wish to advertise their services in the Newsletter, please contact me. Would anyone who has forgotten to send in their Registration form please send them to me, rather than to Keith, for reasons mentioned above. A donation would be appreciated

**100,000 hp** I had a very interesting phone call from Shôn Ffowcs-Williams. Just last year, his wife Anne bought him a 1927 20hp GHJ 8 as a genuine surprise for his 70<sup>th</sup> birthday. It has a light blue Hooper tourer body, and the RREC website has an earlier photo of it (go to The Cars/Coachwork/Elegance). Colin Hughes describes GHJ 8 as showing "true elegance of line". Shôn may be a new member of the RREC, but he has had a long and distinguished involvement with Rolls-Royce plc. In 1956, as a student, he acquired a 20hp which had been abandoned in a field. The engine fired immediately. He served an Engineering Apprenticeship at Rolls-Royce plc's Aero-Engine Division, Derby, and then went on to university. Later he held the Rolls-Royce Chair in Theoretical Acoustics at Imperial College, London. In 1972 he was appointed Professor in the Engineering Department at Cambridge University. He spent much of his time visiting Bristol, working on the problem of takeoff noise with Concorde's Rolls-Royce Olympus engines. Now Shôn and Anne have switched their interest from 100,000hp jets to 20hp cars. They enjoy using their car regularly, and have already successfully toured France.

**20 Welcome** John and Carolyn McQuay are coming from Victoria, Australia, to join us in Picardy and Normandy next May. They have a 1923 Barker tourer 59S7. We hope they have a good voyage, and look forward to meeting them.

### **20hp Weekend and AGM, 13 – 15 July 2007, Tetbury Glocs**

This, the first 20hp weekend for some years, will be at the Hare and Hounds Hotel, Westonbirt, nr Tetbury, Glos on the A433. It is a country house hotel with a total of 42 bedrooms, and an excellent restaurant, set in acres of grounds and gardens. It is on the southern edge of the Cotswolds, and also next to the National Arboretum with its 18,000 specimen trees and 17 miles of paths. And Tetbury is a lovely town with loads of antique shops, and a specialist cheese shop. So arrive early on the Friday when all the hotel facilities will be open to you as well.

<http://www.bestwestern.co.uk/content/hotel-details-leisure.aspx?hotel=83078>

See details on page 8

**20 hp Weekend and AGM, 13 – 15 July 2007, Tetbury Glocs**

The *provisional* itinerary is: a scenic Cotswolds drive on Saturday, finishing at Berkeley Castle for a tour and buffet lunch.

<http://www.berkeley-castle.com/default.html>

Then back to the hotel for tea/coffee and our AGM before dinner. On Sunday morning we plan to drive to Bristol Harbour for a boat tour, and visit SS Great Britain and the Maritime Heritage centre.

Our hotel rate is **£80 per person** per night for dinner/bed/breakfast (singles at same rate). This includes 4-course dinner, coffee, service and VAT.

If you wish to stay for a third night, **Sunday night is £70 pp db&b.**

The hotel has **12 superior rooms** (supplement £20 per room per night) and **2 Suites** (supplement £30). All these rooms are on the ground floor, and grouped round their own courtyard where you can park your cars.

The hotel is holding 42 rooms for us until January. Thereafter rooms will be subject to availability, so please send me a **deposit of £50.00 per person** as soon as possible. At this stage I cannot give the total cost, which will include Saturday lunch, castle visit, boat trip etc. and some administrative costs. It is likely to be in the region of £375 per couple. The hotel has ample secure parking at the rear, plus a limited number of parking places by the front door, should you prefer.

**If you wish to attend the 20 hp weekend  
please sent £50.00 per person deposit to Tom Jones  
cheques payable to "The 20 hp Register, RREC"**

Please indicate whether you require:

- room upgrade
- special diet
- Sunday night accommodation

A finalised programme and booking form will be sent to all applicants in January 2007.

Nothing escaped Royce's mania for simplicity and directness. On his orders, the words 'advance' and 'retard' on the ignition control lever were replaced by the more Anglo-Saxon 'early' and 'late'.

From: *The Complete Works – The Best 599 Stories about the World's Best Car*

**Letters**

***From Clifton and Isabel Spencer:***

With Keith retiring from running the Register, I would like to take this opportunity to record our appreciation for all the good work he has done on our behalf.

Keith was Secretary of the Central Southern Section of the RREC for many years from about 1998. Isabel and I used to meet him and Louis at events there (I even had the privilege of changing a wheel on his Twenty!) as we belonged to that Section (and still do) as well as our own South Eastern Section.

When the idea of Registers was first suggested in the RREC Keith volunteered his services to become Registrar for the 20hp. Thus the first Register was established in 1994 – the forerunner of others which followed. Under Keith's guidance the Register has gone from strength to strength and he has organised many wonderful rallies both in the UK and on the Continent.

In 1996 many of us travelled to Brittany. The following year we visited Normandy in May as part of the 75<sup>th</sup> year of the 20hp and later that year we had a super weekend at Buxton in Derbyshire. In 2000 (centenary year) the 20hps gathered at a rally in Oxfordshire and in 2002 the car's 80<sup>th</sup> birthday was celebrated at Leeds Castle in Kent.

In 2004 our "oldies" assembled in front of the new Rolls-Royce factory at Goodwood, the outside of which, at that stage, resembled a huge building site. More recently in May 2003 the more adventurous of us travelled through Spain and Portugal. I only wish Isabel and I could have been with them.

None of these events would have been as successful and enjoyable or indeed possible without the dedication and meticulous planning of Keith and his chief lieutenant, Louis. Both have given unstintingly of their time and generosity. We wish them well and hope to see them at many events in the future.

***From Derek and Jenny Johnson:***

**REFLECTIONS UPON THE 20hp REGISTER**

When Keith Jay formed the 20hp Register over a decade ago, he opened up a new world for RR enthusiasts.

By sharing ideas, opinions and technical information between 20hp owners, the Register developed in strength. For example, rallies in the UK and into Europe have been organized to perfection, with attention to detail appreciated by all those discerning club members who attended with their "best cars in the world".

It is sad to hear that Keith is finally giving up the Registrarship. Enthusiasts can only hope that this is not the end of an era.



### Cars and their owners

GBM 60 is owned by Brian and Jan-Peta Bergman-Field and has had an interesting history. Brian purchased the chassis and body separately, and has now restored them and married them together. The chassis originally had a Windovers brougham body, but was later reported in Fasal to be a shooting brake in the USA.

The Gurney Nutting Weymann saloon body was originally fitted to a 4½ litre Bentley KL 3579 (body number C/6732). It was bought by J E Nelson in November 1929 and assigned the registration number GE 7394. It is an owner-driver saloon, without division, and has adjustable front bucket seats. It was one of a batch of 25 similar Gurney Nutting bodies ordered by Bentley at the time, but Brian believes that his is now the sole survivor. The others were at various times removed from their respective chassis, replaced by replica touring bodies, and disposed of!

Brian has restored the engine, chassis and body to a very high standard, complete with artillery wheels (as originally specified) and ivory internal fittings. However he is thinking about selling this lovely 20 hp, in order to help finance his next project – a 1970 racing Porsche. He has an eclectic passion for cars. He used to race BMWs and Porsches, and still takes an active interest in that side of the sport. His “every-day” car is a BMW M3. By contrast, a few years ago he imported and restored a lovely 1920s Amilcar which had been residing for many years in a museum in Japan. He is Registrar of the Amilcar Club.

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Tom and Ros Commander have owned GUJ 15 for 20 years and rack up thousands of miles per annum, both locally and touring. In 2004-05 they drove to the south of Spain and back. The chassis is highly reliable and mostly original, although some external features have been modified by previous owners. In the '30s, the radiator, headlights etc were replaced (“modernised”) by chromed 20/25 units, as often happened at the time. In 1954 the current yellow tourer body, of unknown origin, was installed. It has 18" wheels on the rear and 19" wheels up front - don't ask about the spare! All this gives the car ... shall we say ... a rakish appearance. The Commanders' other cars include a Jaguar XK 120, an Isetta bubble car and a modern Porsche. Tom takes an active interest in racing cars, and Ros is passionate about fund raising for Macmillan. They both enjoy organising touring holidays for classic cars.

By the way, Tom seems to have a somewhat rakish appearance himself. It happened that the photo was taken just after he gallantly took part in a charity head shave. Gallant? ... Actually Tom might have had his arm twisted (Ros was in charge of this event).



**Brian Bergman-Field with GBM 60**

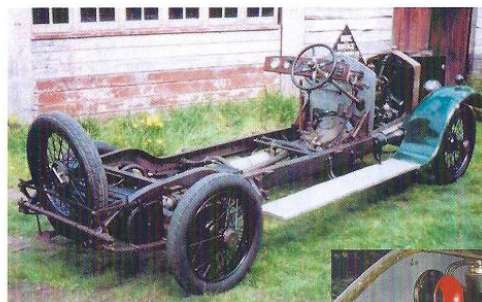


**Tom (aka Shaun) and Ros Commander with GUJ 15**





**Robert Slee** has meticulously restored GA70 to as near to original condition as possible. In 1923 it was first delivered to Colin Campbell, a member of the landed gentry who had preceded by a few years C S Rolls to Eton and Cambridge. The Hooper body is described as a “special” tourer of which only five were produced. Robert says that another one, GLK67, was sold to the Maharaja Rana of Dholpur and is also known to survive, but in a derelict condition. The remaining three are lost. GA70’s mascot is definitely *not* the usual Spirit of Ecstasy – see Registrar’s Ramblings.



**Eric Hillyard’s** experimental chassis 6GII with engine G171, the earliest surviving 20hp.

Thanks to Robert Slee for the upper three photographs and to Eric for the one of his engine.



### **Congratulate the Winners**

Here are the first prize and trophy winners from the Annual Rally.

**David and Jane Else** won the Hugh Keller Trophy for the 20hp with the highest mileage (6,725) during the year. They have a 1929 Binder saloon GKM 30. David and Jane also won the “Touring” ribbon in Class 5 (20hp).



**Peter and Jan Price** won the Spirit of Ecstasy Trophy in the Etat Pre-War competition. Their car is a 1928 Weymann saloon GYL 49.

They also won second prize in this same Class, with a *different* car – a 1933 20/25 James Young sports saloon GHA 3.

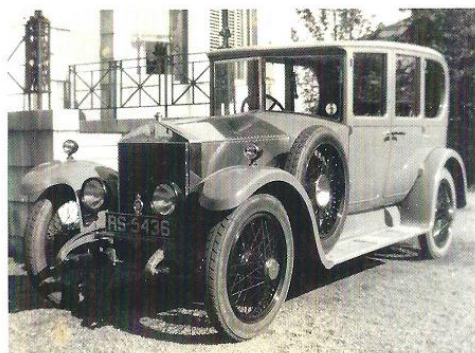


**Nick and Claire Stow** won two first prizes: the First and Trophy in Class 5 (20hp), as well as a bottle of Champagne for being judged the Bonhams’ most elegant pre-war small hp Rolls-Royce. Their car is 1925 Hooper landaulette GNK 55.

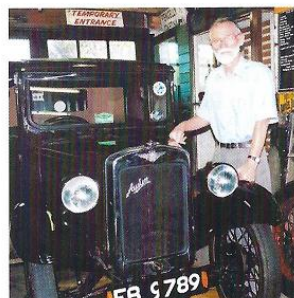
**Congratulations also to those who won second place ribbons: Mr and Mrs Berryman and Graham Neale.**



**John and Liz  
Field with  
68 H3, in 2006**



**68 H3, brand new on 13 June 1923**



**Tony Barfield  
in 2006**

### **Tony – A Pay Rise Postman – Gets A Rolls!**

**E**VEN with the 61% pay rise few postmen can be Rolls Royce owners. But outside postman Tony Barfield's cottage in Wilden Lane, Stourport, stands a gleaming black and grey Silver Ghost.



For Tony – a vintage car enthusiast – there are no brakes on the thimble – it is a dream come from wheels, and the car has to be pulled up on the hand-pike.

**Tony Barfield with 68 H3, in 1963**

### **From Aberdeenshire to Somerset via Cornwall**

John and Liz Field bought their 20hp in 1983 and retained the nickname given to it by a line of previous owners: "The Duchess". The chassis number is 68 H3 (March 1923), and the car has its original registration number RS 5436. It has the round edge radiator which, together with external steel shutters, was standard until September 1923. The saloon body is by Claud Hamilton of Aberdeen; it has no division and the front bench seats are adjustable.

In 1984, John and Liz made a career move to Switzerland, where John fully restored the engine himself. The interior was restored by Roy Creech, and the exterior by Brian Ginn in Essex. But then John and Liz started collecting other Rolls-Royce cars (including two early Silver Ghosts), so the 20hp rather took a back seat. In fact John says that it has not been seen on public roads since 1984. John, Liz and their cars now live in Somerset, where they keep 68 H3 in essentially concours condition to this day.

John put me in touch with a previous owner, Tony Barfield, who has collected much of the car's early history, and I am indebted to him for the following information. On 13<sup>th</sup> June 1923 a local coach builder, Claud Hamilton, delivered the new car to Sir John Irvin in Aberdeen. Tony obtained the photograph from Sir John's son, who assured Tony that it was taken on the actual delivery day. The car looks handsome, with fawn coachwork and wings (only the wheels, radiator shutters, headlamps and side lights were black), polished aluminium bonnet and tan hide upholstery. In 1964 Tony Barfield, a young postman in Stourport-on-Severn, purchased the car for £125. This caused quite a stir in the national newspapers: the postal workers had just been on strike, and here was a young up-start owning a real Rolls-Royce! In a recent letter to John, Tony described how he first saw the car: "Upon [my] arrival the car was already on view in the owner's drive and at first glance looked as only a vintage Rolls-Royce can look, but I was a bit taken aback by the colour scheme. The elderly owner was very proud of this however, pointing out that he had done it himself. He appeared to have started at the front dumb irons, working his way along the car painting everything – wings, bonnet, headlights, sidelights (including all the nickel plating) door handles, hinges and exterior mirror – all in what was obviously ex-Admiralty Battleship Grey!"

In 1965 Tony and 68 H3 moved to Cornwall where he became a founder member of the Cornwall Vintage Vehicle Society. Tony sold his Rolls-Royce in 1968, but not before he and his car were featured in the Sunday Times Colour Magazine in April 1967.

The Cornwall Vintage Vehicle Society is still flourishing, and Tony and his wife Margaret still take an active interest – now driving a 1932 Austin 7 and a 1933 Riley 9 Monaco. Tragically the Riley recently caught fire and was an insurance write-off, but Tony is hoping to restore it over time, as he seeks out the rather rare spare parts.



## Summary of tools supplied with the 20 hp together with dates

by Tod Marshman

<b>Jaw spanners, single-ended</b>	<i>from chassis 65H1 (Mar '23)</i>
5BA	F51960
3BA	F51961
2BA	F51962
1BA	F51963
1/4" (2 in kit)	F51964
5/16"	F51933
3/8"	F51934
7/16"	F51935
1/2"	F51936
11/16"	F52298
<b>Jaw spanners, double-ended</b>	<i>up to chassis 65H0 (Mar '23)</i>
2BA x 5BA	F6372
3BA x 1/4"	F9881
1BA x 1/4"	F9799
5/16" x 3/8"	F2893
1/2" x 7/16"	F2894
<b>Box spanners:</b>	
7BA x 5BA	F9840
3BA x 2BA	F9809
1BA x 1/4"	F9810
5/16" x 3/8"	F9811
7/16" x 1/2"	F9812
5/8"	F54932 <i>from GXL1 (Oct '27)</i>
5/8" & Spark Plug	F9813 <i>up to GUJ81 (Oct '27)</i>
3/4" x 13/16"	F9814
pivot nuts	F52716
sparkling plugs	E53792 <i>from GA1 (Sep '23)</i>
rear axle tube nut	G51004a
<b>Tommy bars:</b>	
3/16" dia	E7342
1/4" dia	E7658
5/16" dia	E9048
7/16" dia	E12645
5/8" dia - rear axle tube nut	G50976
<b>C spanners:</b>	
water connection nut	E55017 <i>from GFN1 (Sep '28)</i>
starter motor, end bearing nut	D51637 <i>from GFN1 (Sep '28)</i>
propeller shaft & steering column	F51789 <i>to GHJ71 (Mar '27)</i>
	E6422 <i>from GHJ72 (Mar '27)</i>
	E6258
exhaust pipe nut	
<b>Castellated spanners</b>	
camshaft nut	E17488
rear axle oil drain	G51001
<b>T spanners - keys</b>	
cross steering tube adj screw	F52219 <i>from 79A1 (Mar '23)</i>
<b>Other spanner types:</b>	
adjustable spanner	Lucas Girder
spring drive & clutch spring cap	E52106

### These tables were compiled from data in the RR General Arrangement lists F1788 (1922-27) and F54927 (1927-29)

Twenty horsepower owners are fortunate to have had considerable records yielding much useful information. The Catalogue of Parts of 1924 and 1928 list and illustrate the tools originally supplied but do not tell us exactly when various changes were made.

Although, individual chassis records do not provide this information, the Company did have General Arrangement Listings which give us a very good source.

The tables which follow are derived from those listings. Within them, some oddities exist and I have not sought to explain these. In particular, the Catalogue of Parts illustrates one or two tools which do not appear in the Listings.

Some of the original owners, or their coachbuilders, may not have assembled all the tools into trays. Equally, they may have added items such as spare bulb carriers, inspection lamps, Ace disc spanners etc, which are not recorded. Thus, each chassis could be subject to variation.

#### Bolts/rods:

hub withdrawal screw G3425 and collar	G3425a small collar <i>up to GNK85 (Mar '25)</i>
hub withdrawal screw G3425 and collar	G3425b large collar <i>from GNK86 (Mar '25)</i>
withdrawal rod, rear axle drive coupling	G8522
dynamo drive forcing bolt	E51653
water pump gear withdrawal bolts 1/2"	K210 two

#### Valves:

valve spring replacement tool	E52143
valve grinding tool	E52142

#### Screwdrivers:

3" blade	F81889
4" blade	F81888

#### Pliers:

5" engineer's	one pair
6" gas pliers	one pair

#### Miscellaneous:

Cold Chisel	one <i>up to GAJ41 (May '27)</i>
Hammer - 1/2lb	one <i>up to GAJ41 (May '27)</i>
petrol filler - Lical Type Ax funnel	F52012 <i>from 28/02/24</i>
8" half-round file	illustrated for early chassis but not listed
13" half-round file	Firths
	illustrated for early chassis but not listed

#### Gauges:

feeler gauges	F53557
tyre pressure gauge	Schrader

#### Jack:

Michelin 'Flirt'	for straight-sided tyres <i>up to GAJ41 (May '27)</i>
Michelin 'Forrest'	F54375 for well-base rims <i>up to GAJ41 (May '27)</i>
Dunlop No.10	F77731 <i>from GAJ42 (May '27)</i>

#### Wheels and tyres:

rubber mallet, wood handle	<i>up to GAJ27 (Apr '26)</i>
rubber mallet, metal handle painted black	<i>from GAJ28 (Apr '26)</i>
tyre levers, Dunlop	2 x 18" and 1 x 12" <i>up to GAJ 41 (Apr '26)</i>
tyre levers, Dunlop	1 x medium <i>from GAJ 42 (Apr '26)</i>
foot pump, Dunlop	<i>up to 31.01.26</i>
foot pump, Kismet	F54365 <i>from 01.02.26 to GUJ56 (Sep '27)</i>
foot pump, Nesthill no. 9	F77376 <i>from GUJ57 (Sep '27)</i>
valve connector	Schrader Universal
hub-retaining nut	G52664
wheel spanner, Dunlop	G53140

#### Battery:

Exide hydrometer Type S1	F77247
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#### Ignition:

distributor spanner / feeler box for distributor tools	D50837a
	D50910 <i>up to 44G5 (Dec '22)</i>
	D50962 <i>from 44G6 to GSK80 (Oct '25)</i>
	E5265A
Watford magneto spanner	D50912
file and handle for contact points	D51968 <i>from GAJ42 (May '27)</i>
carborundum paper for contact points	

#### Lubrication:

oil gun, & connection	Enots {with intensifier <i>from GAJ42 (May '27)</i> to GVO10 (Jun '29)}
oil can	Lucas No.40



### History of a Dimension (Ref. TN 15, page 18)

The development of the 6-cylinder RR engine, over the period 1920 – 1959, is described in a very detailed paper which can be viewed on the RREC web site (look under "Technical"). This fascinating paper was read to the Automobile Division of the Institution of Mechanical Engineers by S H Grylls in 1963, and the opening paragraphs are shown on the next page. The eponymous dimension is the separation of the centres of adjacent cylinder bores, which remained constant at 4.150" throughout nearly 40 years of production. Certain other critical dimensions did not change, eg the diameter of the gudgeon pin at 0.750", the stroke at 4.5", and the con rod length at 8.5".

The three figures reproduced below show how con rods, crankshaft and pistons were developed during this period. Maximum power achieved, under test conditions, was 51 hp at 3,000 rpm in 1922, and 178 hp at 4,000 rpm in 1959. The compression ratio was progressively increased from 4.6:1 to 8.0:1.

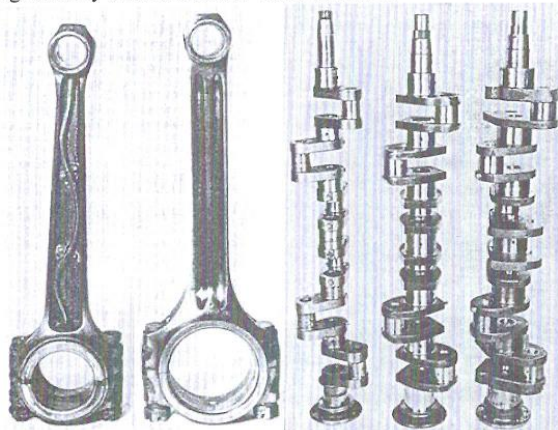


Fig. 26. Connecting rods: year 1922 and 1959

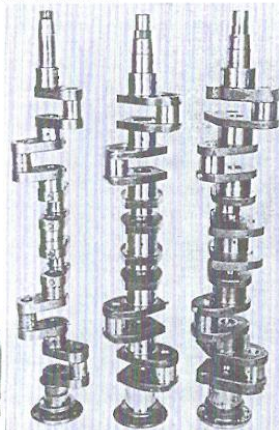


Fig. 24. Crankshafts: year 1922, 1937, 1959

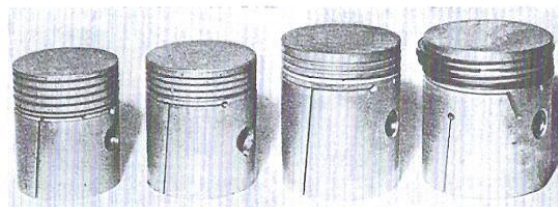


Fig. 25. Pistons: year 1922 1929 1937 1955  
bore, inches diameter 3.000 3.250 3.500 3.750

This material has been reproduced from the Proceedings of the Institution of Mechanical Engineers, Automobile Division. Volume 178. 1963 pps 1 - 19. The History of a Dimension by S H Grylls. Permission is granted by the Council of the Institution of Mechanical Engineers.

AUTOMOBILE DIVISION  
THE INSTITUTION OF MECHANICAL ENGINEERS



THE HISTORY OF A DIMENSION

### INTRODUCTION

It has become customary for the address on this annual occasion to be a life history of your new Chairman. I should like to depart a little from this custom and instead to outline the history of a dimension which, in the Rolls-Royce Company, has not altered since 1919. The dimension is a centre distance of 4.150 inches between neighbouring cylinder bores of an in-line six cylinder engine. The history will show that throughout 44 years of continuous development the gods have aligned themselves almost equally for us and against us.

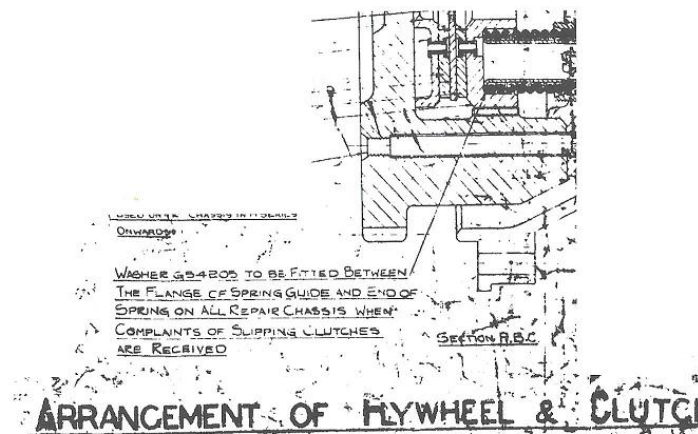
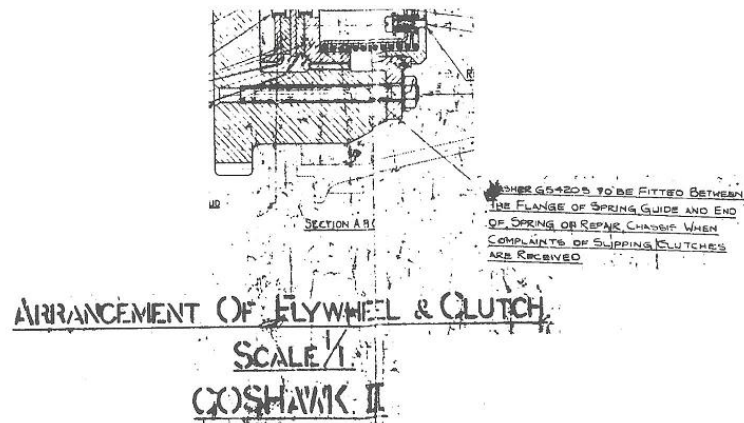
### THE 20 hp ROLLS-ROYCE ENGINE

Immediately after the 1914-18 war Rolls-Royce recommenced manufacture of the Silver Ghost car but realized that a smaller model was required to meet the prevailing economic conditions. The first essential was a smaller engine and in 1919 a design was put in hand by Mr Royce at West Wittering of an engine to give about 50 hp. By then, except for a short trial with eight cylinders, Rolls-Royce had settled down to six cylinder in-line engines. The new smaller engine followed this lead. The first decision taken was to have a bore of 3 inches and a stroke of 4½ inches. The Royal Automobile Club rating of this engine was about half that of the Silver Ghost—namely 20.6. From then on the drawing board settled the general layout, on these basic dimensions, of an engine known as I.G.1. A cylinder bore centre distance of 4.150 inches was considered necessary to provide adequate intermediate bearings and of 4.650 inches to provide a centre bearing. It was on the smaller of these two dimensions that the future development of the engine depended, and 4.150 inches proved an exceedingly good choice.



**Clutch Springs:** Have you ever fixed coins under the clutch springs to cure a slipping clutch? Did you feel guilty, and say "Sir Henry would never have done that"? Well don't worry. As the drawings below show, RR's policy was to do just this "when complaints of slipping clutches are received". The upper figure is from G50210 dated 1921 (3-speed), and the lower from G51601 dated 1924 (4-speed).

It is possible that these instructions were added to the original drawings at a later date.



## Feedback

**Early Twentys:** The report from Australia on page 9 of Newsletter 15, stating that David Davis' car might be the oldest Twenty in existence, instigated some correspondence. The following people kindly sent information: Robert Slee, Eric Hillyard, Bob Clarke, David Davis and Steve Lovatt. There is too much to reproduce all the letters here in full, so here are some extracts. Also see the photographs on page 12 and the back cover.

**Robert Slee:** "...great apologies to David because unfortunately his is not the oldest Twenty. John Fasal's car is 42 G0 but an early prototype chassis 6 GII was recently and correctly identified and is situated in Wales under the stewardship of Eric Hillyard - one of the experts of 20hps, especially the early ones. I listed in B259, p78 the 5 key features of very early cars and then 6 additional features that make Eric's chassis totally unique. For example, to make the chassis quarter of an inch narrower than every other Twenty is pretty strange unless you were experimenting! Eric's chassis has also featured in two articles in *The Automobile* (September 1999 and June 2000) describing this remarkable discovery."

**Eric Hillyard** sent some photographs of chassis 6 GII and wrote: "There are many features which the production chassis don't have. John Fasal and Robert Slee have looked very closely at 6GII and agreed with my research into its history and details. Apart from having the wheels rebuilt on new 820x120 beaded edge rims the chassis is unrestored, very complete (except for the undertray) and retains much of its original paint."

**Bob Clarke** (Australia) e-mailed: "Eric Hillyard's [chassis] would be pre production. It is the only one that I have heard of with 3 bolt body mount brackets. The first 20 [production] chassis have 3 spring clip bonnet sides, with the bonnet lock offset, which David's car has. Although the chassis plate number is 42 G1, [the engine number] is G 117, and it appears to be the 17th chassis (chassis erection number, or works number, 37). 42 G0 [ie John Fasal's car] appears to be the 21st chassis and 41 G8 is probably the 20th (it has recently returned to UK)."

[Note: on the early production chassis, engine numbers started at G 101, and works erection numbers started at 21. The latter number was stamped on the rear near-side dumb iron, and always remained with the chassis. However, and to complicate things even more, in Eric's opinion many of the early erection numbers do not necessarily indicate the order in which the chassis was first laid down.]

Regarding the fact that David Davis' chassis was replaced twice, in 1925 and 1927 (so can it really claim to be the oldest production chassis?), **David Davis** writes: "two replacement chassis were shipped out for the car from Rolls-Royce. You may not know that RR before the war really never repaired anything, they fitted new parts from the huge supply they had, even here in Sydney. Bert Ward, who was Mr RR here in Sydney, picked the car up from the docks when it arrived and looked after it off and on until he retired in 1967; I think it was he who told me its history,



which I was able to confirm from the chassis records. If you look up John Fasal's Book on the Twenty at p418 you will see Bert Ward referred to and on p419 you will see a picture of the damaged chassis. Regarding the works number, I got that from the chassis records. I haven't sought to scrape off paint etc to see if the works number is stamped on it; being the second replacement chassis, I doubt if it would be so stamped. The interesting thing to me is: were the replacements made up when they were ordered or were they made in 1922 and in stock? We will never know. The current chassis is certainly identical to the 1922 design, as it would have had to be to fit all the other items of the car to it. Bert Ward told me in 1959 when I bought it that it was a very early car and Adrian Garrett, through contacts in the 20 Ghost Club at that time, thought that it was the oldest survivor. John Fasal, when he came to Australia in the 1960's said that its engine number was the earliest in a running car and Bob Clarke following his research reckons it is the earliest car still around. Who knows? But it is all a lot of interesting fun. In many small details it is different to other Twentys eg there is lots of brass finish in the engine bay. The rocker cover does not have RR embossed on it, the bonnet design is different, and so it goes on - I could go on forever."

Going back to Eric's pre-production chassis, 6 GII, the early history is reported in Fasal p73. The chassis was used extensively for experimental and test work over the period April 1922 - October 1925. According to Eric, the chassis records state that it was then stripped of all non-standard components and prepared for sale as a second-hand chassis. There is no record of what engines or other major components were installed during its time at RR, either during testing or while being prepared for sale. All Eric knows is that when he bought the chassis it was in a dismantled state, and came with a 1922 engine G171 (ie the 71<sup>st</sup> production engine). Eric reassembled the bits and, as mentioned above, put new rims on the wheels.

**Steve Lovatt** e-mailed about 41 G8 (recently returned to the UK from Australia): "I personally bought this, to restore it back to its former glory ... as it is one of the few early cars with its correct bodywork and some very interesting early features. Manufacturing an increasing amount of parts for this 20hp, I thought it would be nice to restore and own one of the earliest production 20hps still available. There are some features mechanically which were introduced in 1922 but were superseded in the 1924 series."

**Cover Photograph, Newsletter 15:** Tom Clarke, having written a comprehensive article on William Arnold coachbuilders (Bulletin 276), queried my description of Helen's car as a "cabriolet". He wondered if it had the Salmons Tickford folding roof fitted. Helen subsequently told me that during renovations in the '80s they discovered the car's original sliding roof had been covered over. Parts of the mechanism were missing and it would have been very difficult to renovate properly, so Graham installed a roll-back roof. Helen suggests it is a "Pearce cabriolet".

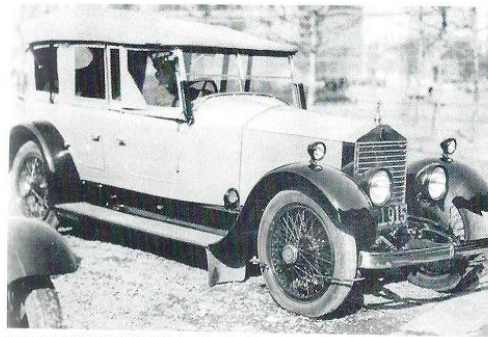
**Michael and Beryl Cole** took part in the May 2006 Fougères Rally. This photograph was taken at the château du Plessis-Bourré near Angers. Their car is a 1927 Barker tourer GRJ 56.



Since the event, Michael and Beryl have sold their 20hp and replaced it with a 1923 AC. However, they continue to be members of the RREC, and we all hope they purchase another fine Club car in the near future.

### 20 hp in Japan

The picture, below left, shows another Barker tourer (1923/24). It was taken in 1936 near Tokyo station and features in a paperback book "Rolls Royce - pre war", written by Syotaro Kobayashi and published in Japan in 1971. The caption says that the car was owned at the time by Mr Tetsuoma Akahoshi. It goes on to say that the car had been modified, and was known to be in use up to 1956. Evidently the car was fitted with a front bumper, scrapers over the tyres and large mud flaps, so perhaps it was being used off-road.



1936年、東京近郊の田舎で撮影された1923年製のロール・ロイス・オープン・カー。これは昭和10年ころ東京駅前で撮影されたもので、当時の様子を知る貴重な写真です。ボディは改造されています。

According to the chassis list in Fasal, one car might fit the bill: 77A1 was built in mid 1923, fitted with a Barker tourer body, and exported to Mr H Fukuoka. I wonder if anything survives of this car; is it resting in a peaceful country barn, somewhere in Japan?

The photograph is one of several in the book which were taken in the '30s and '40s by Syozo Sato. I am grateful to Asami Matsufuji who translated parts of this book for me.






Here's a very cheery picture to help us northern folk endure the winter months ahead. **David Davis waves from his early 20hp in sunny Australia.** The chassis left the factory in December 1922, and arrived in Sydney in March 1923. Its first owner

was John Arnott who ordered a 2-door 4-seat saloon body. David bought the car in 1959, and used it as his every-day car for 17 years. In 1966 he designed the tourer body himself and had it built professionally. The new body reduced the overall weight from 36 cwt to 27 cwt. It is finished in the car's original colour scheme. Since 1966, it has been his hobby car. David has travelled over most of eastern and southern Australia as well as both islands of New Zealand. In 1996 42G1 was again refurbished, including a new head and block for the engine. See pages 21-22.


#### Advertisement



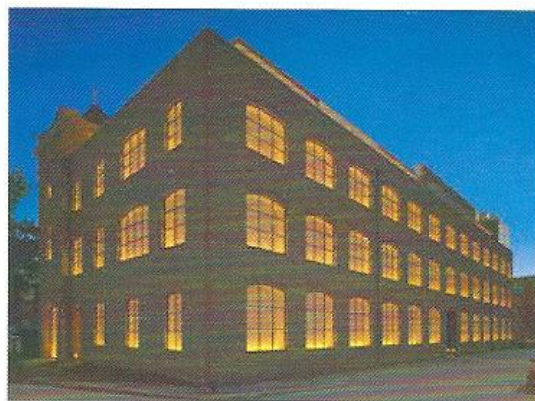
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