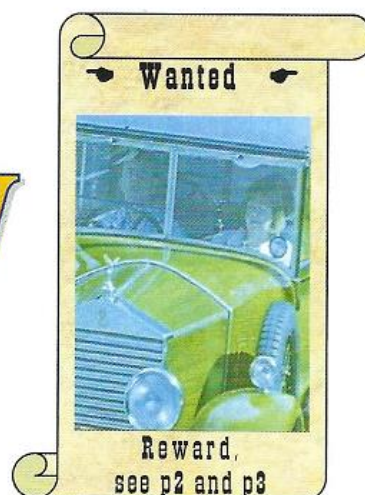


wenty

Newsletter

RREC



Number 21

May 2009



Stephen Johns has an extensive collection of vintage and classic cars and bikes, plus thousands of items of automobilia. His private museum is located on the A39 in Porlock, North Somerset. It is open to the public from Easter to the end of September, on Fridays, Saturdays and Sundays only. However, 20hp owners touring the West Country are welcome to visit at other times by prior arrangement: call Stephen on 07970 497741 or 01643 841476.

Stephen bought his 1927 20hp at Kelmarsh in June 2005. It is a $\frac{3}{4}$ coupé by Cockshoot, chassis GUJ 58. See page 3.

Flash 20hp



The above image is the alleged offence image; all other images are for further clarification of the vehicle and/or driver only.



Northamptonshire Police

T5756/08/0096

Film/Year/Storage reference numbers

IMAGES FOR ALLEGED OFFENCE REF: C16121490
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This information is provided for the purposes of an individuals alleged offence/prosecution process only, force copyright applies, any third party information has been removed in compliance with the Data Protection Act 1998.

All of these images have been extracted from the Master evidence (Video/Film) which if required can be disclosed as part of the prosecution and appeals procedures, in accordance with the Criminal Procedure and Investigations Act 1996.

THE TWENTY NEWSLETTER

No. 21

May 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 Photographs



Stephen Johns writes: I was very interested in the article re cooling the Autovac. I have a troublesome 1927 Lanchester 21 and I will now try this novel idea. I have a little museum in Porlock – about 10 cars; RR, Bentley, Bugatti, Austin 7, London taxi etc and a dozen or so bikes. It's my private collection, but to keep me off the streets I open Easter to the end of September. I attracted over 3,000 visitors last year; many non-car people being most interested in my thousands of other bits and pieces. If any 20 owners were passing by they may be interested in popping in to see me. Other times OK by appointment. I may be interested to venture on one of your tours sometime, but although well over three score years and ten, I still favour my motorbikes. I may grow up.

Wanted

Northamptonshire Police are searching for Bonny and Clyde, captured by a surveillance camera as they escaped in a cloud of smoke, apparently at a dizzying 35.112 mph, see page 2. If you see them, do not approach the couple who know their onions and may be dangerous. They might well have switched cars to avoid detection: possibly a Derby Bentley or even a Silver Ghost.

Editorial and Readers' Letters

Welcome to new RREC 20hp owners (where they have been brought to my attention)

Roy Davenport, Norfolk, GBM 2 Park Ward limousine
Lieven De Smet, Belgium, GH 1 Mulliners tourer
Ajeth Dias, Sri Lanka, GRK 36 Cockshoot saloon
David Hazeldine, Cheshire, GYK 5 tourer
Pat Keenan, Co Longford Ireland, GNK 2 Hooper saloon
Al Rogers, Oxfordshire, GNK 43 Hooper tourer
Franz & Gabriella Keller, Switzerland, GBM 9 Barker Sunbeam-coupé, see page 20
Peter & Regula Velvart, Switzerland, GHJ 66
Markus Jaggi, Switzerland, GYK 86, Ralanah 2-door drop head coupe (see page 20 and <http://www.jaggi-gmbh.ch/markus/Rolls%20Royce/Rolls-Royce.htm>)
Igor Andronov, Shropshire, GFN 44 Page & Hunt ¾ coupé

Sadly, Nick and Suzanne Finch recently sold their lovely Hooper limousine GTM 3, so they have requested permission to come to Bouillon in their Derby Bentley (granted!). Nick has just had a fairly serious eye operation, so we all wish him a speedy and successful recovery.

Just a reminder that Keith Jay, our former Registrar, reluctantly has to sell his very nice 20hp Windovers coupé cabriolet. If you know anyone who might be interested, please contact Keith.

Forthcoming Events

Annual Rally, 12 - 14 June 2009: on the Sunday we will have our usual impressive line up of cars, and ever-popular lunch time social gathering and picnic
Ardennes Rally, 6 - 13 July 2009 in Bouillon, Belgium

Cambridge weekend, 11 - 14 September 2009, organised by David O'Connor, see below

Technical Seminar, 26 - 27 September 2009 at the Hunt House, 20hp, 20/25, 25/30

Rally to North Spain (proposed), May 2010, see below,

20hp Weekend - three nights in Cambridge area, September 2009

Arrangements for this rather special weekend are now complete and there are still a few places available.

Shôn Ffowcs Williams was previously Master of Emmanuel College and has arranged dinner on Friday night in the Old Hall, which we are sure will be a very special occasion. Quy Mill Hotel is the pride and joy of its Manager who has

developed the hotel more-or-less from the ruins of the mill over the last 20 years and we arrive in the first year there has been no building work in progress!

Saturday dawns with a leisurely visit to Anglesey Abbey (3 miles away) where we can expect to park in front of the house, visit the extensive gardens and lunch in the restaurant. Then we set off through the Cambridgeshire and Essex countryside (avoiding Cambridge city!) for afternoon tea at P & A Woods and a tour of their workshops. Back at Quy Mill, evening reception and dinner and lively entertainment have been organised.

Sunday morning we drive into Cambridge centre and, by special arrangement, park in Trinity College. After a short tour of the Wren Library, Great Hall and Chapel we are free to look round and lunch in Cambridge. In the afternoon finally we drive on to the Imperial War Museum which has a vast display of vintage aircraft and much to see.

The total cost per couple sharing for the three nights half-board is £580 for a Standard room (twin or double), £715 for a Superior 4-poster room. Price includes College dinner, visits and entertainment. *The hotel is offering a special daily rate if you wish to stay on beyond Monday.*

For further information and reservations please contact:

David O'Connor, Allium and Brassica Centre, Wash Road, Kirtton, Boston, Lincs PE20 1QQ, email davideoconnor@aol.com

Proposed 20hp Rally to Spain (Pyrenees Region) in May 2010

The 20hp Register has made two very successful rallies to Spain and North Portugal in 2000 and 2004, both organised by Keith Jay and Louis Hunter. We are proposing to visit Spain again in May 2010 and David Else, who has visited this area before, has volunteered to help with the organisation. Because of the time and cost involved in getting to Spain we are thinking about a two-week rally. Mid May is preferred, in order to make the most of long hours of daylight, while avoiding Bank Holidays and school half-term holidays. A possible schedule is:

Sunday 9 May	Overnight ferry Plymouth to Santander
Monday 10	1 night en route to Pyrenees
Tues 11 - Thurs 20	10 nights in 2 (or 3) hotels
Fri 21 - Mon 24	3 nights in Santander area (tour the mountainous Pecos de Europa, visit Bilbao etc)
Monday 24	Overnight ferry Santander to Portsmouth

Depending on type of cabin chosen, the return ferry will cost between £600 - £800 for a car and two passengers. Fourteen nights in hotels plus other charges are likely to total about £1,000 per person. Please let me know if you wish to receive further details.

Editor's Notes

New Book

Nick Walker is a well-known author of motoring history books, including A-Z of British Coachbuilders 1919~1960. He is currently writing a book which will contain photographs of some 20hp Register members' cars. Nick emailed:

"Tom - you asked for more details about the book I'm writing. As you know, it's going to cover the four small-horsepower cars of the inter-war years - the Twenty, 20-25, 25-30 and Wraith. It doesn't yet have a title, but it's another in the Herridge & Sons 'In Detail' series, with which you may be familiar (I've written three in this series, including 'Bentley 3 1/2 & 4 1/4 Litre 1933-1940'). It will cover the background, origin and development of each model, as well as a full technical description and detailed specification. There are also chapters on driving the cars, both when they were new and nowadays, plus some advice for prospective owners on what to look for, help available and so on. What these books do not have is pages of chassis listings, as these are always best covered by the specialist clubs (or John Fasal, Bernard King etc in the case of Rolls-Royce). The final format is yet to be finalised, but typically it will have 160-200 pages, with about 150 black-and-white illustrations plus numerous pages of specially commissioned colour photography showing a range of cars 'in detail'. Publication is planned for the autumn."

Technical help and discussion

Several members have kindly volunteered to be available to discuss technical questions relating to maintenance and repair of 20hp cars:

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

David Else, North Wales (mechanical and electrical topics)
01492 531584 – evening
elsedavid@talk21.com

Tod Marshman, Devon (concourse, judging, originality, tools)
01805 804352 – any time
flies@turrall.com

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

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

Register finances

Each edition of this Newsletter costs about £900, and this is for printing, stationery and postage only. All other tasks, writing, editing, and preparing to print-ready format, is done on a voluntary basis. So far 35% of RREC 20hp owners have returned the yellow Register/donation forms which were sent out with last May's edition. After the current Newsletter we will need further funds to continue publication, so another Register/donation form will be included with next November's Newsletter. I hope that some of the 65% will return their yellow forms now, and that most people will continue to support the 20hp Register next November. If you have mislaid your yellow Register/donation form, I will gladly email one to you! Banks have tightened their procedures so it is important that cheques are made out to "RREC Ltd, 20hp Register"

Feedback from the UK and overseas leads me to believe that it is in everyone's (and the 20hp cars') interest to continue sending the Newsletter to all 20hp owners, and I will endeavour to do so for as long as possible. Many thanks to those 20hp Enthusiasts who make it possible, by helping, contributing letters, articles and photographs etc, and of course by donating the necessary funds. The RREC does make up to £800 per year available for each Register but this is intended for all the costs involved in running a Register. It is evident that this amount, by itself, would not fund even one small Newsletter per year.

During the last year the Club has appointed Jaclyn Smith as Business Administration Manager, and thankfully introduced a modern computerised accounting system. For the first time it will be possible to keep proper track of the costs of Club events and Registers etc. Here's to an eventful and bright future!

Feedback

LED bulbs (Newsletter 20)

David Dudley described in the Silver Ghost Register Newsletter how he fitted modern light bulbs to his P-I. His dynamo could not cope with a long night's drive, so he exchanged the traditional 48 watt headlamp bulbs for 35 watt halogens (see 20hp Newsletter 19) which gave better light. He also fitted LED sidelights, brake lights and indicators, the latter requiring a special electronic flasher unit. With all the lights on, plus two dash lamps and the ignition, David reported that he is still charging!

(In fact, one can use LEDs to illuminate the instrumental panel as well, with the added benefit of being able to use coloured bulbs to reduce interior reflection and glare, see page 34-35.)

In the current Bulletin 294 Davide Bassoli reports on the Geneva Motor Show and

says of the new 200 EX: "At the front, a pair of LED headlamps* ..." Of the 2009 Phantom he says: "Other new features include LED door handle illumination ..."

It is reassuring to see that the Goodwood engineers are finally catching up with us vintage car enthusiasts.

** [I'm not sure if Davide really means headlamps - maybe driving lights? Ed.]*

Clean under bonnet: water pump grease

John Eastwood responded to David Card's design for a guard to catch grease flung out from the water pump:

"If the pump is packed properly and the correct grease is used, none of this [grease fling] would happen. I re-packed the pump on my 20hp in 1994 and have done 50,000 miles since and have never had grease flying out or leaks of any sort. I give it a squeeze of grease about once a year.

I have taught several other RR owners how to do this properly and the following excerpt from an article written by John Whetton rather proves the point"

John Whetton has given permission to reproduce the following paragraph from an article he wrote for the East Midlands Section Newsletter. (He has also written a longer account on the rrbew web site, in which he describes how excess water pump grease entered the cooling system and actually blocked up his radiator, <http://www.rrbew.co.uk/FeatureHtms/JWhetton-Boils.htm>)

"A typical example of John [Eastwood's] advice and teaching occurred recently on one of his visits. I have three small horsepower cars. All three have had the dirty habit of generating skid marks of grease from the water pump gland on to the engine block, crankcase and the inside of the bonnet. Whereas others have advised the use of a very stiff, almost sticky toffee-like, dark brown grease of a special blend and turning the feeding screw cap, now filled with the stuff, on the pump drive shaft once a week, John has been insistent that this does not solve the problem at all and only serves to force the grease into the cooling system to be deposited at the top of the radiator core and is a relatively expensive way of wax-oiling the car's engine bay. For John, the water pump has to come off, the old grease-penetrated gland rope or packing removed and replaced in the correct manner followed by filling the grease reservoir cap with much less viscous grease and thereafter only giving the screw cap a small turn once a year. We have done it on all three cars, I now know how to execute the operation and the skid marks are a thing of the past."

It says in the 20hp Instructions that the water pump greaser should "be screwed two or three turns every 500 miles". Perhaps modern grease is more stable and better retains its water resistance, compared with its 1920s equivalent? If so, that would explain why modern hard grease can block radiators, and also why we should apply modern grease less frequently, eg once per year, as John Eastwood recommends. Today, most "water pump greases" sold for vintage cars seem to be

hard, but if you want to use a softer one, what is available? John Eastwood told me he uses Fuchs white water pump grease, which is soft and water-resistant, but Fuchs no longer sell it under that name. If you contact Fuchs Technical Department (+44 (0) 8701 200400 or <http://www.fuchslubricants.com/index1.php>) they recommend their Renolit CZ 2 for water pumps and other automotive applications. According to the technical data sheet*, it is a petroleum-based grease thickened with calcium soap, and is highly water-resistant. It is white in colour because it contains 10% zinc oxide (which, as well as being used as a white pigment, and in ointments for skin problems, is also a solid lubricant analogous to molybdenum disulphide) to prevent seizure and enhance water resistance. Renolit CZ 2 can be used over the temperature range -30 to +110°C.

* <http://www.opieoils.co.uk/pdfs/FUCHS%20-%20TDS/RENOLIT%20CZ%202.pdf>

If you want to try a more high-tech product, Adtech[#] sell Fluortek TP55, which is based on PTFE fluoropolymer dispersed in synthetic silicone oil and can be used over the temperature range -50 to +260°C. It would be expected to be more water resistant than the Fuchs product, and PTFE should perform better than zinc oxide. I have bought a 50 gram tube and intend to try it.

[#] +44 (0) 1285 762000 or <http://www.adtech.co.uk/grease.htm>

GBM 60 with ex-Bentley Gurney Nutting coachwork (Newsletters 16,20)

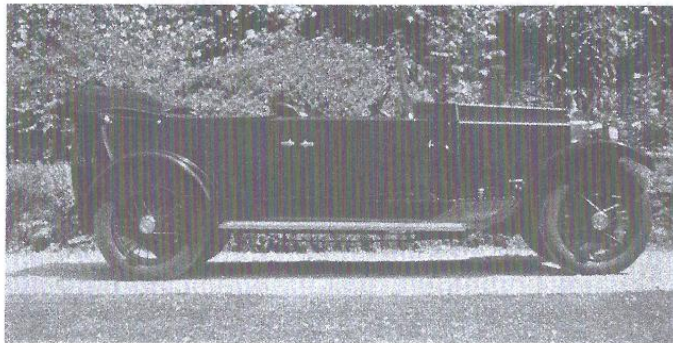
From Tom Clarke: Just got your latest Newsletter as a nice Chrissy present. I can update you on GBM 60. When I explored this further with the previous owner Brian Bergman-Field, plus other sources I know of, it became clear that the "3579" stamped around the body does not link it to Bentley KL3579. "3579" was probably the Weymann body licence number. The number "C-6732" also noted is a gearbox number I think, not the body number. We now know that the body came from 1928 4½ litre Bentley HF 3197 when it was re-bodied in recent years.

Edmund Metals Coach Builders (Newsletter 20, page 33)

Ian Niblett knows about GHJ 66 which was fitted with a replica body with hidden side screens. The body was copied by Edmund Metals in Plymouth from GHJ 8; GHJ 66 is now owned by Peter Glossop and GHJ 8 by Shôn and Anne Ffowcs Williams.

Ian wrote: "The item 'Hidden Away' struck a chord, and I eventually found what I was looking for in Christopher Leefe's 'Rolls-Royce Alpine Compendium 1913 and 1973' published by Transport and Bookman publications in 1973. I enclose a copy of the relevant page.

Eustace Hope was my wife's parents' GP in Paignton and I recall he used to travel on his rounds throughout Torbay in a Bentley saloon, a Mk VI I think it was, presumably while his wife was otherwise engaged in hauling the horsebox all over Dartmoor in GHJ 66 before its reincarnation as a Hooper replica by Edmund Metals in the late '60s.



MR. E. HOPE

Type Twenty Ch. No. GHJ 66 Year 1927
Body Edmunds Metal Works Body Style Open 4-seater Tourer Colour Maroon & Black

Started life in 1927 as a Hooper Limousine. In 1947 it was converted to a Harold Radford Shooting Brake. It was owned from December 1949 to January 1951 by the late Sir Dymoke White, the well-known coaching personality. I found the car in a semi-derelict state in North Devon and bought it in May 1957, and it was used by my wife to haul a horsebox all over Dartmoor! Between 1967 and 1969 it was converted to a replica Hooper tourer by Edmunds Metal Works in Plymouth. This is as near a replica of Jimmy Skinner's original car as could be achieved. He kindly lent me his car to copy.

Edmund was a long established firm of metal workers and coachbuilders in Plymouth and I think the firm dates back to the '30s. They were primarily builders of van bodies but their other speciality was the rebodding of saloons and the occasional shooting brake as tourers. Although I believe this activity is rather frowned upon now, they were very skilled craftsmen and well up to the standards of the '20s and '30s as many a Cricklewood Bentley and early Rolls-Royce will testify, including my own Twenty tourer, GMJ 44. The firm still exists, or it did when I last visited the area some years ago. Their sheet metal business is now located in Tavistock but they told me that sadly none of the old coachbuilding records appear to have survived."

The Webbs from California

From Robert Kennedy: "Just to say thank you for the 20hp Newsletter. Last year I met the amazing Webbs from California and their James Young 20hp saloon on the trip I organised to S W Ireland. They grossly over-praised me in the November '08 Newsletter but they were very good company and I was very flattered that they came so far to join us. I am afraid we took our 20/25 saloon for the tour, not our 1923 20hp tourer as my wife wants a little more comfort than an open car offers! We will probably see you at the Annual Rally."

[Note: This July Rob and Ivonne Webb are joining the 20hp rally to the Belgian Ardennes. They are bringing friends from California, Dennis and Janice Eickhoff.]

Readers' Letters

Letter from Jim Kelso, Pymble, NSW, Australia

I enclose a couple of photos of GRK 81, my 1924 Barker all weather, for your records (see page 17). Patrick Kane White was its previous owner for 52 years and drove it a reputed ¾ million miles. He fitted it with front wheel brakes but no servo. It is a heavy car with all the safety glass windows and difficult to stop especially when asbestos brake linings were banned in Australia. With no servo, pedal pressures are very high especially for anyone over 75 years, like me. So I decided (reluctantly) to have vacuum servo fitted to assist me. When this is completed and I have driven it a bit, I will let you know by scratching up an article and photos. Others may have the same problem."

[Jim also sent details of a CD containing all the pre-war, except Ghost, GA drawings, see page 24]

Letter from Barrie Gillings, NSW Australia

My sons and I have just purchased 20hp GZK 12, from Jim Kelso's brother. It is in excellent condition, and joins our SG1492, PII 147GN and Bentley BT1688. Jim has a superb personal restoration, award-winning 20hp GRK 81 which is currently having its brakes improved.

[Barrie and Margaret Gillings were founder members (the only husband and wife founder members) of the Rolls-Royce Owners Club of Australia in 1956. That year they spent their weekend honeymoon driving the 1923 20hp they then owned, GDK 35.]

Letter from Trevor Komaromy, South Africa

One of the great joys of being here in Cape Town is the monthly Braai at the Crankhandle Club which attracts a wonderful collection of cars and people, some old enough to qualify for the Brighton run; cars that is. This Sunday we suddenly realised that five 20hp owners were all together 4,500 miles from "home" and a photograph is attached as proof! (See page 18)

You probably saw my 20hp (GHJ 72) at the last two Annuals (see page 18) as it still resides at my old house in Yorkshire and I use it when in the UK. I found the bureaucracy and cost of bringing the car out here overwhelming and that was my excuse for buying B94MR, a very original 1939 4¼, which had spent most of its life here in Africa.

I used regularly to work with and drive Derek Randall's 20hp, GFN 33 but Derek and Carol decided last February to sell their house here in Constantia and Alan Lindhorst bought the car. The 20 is interesting in that it was originally built with a Barker Landaulette body and until December 1940 had only had three owners. In the war it was requisitioned by Bury (Lancashire) Council for use as an Ambulance in Civil Defence. The current Hooper sedanca body was built for a 1932 Rolls-Royce but transferred in 1947. The car had a further five owners

including Eric, our President, and past Chairman Stuart Fortune. The car was imported into South Africa by Ken Williams in January 1970 and purchased by Derek in 2002. There is a picture of the car in 1966 in Bulletin 285, page 13 (see also page 18 of this Newsletter).

Johann [Marais] is my near neighbour and is helping with my Bentley which is currently in his "barn". Last September I made the mistake of lifting a small piece of paint off one of the doors and now I am in the middle of a total body restoration!!"

[Johann Marais also visits the UK most years and attends the Annual Rally]

Technical Tips and Topics (see also pages 31-35)

Idling Problem Martin McCarthy from NSW, Australia emailed:

I badly need some advice about an idling problem I have on my GAJ 32. Ever since I purchased the car in 1996 it has idled perfectly and many other owners of Twenties have commented on this fact. About 12 months ago it started to stall at low revs and would not idle unless the cold start was engaged a small amount. I thought it may be sucking air somewhere so I replaced the manifold gaskets and the gasket between the carby and the head and also fitted a kit of new parts to the Autovac. None of this has improved the situation. The points and plugs appear ok and the carby is clean and there are no visible leaks in the fuel lines and I am at a loss to know what is wrong. Can you suggest a remedy to overcome the problem as I don't have anyone locally to assist and the closest other 20 owner would be 100 miles away from where we live in the "bush"?

[I suggested the jets could be fouled and the inside of the carby might need cleaning.]

Martin replied: A day spent on the carburettor of GAJ 32 seems to have been of great benefit as it now idles perfectly. There was no wildlife present (as in your carb) but a build up of a white powder in both jets that was quite difficult to remove - metho seemed to be the best. I can only think that this has come from unleaded petrol and this task of dismantling the carby may be a regular thing to do in the future. I use a lead additive in small quantities with each tank of fuel which is also a possible cause of the fine powder deposit.

Maybe other owners have had similar problems. I still have to do a full road test but am waiting for a cool day as the temperatures here at present are around the 40°C mark and not suitable for Twenties in this hilly area.

[Thanks Martin, and now we know the Strine words for carburettor and methylated spirits.]



Battery top up

Topping up the battery of a 20hp involves some scrabbling around, in semi-darkness, under the floorboards, bent double, trying to put just the right amount of distilled water into six small holes, and all without spilling too much into the battery box. Here is rather a silly idea, but effective: a mayonnaise plastic squeeze bottle has a flap valve in the nozzle, which holds the water against gravity until you squeeze the bottle. So just "aim and squeeze". And there should be room to keep the bottle of water conveniently in the battery box, in case a top-up is needed while touring. Some readers may have more elegant solutions involving Roycean brass cans, pumps, and nozzles, but I am

confident that, had polyethylene been available in his time, R would have invented the mayonnaise squeeze bottle. Your aim: to keep the battery box dry!

Does anyone have any silly-but-effective ideas to share?

Cars and Owners

Clive Boorman from Kent recently purchased GYK 4 enclosed limousine, see page 15. It has had several owners in recent years, some of whom are still in the RREC and 20hp Register. Clive sent a detailed account of the car's history and the following is a slightly shortened version.

"GYK 4 was laid down in July 1926 and ordered by Rootes Ltd for stock. It was very quickly assigned to Eric Hill of Weybridge. By 10 August it came off test. Thrupp & Maberly built the coachwork, an enclosed limousine in blue and black, and it was ready by 13 December; the assignment of the guarantee was 17 January 1927. Mr Hill kept the car until August 1931 when it was returned to Rootes Ltd.

Lady Edith Bland South of London W1 purchased GYK 4 from Rootes in February 1932 and had the car serviced at Rolls-Royce on several occasions during her four and a half years of ownership. The car was then part exchanged at Rootes late in 1938; Lady Edith was allowed £200 on her Humber and £100 on her RR 20hp against the purchase of a pre-owned 1936 Rolls-Royce 25/30 GRM 68, with James Young limousine coachwork. When the third owner, J Compton of Crystal Palace, purchased GYK 4 he paid Rootes £55 for the complete car "as stated on the invoice", meaning Rootes made a substantial loss on the deal which took place in January 1939. From the start of WW-II, later in 1939, there are no further records until 1962.

The car wears Paddon Bros plates on the back steps, as well as Thrupp & Maberly plates on the front, indicating that sometime after Mr Compton's ownership Paddons may well have held the car in stock. During this period GYK 4 went to Holland. There is a letter from H F Saubier noted on the chassis records during 1962. Mr Saubier lived at Oosteinde 265 Voorburg, Holland. We do not know whether H F Saubier was the only continental owner; it appears to have remained in Holland for more than 18 years.

GYK 4 returned to British shores in April 1980 to T E Roxburgh in Bradford-on-Avon, but was not inspected by the Vehicle Inspectorate until July 1982 in Bournemouth. It was also taxed in the same year.

Joseph Whitmarsh purchased the car in March 1985 and unlike the previous owner appears to have kept the car for over 11 years doing a substantial mileage. Anna Nudd of Shardlow purchased the car in August 1996, selling it to Mr Harrison in March 2003. He passed it to Brenda Harrison of Ilkestone who soon sold it at H H Classic auctions in June 2003 for a total in excess of £20,000. Colin Sherwin was the successful bidder and he undertook a substantial restoration during which he changed the colour to red and black as it is now. The restoration was reported to have cost about £20,000. In July 2005 it was purchased by R Hibbert in Derbyshire, and then by D Rackham in Kent as a result of an entry in the RREC Advertiser. He bought an exchange engine (which came from an earlier car GPK 61) from I Odds, and the original engine was re-built. The original engine is now mounted in a display stand, and I do intend to reinstate it at some date in the future.

I acquired the car in September 2007 and the longest journey undertaken so far has been a 70 mile round trip. Although the car is in nice condition and drives extremely well it came without any accessories whatsoever. Everything that wasn't screwed down has been scavenged including all large and small tools, starting handle, and even the keys and rear luggage grid. This makes me reluctant to go far from the car's base – I admire some of the intrepid journeys undertaken by 20hp Register owners."

From Brian Elliott: "I wish to rejoin the 20hp Register. I was a member back in the '80s and early '90s. Unfortunately my 20 (53 S5, Reg MF 270) suffered a fairly heavy front end accident last September, and it was renewed contact with Steve Lovatt at Ristes that persuaded me to rejoin. The car is now being evaluated. I will need it to source head and side lights for its repair and possibly a second hand radiator. I bought the car in 1980 and have used it for weddings since 1992.

72 A1 was my brother Bob's car and since his death I am caring for it until his son Greg has somewhere to store it."

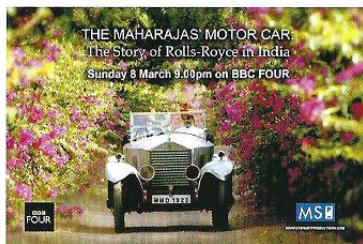
See photographs of both cars on page 15.

Clive Boorman's GYK 4 (see letter page 13) and his original engine, preserved à la Damien Hirst. Bids on £5 million will be considered.



Brian Elliott's 53 S5 (left) and his nephew Greg's 72 A1, see letter page 14





Rolls-Royce in India

Many members will have seen this fascinating 55 minute film broadcast by the BBC, in which 20hp cars featured prominently.

Left – BBC advertisement

Below – detail, 85 K6, 2-seater Hooper



To the game, in cricket team bus reg. no. RJY 5. This is probably 1930 20/25, GNS 11 from the Udaipur collection.



Hundreds of **photographs of pre-war Rolls-Royce cars in India** can be seen on an Indian web forum for car enthusiasts. There are 20hp wrecks, 20hps in museums, 20hps with very unusual re-bodies, concours 20hps on the road, and magnificent maharajas' carriages in pristine condition. <http://www.team-bhp.com/forum/pre-1950/>



GLK 67 Hooper



Unknown



GLK 21 Barker



Jim Kelso from Pymble, NSW, Australia owns **GRK 81**, a 1924 Barker all-weather, see letter page 11



Trevor Komaromy now resides in South Africa, and sent this photograph of a group of 20hp owners attending a rally, see letter page 11. In front of GFN 33 from left; Derek Johnson, Derek Randall (see below), Trevor Komaromy, Jenny Johnson, Graham and Mary Moore, Alan Lindhorst.

Left; **Trevor's GHJ 72** at Kelmarsh (Registrar's GXL 39 in the background).



Restoration Saga

Since June 2007, Derek and Carol Randall from the Isle of Man have been restoring their 1929 Windovers cabriolet de ville, GEN 53. The photograph, left, shows it in 2007. The photograph on the next page shows the body being painted in 2008. In October 2008 Derek wrote:

"... badly painted so will have to try and flat it out. Then I will have to start on the trimming."

Then in May this year, Derek wrote: "GEN 53 is painted but not trimmed yet [see photograph below] because I found the engine making rumbling noises so decided it had better come out. The bearings, line boring and parts were done by Fiennes who also buttoned up the main bearings in the crankcase. I am in the process of doing the rest."

I'm sure we all wish Derek and Carol a speedy and successful completion of the restoration!



Painting in progress



Painted and flatted, but not trimmed



Back to the workshop

Two Swiss Cars



Franz & Gabriella Keller recently bought **GBM 9** from Walter Steineman. It was a Barker when new, and Tom Clarke says the replacement body is a standard Sunbeam fhc probably from a 1930 Sunbeam 20hp, appropriately enough, although an almost identical style was fitted to the Sunbeam 16hp 1927-33 and it's possible that could be the source. Note the P-100 headlamps.



Markus Jaggi also bought **GYK 86** recently. It is a Ranaiah 2-door drop head coupé. This photograph is from Marcus' website:

20 <http://www.jaggi-gmbh.ch/markus/Rolls%20Royce/Rolls-Royce.htm>



GVO 47 now,
and during an
expensive
restoration, see
Alan
Berryman's
letter, page 23



Ajith and Sunel Dias live in Colombo, Sri Lanka, and have owned **GRK 36** for many years.

Originally a Cockshoot limousine, it was recently fitted with a replacement body. It is currently off the road and under repair.



86 K2 has never been restored and is almost as new, see Terry Talbot's letter, page 23

Cars and Owners

Alan Berryman recently bought **GVO 47**, one of the last 20hps off the production line; see photograph page 21. Alan writes:

"The car is considered to be quite important in the history of the marque; originally the chassis was earmarked for King Alfonso XIII of Spain, and was to have gone to Windovers to have a sports body fitted to it. However, before this happened the king was forced to abdicate, and the order cancelled. The chassis was then offered to Marcus Hanbury, Rolls-Royce's chief test engineer, and he had a lightweight saloon body fitted by Gill & Co of London, who were coach builders specialising in open bodywork at the end of the '20s and '30s. According to the RREC, it is the only saloon built by them known to exist. Only the post war log book exists for the car. From 1947 until 1962 it was owned by Dr Clutton-Brook, who moved around the Midlands until he died. According to the dealer who sold the car to the previous owner, the car was found in a garage in Bristol where it had been resting for 28 years behind a tree which had grown up in front of the garage doors in the early 1980's, following the death of the sister of Dr Clutton-Brook. It is not known when Dr Clutton-Brook died, but we can assume that it was some years previously. When the previous owner bought the car, it was virtually derelict, but complete and totally original. He spent a vast amount of money (approximately £83,000) and time having the car restored to its former glory. The car won a concours trophy for second in class at the 2006 RREC National Rally at Kelmarsh Hall in Northampton."

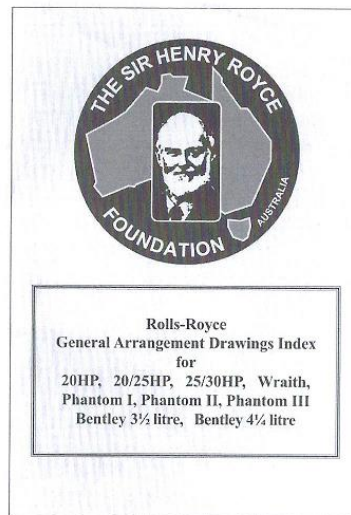
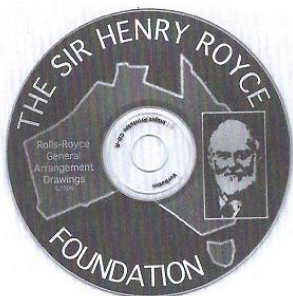
Terry Talbot contacted me about a very interesting 20hp he is selling, **86 K2** (RREC records show it belongs to Jane Lever of Cheshire). See photographs page 22. The following is edited from Terry's email:

"Delivered new in mid 1923 to Sir Julian Cahn an industrialist, the car is almost as-new and has never been restored. It has everything that was supplied with it when it left the factory (the original ignition coil has been replaced by a more modern '50s coil). The interior door panels have beautifully inlaid marquetry, and all the instruments are original and functioning. The external plating is dull nickel and it has the Barker headlamp dip mechanism. The engine runs faultlessly with good oil pressure and when warm and running you can see the individual blades turning. There are no dings or scratches on the wheel discs and all the original small bits and pieces relating to the Ace wheel discs are there, even the original Ace dealer's catalogue is present. The car also has its full complement of undertrays, all with their original clips. All the correct tools are present in the two tiers of tool trays on each side of the running boards. It also has its original ring-bound handbook."

According to Fasal, it has Mitchell coachwork. The car was sold on eBay in April 2009.

Spare Parts, Sales and Wants

General Arrangement Drawings for Pre-war RR Cars



Jim Kelso and Barrie Gillings have sent details of a CD produced by the Sir Henry Royce Foundation in Australia. It contains 1,157 General Arrangement drawings for *all* pre-war Rolls-Royce cars (except the Ghost). A feature of the Australian CD is that it comes with a comprehensive index in booklet form, compiled by Jim Kelso and Barrie Gillings, see illustration above. It is easy to find the drawings you want - unlike the familiar RROC(America) CD of 20hp drawings! Also, unlike the RROC(America) CD, it contains only the drawings, not the lists of component parts. **The CD plus index are available from David Vann** for \$65 Australian (approximately £35), which includes P&P world wide. David is Chairman of the Sir Henry Royce Foundation Australia. He is happy to receive by post a bank cheque or money order, or credit card details. For documentation purposes funds should be made payable to:

The Sir Henry Royce Foundation Australia

David Vann's postal address is 149 Crosby Rd, Hamilton, Queensland 4007. For telephone contact, the number is Australia, Queensland, 617 3262 7997. His mobile (cell) number is 0404 452 148, and e-mail address is:

davidjeanvann@bigpond.com

Barry will then airmail the package. Purchasers can expect delivery within about seven working days of payment verification (depending on the efficiency of our

respective postal services). If you have any technical questions, please contact Barrie Gillings:

barrie@gillings.com

Rolls-Royce Motors Ltd donated prints of 1,157 General Arrangement drawings to the RREC when they were clearing the Hythe Road Service Depot (unfortunately the original master drawings on linen had all been destroyed by RR). Nigel Hughes photographed all of them on to microfilm in 1972. The CDs produced by the RROC(America) and the SHRF(Australia) were made from digital scans of copies of this microfilm. The quality is excellent for all practical purposes, but not of course quite as good as copies made from the Hythe Road prints, now held by the SHRMF in the UK. The SHRMF sell copies of their prints for £20 for the first sheet, plus £10 for each subsequent sheet in an order, plus VAT and postage. They are available from the Hunt House.

Tony Griffiths runs Silver Lady Classics, and has a large stock of 20hp spares for sale, which he bought from the liquidators of Brunts of Silverdale. Some of it is new-old-stock. Tony resides near Shrewsbury, Shropshire:

phone 01939 290964
email info@silverladyclassics.com
www.silverladyclassics.com

Brian Elliott needs front lights and possibly a radiator to repair his damaged 20hp, see page 14.

Rolls-Royce Memories, and the Early History of Henry Royce's family

Continuing the theme of motoring books published in the 1920s, Hugo Massac Buist's book "Rolls-Royce Memories" was published in 1926. Massac starts his story from the first Royce car, mentioning little about Royce's earlier life. In fact the family history of Royce's early years is still somewhat shrouded in mystery, particularly the period between 1867 (or possibly 1868) when his father's business went bankrupt, and 1877 when young Henry started an apprenticeship in Peterborough. It is usually written that he moved to London with his father and brothers in 1867, and that his mother and sisters later moved to Kent.

These ten important years when Royce grew from four to fourteen years old are rather skimmed over in the various biographies and articles about Royce, because the lack of hard evidence. It has been assumed that Royce was traumatised by these years, and was unwilling to recall them later in life, even when he became successful and famous. Very interestingly, Maurice Richardson has recently uncovered some extra information about Royce's early life, and published his findings in the Northern Section Newsletter, May 2009. Maurice's studies of

census records show that in 1871 young Royce was living with his mother, father and siblings in the village of Ickleton, between Saffron Waldon and Cambridge.

Summary of Royce's early years

From various biographies, the chronology of Royce's early life can be summarised (entries in italics are from Maurice's recent article):

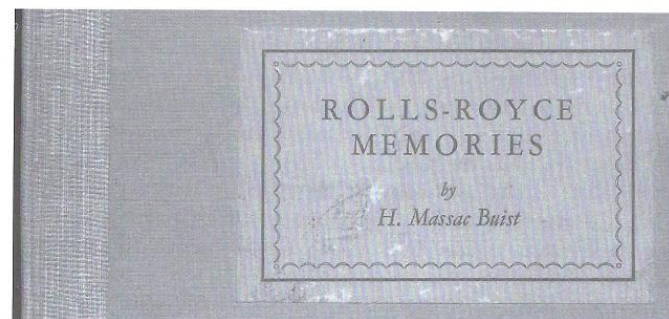
March 1863	Born in Awalton near Peterborough to James and Mary	
1867	James' business bankrupted	Age 4
1867-72(?)	James and boys moved to London?	Age 4-9
18??	Mary and girls moved to Kent?	
1871	<i>Family, including James, lived in Ickleton</i>	Age 8
July 1872	James died in paupers' workhouse in Greenwich	Age 9
1877	Royce began apprenticeship in Peterborough	Age 14
1880	Resigns apprenticeship, for financial reasons	
1881	<i>Lived with sister Fanny (married to William Gerrard) and mother Mary in Leeds. Worked as toolmaker</i>	Age 18
1881	Job with Electric Power and Light at Bankside, London. Paid 22/- per week (£1.10), lived in the Old Kent Road	
188?	Transferred to Lancashire Maxim and Weston Electric Co., Liverpool	
1884	Company liquidated so Royce set up his own company, F H Royce & Co, in Manchester	Age 21
1889	<i>Mother Mary moved from Tunbridge Wells, Kent, to join Royce</i>	
1891	<i>Census records indicate he was comfortably off in Manchester</i>	
1893	Married Minnie Grace Punt from London; moved to Knutsford, with separate house for mother Mary	Age 30

There are many puzzles. Various members of the family seem to have moved several times between 1867 and 1889, particularly to and from the South London and Kent areas. Was James really in Ickleton one year, and dead in a Greenwich paupers' workhouse the next? Maurice has found no trace of sister Emily after

1861 (married?) or of Fanny and her husband after 1881. His brother James "disappears" after 1871. What happened to all of them? The Royce family did have near relatives in Canada and South Africa.

And how exactly did Royce survive between 1871 and 1877? This is as good as any Dan Brown novel.

Rolls-Royce Memories



Hugo Massac Buist was a noted English journalist, expert in the technical and social aspects of motoring and aviation during the early part of the 20th century. This was a period of exceptionally rapid developments in transportation and Buist knew all the important people.

Working for the *Morning Post* he also published specialist articles in, for example, the *British Medical Journal*, discussing the increasing importance of cars within the medical profession (a particular problem was the high rate of taxation, coupled with the need for rural doctors to own two cars to allow for breakdowns). He also met the Wright brothers and wrote about their planes for *Flight* magazine.

His book "Rolls-Royce Memories – A Coming-of-Age Souvenir" was published privately by Cambridge University Press in 1926. He wrote a wonderful tribute to the Rolls-Royce organisation, and waxed lyrical about the recently introduced 20hp. Some extracts from his book are reproduced below.

He accompanied Rolls round various French aeronautical events driving a Silver Ghost, which was good publicity for the car:

Mr Rolls, Mr Griffith Brewer and I made an exhaustive tour of the flying-grounds of France before the first aviation meeting in the world was held at Rheims, going by a luxurious 40/50 h.p. Rolls-Royce to inspect all the military and other airship hangars and flying grounds and spending a spell with the brothers Wilbur and Orville Wright at Pau.

As early as 18 April 1904 he rode in the first Royce car with Henry Edmonds:

The first Royce car to figure publicly was run in April 1904. I consider myself peculiarly favoured to have ridden on it on the 18th of that month from London to Margate and back in the capacity of an Automobile Club Observer in a non-skid tyre trial organised by Mr Basil H. Joy, present secretary of the Institution of Automobile Engineers, because this remarkable performer in the 10 h.p. class of the period was not brought to the notice of Mr C. S. Rolls and Mr Claude Johnson until the autumn of that year. Yet already it did all its work with a splendid ease, and had no use for 'followers,' whether hansom cabs or cars.

In the above, Massac Buist seems to have mis-remembered exactly when Rolls heard about the Royce 10hp car. In fact Rolls was told about the car by March 1904, and the famous Rolls/Royce meeting in Manchester took place on 4 May 1904. The business agreement between Royce Ltd and C S Rolls was finally signed on 23 December 1904, which could account for Buist's confusion.

About the introduction of the 20hp:

A popular lower powered car

Judge, too, how bold a step was taken when, apart from launching an American factory after lengthy preparation, the Directorate decided, in October 1922, to accede to a worldwide demand for a lower powered 6-cylinder engined chassis by introducing the now well-proved, utterly distinctive 20 h.p. type, the monobloc engine of which has quiet operating overhead inlet and exhaust valves. Of course, at the time many thought it might spoil the market for the larger car. The clear discernment of the Management, however, was justified in the issue, which proved such guesses to be quite without foundation. Indeed, there are not lacking indications that presently the large public whose current needs are met admirably by the lesser type will require a larger one. Incidentally, to-day the demand for the latest 40/50 h.p. type is even greater than before the 20 h.p. model was put on the market, there being no overlapping.

And about the success of the 20hp:

Again, many constructors make a success with one car type but fail relatively with all others of a series of various sizes and powers they also market. So, touching current Rolls-Royce chassis, the quære is this: whether the *cadet* is worthy the *caput* of the house?

Therefore I studied the 20 h.p. car with more than usual closeness on its initial appearance some three years ago. Then, to my judgment, it seemed to be an uncommon fine overhead valve, six-cylinder, three litre engined chassis for any maker to have produced in a category engaging the finest talents of the industry in Europe; but that it was not 100 per cent. Rolls-Royce. Nevertheless, even then it had in it sufficient character and qualities to leave no manner of doubt that the mere process of logical evolution in detail would presently make it so. I would try to recall the earliest impression given me by suggesting that poetry is, and must be always, much more machine-made than prose, yet in its first form that carriage discovered a further difference by giving me a greater idea of mechanical excellence than it did of the poetry of motion.

"A friend for all hours"

In the interval, improvements have been incorporated quite surprisingly quickly, notably concerning the smoother working of the engine; the provision of ampler body space, of an exceptionally compact, quiet right-hand controlled four-speed gearbox, and of the distinctive six-brake system, so that to-day I find this junior chassis exhibiting the real Rolls-Royce secret of design—an exact concinnity and evenness of excellencies.

This car is wholly individual now. It is so amenable as at times to appear self-accommodating in traffic: yet it has also become a carriage on which, at will, you can travel *au grand galop*. Its fleet hill-climbing is a recreation, not a toil; and the curbing of its speed is as subtle as it is sudden, the gamut of its performance having been enlarged fully to justify its illustrious pedigree. I esteem it, as Erasmus did Sir Thomas More, "a friend for all hours."

Massac Buist dedicated his book to Royce, Johnson and Rolls.

In retrospect, his dedication was startlingly prescient; his speculations about the future impact of Rolls-Royce have been upheld continuously - in many unforeseeable ways - over the decades. Buist's predictions are just as valid today as they were when he wrote them 84 years ago:

TO
F. HENRY ROYCE
CLAUDE JOHNSON
AND
THE LATE HON.
CHARLES STUART ROLLS

IN GRATITUDE
FOR
MANY MEMORABLE MOTORING EXPERIENCES
AND
IN ADMIRATION
OF
THEIR ENDURING WORK
WHICH HAS ADDED AN ENGINEERING HOUSE
OF WORLD-WIDE RENOWN
TO THE HONOUR OF BRITISH INDUSTRY
AN ACHIEVEMENT DESTINED TO LIVE
FROM GENERATION TO GENERATION
AND
TO BE OF EVER WIDENING SERVICE TO MANKIND
THIS SLIGHT BUT SINCERE TRIBUTE
IS OFFERED BY
THE AUTHOR

More Technical Topics

Pops, bangs, knocks and dieseling

There are various terms for the noises generated by different types of misfiring. The first two sometimes happen in a 20hp and the other two mainly in cars of higher compression ratio. If you know the causes and cures, no one will ever again refer to your beloved 20hp as a "banger".

Pops:- The 20hp Instruction Book refers to popping back through the carburettor. This is caused by the very small amount of residual combustion gases in the cylinder still actually burning when the inlet valve opens as the piston reaches the top of the exhaust stroke. The gases in the inlet manifold are thereby ignited, and pop back through the carburettor with the characteristic "sewerage" smell.

Ideally the gases in the cylinder should have stopped burning by the time the exhaust stroke commences, ie well before the inlet valve opens. Late burning can occur if the mixture is too weak (weak mixtures burn more slowly), or if the ignition is too retarded (ie the spark is late), or both. Late burning is not just about a bad smell. You get poor fuel economy because some of the energy in the burning fuel is not being used to push down the piston. Also flaming gases in the exhaust stroke can damage the exhaust valves, exhaust manifold and gaskets. The solution is to adjust the carburettor and ignition timing so that the car can proceed smoothly, yet with the weakest possible mixture.

The Instructions say the carburettor should be adjusted so as just to prevent popping. In that way you get maximum fuel economy.

Bangs:- If the exhaust pipe and silencer becomes full of unburnt fuel/air mixture, it can ignite, or even detonate as the fuel/air ratio reaches a critical value. The resulting explosion can frighten every horse in the neighbourhood, and damage the exhaust system. To prevent this, do not turn off the ignition when the engine is idling fast, especially if the mixture is rich. Exhaust bangs rarely happen if your carburettor is properly adjusted and all the spark plugs are working.

Knocks:- This is more common in cars with higher compression ratios. When the throttle is opened wide at low rpm, the maximum amount of air/fuel mixture is drawn into the cylinder, so it is compressed to the maximum pressure. This can cause it to explode (detonate) rather than burn "rapidly-but-smoothly". Tetraethyl lead used to be added to increase octane, inhibit detonation, and allow higher compression ratios. The force of detonation can damage pistons and bearings etc.

Knocking is less of a problem in the low-compression-ratio 20hp, especially considering that petrol today is 90 octane, compared with 55 octane in the 1920s.

Dieseling:- This was discussed by Bill Coburn in his internet newsletter, "T-1 Topics". It mainly occurs in higher compression-ratio carburettor engines when the ignition is switched off while fast idling. Carbon deposits in the cylinder glow

red-hot and ignite the compressed mixture with no need of a spark. Bill explains that the firing order is random, causing horrendous knocks and even running the engine backwards! Some carburettors are fitted with an anti-dieseling valve which cuts the fuel if the engine tries to turn when the ignition is switched off.

Rear Hubs – Removal and Replacement

Simon Slaffer's GWL 18 developed an alarming noise on cornering. Investigations showed that the rear hubs had not been attached properly, but it seems that the proper method of reassembling the rear hub is not well described in the available publications. Simon emphasises that his following notes should be used as an addendum to the established references that he lists. All these references are needed for the first-timer to tackle a hub overhaul.

Simon writes:

GWL 18 back on the road today after a number of jobs. I did have some difficulty with the rear hubs, as a result of which I have written a short article which you may consider for publication in the 20hp Newsletter at some time in the future. It certainly wouldn't be of any interest in any other medium! As I first put my query on the RREC Technical website, I do also plan to put it in the relevant section as a postscript to the original question I posed. Although well over a hundred people looked at the query, only David Else replied so I believe there is some good reason to circulate the findings wider.

Should amateurs have the audacity to venture into the rear hubs of the 20hp there are **good references to dismantling the hubs and their bearings but, as with other jobs, rather less detail on how to put them all together again.**

The official factory documents are:

- Instruction Handbook 20hp
- Service Instruction Leaflet TSD 2066

Further information is available in:

- Technical Manual No 1, 1972 in the Chassis section
- Stephe Boddice website: Jonas Trachsel has a beautiful picture display of this job at: <http://www.boddice.co.uk/bpij2502.html>
- RROC CD Drawings and List of Parts.
- Catalogue of Parts 20hp Chassis
- RREC Bulletin 195 p 38, Michael Forrest article (Michael is quoted as saying "that it would be difficult to design a more complex, delicate and costly wheel hub than that fitted to Royce

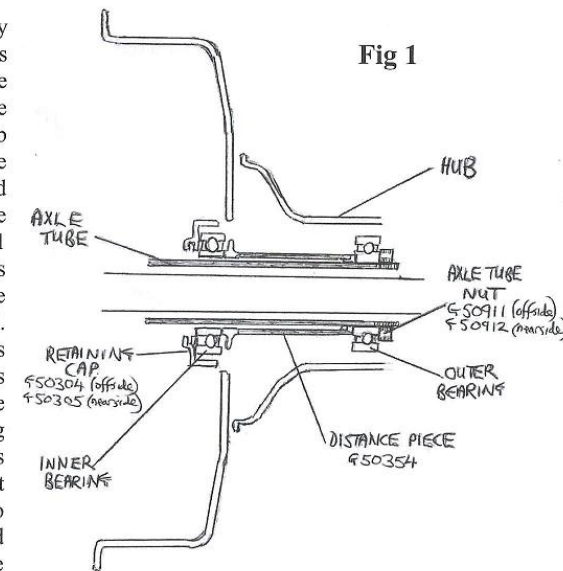
cars of a certain age". There are some excellent and helpful points in his text.)

The reason for having a look at GWL 18 hubs was to find and remedy an alarming noise on cornering. This discussion applies to either side of the car. The only fault found was that the inner race (Hoffman wheel bearing), distance piece G50354 and outer race did not abut tightly on each other (Figs 1, 2, 3). There is a reason for this finding.

If one were to merely follow the instructions in the Handbook one would replace the bearings in the hub G50783, push it home on the axle tube and then screw up the axle tube nut G50911 tightly. This is presumably what the person before me did. The problem arises that if the bearings and distance piece are not tight, tightening the axle tube nut does not necessarily exert sufficient force to push the bearings and distance piece

together. All engineers are trained to give bearings a good "thwack" before tightening them but this isn't mentioned in the official texts. So when reassembling the bearings in the hub, before tightening the axle tube nut, one or all of the following is required to obtain a close fit:-

1. Assuming the previous time the axle tube nut was replaced it was done correctly, count the number of turns required when it is dismantled, make a note of the number and ensure the same number of turns are possible at the refit.
2. Once the inner and outer bearings are back in the hub, but before tightening the axle tube nut, tap the outer surface of the outer bearing one knock at a time around its circumference until the sound changes, thus confirming a tight fit.
3. Before putting the bearings and distance piece back in the hub, temporarily put them on the axle tube, knock them together as described



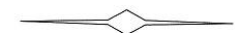
("thwack"), replace the axle tube nut and measure the number of turns the axle nut rotates until tight (Fig 3). This is the number of turns required for a tight fit once the bearings are back in the hub.

TM 1 (1972) page 52 states "Place the hub with bearings on the axle. Before fitting the axle tube nut temporarily screw a wheel nut G50789 onto the hub and belt that. Don't thwack the edge of the hub shell, it is very thin and would be easily damaged". This manoeuvre gets the hub tight but doesn't necessarily get the bearings and distance piece tightly abutted. This "belt" doesn't necessarily ensure the bearings and distance piece abut tightly on each other.

In the text of Jonas Trachsel's picture (on Steph Boddice web site, see page 32) it states: "The outer wheel bearing is visible, butting up against the back of the splines that are stepped at their inner ends, to give a stronger seat". My findings were that when the outer bearing butts up against the back of the splines in question, the inner and outer bearings and their spacer were not tight enough. This inspection is not enough.

Road testing the car after reassembling the bearings in the hub tightly as above cured the noise.

I am indebted to David Else for his advice, Richard Emery for his hands-on assistance, Fiennes Engineering for advice and parts supply, and Tod O'Donoghue for the loan of special tools.



Dash through the Night

If you enjoy driving your 20hp at night, watching the dark countryside whoosh by while you relax in the peace and comfort of your vintage car, why not enhance the experience by illuminating the instrumental panel with red LEDs? All the dials become clearly visible, but glare from the polished wood surround and reflections in the windows are greatly reduced. Small bulbs, with red LEDs arranged radially, suitably fit standard Homa light units; the bulb illustrated has 9 forward-facing LEDs plus 6 radial LEDs. Each bulb consumes only half a watt so they can safely be left on for the whole journey, see Figs 4,5 on page 35.

The bulbs cost £5.10 each plus VAT and P&P from Ultraleds, although Ultraleds' web site indicates they are out of stock at present.

Alternatively it might be possible to use filament bulbs with red glass, but the downside is that they are rated at 5 watt each. A pack of two red filament bulbs is available for £3.95 including VAT and postage from Consumabulbs who also sell these bulbs in other colours, blue and green, if you want to be even more unconventional!

<http://www.ultraleds.co.uk/>
<http://www.consumabulbs.com/index.php>



Rear Hub Bearings

Fig 2:- the gap between the spacer A and the wheel bearings, as found by Simon Slaffer on his rear hub.



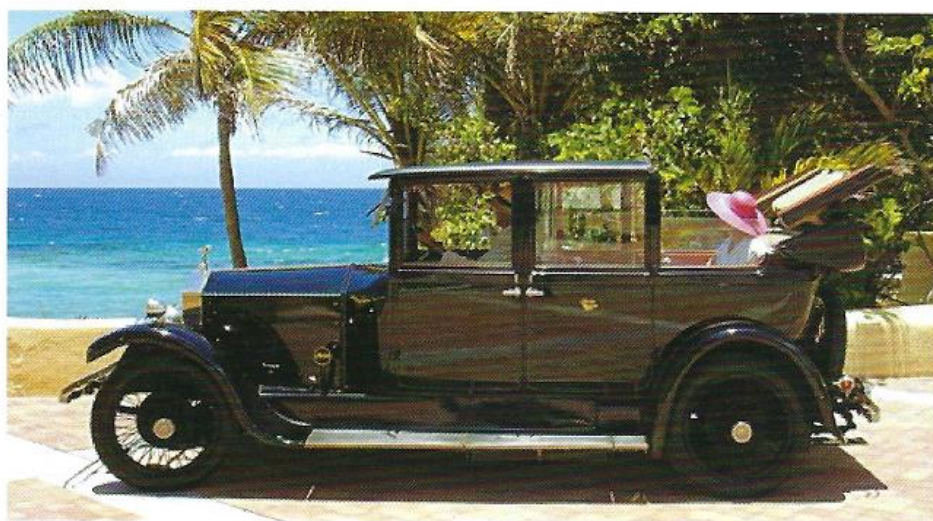
Fig 3:- the two bearings and spacer installed on the axle (ie without hub) in order to determine the correct position of the axle tube nut B.

Red Dash Lights

Fig 4:- the instrument panel with red LED bulbs in the two Homa dash lights. **Fig 5:-** one of the LED bulbs powered by a 9 volt dry-cell battery.



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



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