

wenty

Newsletter

RREC

Number 22

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20hp Register "Weekend" in Arduaine, Argyll, Scotland Sunday 13 June – Thursday 17 June 2010

Sir William Lithgow (Bill) has volunteered to organise a rally based on Arduaine in Argyll on the west coast of Scotland. Bill has veteran and vintage cars (including a RR 20hp doctor's coupé) and has organised rallies in Argyll for the Veteran Car Club. June is the best time for long evenings, good weather, and fewest midges, and we start on Sunday because the better Argyll hotels are reserved for weekend wedding parties. The 4-day rally finishes on Thursday, allowing us two days to pop down to Rockingham Castle for Friday evening at the Annual Rally (about 400 miles from the hotel).

The Loch Melfort hotel is a fine country house hotel between Oban and Lochgilphead, overlooking the sea loch and the Sound of Jura. <http://www.lochmelfort.co.uk> It is next to Arduaine Garden, a National Trust of Scotland property. Bill proposes three days of touring through the magnificent scenery of Argyll, visits to historic and interesting places with the potential to island hop.

The total cost has not yet been finalised, but the hotel has offered a good rate of £90 per person for dinner, bed and breakfast. The overall cost **per couple sharing** will be £720 plus any ferry trips, entry fees, lunches, evening entertainment and any other expenses. Say £850 per couple maximum. There is a £20 pppn surcharge for single occupancy.

Access The hotel is about 100 miles from **Glasgow**, and 200 miles from Aberdeen and Carlisle. There are ferries from **Larne, Northern Ireland**, to Troon, Stranraer and Cairnryan.

Reservations We have reserved just 20 rooms, so please apply now.



Hotel and view of Loch Melfort

Arduaine



For further information and an application form please email or phone the Registrar.

THE TWENTY NEWSLETTER

No. 22

November 2009

The Twenty Newsletter is published twice-yearly, normally in May/June and November/December, for members of the 20hp Register of the Rolls-Royce Enthusiasts' Club. Opinions 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

The car is from 1926 and the building from 2006; two contrasting examples of engineering excellence and design flair. The photograph was taken by Nigel Tucker earlier this year while he and his wife Katharine were on a Spring Rally to Spain, organised by European Routes for Leisure. Perhaps surprisingly, the building in the background is a hotel - the ultra-modern Marqués de Riscal at Elciego in the Rioja Region. The hotel was designed by Frank O Gehry who also designed the Guggenheim Museum of Bilbao. Elciego is only three miles from Laguardia where the 20hp Register will be staying next May.

Nigel and Katharine have an eclectic collection of vintage and classic cars, and use them for touring. Their 1926 20hp GOK 15 started life as a Hooper landaulette. The late Thomas Love who owned the famous 1904 Rolls-Royce 10hp car bought it in 1978 and rebuilt it as a doctor's coupé. The Tuckers bought it in 2006, and have since used it on rallies to Le Mans (2006), the Loire Valley (2007), Belgium and Germany (2008), and Spain (2009). They also participated in the recent 20hp rally to Cambridge.

See page 23 for more details of the car's history, and an account of Nigel and Katharine's rally to Spain.

Editorial and Readers' Letters

Welcome to new RREC 20hp owners (with apologies for any inadvertent omissions)

A Cox, London, GVO 74 Barker limousine

H Kennis, Holland, GZK 5 T&M brougham

B Carr, Solihull, GAJ 10 Van den Plas open tourer

E S Overtal, Essex, GFN 25 Cockshoot limousine

A Smith, Lancashire, 74AP A Mulliner ¾ coupe

Derek Illingworth, Sweden/Majorca, GYL 55 Cockshoot cabriolet (see photographs page 35)

George Bond, Plymouth, GEN 28 Barker sedan de ville

Paul Maksimczyk, Bristol, 90KO chassis only (see letter page 7)

Denis Dowdall, co. Wicklow Ireland, GTM 3 Hooper limousine

Fred and Joy Kilpatrick have sold their Barker-style tourer GA28 (see photograph on back cover of Newsletter 15). The new owner does not appear to be an RREC member.

Alfredo Ronchi from Milan is planning to buy a "lost" 20hp, GPK 75, with its original Park Ward saloon body. According to Fasal, its first owner was Princess Imeretinski. If anyone has information on the history of this car, Alfredo would be delighted to hear from you.

Email: alfredo.ronchi@polimi.it | alfredo.ronchi@medicif.org

Clive Boorman has sold his T&M limousine GYK 4 (see Newsletter 21, and this Newsletter page 6)

Terry Davis has sold his 20hp Park Ward landalette GFN 48 and bought a Barker Pullman limousine 20/25 GDP 7. "It is simply gorgeous."

Graham Tyson has sold his 1923 Charlesworth tourer 68H4 and bought a Silver Ghost chassis for restoration. "... the car is going out of the UK. It is being shipped over to an Italian [living in] in Germany.."

Forthcoming Events

Spanish Pyrenees Rally, 9 - 25 May 2010. Just a couple of places left

Scotland Argyll Rally, 13 - 17 June 2010. See details inside front cover

Annual Rally, 18 - 20 June 2010. On the Sunday we will have our usual impressive line up of cars, and ever-popular lunch time social gathering and picnic

Technical Seminar, 18 - 19 September 2009. At the Hunt House, 20hp, 20/25 and 25/30

Technical help and discussion - 20hp cars

An addition to the list given in Newsletter 21: Ben Grew has offered to discuss prices with members wanting to buy or sell second hand spare parts. Bear in mind that the price asked for a used spare depends very much on its rarity, condition,

and on how anxious you are to buy or sell quickly! Ben is a long-term 20hp owner, and has years of experience in organising the Spares Tent at the Annual Rally.

John Eastwood, Staffordshire (mechanical, tuning) 01283 790442 – early evg (John also offers practical help, for which he charges an hourly rate.)

David Else, North Wales (mechanical, electrical) 01492 531584 evg
elsedavid@talk21.com

Ben Grew, Essex (spares prices) 01702 476982 evg ben@brewb.fsnet.co.uk

Tod Marshman, Devon (originality, tools) 01805 804352 flies@turrall.com

David Mead, Sussex (mechanical, electrical, instruments) 01892 661140

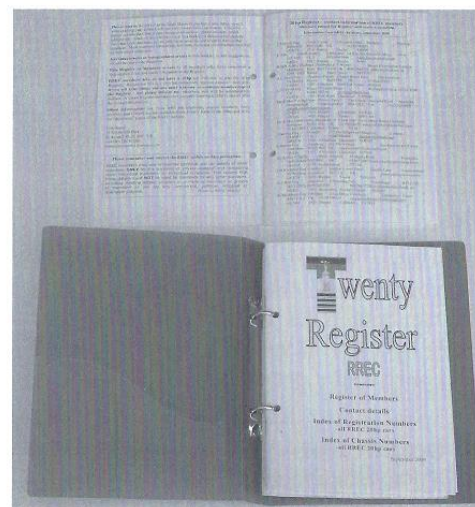
If anyone else is willing to help fellow 20hp Register members, please contact the Registrar.

GRAHAM NEALE Drinking 01562 777355

20hp Register of Members and Cars

I am pleased to be able to report that the new booklet "20hp Register of Members and Cars" has been sent to everyone who requested one via the membership form. The booklet gives Register members' contact details and lists all 20hp cars currently owned by RREC members. The cars are indexed by registration number,

chassis numbers and country; Register members can contact each other, and look up the owner of any RREC 20hp they see on the road or come across in a publication. The last 20hp Register booklet was issued as long ago as 2001, and as with any such document there may be errors and some out-of-date information. Please send corrections and suggestions to the Registrar. The Register booklet can be updated regularly, if the membership wishes.



If you have not received a copy, then either you have not sent in a Register membership form, or I have made a mistake for which I apologise in advance! To join the Register and receive a copy of the Register booklet, please complete the

magenta form enclosed with this Newsletter and return it to the Registrar. Your contact details will appear in the next edition.

The last (yellow) registration forms were sent out in May 2008, and thanks to the generosity of our members the resulting donations have paid for four editions of the newsletter and the material costs of running the Register. To ensure publication of future Newsletters and Register booklets, it is essential that everyone who has not done so recently renews their membership. Please check your entry in the Register booklet and use the form to make corrections, and update car details, email addresses etc if these have changed. *Please send the magenta form even if there are no changes, so that I have a record of your donation.*

Remember, the RREC is a club for RR enthusiasts, not just owners. Likewise, any Member of the RREC who is also a 20hp enthusiast can join our Register, whether they have a 20hp or not.

Some members have been extremely generous to the Register and they deserve extra special acknowledgment and thanks; I would like to assure everyone that all money donated will be used for the benefit of the 20hp Register members.

Feedback, Cars and Owners

Email from Jenny Johnson, June 2009: Many thanks for the May edition of the 20hp Newsletter. We note the interesting article on Clive Boorman's GYK 4 and its history. We have discovered it was owned by my late father J Arthur Whitmarsh in 1985/86, but not for the 11 year period as being described. He suffered a stroke in September 1986 which hospitalised him until his death in August 1989, and we know he was not in possession of it during that time. I am doing some more research, as I have been rummaging and found several photos of the car GYK 4 with dad behind the wheel.

Email from Jenny Johnson, October 2009: I haven't been able to find any further information on GYK 4 other than the details I sent you a while ago. I have 3 photos of the car with father behind the wheel; two in black and white and one in colour. The article, by Clive Boorman states that the original colour was blue and black, and one picture proves it was still in its original colours in 1985.

Letter from Clive Boorman, October 2009: I look forward to your next Newsletter, I find they are full of interesting topics, but the bad news is I sold GYK 4 this week whilst exchanging it for a Phantom II. I think I still qualify to be a member of the Register as I still own the original engine to GYK 4 (see Newsletter 21). The car was sold with the replacement engine G1408 which was originally fitted to GPK 61 which was a saloon by the Regent Carriage Company.

It is my intention in the not too distant future to buy another 20hp but I have this strong feeling that I only want two brakes and a centre gear change with a three speed gearbox on my next 20hp.

[Thanks, Clive, and you are most welcome to continue your membership!]

Email from Nic Moller (see advertisement on back page, and Newsletter 18): As in most businesses, the economic crisis has also hit our island, but because we cater more to Europeans than Americans, the effect has not been too severe - although certainly worrisome. Right now we are Upstate New York in the most beautiful autumn weather, with bright golden and red colors in the woods. But a few days ago, the first snow of the year put a thick layer of the white stuff on all the colorful leaves which did not like it very much. The cold weather has made the leaves fall earlier than normal, but we hope they will hang on for a little while yet.

Email from Paul Maksimczyk: ... concerning my chassis 90K0; it is a bit of an incomplete old thing having been cannibalised for spares by Cecil Bendall many years ago. It is rather rough, but eminently restorable, although it has lost its original engine and gearbox. It is one of the first chassis to have the coil on the timing wheel cover rather than on the rocker cover, so the 1926 engine I have should look OK. I have a three speed box but it is unfortunately of the wrong type. I desperately need to find the earlier type with the handbrake lever on the passenger's side. It was originally a Hooper Landaulette. I have managed to obtain a good low column, which will enable me to create the two-seater tourer with dicky that I intend it to become. I am really at the "collect the missing bits" stage at present. I bought the chassis from Eric Hillyard a few years ago.

[If anybody can help, please contact Paul: paulmak@hotmail.co.uk]

Letter from Jim Kelso, NSW Australia: ... thank you for the insertion of the details of the General Arrangement disc and Index, produced for the SHRF (see Newsletter 21). We have had quite a lot of interest from readers of the newsletter and many orders.

[Unfortunately there was a typographical error in the email address given for David Vann. It should have been david.jeanvann@bigpond.com ie with a dot in the name.]

Getting bank drafts out here is usually a difficult and expensive business. Is it possible that contributions to the cost of producing the newsletter could be effected by credit card?

[Credit card is probably the cheapest and easiest method of making payments to the RREC from outside the UK. Phone, email or fax card details to Jaclyn Smith at the Hunt House, and emphasise it is for a donation to the 20hp Register! It is advisable not to disclose all your credit card details on one email. Divide up the information into two or three separate emails.]

The following two communications relate to the Belgium Rally (see Jane Else's report, page 9).

Email from Shon Ffowcs Williams: I know that my car is no stranger to rallying but there never can have been a rally as good as the recent Belgian Bash. The car was very much admired and performed beautifully during the three weeks we roamed the continent. Of course it had the minor attention-grabbing antics of a thoroughbred. It blew an exhaust gasket on the way home to the great delight of mechanics, who had no difficulty diagnosing the problem, but to the consternation of my wife who failed to find the French words for either exhaust or gasket. We do have fun with our car. We covered 2345 miles with an average petrol consumption of 17.8mpg. The car threw a pint of oil every 140 miles of French roads. Its water consumption was nil. It seems a shame to take the engine to bits when it goes so well so I'm tussling with myself over whether we stop the squandering of oil by having the engine rebuilt before another trip. Incidentally, the car likes cruising best at around 50mph and gets quite unhappy if we ask it to exceed 50mph. It loves French roads whether it is being driven by me or my wife. *[Shon and Ann radiate fun, whether they are driving, eating, drinking or talking. There must be a word in Welsh for our good old English expression, joie de vivre? Hwyl?]*

Email from Dennis and Janice Eickhoff (California): Attached as a PDF is a copy of an article covering the RREC's 20hp Register Belgian Rally which appeared in the RROC San Diego Region's newsletter The Silver Coast News. Janice and I thoroughly enjoyed our time with the 20hp Register members during your magnificent rally. The scenery was magnificent, the food was outstanding, the cars were fun and the RREC members were warm and engaging. We now understand how this can become an addictive annual event. Our thanks to you and the 20hp register members for a wonderful week.

[If you would like Dennis's PDF forwarded, please email the Registrar.]

The following two emails relate to RR archives available on the internet.

Email from John Whetton: http://www.realcar.co.uk/cars_sold.htm
I am currently observing the newly constructed archive 'Cars Sold' section on Real car Co website and making corrections on it for Ray Arnold. It is a most impressive record, I have to say, illustrating the basket cases, the bargepole items and the truly magnificent cars that have passed through their hands. You will see the faux wood 20hp about 2/3rds of the way down the 2008 page. Perhaps a paragraph in your next newsletter directing members to browse this particular section? They might even find their own car listed therein. My 20/25 Hooper sports saloon, GAU 15 is there, as purchased by me in 1999.

Sent by John McQuay, Australia: a link <http://rroc.org.au/register/20hp/>

The RROC Australia has a comprehensive, public access database on all Rolls-Royce cars, including technical service sheets, photographs of cars, components and tools, and historical information. Enter John's link, and the index page for the 20hp section of the database will appear as shown below:

RROC(A) Twenty Horsepower Data Archive

Provided by the RROC(A) 20HP Registrar, Bob Clarke.

- Australian 20HPs in pictures
- Dashboards
- Drawings
- Instrument Gauges
- Literature
- Coachbuilder Name Plates
- 20HP Parts in pictures
- Period Picnic Sets
- Technical Articles
- Tools
- Other Twenties

Email from David Styles: (see also page 33) I bought a radiator to use whilst my original one was re-cored and it has been excellent; the seller told me it had been in his garage for more than 20 years as a spare in case of need. It is now for sale and is still on the car so that it can be viewed working. Price is £3000, complete with horizontal shutters. Davidjanstyles@aol.com

Email from Brian Elliott: (see Newsletter 21, page 14) The only thing I have done to my 20 is get the radiator repaired. Spencer radiators near Hereford have done the work and it is superb. A new header tank has been made, using the old as template, and new core. This means I still have a rounded edged one, as original. They made a template to manufacture the shutters so if anyone needs shutters, they are the people.

Email from Alan Murcott: Alan reports that he cut the rims from four 19" diameter wheels, because he needed the hubs to make 21" wheels. So he has four 19" rims for sale. They are in good condition. alan@patalan.co.uk

Wandering through Wallonia - The 20hp Rally to the Belgian Ardennes

by Jane Else

(Photographs on page 15-17, and Bulletin 297)

The Belgian songwriter Jacques Brel, described his homeland as 'le plat pays' which conjures up the picture of a dull uninteresting place. However, if the first three letters of 'Belgium' are considered, something beautiful springs to mind and encourages one to look further. Tom Jones' 20hp Rally did just that. Twenty 20hps, a 20/25, a Phantom I, a 3½ litre Bentley, a Shadow I, a Silver Wraith II, a Bentley Turbo R and a Silver Spirit

II rallied to the call and ventured forth in early July on a drive of discovery to find there's more to Belgium than the flatness of Flanders. I must make mention here that Chas Vyse's 20/25 behaved badly not long after setting out. With a quick luggage transfer Chas and Joan joined us in an alternative! The Murcotts, too, had problems with more than enough punctures en route but 'nil desperandum' they hired a car and were at Bouillon before the rest of us.

Wallonia is the name given to the southern half of Belgium which encompasses the Belgian Ardennes. It is an area rich in contrasts; the largest oak and beech forest in Europe; dense forests of pine and fir where the scent of resin hangs in the air and where sunlight filters through the pale green birches. This is a land of legend, lakes, rolling hills, wooded valleys, old stone bridges over meandering rivers, picturesque castles, mighty forts and historic towns with pretty squares. Our base for the week was the Hotel de la Poste at Bouillon, situated on the banks of the Semois river and dominated by the great medieval fortress from which Godfrey of Bouillon set out on the First Crusade in 1096. The hotel was an excellent choice. After all, what was good enough for Napoleon III on a two night stopover in September 1870 must be good enough for the 20hp gang! It was in the heart of the town with easy access to the countryside and had secure garage parking.

Having reached our destination by different routes we met up for a very happy reunion and welcome party for new faces on the first evening. The Webbs brought friends Dennis and Janice Eikhoff from California and the Murcotts brought friends Roger and Jennifer Adams. Whether the experience inspires them to buy a 'Twenty' remains to be seen! Our meal was a sample of things to come; Belgian cuisine is not diet friendly so from here on we all stopped counting calories until back home! The evening ended with a fine fireworks display across the river, courtesy of the locals who, in colourful costumes and grotesque masks had been celebrating one of the many festivals held throughout the region. Tom's timing is faultless!

For the following days we were given three routes we might like to follow and soak up the atmosphere of the Ardennes. The first took us through the Forêt de Chiny to Neufchâteau with its attractive architecture and Griffon tower, the last remnant of the medieval castle that gave the place its name. Having crossed the Semois at Chiny we followed its course to Florenville where torrential rain dictated that a look at the famous Abbaye d'Orval could be left until the weekend when we would be joined by the Belgium-Luxembourg Section whose plan was for us to have a guided tour. The route continued along the river and as we crossed the bridge near Herbeumont a splendid viaduct came into view carrying the old railway, a reminder that in the mid 19thC the building of the railroad played a key role in the boom that occurred in Belgium's coal and iron industries. While on the subject of railways it is interesting to note that in 1865 Belgian Georges Nagelmackers first envisaged a train that would cross a continent on a continuous line for more than 1,500 miles. During a trip to America he saw the innovations in railway travel there and was determined to realise his vision. In 1883 Nagelmackers' 'Compagnie Internationale de Wagons-Lits' established a route from Paris to Istanbul. Newspapers called it the "Orient Express." Nagelmackers embraced the name and the rest is history!

We continued past the 12thC castle ruins at Herbeumont to climb the forest road with viewpoints at the Roches de Dampire revealing the river below and the wild undulating

countryside. From here we drove to Botassart where the viewpoint reveals one of the most typical and well-known views of the Semois. The river forms a magnificent meander round a long wooded hill called Tombeau du Géant.

Our second route took us through the picturesque village of Corbion, crossing the river at Poupehan and driving onward and upward to Rochehaut with its views down to the river encircling a promontory surrounded by meadows and the houses of Frahan built in terraces up the hillside. Once at Vresse-sur-Semois we were in what was once an important tobacco growing area. Typical wooden tobacco drying sheds can be seen on the way to Bohan. It was started in 1855 by retired schoolteacher Joseph Pierret in spite of jibes by his father-in-law, "Better sow grain for your children and quit growing such a bad plant!" The industry grew and the valley nicknamed "Little Cuba". There were still nine growers in the valley of the Semois in 1995 but only three are in operation today. From Vresse we drove north through Beauraing to Dinant, birthplace of Adolphe Sax, inventor of the saxophone. Dinant stands in a remarkable setting in the Meuse valley. We entered the town through the sharp jagged rock known as the Rocher Bayard. Bayard was the famous horse said to have split the rock open with one blow of his hoof as he fled from Charlemagne. A cable car took us up to the massive citadel to enjoy views of the Meuse and the collegiate church with its onion-domed bell-tower below. From here we drove along the river to the capital of Wallonia, Namur, with its mighty citadel perched above the town, returning along the opposite bank.

The third route took us to La Roche-en-Ardenne via The Euro Space Centre for those with an interest in black holes and a desire to be bumped about in a mobile seat! We came to St. Hubert, a town dating back to 687, well known for its fine basilica, dedicated to St. Hubert, the patron saint of hunters. On St. Hubert's day people come with their animals to be blessed by the priest and delivered from rabies, once a serious threat to huntsmen and hounds. It was the special breed of dog from here, the bloodhound, which William the Conqueror brought to England in 1066. By lunchtime we arrived at La Roche in its beautiful setting in a loop of the River Ourthe, the town overlooked by the ruins of its impressive 11thC castle. The road twisted and turned through the dense woodland of the Upper Ourthe valley until we came to Nadrin and the tower up which one can climb to take in the panoramic view of the Ardennes countryside. It was here that we caught up with the Slaffers and passengers Chas and Joan. Failing to stick to our own edict never to follow the car in front against our better judgement, we did just that! Barriers half way across the road and the advice of a digger driver, "Tree felling!" are no obstacle to Simon ("Trust me, I'm a doctor") and like sheep we followed to be confronted as the road became narrower, by another barrier right across the road. After about eleven three point turns under Angie's instructions and with biceps like Popeye, Simon and David made the 'about turn' and found the 'déviation'!

We were all ready for a quiet day on the Friday to prepare for the arrival of the Belgium-Luxembourg Section and the action packed weekend they had in store for us. While Peter Sheppard took advantage of the time doing work to eliminate wheel wobble others toured the great medieval fortress which contained so much of interest from Vauban's staircase built of stones so well cut and cleverly fitted that they hold fast without cement or mortar to the Godfrey of Bouillon Chamber hollowed out of the rock, which includes a large cross sunk into the floor and a tableau depicting the departure of Godfrey to the Crusades. After the fortress there was the Musée Ducal and the Archéoscope Godefroid de Bouillon housed in an old 17thC convent alongside the Semois.

Tradition dictates that a 'decorate the mascot' competition takes place on the 20hp rally. This afternoon was deemed the appointed time when imaginations were put to the test. Hilde and her large dog, who ran the hotel were the judges! Their verdict was unanimous and first prize among the 20hps went to David and Sheila Mitchell. Ken and Margaret Cowdell came first among the other cars.

With the arrival of The Belgium-Luxembourg Section, Serge Baye and Michel t'Kint Roodenbeke in command, we were presented with a meticulous road book prepared by Emmanuel de Menten de Horne. Over the weekend we joined them on their 'Historical Houses Rally'. There were now forty five Club cars in the party and we set off at intervals on Saturday morning in the direction of Florenville to visit the Abbey Notre Dame d'Orval in the forest of Gaume. It is one of the most remarkable Cistercian Abbeys in Belgium, well known not only for its spiritual life but also for its production of Trappist beer and cheese. An atmosphere of peace and tranquillity prevailed as we were led by one of the monks through the garden overlooked by the Abbey church built in 'Pierre de France', a form of sandstone quarried locally. A fifty-six feet (17m.) high sculpture of Mary with the infant Jesus looks out from the impressive façade. We were taken on a tour of the Gothic ruins of the Église Notre-dame. The rose window, the Romanesque capitals, the Gothic and Renaissance pillars are remarkable. The tomb of Wenceslas, the first Duke of Luxembourg, lies in the chancel. The ruins stand near the Mathilda Fountain. The legend recalls that Mathilda, the Abbey's protectress lost her wedding ring in a spring. She was praying it would be returned when a trout came up out of the water with it in its mouth. The brewery's familiar lozenge-shaped logo depicts a trout with a ring in its mouth – a trademark used since 1934. Our next stop was the Château de Latour for drinks and canapés on the terrace followed by a splendid lunch in the vaulted cellar. Well fed and well watered we moved on to the Castle of Gomery where we were welcomed by the Baron Bernard de Gerlache de Gomery, grandson of Adrien Baron de Gerlache de Gomery who led the first Antarctic expedition from 1897-1899. Sailing with him on the "Belgica" was Roald Amundsen who later, was first to reach the South Pole.

Serge recommended that on our way back to Bouillon we should go to Avioth, a small village with a large Basilica just over the border in France. Outside the church is a unique monument, its life-size reproduction is exhibited in the French Museum of National Monuments in Paris. Over the centuries pilgrims have been welcomed at this Gothic masterpiece called La Recevresse, built on the site where a statue 'Notre Dame d'Avioth was found in a thorn bush by shepherds in the 11thC.

A party atmosphere prevailed during the evening. We all received a souvenir china cup commemorating our visit and Tony Hunt won a bottle of wine for his Phantom I coming second in a competition set by Serge Baye. Michel Roodenbeke's 3½ litre Bentley DHC came first.

On Sunday morning we crossed the bridge at Bouillon to follow the Semois and drove north towards Dinant, crossing the Lesse river at Gendron. Our destination the elegant Château de Vêves, a turreted fairytale castle perched on a hill overlooking Celles and the old road from Dinant to Rochefort. A fortress in the Middle Ages, it was destroyed, rebuilt and altered during the Renaissance. We were given a guided tour, entering the courtyard through an arch surmounted with a half timbered gallery. The interior houses 18thC French furniture and a rare porcelain collection. In no time it seemed our lunch stop beckoned and it was time to saddle up and make for an inn full of charm and

character in the Famenne region. The Hostellerie Ry d'Ave is a converted tramway station dating from 1836. It provided us with another Belgian gourmet experience!

We had just one more stately home to visit, the Castle of Deulin. We were almost there to find the road barred to all but local traffic so thinking the castle would appear before any obstruction we proceeded only to be met by others who had been turned back midst hordes of people coming and going! After much shunting and manoeuvring we considered an alternative route which is not so easy when the Belgians seem to stop at one 'déviation' sign. However most of us reached the château eventually to see others arrive caught up in the longest procession of tractors imaginable. Lesley Meades found something appealing about a Deutz tractor and rode by with Len in hot pursuit. A tractor rally to rival the Annual at Kelmarsh had taken place in the local village. No wonder we couldn't get through. Stéphane de Harlez de Deulin welcomed us at the Chateau with its remarkable 18thC painted fabrics. We were able to have a quick look round but all too soon it was time to say goodbye to the Belgium-Luxembourg Section. Tom thanked Serge, Michel and Emmanuel on our behalf and presented them with some English beer! We had an unforgettable two days with them. Now it was back to Bouillon and our final evening to reflect on what a really excellent rally it had been.

Things didn't go smoothly for some but there was always someone at hand with help and advice. The 'Twen T' Cup and the Le Mon Trophy were awarded each evening after dinner. Tony Hunt won the T Cup for finding the source of GHJ 64's problem and putting it back on the road in no time. He also won a bottle of wine for his Phantom I coming second in a competition set by Serge Baye. The winning car was Michel t'Kint de Roodenbeke's 3½ litre Bentley DHC. The Le Mon Trophy goes to the one who makes a faux pas. Tom decided Suzanne Finch deserved it for selling her 20hp. Suzanne on the other hand thought Tom should have it for telling the buyer it was for sale in the first place!

It was great fun and we all learned a lot one way or another. Malcolm Tucker put it in a nutshell, "We have fellowship!" So thank you Tom and Linda for putting the show on the road and introducing us to the land of Poirot, Tin Tin and the Smurfs!



Chas Vyse



Belgian gargoyle (Smurf?)

Every Cloud (and 20hp) has a Silver Lining

by Alan Murcott

All of the Bouillon enthusiasts have heard of my theory that I would be better off using bigger section tyres on the rear of my 1924 20hp (rear brakes only). I felt that the 32" x 4.5" tyres were not man enough for the load we were carrying and the fact we only had rear wheel braking - so I fitted some wheels which I had in store (19" with 6" tyre section) to the rear only. Our load was a heavy driver, my wife and two guests with abundant luggage (enough for a month!!), together with all the normal spares and fluids etc. However, with hindsight, I did not appreciate the problems with older tyres. The first blow-out occurred on the M1 near Rugby. The second was near Lille, just as we were leaving a Service Station to get back onto the motorway. That was the end of the rally in our Rolls.

Why I am writing this is to congratulate R H Specialist Insurance for the way they treated us. In the initial stages they paid for the collection of the car and its transport with us to a garage near Bethune for storage and later collection. We had accommodation booked in Namur for that night so they organised a large taxi to take us there at a cost of €440, which was pre-paid. The next morning we had a taxi from the Hotel in Namur to the Hotel de La Poste in Bouillon; the fare was paid by us but the €220 became part of our insurance claim. It was realised that it was easier to book cars and trains ourselves so, with their permission, this is what we did. A taxi the next day to Charlesville-Messiers totted up another €65, for us to hire a car in France which could be dropped off at Lille TGV station at the end of the Rally. The hire car cost us over €800 for the week at Bouillon (for an Opel Meriva - it was all they had!). Further costs were: TGV train tickets at £244; and a hire car at St Pancras at £111. In the end RH Insurance covered all our transport costs totalling around £1,500 and delivered the 20hp back to Sutton Coldfield albeit a week after we had returned home.

The only problem was the car had lost about a gallon of engine oil which had leaked out of the screw type rear crankshaft seal, while being on the transporter at a steep angle. However I would like to thank Tom Jones for recommending them to me. They are the Club's recommended insurer and I thoroughly endorse them.

My final recommendation - learned the hard way:

BEWARE OF OLD TYRES

I am sticking with my theory that the earlier 3-speed gearbox (with an after-market overdrive) and 2-wheel brake 20hp cars require a bigger footprint on the rear wheels. So currently I have ordered three 21" wheels with 6" tyres for the rears. These tyres have the same inflated diameter as the original 32" x 4.5" tyres, according to the data sheets.

Three Pages of Images from Belgium

Sad site on the French motorway. GMK 64 retires early



All safe in the hotel dungeon

(The hotel's "underground car park" had room for all 28 cars on the rally.)



Rally Headquarters in Bouillon, Belgian Ardennes.
Pat Hemmings' GUK 19 is a Carbodies landaulette



International Farewell at Deulin



Coals to Newcastle – presenting the organisers of the Rallye des Demures Historique with genuine English Real Ale. From right; Serge, Emmanuel and Michel



John Blanckley takes our wonderful hostess, Hilde, for a ride round Bouillon



WISHING YOU A MERRY CHRISTMAS AND SEASON'S GREETINGS



From (nearly) all the 20hp cars at Bouillon. The Semois river and Bouillon castle are seen in the background

Thanks to Chas Vyse who took the photographs and stitched them into a composite

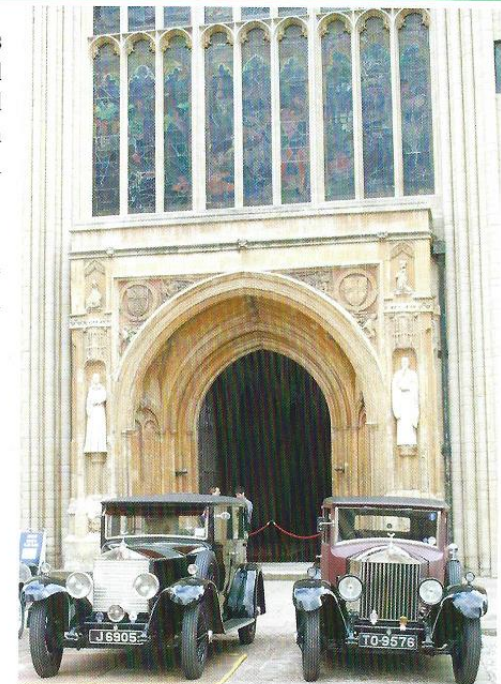


Seasonal scene? No, this is Nigel Tucker on the Spring Rally to Spain, April 2009

Geoff and Jenny Allo's GRJ 21 and David and Jackie Gray's GLN 2 guard the east door of Norwich Cathedral, on Sentral Southern Section's rally, September 2009.

Construction of the Cathedral was completed in 1145. The cream stone blocks were quarried in Caen, Normandy, shipped 250 miles to Gt Yarmouth, transferred to barges and hauled up the river Wensum to a purpose-built canal which lead into Norwich.

Thought for the day: just 900 years of progress between the Cathedral and the hotel on the front cover.





Sven Ljungström from Sweden owns GA6 which dates from 1923 and has Windovers cabriolet coachwork.

Sven says Windovers made two bodies of this style, with the name "developed Allweather".



Car in the Community

Using well-presented 20hp cars for weddings can only be good. It might encourage members of the younger generation to develop an interest in vintage cars; Rolls-Royce cars in particular.

Preparing a car for wedding duty does take effort – but it is worth it.

David Styles owns GYK 85, a 1926 Barker cabriolet de ville, which spent its early years in India - see page 33



John McNaughton has owned GLN 21, a 1929 A Mulliner saloon, since 1995.



Twenties Out and About

Andrew Gorman's 62H2, on display at the NEC Classic Car Show, November 2009. His information sheet explains that she started as a Park Ward faux coupé in Greenock. In 1927 she was re-bodied by Lichfields in London and returned to Greenock. In WW2 the car entered the Sword Collection in Ayrshire, and in 1964 was sold at auction becoming part of the Raben Collection in Denmark. In 1994 she was sold again, by then in a sorry state in dark blue with cream wheels. She was returned to the road in 1995 and has been undergoing continuous restoration.



Kingsley Sleep's GBM 65 at P & A Wood, seen during the 20hp Rally to Cambridge





Above: Nigel and Katharine Tucker's GOK 15 with its new mohair hood

Below: The Tuckers' Summer Saunter rally in 2008 was reported in *The Automobile*. How many mistakes in the caption below?

Stately? (try nippy). Galleon? (try skiff). 1932? (oh dear!).



Stately as a galleon – the Tuckers' 1932 Rolls-Royce 20hp

The History of GOK 15, a 1926 Rolls-Royce Twenty

by Nigel Tucker

GOK 15 started life as a standard Hooper landaulet prepared for Sir Henry Cosmo Bonsor Bt, of Belgrave Square, SW 1 and was delivered on 22 April 1926. Sir Henry was born on 2 Sept 1848 and was MP for Wimbledon from 1885 to 1900. He was chairman of the South Eastern Railway, a city financier, a partner in the brewery Combe & Co, and a director of the Bank of England. Sir Henry's life is fascinating and could almost warrant an article in its own right. Sadly Sir Henry died on 4 December 1929, so he did not have much time to enjoy his new purchase. We do know, however, that his widow continued to use the car up until, at least 24 October 1934 when she purchased a rear spare wheel carrier from Rolls-Royce. I have no knowledge of its whereabouts from that time until 1957. Anyone who could fill me in, please contact me.

In 1957 according to a brown continuation log book it sported a cream caravan body and was owned by David Mackenzie of Methven, Perth. The next entry shows the owner from March 1978 to be the late Thomas Love, well known as he used to own the oldest surviving RR car, the 1904 10hp. I tracked him down in Northern Ireland and he phoned me to verify some interesting information. For a long time the caravan was owned by his uncle William Laurie but it seems that the car was never registered in his name and probably not used on the road during his ownership. It was parked in a field on his farm and used as temporary accommodation for seasonal farm workers. Eventually Tom approached his uncle to try and persuade him that it was wrong to let the vehicle deteriorate further. The enigmatic reply was: "If you want it, you had better collect it". Unfortunately, by the time Tom collected the car, the caravan body had been removed and destroyed. No photographs of the car are known to remain from this period.

In his business Tom employed an upholsterer who also helped him restore his cars. In view of the state of the vehicle it was decided to rebuild the car as a doctor's coupe, the same clothing as it wears today. When it was finished Tom had no real interest in this car, as his first love was with the older cars.

It then passed to John Whitehead of Perth in October 1989 when its shortcomings became apparent. He owned the car until 2005 and during his tenure of ownership he spent vast sums of money on the mechanics until he became bored with it and sold it to pursue his first love which is gliding. Future owners must be grateful to John although I imagine he became very frustrated at times, to put it mildly! A raft of correspondence between him and Brunt's clearly illustrates what we all fear – the nightmare of unknown and vastly escalating costs. John had found the car becoming increasingly difficult to start and for a long time used the handle but as he grew older this became increasingly arduous. The problem was identified as a badly worn ring gear. The car went in, the engine came out and the bottomless pit seemed to get deeper. Some of the photos which came with the car show just how

bad it had become and John's tensions grew with each letter. How much will it cost? How much longer will it take? When will it end? I am sure that many of us have been in that situation – lovely for the car but nerve wracking for the person paying the bills. In the end I feel sure that this episode really decided John that enough was enough and the car passed to Mark Buckley who bought it because he loves open top motoring in vintage style.

Mark is also the owner of a vintage Lagonda tourer which was about to receive a major facelift. I have seen the finished result and it really is a beautiful motor car. At the end of 2005 the Lagonda was returned to its proud owner who was faced with the agonising choice that one car had to go. But, one man's loss is another man's gain and the Royce found its way to my stable.

Spain in the Spring, 2009

by Nigel Tucker

(See photographs on front cover and pages 18, 22)

Katharine and I have supported the tours organised by European Routes for Leisure since 2004. Sometimes we take the 1926 RR 20hp, sometimes the 1930 Ford Model A coupe and sometimes the 1949 Jaguar Mark V 3.5 litre saloon depending on our mood and also making sure that each car gets a fair outing. We decided Spain would be the turn of GOK 15 the 20hp.

The 22 hour crossing from Portsmouth to Santander resembled a mini cruise and was totally relaxing. Santander was exited on a fine motorway for some 26 miles before peeling off towards Limpias where our first night stop was located. The Palacio de Eguilior was the first of our Paradors. It really was a palace, beautiful gardens, a wonderful building and huge bedrooms. It had only recently been opened as a 4-star hotel and in the 19th century was the summer palace of the Council of Alfonso XII. Definitely this is an impressive start to our tour.

Next morning we set off with overcast weather but not bad enough to put the roof up. We have a journey of around 135 miles heading generally south but climbing from the start. Now the overdrive comes into its own; I fitted it to operate both on 3rd and top gear. With all these hills it was easy to slip from 3rd to overdrive 3rd just by dipping the clutch and we could power away up most of the hills. Hills! Compared to our native Suffolk, these were real mountains. On this day we negotiated the highest pass at 3000ft but were quite undaunted as the Twenty seemed to love it. In due course we arrived at our next hotel which was to be our base for 2 nights. Again a Parador called the Palacio Ducal de Lerma, built between 1601 and 1617 as a place of lodging for King Felipe III by the first Duke of Lerma. This hotel was quite mind blowing. Outside the town square was arcaded and the thing of picture postcards. Inside the courtyard was also arcaded but completely roofed in and in the background the muted chanting of monks. It really was quite weird with a strange ambience. The underground car park gave

total security but needed some energetic twirling of the steering wheel to settle into a space. The concrete underpinnings of the palace added to the difficulties.

The next day at breakfast an 80 year old friend and Bentley driver commented that my car was not starting too well. I assumed it was the altitude. 'Rubbish' he said, 'try richening the choke'. I followed his wise advice and no more sluggish starting was encountered. We followed the suggested route and duly arrived around midday at Covarrubias to park in the town square. There were 19 cars on the trip and ours was the oldest by three years. The picture postcard town square soon filled with our cars which were the subject of much interest from the locals. Soon after 1pm a restaurant in the square opened specially for us and we partook of a wonderful lunch washed down with copious quantities of Lerma wine. We arrived back at our hotel soon after 5pm and explored the old town on foot.

After packing up and emerging from breakfast, the weather was cold and very dull. Nevertheless, the roof was lowered and we set off. It should have been a wonderful day driving through the Sierra de la Demanda National Park, but it was very cold (see photograph, page 18). At one point the hail assaulted us so violently that I had to put the top up and bring out the goggles. Fortunately this situation prevailed only for about half an hour. Except for this interlude the views were stunning. Very little mist and plenty of snow capped the mountains and the odd patch at the side of the road. The highest pass encountered was around 1500 metres and we were reliably informed by one intrepid couple amongst our number who always shot off on their own in an Aston Martin that the roads were impassable above 1600 metres due to heavy snow blocking them. April is too early in the season, methinks. In total we covered 95 miles before arriving at Santo Domingo de la Calzada Parador. This time a 12th century hospital founded originally by St Dominic and a major overnight stop on the pilgrim road to Santiago de la Compestela.

There are insufficient superlatives to describe the sight of our last hotel. We have been spending our nights in centuries old buildings and suddenly we are transported to the ultra modern Marques de Riscal at Elciego, see front cover. It was designed by Frank O Gehry who designed the Guggenheim Museum of Bilbao. It was a tourist trap, frightfully expensive and over the top.

The final day saw another 135 miles under our belt en route back to Santander. Weather was mixed but as we descended from the mountains the temperature increased markedly.

Perhaps one of our lasting impressions of the tour was how deserted everywhere seemed. Traffic was almost non-existent and empty villages with many properties in quite a state of disrepair. How did the Twenty cope? Perfectly for an 83-year-old apart from the indigestion on starting for a couple of days but that was easily sorted. In all we covered around 900 miles with an average consumption of 15mpg.

Shocking Shockers

Mike Palfreyman has written about the poor state of the front hydraulic shock absorbers on his newly-acquired GYL 49. David Else responded with an account of how he overhauled his front shock absorbers. (The accounts below are edited from emails.)

Mike Palfreyman: I let myself get involved in a simple little dirty little job that other owners might like to consider adding to their maintenance regime. The improvement, and peace of mind, well warrants the dirty-paws!

Following a perpetual small "knock" somewhere in the bowels of the chassis of my recent acquisition GYL 49 I eventually cornered the source to the hydraulic shock dampers. After checking the arms and taper connections it became clear that the source lay within the front units themselves. Now TSD 2066 recommends draining and cleaning at 10,000 miles. I wonder just how many have ever been looked at. Perhaps a perversion of "if it don't leak, leave it"?

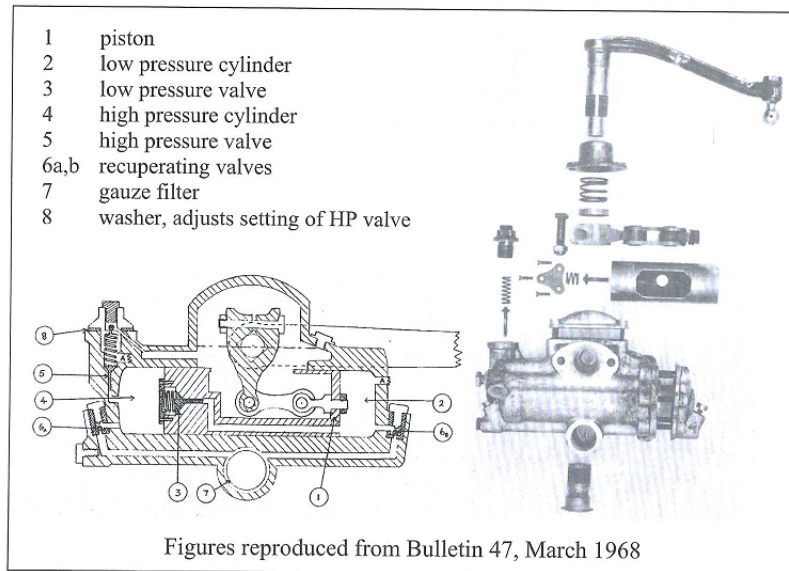
The front ones on my car would appear not to have been serviced for a VERY long time. Not only were the drain plugs and filters virtually totally blocked with crud, but the air valve orifices were also all blocked. The General Assembly picture show a gas nozzle cleaner in the bleed hole to both show its disposition and its size, around 0.020" not a lot!

Considering that all that the ball bearings have to do is lift from their seat to pass air, it was remarkable the extent to which they were defaced. They would not roll on a slightly inclined surface, let alone a flat one. Incidentally the oil in my dampers was well into treble figures (100W+). After flushing I have replaced with ATF which is in the high twenties. After 500 or so miles, no leaks yet.

Unfortunately one drain plug's filter gauze was beyond repair and as I had a family task some 250 miles away on the day after my discovery, a temporary replacement was made. The gauze here is about twice the mesh size necessary to trap debris that might block the air valve. Undoubtedly this has proved to be a useful couple of days work. No doubt someone will do it quicker but finding the horrors is half the fun, isn't it?

From David Else: One of the things I did a couple of years after I bought my 20 was to remove the shock absorbers and completely strip them down, clean, repack the gland, renew the balls and re-fill them. They had quite a bit of sludge and the filters needed a good clean. I've checked my records and found I had to make a new HP valve for one of the front shock absorbers. It should have a 1.6 mm hole down the centre of it. The steady pull at the end of the arm should be 25 pounds. That was all in January 1997. Since then we've covered over 90,000 miles and all I've done is occasionally very slight topping up. I must admit that my shock absorbers were clean compared to Mike's. I feel you should mention the 1.6 mm hole in the HP valve spindle. If you read Technical Manual 3, pages 36-37 it talks

about drilling a 0.031" hole in the head of the HP valve. One of my front shock absorbers had this hole and the other didn't. A later modification was the 1.6 mm hole through the spindle. I don't know where I found this information. I've just checked my old bits box and find I have two HP valves one with the hole in the head and one without a hole. I must have made two new HP valves with the 1.6 mm hole. I think the steady pull of 25 pounds should also be mentioned. I obtained this figure on a Seminar in 1990. An article with description on the 20hp hydraulic dampers appears in Technical Manual 1, pages 88-90. TSD 2066 states the oil for the shock absorbers as SAE 20 (Shell X100 20/20W). I use SAE 30 oil, because I have some! The front shock absorber is shown in drawing F54500 and also in drawings F55944 (early 20/25).



As you say, if you've never looked at them perhaps you should! Having said that, I have just admitted to covering 90,000 miles since overhauling my dampers. Perhaps this winter I should at least check the filters. This will require removing the filter, examining and cleaning same, disconnecting the link to assist in re-filling and checking that I have the steady 25 pound pull.

Water pump Lubrication – Follow-up from Andrew Sington

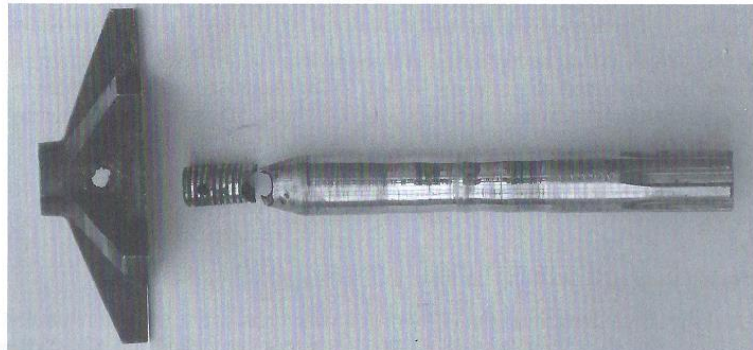
I read the article on water pump lubrication with great interest. I am reminded of the first (and only) tin of Castrolase Waterpump Grease (1lb) I purchased shortly

after getting my very first motorcar - she being a 1933 RR 20/25 Sports Saloon by Van den Plas in 1964 which shared the tin with my father's 20hp - GOK 65 (UK-2) which is now my pride and joy. One uses so little water pump grease that I still have the same tin today and it's still half full. On the matter of splattering the engine block with discarded grease - one can be overzealous when tightening down the container that forces the grease into the gland, but the system does rely upon a small loss of grease to fully lubricate the shaft that runs through the water pump. I replaced the packing inside the pump of UK-2 some 20 years ago to original specification and since that date the loss of grease has been minimal. The result of not sufficient lubrication in the gland can lead to potential water loss particularly as wear can make the tolerances somewhat excessive - and with the cost of water as it is ... ! A bit of discarded grease on the block is a small price to pay for a well lubricated pump.

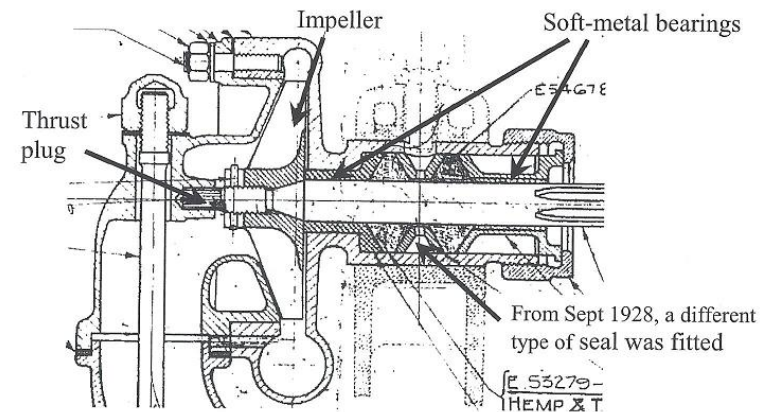
Water Pump? What a Pump!

During the 330 mile journey home from the Cambridge weekend in September, our car (GXL 39) lost a litre or so of coolant. There were tell-tale droplets of blue liquid collecting on the side rest between bonnet and wing, suggesting that it was spraying from the pump, and this was confirmed during a subsequent trip. Since buying the car 30,000 miles ago I had never dismantled the water pump, so it was time to do just that.

What greeted me was truly a Bodger's Delight. The photograph shows the impeller, with its threads drilled out (why?), which had been fixed to the shaft by the innovative technique of piercing a hole through both and driving in what looked like a steel nail. I drilled out the rusty nail, applied PlusGas and pulled and twisted off the impeller. During this process it can be seen that the shaft fractured. The shaft had worn to a Coke bottle shape under the packing, the two soft-metal bearings were worn oval, and the hardwood thrust plug had rotted into its hole. The shaft was very loose in its bearings so the impeller wobbled like a ping pong ball on a water jet.



Now, the strange part is that the impeller and pump housing both appeared to be virtually unmarked - no serious score marks and certainly no signs of wear. The drawing below shows that the impeller is a close fit within the pump body. Perhaps the fact that the impeller was free to wobble around within the complex water flow patterns inside the pump meant that it avoided contacting the pump body? Like a ping pong ball on a jet? Does any reader know the answer? It is worth mentioning that this loose pump had given trouble-free service on GXL 39 over at least 30,000 miles.



Rebuilding the water pump is well described in the Club literature and is a popular topic at the small hp Technical Seminars. One thing I don't remember described is how to insert the new thrust plug (now made of composite material). It cannot be inserted dry because it is too tight. Lubricating it with 3-in-One oil was successful, but only up to a point. The trapped air allowed it to enter part way but no further. My solution was to drill a 1mm hole down through the plug to release trapped air. Success! The bearings need reaming at $\frac{7}{16}$ " and my local workshop engineer was loath to do it by hand. Instead he fitted a hand reamer to his lathe, gripped the pump body in the chuck, checked it for concentricity as it rotated, and carefully wound in the reamer. The new shaft gently pushed into the reamed bearings like a ... well, words fail me. And when I bolted the two halves of the pump together with a paper gasket and Wellseal, the end float between shaft and plug was just a few thou (inch), ie within tolerance.

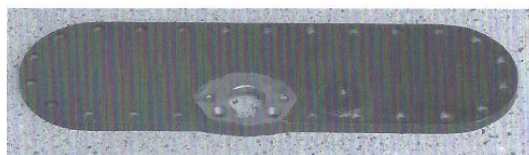
Waterproof Jacket

During this summer, water started seeping from a crack in the water jacket front cover plate so I decided to investigate (a stitch in time) by removing the cover plate. The carburettor and distributor also have to be removed.

I was aware that the cover plate had been repaired with resin by a previous owner, but when I saw the length of the crack it was unbelievable; see photograph. The inside cavity of the cover plate had been filled with resin, and this was beginning to lift away from the cast iron, hence the slow leak. Does one re-repair the existing plate, look for a second hand plate (how would one assess an 80-year-old piece of cast iron?), or buy a new reproduction plate for about £160. I decided on the third option. It is important to get the correct plate for the car. Late 20hps use the same reproduction casting as for the 20/25 (to save casting costs), but this has to be modified in the machine shop to suit the 20hp. Early 20hps (before Series E) use a different casting altogether.



1. Extent of crack outlined in white



2. Reproduction 20/25 cover plate



3. As above, modified to suit late 20hp, and with studs fitted

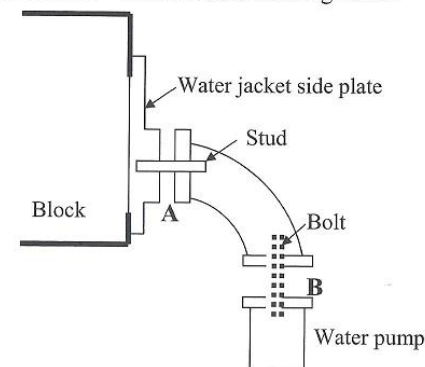
The short 2 BA screws are available in stainless steel from Classic Car Supplies. They also sell stainless M 5 screws which have essentially the same pitch but have the advantage of a slightly larger diameter in case the holes in the water jacket are corroded.

<http://www.ccsfasteners.co.uk/>

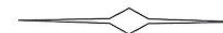
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When reconnecting the water pump to the new cover, it is important to carry out a dry run in order to measure accurately the gap at each end of the curved inlet pipe, A and B (see Figure, next page). Calculate the correct thickness of each gasket by making allowance for gasket compression. This curved inlet pipe forms a bridge between the water jacket side plate and the water pump, both of which are rigidly held in place by the block and crankcase respectively. The only tolerance comes from small sideways movements of the studs and bolts in the flange holes. Therefore each gasket should be of exactly the correct thickness, otherwise there

will be considerable bending forces as the nuts are tightened; the gaskets will compress unevenly, and there may be distortion of the cast iron side plate, the curved pipe and the studs. When RR assembled new engines from newly-machined components in the 1920s, it appears from the general arrangement drawings that the specified values for A and B were 0.062" (1.57mm). A lot of things could have happened to change these measurements over an 80 year period, for example skimming damaged flange faces. The original RR gaskets were made from Dermatine, which sounds like a type of leather; presumably they were designed to squash to 0.062" when the nuts were tightened.



I first came across this bridging problem with my Triumph Stag engine where the cast aluminium inlet manifold bridges across the two cylinder heads. If the heads or block faces are skimmed, the flanges on each side of the inlet manifold must also be carefully skimmed as necessary, so that it sits exactly and squarely between the heads (calculating the amount of skimming is complicated by the angles involved, and the need to allow for compression of both head and flange gaskets). If this is not correctly carried out, the head gaskets compress unevenly, which only stores up trouble for the near future. This was not spelt out in the workshop manual - no wonder Stag engines had a bad reputation.



A new Thermostat System for 20hps and 20/25s (or Here Comes the Valstat) by Alan Murcott

On the recent Bouillon Rally Tom and Linda Jones kindly offered a ride to Pat and me as my 20hp was stuck in Bethune with two blown tyres. Tom really "drives" his car and on this trip I realised what an asset his thermostat was in keeping the engine temperature between 85° and 90°C, even when going up hills. I was so impressed that when I arrived home I set about designing a thermostat housing that

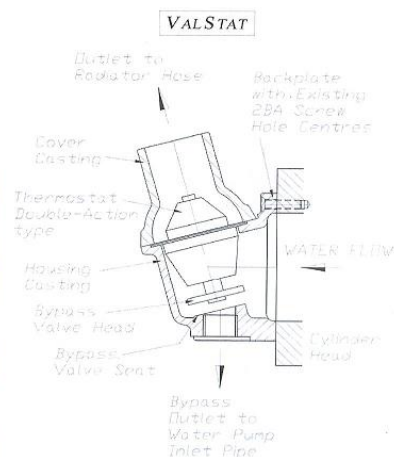
I felt befitted a Rolls Royce and looked as if it was meant to be there. I think I have succeeded.

Was it Henry Royce who said: "take what is there and improve on it"?

The unit just fits on the front of the cylinder head in place of the existing front water jacket cover. The housing back-plate has the same hole centres as the existing plate. The housing contains the location for the thermostat and the bypass valve seating and a $\frac{3}{8}$ " BSP threaded hole in its base for the bypass pipe connection to the water pump inlet pipe. The thermostat is a double action type whereby as the main thermostat valve opens directing coolant to the radiator, the bypass shut-off valve simultaneously closes as the engine reaches operating temperature. The thermostats currently available for this unit are 76° and 82°C. Powder coated black, the unit will blend into its surroundings, and the bypass pipe which exits from the base of the unit will also be unobtrusive. To fit the unit initially the radiator and fan assembly have to be removed but once the unit is fitted the thermostat can be removed and replaced very easily by removing the top hose and unbolting two $\frac{5}{16}$ " bolts in the top cover. This being said, thermostat failure will be a very uncommon occurrence; every modern car has a similar thermostat and how many cars you know have had problems with them? The Valstat will fit both 20hp and 20/25 engines.

Right: section of thermostat and thermostat housing

Below: model of trial design for the thermostat housing



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The action of the thermostat is (see drawing previous page):

- When engine is cold, thermostat main valve is closed and by-pass valve is fully open - no coolant going through the radiator
- As the engine warms up, main valve begins to open and simultaneously the by-pass valve begins to close
- When engine is up to temperature the main valve will be partly opened, and the by-pass partly closed. The balance of water going through, and by-passing, the radiator is automatically adjusted by the thermostat to maintain the engine at the correct temperature

The improvements are many:

- Faster warm up
- Improved fuel consumption and lower emissions due to running at a higher temperature
- Steady temperature control of the engine with less wear and less internal condensation
- Cooler under bonnet conditions - by keeping the radiator louvres open, the engine ancillaries such as coil, Autovac etc run better at lower temperatures.

I am producing a small batch to be tested by a small number of willing volunteers before offering the unit for sale. My next project is? Watch this space!

History of GYK 85

by David Styles

I have an ex-India 20hp GYK 85 with Barker cabriolet de ville coachwork, and my son makes it earn its keep as a wedding car. With the extra rear window providing a very light interior and the folding hood for fine weather, the photographers love the car, see page 35.

The car was sent to India on the SS Padua in 1926 for Mrs Gala Gubbay; she ordered the car from RR in Bombay but came to collect it from Lille Hall. The cabriolet de ville with glass partition was a pretty luxurious body for the 20hp chassis and no expense was spared in equipment. The coachwork added £770 to the chassis price of £1100. A further £85 for the front brakes, turned aluminium dash, nickel plated instruments, radiator shutters, lowered step irons etc brought the total to £2051 10s - ten times the price of a typical family car. I have no information as to the car's history up to 1967 when it became a museum exhibit in the Het Nationaal Automobielmuseum in the Netherlands. They sold to me in 1995 and quite a lot of work was needed including replacement of hood and interior. Since then most items have been overhauled and the wiring renewed as the old wiring insulation had turned to powder.

The mileage is now 65,000, the last 32,000 being during my ownership. I think the original Dunlop straight-sided tyres were still on the car when I purchased it, but they were rock solid and had to be hacked away from the rims. During the refurbishment I only had to cut one bolt; everything else came apart and was reused. The head lamps had been chromed but the platers just removed the chrome and the undercoat of nickel they told me was the original nickel, as present day nickel is a different colour from that of the 1920s (is this correct?). The luggage rack was missing but another found; it is not of RR manufacture but does the job to carry a rather large trunk which can hold the side screens rather than put them under the driver's seat. It has been a very satisfying car to work on with hopefully a balanced view between conservation and reliability.

New Book

Rolls-Royce 20HP, 20/25, 25/30 & Wraith in Detail
by Nick Walker.

Published by Herridge & Sons from 30 November 2009, price £35.

Copies signed by the author are available to RREC members by mail order direct from the publishers (Tel: 01409 281990). Otherwise it can be ordered from the Club bookshop, Amazon etc.

My initial impression is of a well-written and comprehensive review of the massive literature and archival information about the Rolls-Royce small hp cars. The history is covered "in detail", as well as how the cars can be enjoyed today. The author is well qualified: he has written several well-regarded books on vintage and classic cars, and his background in academic engineering and business management has, no doubt, been an asset in his researches. His writing style is crystal clear and flowing. The book will appeal to owners and non-owners alike; as the author says "... I hope that this book may even persuade some of its readers into Rolls-Royce ownership."

Forty eight pages (three of the nine chapters) are devoted to the 20hp, and another ten pages describe how the 20hp was transformed into the 20/25. Numerous archival and newly-taken photographs (some of which feature two cars belonging to currently active members, Derek and Jenny Johnson, and David and Pat Mills) are used to illustrate chapters which concentrate on the chassis and coachwork respectively, see photographs page 35.

The book has 174 pages in total, a good index, and a few useful tables of specifications and road test results. However the emphasis of this book is on good accurate and comprehensive narrative, with excellent photographs, rather than reference tables of data, which in any case are available elsewhere.

Malcolm Tucker has published a review of the book in Bulletin 297.



New Book

20hp pages featuring
the Mills' car (upper)
and the Johnsons' car
(lower).



GYL 55 is a 1928 Cockshoot cabriolet, recently purchased by David and Mona Lisa Illingworth, who live in Sweden and Mallorca

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A warm welcome is extended to the members of the 20 hp Register of the RREC



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