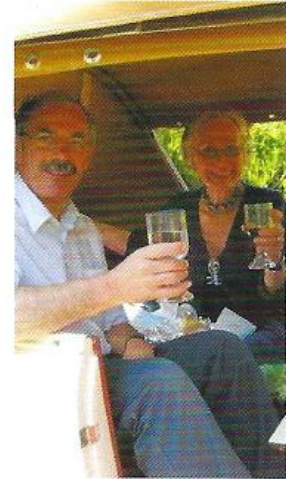


# wenty

**Newsletter**  
**RREC**



**Number 20**

**November 2008**



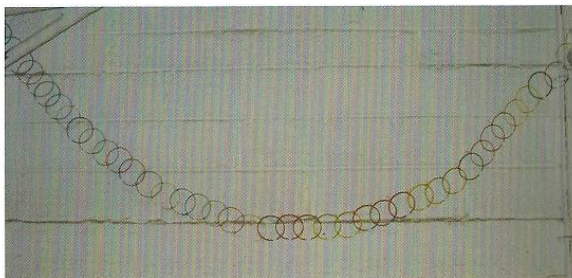
## **Shock Exclusive! Jersey Unravels in Global Financial Crash!**

The good residents of Jersey have responded to these difficult times by driving old second hand cars, buying their clothes from charity shops, and even drinking their wine from plastic goblets. But my contact, Dr S (not necessarily his real name) remains upbeat: "On this small remote island our make-do-and-mend culture will see us through the crisis".



# TwenTart

Decorate your home with genuine objets d'art deco from the 1920s



## THE TWENTY NEWSLETTER

No. 20

November 2008

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

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### Cover Photographs

Thanks to Simon and Angie Slaffer for sending the photographs. They were participating in celebrating 100 years since the Jersey Motor Association organised its first outing, at Rosel Manor on Sunday 27 July 1908.

On Sunday 27 July 2008, as part of the celebrations, the event was recreated by members of the Jersey Old Motor Club. Six pre-1908 cars lined up in front of the manor, whose façade has changed little in the course of the century, along with Islanders in period costume. Incredibly, among the cars was J0, the so-called Jersey Benz which was manufactured in 1899 and was the first car to come to the Island.

The Slaffers also send examples of their TwenTart for your delectation and edification, see page 2. The Newsletter's art consultant explains that there are only two criteria for an event, installation, sculpture, photograph or painting etc to be classified as "art". Firstly it must be done by an artist. Secondly it must be intended, by the artist, to be art. Well done, you Jersey artists!

Could we organise a Strictly Car Breaking art competition at the next Annual Rally? "Barn find" becomes "objet trouvé" – just like that!

Another object of beauty, removed from a 20hp car, is shown on page 22.



### Editorial and Readers' Letters

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

Jeremy Bayliss, Berkshire, GCK19, Rippon tourer  
David Glaser, Portland ME USA, GBM12, boat-tail tourer  
Mervyn Leonard, Dorset, 4G2, Gill cabriolet  
Stan West, Oxford, GYK 74, Maythorn tourer  
Tony Harvey, Notts, GVO 40, Page & Hunt saloon  
R Steele, Isle of Wight, GEN 28, Barker sedan de ville  
Stephen Barrett, Yorkshire, GUJ 36, A Mulliner limousine (page 6)  
Habib Rahman, Somerset, GCK 81 (chassis only)  
Kingsley Sleep, Essex, GBM 65, Hooper doctor's coupe (page 17)  
Len and Lesley Meades, Surrey, GBM 60, Gurney Nutting Weymann saloon (page 9)  
John Wilson, Warwickshire, GRK 77, Park Ward coupé

### **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, see below

**Cambridge weekend**, 11 - 14 September 2009, organised by David O'Connor (page 5)

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

#### **Ardennes 20hp Rally, 6 - 13 July 2009**

At the time of writing we are nearly full, 27 cars and 60 people booked in, but if you are interested please contact me. We are visiting Bouillon, a most scenic area of Belgium, for 7 nights half-board at the Hotel de la Poste; it is one of the finest hotels in south east Belgium and the food is excellent.

Please book your own most convenient crossing; Bouillon is less than 200 miles from the various Channel ports (except Le Havre, 270 miles). The hotel has a passenger lift to all floors.

The estimated maximum cost is £620 per person, which includes 7 nights half board, garaging, two receptions, gala dinner, and the special weekend event, see below. This assumes an exchange rate of £1.00 = 1.25€ next year.

The Belgium-Luxembourg Section is planning to join us for a joint rally over the weekend of 11/12 July. They will arrive Saturday morning and stay with us at the Hotel de la Poste. We will all have a "gala dinner" at the hotel on Saturday evening. Over the two days the Section will organise scenic tours, visits to private chateaux, a drive to the Grand Duchy of Luxembourg, and lunch and coffee venues. They will also prepare the road books for these two days.

<http://www.hotelposte.be/index.html>

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

(Organised by David O'Connor)

Plans are under way to have a 20hp Register Weekend near Cambridge City, the 11<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup> September 2009. The **Quy Mill Hotel** is at Stow-cum-Quy, about five miles from the City ([www.bw-cambridgequymill.co.uk](http://www.bw-cambridgequymill.co.uk)). It is set in 11 acres of gardens and has a pool, hot tub and fitness centre. We have reserved **25 rooms** in a self-contained part of the hotel with bar and restaurant for our exclusive use. All bedrooms are on the ground floor. *Provisional* arrangements are:

**Friday evening** - coach into Cambridge, then dinner in Hall at Emmanuel College.

**Saturday** - visit Anglesey Abbey then P & A Wood (30 mile scenic drive each way). On Saturday evening we have a reception, with live (and lively) after dinner entertainment.

**Sunday** - various possibilities eg Audley End House, Cambridge City centre (park inside one of the Colleges) and to join East Anglian Section at the Imperial War Museum Duxford.

For the three nights half-board, with two persons sharing, the total cost is expected to be £580 for a Standard room (twin or double), £715 for a Superior 4 poster room. Price includes Friday dinner in Emmanuel College, coach hire and Saturday entertainment. *The hotel is offering a special daily rate if you wish to stay on beyond Monday.*

**This is for 20hp Register members only until February. Then it will be offered to all club members.**

If you are interested please let me, David O'Connor, know **as soon as possible** with your deposit of £200.00 per couple (refundable if cancelled and the room can be re-allocated) made payable to **"RREC Ltd (20hp Register)"** and send it to David O'Connor, Allium and Brassica Centre, Wash Road, Kirton, Boston, Lincs PE20 1QQ, email [davideoconnor@aol.com](mailto:davideoconnor@aol.com)

I shall send your application form, by email if possible, so  
**please send your email address.**

### **Editor's Notes**

Firstly, many thanks to everyone who sent donations to allow this Newsletter to be issued. Please return the yellow forms inserted in the last Newsletter - you need to do so in order to be *Et* the 20hp register. Also many thanks to everyone who has contributed to the Newsletter by sending notes, letters, photographs etc. I am particularly grateful to Hans Deamer from Rhode Island USA, who sent the fascinating story of Frank Green, with photographs of two his 20hp cars which were



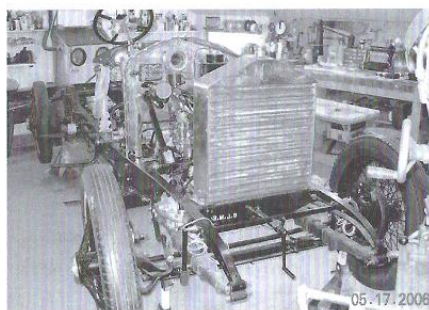
fitted from new with bodies just like one of today's pick-up trucks. They were used as Frank's personal luggage vans when travelling abroad (pages 14, 15).

We specially need more technical/historical/general interest articles from you. It is also of great benefit if you would share your technical tips and information.

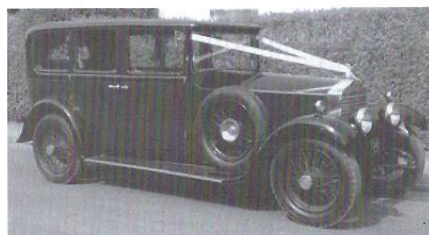
Please try to send digital photographs in high-resolution format, ie 1 MB or better, otherwise they may appear fuzzy when printed by a commercial printer.

Five 20hp cars travelled from the UK to St Moritz for the Euro Rally. Our own Jane Else has written a full report for the next Bulletin. I don't recall any of the 20hps having a problem, but there was one embarrassing moment when our car had trouble starting up on the first morning in St Moritz – until I realised that the starting carb was set for the English "summer", and definitely not for the early Alpine chill at 1,800 metres (nearly 6,000 ft). The other 20hps were crewed by Tony and Iris Porter, Graham and Mary Moore, David and Jane Else, Pat Hemmings with her niece Alice, and R Brechmann from Germany.

### Feedback



**Craig Hannum** from Oregon USA is undertaking a body-off restoration of GMJ 1 (Park Ward Landaulette) see Newsletter 18 pages 13, 15. He writes: "My car is now being painted. The interior is complete, ready to install and the chassis/engine is rebuilt. Perhaps between golf and family I will have it on the road in 2009".



**Stephen Barrett** asked for information on his 20hp with a later body (see Bulletin 289). He received a lot of help. Michael Morris supplied information on previous owners. Nigel Webb contacted him to say that he bought GUJ 36 as a very rough incomplete chassis with a damaged engine, and

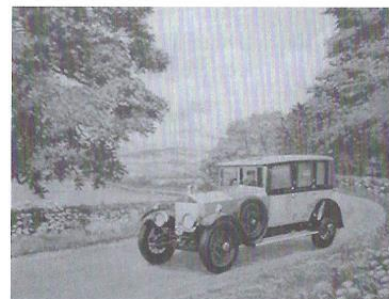
acquired the body from another 20hp which was being rebodied. Nigel offered to send Stephen copies of diaries, photographs etc. Stephen also heard from Frank Gilbert who used to be employed by Wilkinsons Coachbuilders; he remembers working on the car, then using it himself for wedding hire. The photograph, page 21, shows the chassis being tested in the works yard alongside Frank's T40 Bugatti. The present body is by A Mulliner, and Frank believes it originally belonged to a 1929 20hp.

**Tom Clarke's Barker puzzle** (Newsletter 19, page 19): as a result of information supplied by Graham Neale, Tom believes that "my mystery car must be 47G4 ... but this will mean a body error in the RR records, ie landaulette whereas my picture is a cabriolet. I suspect that 'No. 2' on the back means that Smith changed his mind about bodies."



**Paolo Luisoni** points out that the car pictured on the Sao Tome commemorative stamp (Newsletter 19, page 17) is of his own GZK 39, and not as Colin thought GHJ 36. A photograph of Paolo's car is on the front cover of Newsletter 16.

Paolo has a copy of the old photograph shown in Newsletter 19, which came with the car when Paolo bought it from Brian Staples in 2001. Colin Hughes agrees with this and believes he noted the wrong chassis number soon after taking the photograph in 1981. For the record, GHJ 36 is a doctor's coupé belonging to Geoff and Margaret Grime in Jersey. Earlier photographs of Paolo's car, when it was owned by the London Science Museum (1968 – 1980) and by Bill McAlpine (1980 – 1992) are shown on page 17.



**Gordon Hall** is a frustrated man. The A M Alderson painting of a black and grey 20hp, sold on eBay (Newsletter 19, page 17) is of his car. He would like to purchase the painting, but details of the auction winner have been removed from the eBay site. The car is GMJ 17, a 1926 6-light saloon by William Arnold. Gordon is keen to contact the present owner of the painting, so if anyone can help could they kindly phone him on:

**07887685363**



Gordon owns six pre-war Rolls-Royce cars: the 20hp, two 20/25s, two 25/30s and a Phantom II. He has recently purchased a Silver Seraph. All his cars are roadworthy, in good condition, and driven regularly. See letter from Gordon, below.

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### Readers' Letters

#### Letter from Tony Daniels

I have attached some photographs of my 1927/28 20hp tourer chassis GYL 41, engine 04N (see page 20). The first owner was Oppenheimer and the car was a 20hp saloon for his son Louis. I bought the car some 7 years ago from a high ranking Officer in the Australian Army who had owned it for 20 years after buying it from someone in Oxfordshire when he was over here with the Army. I shipped it back to England in a container from Melbourne to Southampton which took around 42 days. It still has the Barker body although modified to a tourer. The badge still remains on the front headlamp bar 'Barker Coachworks' and of course it still has the original Barker headlamp dipping mechanism. Last year I had her re-painted, a new hood, five new tyres and new rear carpets. She is serviced regularly by Ben Smith Engineering from North Devon. Drives beautifully and is used regularly. Has a rear Auster screen and has her original registration number from 1927. Hope this is of some interest.

#### Letter from Gordon Hall

Chassis: GMJ 37  
Engine: U 2 F  
Reg No: NF 3055  
First reg: 24 March 1927

William Arnold formal saloon body, split screen, small opening roof light with bevel-edge glass, original interior.

It was formerly owned by Edmund (Eddie) Nicholson who ran a taxi business in Thirsk, North Yorkshire, and had many Rolls-Royce cars over the years. I first saw the car 20 years ago when I was looking to buy my first Rolls. It was in his garage at Thirsk and not for sale. I kept in touch with Eddie over the years and after many discussions he eventually decided to sell the car, which was then in Masham where he had moved due to ill health.

The car was supposed to be in running order so one Saturday my son and I set off in his Land Rover Discovery and car trailer, armed with some tools, a battery and can of petrol. We arrived mid-morning having driven from Barrow via Scotch Corner. We pushed the car out, put the battery on, and when we pressed the starter pedal smoke came from the starter – not what we wanted!

We winched the car onto the trailer and brought it back to Barrow, stopping at Scotch Corner for a bacon and egg bun. When I had the car back in the garage, first I stripped the starter. It was perfect with no sign of wear or loose connections, so I reassembled it and it worked fine. A mystery to say the least. After cleaning the plugs, points, carburettor and changing the oil etc, it would not start. After much winding over, with oil in the bores and adding neat petrol down the plug holes, it decided to fire, run a short while and then stop. After repeating this many times it would eventually keep going but had no power.

Each night for a week I left it running on a fast tick over for two hours. This sorted it out and it now ran well, with power. I think the car had just got gummed up through lack of use. I learned from good authority that Eddie had only driven about 500 miles in the 30 years he had the car.

I have used the car regularly and had a great deal of pleasure from it.

Sadly Eddie died last year and his effects were sold, including the painting of my car, as featured in a previous 20hp News Letter.

#### Letter from Ivan Rhodes

I like the 20hp Newsletter and the content therein. I live local to Rolls-Royce [Derby] and have spent much time there in the various product centres through the years. I first drove a Rolls-Royce, a 20hp doctor's coupé belonging to the late Oliver Langton of Leeds in about 1973 and was impressed, not only at what it did but also the way it did it. I eventually acquired GAW 38, a 1932 20/25 with Eccles caravan in around 1978, and joined the RREC.

This 20/25 served my late wife Irene and myself very well for 20 years until Irene died in 1995, when I sold the car to Stan Tolly of Derby. I bought the car back recently and have passed it on to my son Grahame.

Meanwhile I had acquired GPK 16, a 20hp fixed head coupé by Cooper of London, which I am looking forward to getting on the road shortly [see photographs page 21]. I only occasionally take part in Club events because I am pretty well involved with the Velocette Owners Club. Carry on the good work!

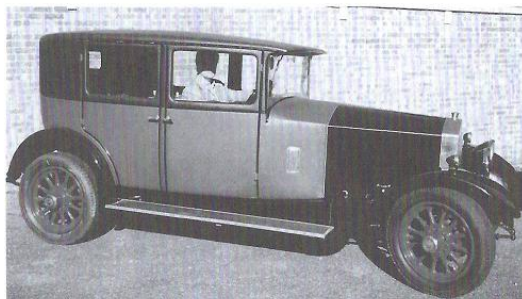
#### Letter from Len Meades

##### The Day I Went Looking for a 20hp

Over a period of 18 months I had viewed somewhere around nine 20hps when one day I happened to be passing Classic Automobiles in Wandsworth - always fatal as I can never pass by without just popping in to have a chat with Bob! Have you ever been to Battersea Dogs' Home and seen the look that says "take me home" in all those abandoned dogs' eyes? If so you will understand – well there was this little 20hp you see, with artillery wheels, just sitting there (in Classic Automobiles' show room, not the dogs' home) and that is just what it appeared to me.



Upon examining GBM 60 I found that she was one of only a batch of 25 Gurney Nutting Weymann style fabric bodies fitted to Bentleys. Her body number C-6732 was originally fitted to a 4½ litre Bentley, registration number KL 3579. Rolls-Royce chassis GBM 60 was originally fitted with a brougham body number 5557 by Windover for Mr H M Lingford. Mr Brian Bergman-Field then bought GBM 60 and purchased the body separately, thus embarking upon a major restoration by marrying them together.



**GBM 60** with previous owner, Brian Bergman-Field

She is an owner-driver saloon without division, having adjustable bucket seats. It is thought that this body is one of the sole survivors, as at various times over the years all other bodies were removed from their respective chassis and disposed of, only to be replaced by replica touring bodies.

We have spent the last six months overhauling the under-chassis, overhauling the road springs and then replacing and fitting new shackle pins and spring gaiters. The steering had to be stripped and overhauled; new rear links and rebuilt front links were then fitted. Now the time has come to tune and service the engine and she is ready for the test!

We book in for the 20hp rally in North Wales and drive to Chipping Camden first stop, then on to Shrewsbury for a one-night stopover. Put the overnight bag into the car in the morning ready for the off, tried to start her and she failed to proceed! The new starter cork discs that I fitted were soaked in oil, so out came the starting handle and with only two half swings she started – magic!

We then drove on in pouring rain to our destination where it rained for 4 days non-stop, but the weather did nothing to spoil the conviviality of meeting up with our friends in the 20hp Register and the joy of driving GBM 60 over the rugged majestic mountains of North Wales. We returned home after driving a total of 816 miles, averaging 18 mpg with (bliss) no water leaks inside the car.

I am very pleased with her – she is a delight to drive and our journey home of 300 miles, with only petrol stops, proved she is also extremely comfortable. Comfort and no leaks – what more could you want?

*[Len and Lesley already own a 20/25, a P-II and several post-65 cars and have recently purchased their 20hp GBM 60. The North Wales weekend was their first rally with the 20hp. Len has been a member of the RREC for 11 years, but has*

*worked on RR cars for much longer than that. Before they bought it, GBM 60 was featured in 20hp Newsletter 16, page 10.]*

#### **Report from Ivonne Webb on the Southern Ireland Rally, May 2008**

See photographs page 19

*[Rob and Ivonne Webb live in California and are active members of the RROC and RREC. They own a 20hp and keep it in England, making the long trip over most years to embark on a European tour and, usually, the Annual Rally. The report below is extracted from a much longer report Ivonne wrote for the Silver Coast News, the magazine for the San Diego Region of the RROC. The Webbs own three Bentleys which they keep in California; a '38 Derby, a '58 S I and an '88 Mulsanne. They say the main reason they have a 20hp in England is they once attended a 20hp rally as guests, and liked the people so much that they bought the car.]*

“The Luck of the Irish.” - that is how we felt when informed by Dr. Robert Kennedy that we and “Great Motoring Joy” (GMJ 12 is the chassis number of our 1926 20hp Rolls Royce) could participate in the Paulerspury Section of RREC “Tour of South West Ireland” from May 18 -25. The National RROC Annual Meet in Williamsburg June 17-23 coincided with the date of the 20hp Register Rally to Brittany which we were sorry we were going to miss; instead we opted to request Dr. Robert Kennedy, the organizer of the Tour of South West Ireland, if we could join his group. He gracefully made it possible. To our delight he informed us that he was going to drive GMU 40, his 20/25.

In the RREC, a Section is the equivalent of a RROC Region, encompassing cars of different eras, from the same geographical area. The 20hp is known as “The Baby Rolls.” These smaller automobiles were more affordable, although not as powerful as the Ghosts or Phantoms, but were excellent means of transportation in their era. The 20hps are a joy to drive in the narrow country roads of England, particularly after you get accustomed to driving on the left hand side of the road, and are even more fun when you are in company of friends driving cars of the same type.

Since “Great Motoring Joy’s” home is in Staplehurst, Kent, we drove across the South of England to Fishguard, Wales to join the group at the Ferry quay to cross the Celtic Sea to Rosslare, Ireland. It took the greater part of three days to make the trip, mostly on “A” country roads, and when necessary on “M” motorways (equivalent of US freeways) to cross the long bridges. Heading west our first visit was Winchester with its monumental Cathedral, a master-piece of English gothic architecture and a place of worship for over 900 years.

East of Winchester in Chawton, Alton is the House where Jane Austen lived, 1809-1817, where she wrote her six famous novels. Charming town, very green manicured farmland, and pretty villages. We proceeded North to Newbury Center where we spent the night at the Hilton hotel, with its classically British, mahogany paneled walls of the lobby, lounge and splendid dining room. The next day we headed west, drove over the four mile, magnificent Second Severn Crossing, on the



M4, through Cardiff, to Swansea. On the third day we journeyed to the Gellifawr Hotel, North of Fishguard; from Newport Bay up the mountain on very narrow high hedged roads, to the nineteenth century stone farmhouse converted into a charming little hotel in the idyllic Gwaun Valley in the pristine Pembrokeshire Coast National Park.

The three hour ferry cruise to Rosslare was smooth. In Ireland one drives on the left side as in the UK. We went towards Cork passing by Waterford where the tour members had the option to stop at the Waterford Crystal Visitor Center. Middleton the city, where we stayed for three nights, is about 110 miles West of Rosslare and about ten miles East of Cork. We stayed at The Middleton Park, this is a fine Hotel with a pleasant and helpful staff. After arrival at our hotel that afternoon we enjoyed a Champagne reception, where we found Heather and Randall Bevan, who were with us at the first 20hp Rally that we attended in Portugal and Spain in 2000. It was a delightful opportunity to get acquainted with some of the members of the tour. The canapés served at this reception and our first dinner were the overture to the symphony of excellent Irish cuisine.

The "Emerald Isle" is the appropriate nickname for this verdant country; here, as in England, cattle roam pastures, and sheep look so content in the bucolic country side. Passing villages, with colorful gardens, all these seen from the large windows of GMJ 12, at a vantage point at least 18 inches higher than modern automobiles, and at a speed of 45mph that allows you to observe what you could not normally see from our modern cars.

In this South of Ireland Rally, four automobiles were pre-war: ours was the earliest, 1926; Dr. Robert Kennedy's 20/25 is 1932; there was the Green's 1938 Phantom III; and a 1938 M series Derby Bentley. It was a pleasure to travel in company of such a nice group. Robert and Jill Kennedy's thoughtful leadership and their beautifully maintained GMU40 made us want to follow them, as they had followed us from the Ferry to Middleton.

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### Spare Parts, Sales and Wants

**New-Old-Stock:** David Hemingway from Haverfordwest in Wales tells me that he has a quantity of 20hp spare parts for sale. David has been a Rolls-Royce buff for many years, and over this period he was in the habit of buying up stocks of spares when warehouses, workshops etc were shut down.

He has some original distributor points, of RR manufacture, for the 20hp. These points also fit some late Ghosts, P-Is and early P-IIs. They come complete with screw and spring, and David will send you one for £30 which includes post and packing.

David also has a number of original exhaust pipe sections. The tail pipe (ie the swan neck from the rear of the silencer to the fish tail) is £50 plus £8 p&p. The front pipe

(from the exhaust manifold to the silencer) is £70 plus £8 p&p. He also has new flanges for connecting the pipes to the silencer flanges if you need them, at £5 each. Unfortunately he does not have any of the large nuts which connect the front pipe to the manifold.

David wishes to emphasise that these are original pipes as supplied by RR. They are "full bore throughout, having been made in 'the old way' – not by the more modern compression bending method".

Contact David on 07980512033 any time, or email [hemingway59@btinternet.com](mailto:hemingway59@btinternet.com)

**Engine Block:** John Allaway has a 20hp block, complete with pistons and rings, for sale. The block has been metal-stitched and fitted with liners to standard size; John says the block appears to be in good order and the pistons appear very little used. Block and pistons came as spares when he purchased his 1926 tourer, GLK 74, and John would like them to go to an enthusiast who needs them. Please contact me if you are interested.

**Gordon Best** is looking for spare parts to replace some lost during restoration:

E53188	Front spring shackle, NS
F51517a	Front friction damper connecting tube, both sides
F51516a	ditto, inner links, both sides
F51337	Bottom end cap for above
F51377	Top end cap for above
	Correct Cambridge thermometer (calibrations at 5 deg. intervals)

If you can oblige with any of these parts please contact Gordon on 028 7083 3758 , or e-mail [gordontbest@talktalk.net](mailto:gordontbest@talktalk.net)

**Set of Hub Tools:** in the current Bulletin (issue 291 page 18) Peter Edwards is offering copies of these tools. The Bulletin states that they are designed for 20/25 cars, but Peter tells me he has consulted with Tony James and slightly modified the design so now all the tools are suitable for 20hp cars as well. If you are interested please contact Peter ([pandiconsultancy@hotmail.com](mailto:pandiconsultancy@hotmail.com))



### Hans Deamer and Frank Green

Hans Deamer is an RREC member living in Rhode Island, USA. He wrote an interesting letter to The Automobile magazine, June 2008. The following is extracted from Hans' letter, and from emails he sent me. He is researching Frank Green who owned the Treasurer's House next to York Minster from 1897 to 1930, when he gave it to the National Trust. You can visit the house and see it as it was when Frank left. Frank was a serious car buff and between 1908 and 1930 he owned Napiers, Lanchesters and 13 Rolls-Royce cars, including three 20hps. Two of the latter were bodied as vans to carry luggage on long trips abroad driven by servants, and one was a landaulette. Frank died aged 94 in 1953 in Dulverton Somerset, with some of his Rolls-Royce cars still in storage in the garages next to his last house.

Two of the 20hps still exist although the vans have been rebodied. Hans has the chassis numbers of all 13 and photographs of many of them. He intends to write a detailed article about Frank Green and all his cars, and we look forward to seeing that.

Meanwhile, he has very kindly sent photographs of the two vans, and the following information about Frank's three 20hps (edited from his email):

"1) GH 24 delivered to Barkers on 16th January 1924 to be fitted with a landaulette body. I do not have any photos of this car. I do not think it has survived.

2) GCK 58 was delivered to Myers and Burnell in York on 9 February 1926 and was fitted with a drophead van body, registered I believe DN 8357 but I am not sure of this. I think Photograph 1 shows this car. It has survived and is fitted now with a drophead coupé body and is owned by Philip Clegg, an RREC member and is shown as it is now in Photograph 2.

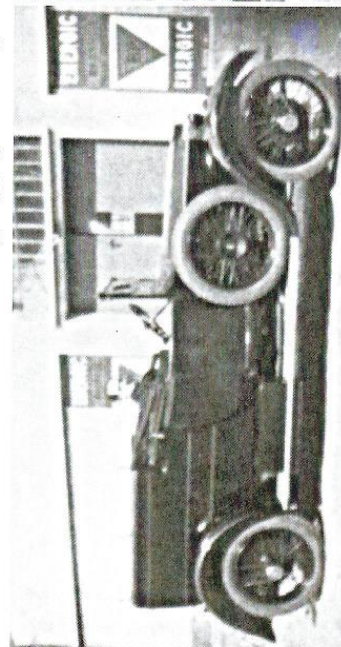
3) GKM 81 was delivered to Myers and Burnell in York on 28 September 1928 and fitted, I think, with a van body very similar to GCK 58 but *not* identical as you can see by looking at Photograph 3 which shows this car when almost new. I believe this photograph was taken around 1930 as I have a photograph of my PII 72 GY delivered in 1930 taken in the identical spot in the same weather and shrubbery conditions.

It *could* be the same van body as GCK 58 but with some modifications to the battery box and other details. Peter Baines was convinced they were indeed two separate but similar bodies. This car survives fitted with a 6-light saloon body painted yellow and black, registered XV 8026 and owned by Robert Quinn, also an RREC member and shown in Photograph 4."

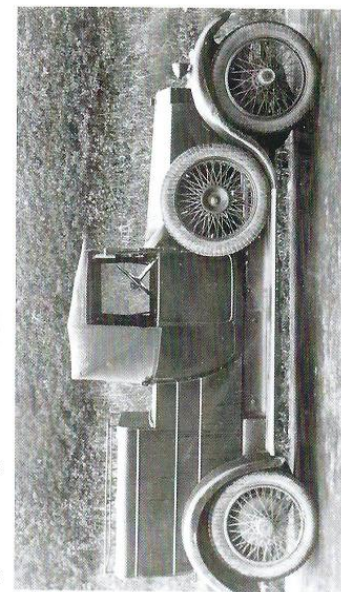
**Hans has a request** for Newsletter readers: "If anyone knows whether GH 24 *has* survived, or has any other information or details or photographs of any of these 20s, or of any of the other ten RRs which Frank Green owned including 72 GY, I would be grateful to receive them."

[hdeamer@whcorp.com](mailto:hdeamer@whcorp.com)

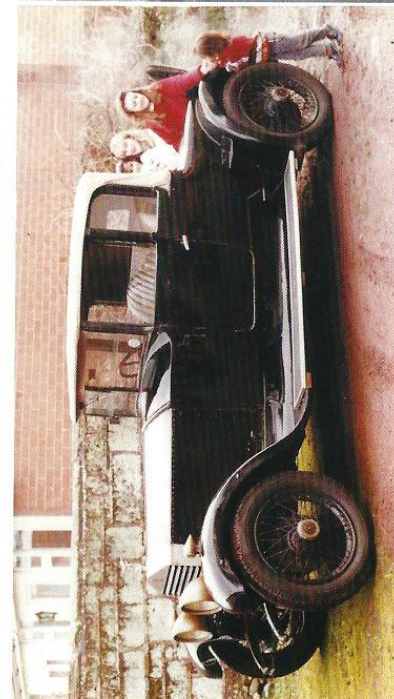
Two 20hp luggage vans originally owned by Frank Green



1 GCK 58 Photograph taken in 1926 when it was new



3 GKM 81 Photograph taken around 1930

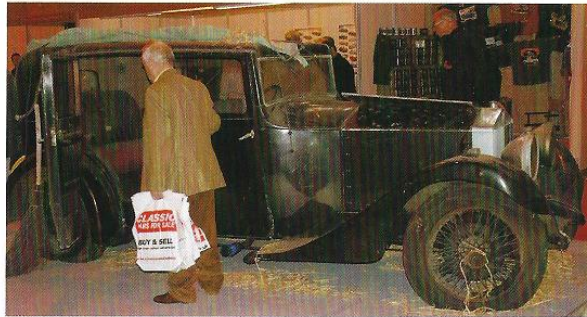


2 GCK 58 today as drophead coupé



4 GKM 81 today as limousine





The RREC was on prominent display at the **National Exhibition Centre** on 15 – 18 November. Part of the RREC stand illustrated how a decrepit barn-find 20hp, GFN 52, could be transformed into a restored chassis, GEN 51 owned by the RREC, and a fully restored car, GDK 52 owned by Steve Lovatt for the last 18 years.

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According to the poster displayed on the stand:

**20hp chassis GFN 52** was ordered by Douglas Scaton in 1928 and delivered in February 1929 having been fitted with Weymann 4-door saloon coachwork.

On 27<sup>th</sup> September 1933 GFN 52 was sold to Flight Lieutenant H W Heslop in Lancashire.

In January 1959 a member of the RREC, Peter Harley, bought it for £125; it had a Barker saloon body but there is no record of the company that fitted it.

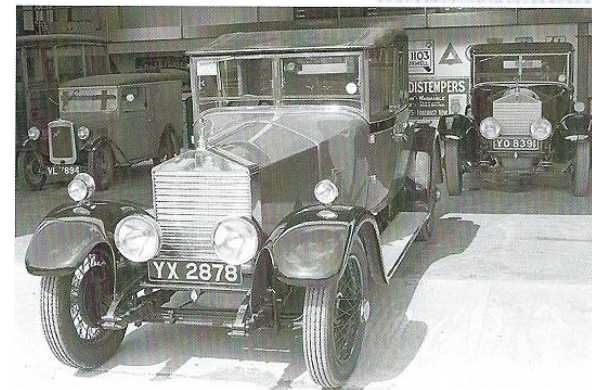
In 1963, Peter Harley decided to re-wire the car and fit new running boards. This work was never carried out and GFN 52 was quietly stored away in a garage until 3 weeks ago.



Older photographs of Paolo Luisioni's car which was featured on the Sao Tome stamp

Left: at the Science Museum - photograph from Paolo

Below: in Bill McAlpine's garage in 1983 with Peter Vacher's replica on GYL 67 - photograph and information from Colin Hughes



Kingsley Sleep recently purchased beautiful Hooper-bodied GBM 65 and joined the 20hp Register. He is active in the Derby Bentley Register, owning a 1937 Thrupp & Maberley.





## WISHING YOU A MERRY CHRISTMAS AND SEASONS GREETINGS

from a motley klaxon of 20hp owners, at Les Moulins du Duc Hotel in Moëlan-sur-Mer, Brittany



Thanks to **Derek and Jenny Johnson** who sent the photograph (top left) of their Hooper saloon GCK 78 parked at R's home, Elmstead House in West Wittering. The occasion was Central Southern Section's Memorial Meeting in April 2008.

Next door live **David and Jackie Gray**. Their house, Hattons, used to be farm buildings on the Elmstead estate, and part of Hattons was R's personal workshop from 1917 until he died in 1933. A commemorative plaque was unveiled by the RREC in 1994 on the wall of their (R's!) garage. Thanks to David and Jackie for the information, and photograph (top right) of their H J Mulliner Weymann saloon GLN 2, aka Poppy, in the winter sunshine outside their garage.

A fascinating history of R's life at West Wittering is included in Ivan Evernden's article on the Club web site (IE worked with R for many years at West Wittering).

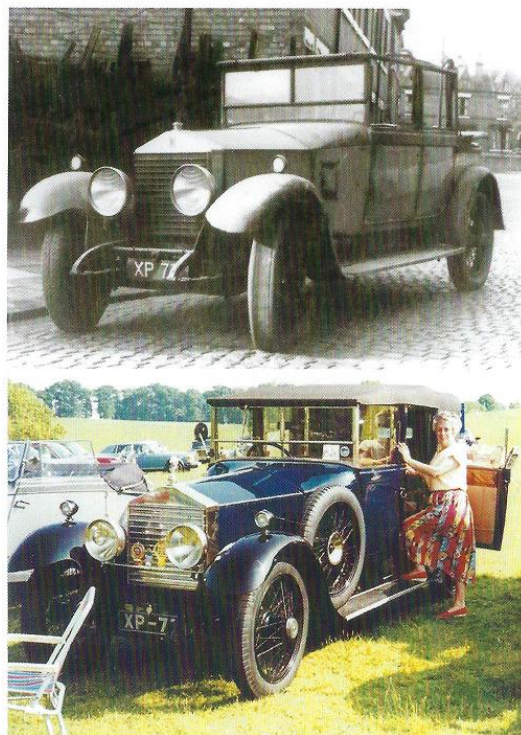


### The Webbs: from California to Ireland - See report on page 10

Left, Yvonne with her James Young saloon GMU 40.

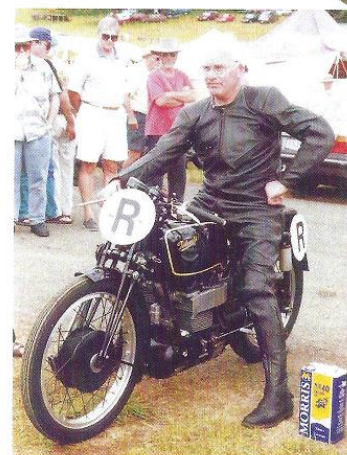
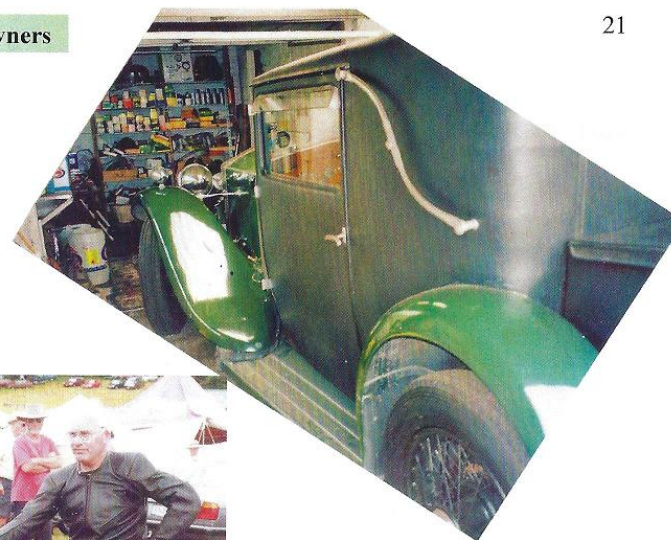
Right, Ivonne, Rob (in red) and Robert Kennedy at Fota House on Fota Island.





**Gordon and Margaret Pollard** have restored their 1923 Barker Allweather (similar to a cabriolet), chassis 57 S 6. The first photograph shows it outside their workshop in 1966. It had American C M Hall headlamps with Tilt Ray lenses. The nearside wheel carries an ancient tyre sole cover. During restoration "originality was the order of the day". Gordon says the car's first owner was HRH Prince of Wales, the future King Edward VIII, and it has won a few "pots" in its time, the last being 2<sup>nd</sup> in the Etat at the 1995 Annual Rally. Gordon is thinking of "moving the car on to someone who warrants the ownership of such a prestigious vehicle ... there are only 3 years in age between the motor and me!"

**Tony Daniels' GYL 41**, which was first bought as a Barker saloon by Oppenheimer for his son Louis. Photograph below shows GYL 41 in Australia before Tony purchased it. See letter page 8



Left and above: **Ivan Rhodes** is Honorary President of the Velocette Owners Club. His 20hp car, SPK 16, has a Cooper fixed head coupé body and Ivan is "looking forward to getting it on the road shortly". The photograph shows the unusual line of the front wing. See letter page 9.

Below: **Stephen Barrett's GUJ 36** as a chassis with previous owner Frank Gilbert. Also Frank's T40 Bugatti on view. See page 6





### Wheel improvement - David and Jane Else's recently restored steering wheel



### Wheel dish - believed to be unique, Andrew and Sally Sington's original dished steering wheel



### Wheel beauty - Hoffmann bearing

This beauty was one of five Hoffmann bearings removed recently from my road wheels; the other three were modern replacements, installed by a previous owner. Evidence suggests that the five Hoffmanns were original, as fitted in 1927, and Tony James told me that it is not uncommon for them to last as long. Only one of the Hoffmanns was graunchy, but so were two of the moderns! I decided to replace all eight bearings, but the question remains: what to do with four apparently perfect Hoffmanns?

Tony James passed on a tip for keeping modern ball bearings in good order and to minimise wear. Simply: do not touch them. Modern ball bearings are sealed for life, and Tony reported that tests by the Admiralty have shown that regular maintenance such as washing and re-greasing actually reduces the life of bearings. The reason is that maintenance, however well carried out, introduces abrasive particles. If you have fitted new large wheel bearings, there is no need to add the three quarters of a pound of grease, as described in the Instructions. If you already have modern bearings, check that they are in good order, and then leave them alone.

### Wheel Issues

**20hp steering wheel rims** were cast in bakelite, and like most RR-manufactured items have stood the test of time very well. However, after 80 years' exposure to stress, oxygen and sunlight there is sometimes a tendency for cracks to appear and they can become quite wide and deep. David Else was very satisfied with Myrtle Productions, who repair and restore bakelite steering wheels. They use polyurethane to repair deep cracks, and if required can restore scratched and damaged rims to original appearance by coating them with polyester resin. David's restored steering wheel is shown in the photographs. Myrtle Productions also have the correct mould to cast a replica 20hp rim, in polyurethane, on to your original spokes.

Repairs start at about £150 plus p&p etc, depending on the condition of the wheel. The chap to talk to is Paul Banham:

<http://www.steeringwheelrestoration.co.uk/> or +44 (0)1843 844962.

Also see: <http://www.myrtleprod.com/store/home.php>

**Andrew Sington** believes he has a unique steering wheel on his 20hp (GOK 65) see photograph. Andrew writes: "Mr Burnett (the original purchaser) was either a gentleman of short stature or he had short arms, as he requested a number of changes to the original specification of UK-2, namely that the gear lever (or 'speed change lever') and the hand brake be 4" longer than standard. The result for me is that these are both at a very comfortable position. However, the various levers on the steering wheel were also presenting problems as they were obviously too close to his chest - but the position of the actual rim of the wheel was fine, so he asked that the hub of the wheel be 2½" further from him but that the rim be in the same position - hence the wheel is 'dished'. I have yet to see another one like it."

### LED into the future

There is absolutely no doubt that soon all car lights will work electronically, and tungsten filaments will go the way of magnetos and leaf springs. Electronic light bulbs are now commercially available, and can be installed on 20hps with real benefits, as described below.

For the last million years or so, we and our ancestors have illuminated the world with yellow flames, the light coming mainly from hot particles of burning carbon. Paraffin lamps as used on the very early cars used this "yellow flame" technology. However Victorian scientists had already discovered better methods of turning heat into light, for example playing a gas flame onto a ceramic mantle, and passing electricity through carbon or tungsten filaments. New portable lamps were invented and they quickly replaced paraffin lamps on cars (Rolls-Royce used acetylene lamps on the Ghost, and they were replaced by electric filament lamps in 1914).



Compared with paraffin lamps, electric filament bulbs were more efficient, but even today only 5% of the electrical energy supplied to a bulb is converted into visible light (8% in a halogen bulb). More than a hundred years after their invention, filament bulbs are still the main source of light in a car. With the world's population rising, and energy use per person increasing, there is a general need for more efficient methods of lighting, and there have been developments. Fluorescent tubes for example convert 20% of the electrical energy into light. It is estimated that in the UK alone, if we switched all our filament bulbs to fluorescent or compact fluorescent (CF) bulbs the savings would equal two power stations of electricity.

This article discusses a more recent innovation, light emitting diodes (LEDs) which have further improved the efficiency of lighting. They are particularly suitable for small applications (eg home and transport) and an additional advantage is that LEDs can be engineered to emit light of any required colour, without the need for wasteful colour filters. LED arrays are now commonly used in traffic lights, hand held torches, and decorative flood lighting systems for homes and businesses. They are beginning to be used for backlighting flat screen televisions, and micro-size LEDs are being developed for generating the colour image itself.

### Generating light

Light is a form of energy, so energy is needed to produce light. When light is emitted by hot substances, as described above, the energy comes from the intense movement and vibration of atoms, molecules and ions. The general scientific term for this process is **incandescence**. Incandescence can never be an energy-efficient method for turning heat energy into visible light, and this is an inescapable consequence of a very important theory - quantum mechanics. (Just had to get that word "quantum" in there somewhere!)

Light can also be generated by various low temperature processes in which electrons (ie not atoms or molecules) absorb energy and then re-emit it in the form of light. The scientific term for this is **luminescence**. Fluorescence, phosphorescence and bioluminescence are three examples of the many types of luminescence.

LEDs operate by an **electroluminescent** process, which in theory could have an energy efficiency approaching 100%. A voltage is applied to a semiconductor device, which energises some of the electrons. Almost as fast as they are energised, the electrons are able to lose this extra energy by radiating a photon of light. Because of the chemical structure of the diode, all the electrons are pumped up to similar energy levels, so all the emitted photons have a similar energy, ie the light has a single colour, or at least has a narrow colour range. By mixing diodes of different "colours", and by using fluorescent coatings on the surface of the diode, light bulbs of any desired colour including white can be designed.

By coincidence, electroluminescence was first discovered in the year of the Silver Ghost, 1907. The British scientist H J Round touched crystals of carborundum (silicon carbide) with wires connected to batteries of 10-110 volts and observed light of various colours. He reported his discovery in *Electrical World*, February 1907,

but it was not until the development of synthetic semiconductors from the 1950s that LEDs were investigated in detail. LED devices became available for special consumer items from the 1970s. The development of LED bulbs for cars started in the 1990s, initially for decorative purposes. There has been extremely rapid progress over the last 10 years, resulting in LED bulbs which are dependable, robust and above all, bright.

### Legality of LED car lights (in the UK)

Some people have debated whether LED bulbs *on their own* are street-legal in the UK. They do not comply with current British Standards, simply because the Standards were set before LEDs became available. A similar situation applies to the so-called xenon lights, but that doesn't stop LED and xenon lights being fitted to new cars. No doubt the Standards authorities will catch up with technology in due course; for example a 2005 amendment to British regulations does allow the use of flashing LED lights on pedal cycles.

A legal pedant might say that LED lights should be used *as well as* lights which comply with the appropriate Standards. This is a peculiar situation because LEDs are generally brighter and more reliable than the Standard-compliant incandescent bulbs they replace! The situation is further complicated by the fact that our old cars have their own special MOT test requirements with regard to lighting. The types of bulbs we use on our cars very often do not carry a British Standard mark anyway.

All I can give is my personal experience: I have been driving my 20hp with LED bulbs for about 8 years, in the UK and other European countries, and have never been questioned by any authority, or failed any MOT test. And I've never seen any report of anyone being cautioned about using an LED replacement bulb providing it has the correct colour.

To be fair to the Standards authorities, early LED car bulbs had certain problems and this fact was, of course, leapt upon gleefully by a minority of luddites. However the quality and performance of LED bulbs have vastly improved over the last few years, such that they are now equivalent to, or better than, standard bulbs in terms of reliability, brightness, and spread of light. The secret is to buy good quality LED bulbs specifically designed for car or boat use. Never buy cheap versions.

### Advantages of LED bulbs in cars

- More efficient, so amps typically reduced to about one fifth or better
- Bulbs, lamp housings and wiring all run cooler
- Long bulb lifetime, potentially many years
- White, amber or red light is produced directly – no need for coloured filters

You can replace all the interior and exterior lights (except headlights at present) with LEDs, eg front and rear sidelights, number plate light(s), brake lights, flashing indicators, and even reversing lights. LEDs also offer the option of fitting auxiliary driving lights for use in urban areas where required, to avoid having to use



headlights. If you have LED lights and switch them all "on", the ammeter barely registers a current, which is especially useful if you need to use headlights as well.

### Types of LED bulbs

Modern LED bulbs designed for cars and boats have circuitry inside them which protects the diode from voltage spikes, as might occur when the dynamo is switched on and off. Early LEDs were sensitive to voltage, but the modern internal circuitry provides an almost constant light output over the voltage range 10-16 (or even 8-30 with the latest bulbs). It is very important to buy these circuit-stabilised bulbs for car applications. You also should ensure that LED bulbs emit light over a wide angle, rather than as a narrow directional beam. The typical price range for these bulbs is £5 - £20 each. Do not buy cheap bulbs!

LEDs are polarity-sensitive and normally LED bulbs must be connected to the battery the correct way round. However some of the more recent types can be connected either way, thanks to the specially designed internal circuitry.

Bulbs are now available for all the different 15mm diameter socket fittings we are likely to need. They are also available for 9mm round, and festoon sockets. It is obviously important to buy LED bulbs of the correct socket type; vintage cars sometimes have old or after-market fittings which differ from those used on modern cars. For example, some double filament sockets (eg side/brake bulbs) have two pins of *equal* height, rather than the more usual unequal pins. And sometimes fittings for single-filament bulbs (eg front sidelights, or divers helmet lamps) have "marine" style double contact sockets, ie the bulb has *two* contacts, and the earth current returns via one of the contacts rather than via the bulb casing. These marine LED bulbs are available from some ship chandlers or via the Internet, see below.

Colour is important. It is most efficient to use a red LED behind a red lens, and an amber LED behind an amber lens. In fact there is no need to use coloured lenses with LEDs. White LEDs are available in "cool white" (bluish) and "warm white" (yellowish, similar to a normal filament bulb).

Regarding flashing indicators, a conventional flasher unit requires a certain minimum current in order to operate. You will have to retain one conventional flasher bulb on each side, in order to provide the current. Alternatively you can replace all the indicator bulbs by LEDs if you purchase a special electronic flasher unit.

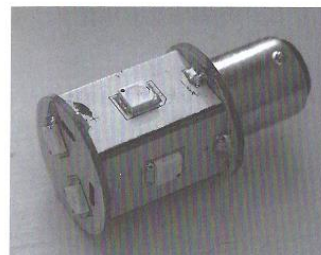
Auto spares shops normally have a meagre selection of LED bulbs, apart from the ones youngsters buy to decorate hot hatches. I bought all my bulbs via the Internet, using UK-based specialist suppliers, for example:

<http://www.norbsa02.freeuk.com/goffybulbs.htm>

<http://www.consumabulbs.com/index.php>

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

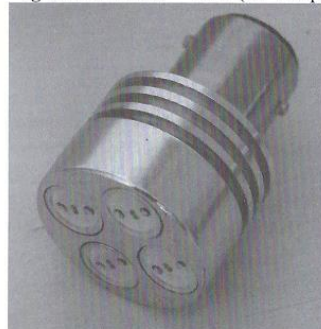
<http://www.autobulbsdirect.co.uk/home.php>



White, single filament, double contact  
*eg divers helmet 1.5w (10 w equiv)*



Powerful white light, single contact  
*eg driving light, fog or reversing light*  
5 watt (25 w equivalent)



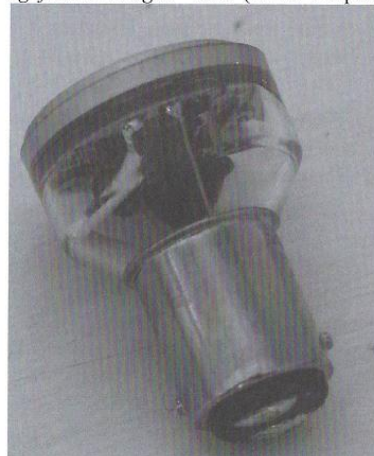
Red light, double filament, unequal pins  
*backward facing rear/brake light*



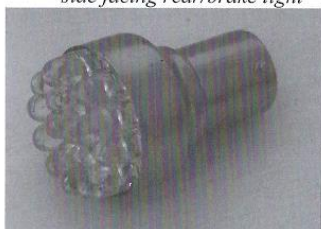
Warm white light, single filament  
double contact (marine), see below  
*eg front side light 1.5w (12-15 w equiv)*



Red light, double filament, unequal pins  
*side facing rear/brake light*



As above, showing internal electronics  
which enables bulb to operate either polarity  
over an 8-30 voltage range



Amber, single filament, single contact  
*flashing indicator*



It is impossible to give specific recommendations, because LED bulbs come in a variety of configurations to fit the various types of light fittings and bulb holders, eg reflector lights, divers helmet lamps, front-facing or side-facing bulb holders etc. New and better bulbs are continuously being introduced, and efficiency improves as the technology develops. Examples of LED bulbs that I have purchased and tested are shown in the photographs; the two top bulbs have side/back-facing LEDs in addition to forward-facing LEDs, so they are especially suitable for reflector lamps.

To summarise, LED bulbs enable you to display bright lights, front and rear, which are reliable, safe and suitable for today's road conditions - without having to worry about draining the battery.

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### Vintage Word - 1

"Car" is a very old English word for a wheeled vehicle: in Chaucer's time the word for a carriage was a *chare* or *car* and in the 1800s car extended its meaning to a railway wagon. It was first applied to automobiles as early as 1896. Where does the word car come from, and when was it first used? It sounds like one of our good old Anglo Saxon words – short, strong and a bit guttural like a lot of our common words such as go, come, house, street. In fact the word car has a long and interesting history, and derivatives of the ancient word are used in many modern languages.

About 8,000 years ago the first farmers started to move westwards into Europe from the Fertile Crescent, gradually merging with and sometimes displacing the indigenous hunter gatherers. Their language, called proto-Indo-European by academic linguists, displaced the indigenous languages, and over thousands of years evolved into various main branches; Greek, Celtic, Latin, Germanic, Slavic etc. (The farmers also migrated eastwards and gave rise to various Persian and Indian languages which are thus part of the Indo-European language group.)

Anglo Saxon developed from the Germanic branch, while French developed from the Latin branch. Anglo Saxon and French eventually came together to give the basis of modern English.

The first farmers had a word, *kers*, which meant "run" and also "carry". Kers became a Gaulish (ancient Celtic language) word *carros* a wagon or cart. After conquering Gaul, the Romans adopted this foreign word to describe a Gaulish-style chariot, and eventually it became a mainstream Roman word *carrus* meaning any two-wheeled carriage. The word was retained in the old French language as it evolved from Latin, and then entered English via the Norman Conquest. It has given us many words associated with run or carry, such as car, career, charge, chariot and of course carry itself.

Modern Irish also uses the word *carr*, but this came directly from Gaulish via Celtic migrations and not via Latin or French.

Even as the Romans adopted the Gaulish *carros*, they already had their own word derived from the ancient word *kers*, viz *currere*, to run. *Currere* has, again via old French, given us another set of English words meaning some sort of motion, for example corral, corridor, course and current.

In French *course* comes from *currere* and means flow. The French word *concourse* means "flow together", or gather. More recently in French it extended its meaning to mean "competition". In English, *concourse* has retained its sole meaning of gathering place, except in the adopted phrase *concours d'élégance*.

So *kers*, a word more than 8,000 years old, has given us both car and *concourse*, the first via Gaulish, Latin and old French, while the second arrived more directly via Latin and modern French.

Rather strangely, two other words in English which sound as if they might be related to the car words, viz cart and cradle, appear to have entered our language via a totally different route. They are believed to derive from ancient Germanic words via Norse, such as *kratto* and *karmr* which mean things made from wicker work (basket and fence respectively). They probably have a different proto-Indo-European root, not related to kers.

So, to answer the original question, car is definitely not Anglo Saxon. *Car* comes via Gaulish and Latin from old French and road vehicles have been called cars since at least Chaucer's time. *Concours* comes via Latin from modern French. Both words can be traced back to a word, *ker*, used by the ancient farmers from the Fertile Crescent. Cart and cradle have totally different Germanic origins, but might be Norse rather than Anglo Saxon.

### Vintage Words - 2

In the UK the Vintage Sports Car Club Ltd have definitions for various periods of production of old cars:

Those built before 31<sup>st</sup> December 1919 are **Edwardian**

Those built before 31<sup>st</sup> December 1931 are **Vintage**

Those built before 31<sup>st</sup> December 1961 are **Historic**

The Veteran Car Club of Great Britain classifies cars built before 1<sup>st</sup> January 1905 as **Veteran**. They are eligible for the RAC London to Brighton run.

The VCCGB accept all cars manufactured before **1919** into the Club

The DVLA (the UK's driver and car licensing authority) defines all vehicles built before 1<sup>st</sup> January 1973 as **Historic**.

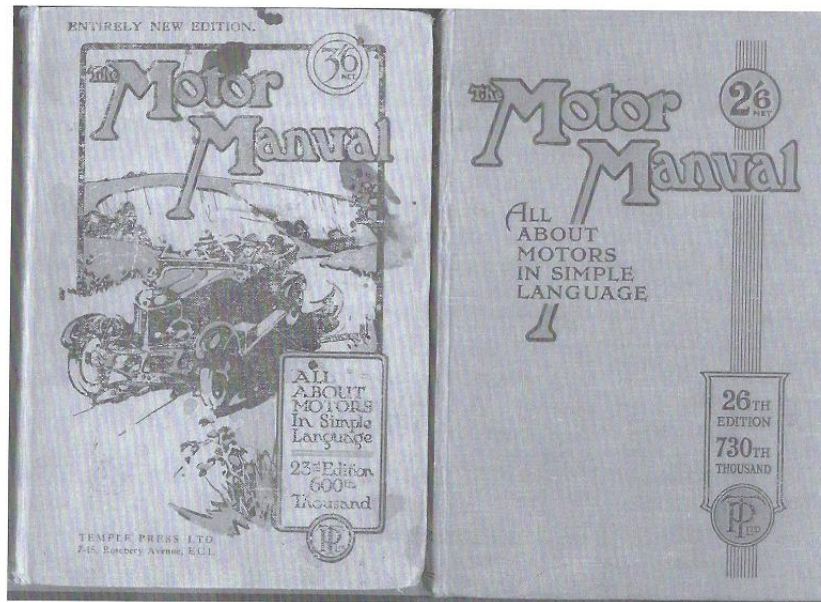
Unfortunately the USA and Australia each sometimes have slightly different definitions.



## Motor Manuals from the 1920s

The first Motor Manual in what proved to be a long series was published in 1903. It was compiled and illustrated by the staff of "The Motor" magazine and new editions appeared frequently, reflecting the rapid progress in technology and the increasing popularity of car ownership. The period relating to the 20hp is covered by Editions 23 (1920) to 27 (1929). These books provide a fascinating commentary on the development of automobiles throughout the 1920s. They can be bought at auto-jumbles and on eBay for less than £10 each, or from Amazon for rather more than that.

The manuals explained very clearly how cars operate and how they should be maintained and repaired. Two extracts of relevance to 20hp owners are reproduced below.



23<sup>rd</sup> Edition, 1920

26<sup>th</sup> Edition, 1927

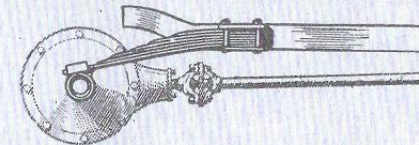
From the 27<sup>th</sup> Edition (1929) pages 65, 66

### THE MOTOR MANUAL

65

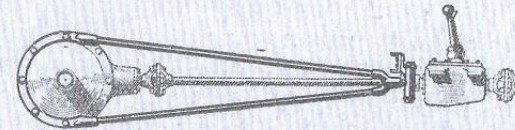
#### Torque Reaction.

It is necessary, at this point, to mention the phenomenon known as "torque reaction" because the means employed to withstand this reaction affect the layout of the propeller-shaft drive. To put the matter simply, the drive conveyed by the gearing and other parts of the rear axle (shortly to be described) loads the bearings in such a way that two "reactions" occur: (a) the axle as a whole tries to revolve around the propeller-shaft axis. This simply has the effect of



Torque reaction resisted by the springs.

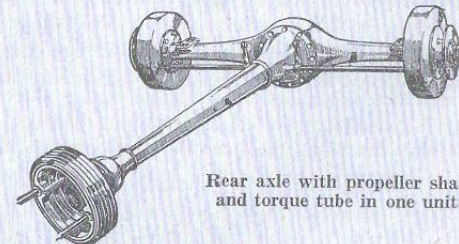
causing a slight inequality in the rear-wheel loads, no special means being usually considered necessary to resist it. (b) The axle casing also tends to revolve on its own axis in a direction opposite to that of the rear wheels. It is interesting to note that the force with which the axle casing tries to turn is exactly equal to the effort applied to the rear wheels: it is therefore considerable.



Torque reaction resisted by torque rods or stays.

#### Resisting the Reaction.

Three methods are in general use for securing the axle casing against movement under this (second) torque reaction. The first and simplest of these methods is to allow the rear springs to take the load.



Rear axle with propeller shaft and torque tube in one unit.



As the axle casing tends to rotate backwards when the car moves forward, the natural elasticity of the springs absorbs this tendency at the expense of additional stresses on the spring eyes and anchorages. This system is often called the "Hotchkiss drive."

The second method is to employ a torque stay, which may be either single or of the triangulated pattern. This is bolted to the top and bottom of the bevel gearcase, with its forward end connected to a cross-member of the frame. This triangulated rod will prevent any tendency of the axle casing to rotate independently of the frame.

The third and most efficient method is to enclose the propeller shaft completely in a case the fore-end of which is carried in a spherical bearing attached to the frame member and concentric with the propeller shaft. Sometimes a fork is employed in place of a sphere. In this drive only one universal joint is employed, this being placed at the fore-end of the propeller shaft.

It should be explained that the action of the brakes on the rear wheels has an opposite effect to the torque action of the drive. When the brakes are applied they tend to rotate the axle casing in the same direction as the wheel is turning, and the torque member has also to neutralize this tendency. Lastly, there is the horizontal thrust, or tractive effort, produced by the driven wheels which actually pushes the car along. In the "Hotchkiss drive" this force is transmitted from the axle to the frame through the springs, as is also the case when a torque stay is used. When the propeller shaft is enclosed, however, the torque tube transmits the force direct to the cross-member to which its forward end is secured.

The pages above, from the 27<sup>th</sup> Edition, describe various torque and thrust forces which are transmitted through the shackles and road springs, causing the latter to bend and oscillate in complicated wave patterns. The 20hp uses the simplest method of dealing with these forces, called the "Hotchkiss drive". It is not surprising, considering how rough the roads were at the time, that the 20hp instruction manual advises 20hp owners to lubricate the shackles every 500 miles.

This paragraph reproduced on the next page shows that Hispano-Suiza had introduced their mechanical brake servo system before 1920. Rolls-Royce embarked on a programme to develop a brake servo of their own, and eventually settled on a design based on the Hispano-Suiza system. Rolls-Royce began to install their mechanical servo in Ghosts in late 1924, and in 20hps during 1925. Rolls-Royce continued to develop and improve their servo, and it was fitted to all models up to 1959.

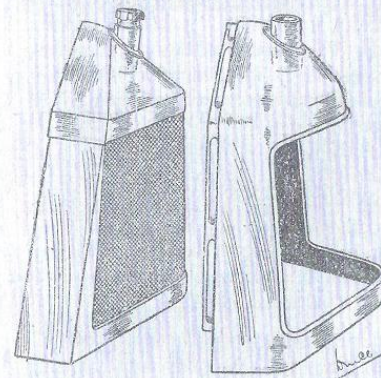
The same paragraph also discusses the benefits of a separate radiator core – a development that Rolls-Royce did not introduce until they launched the 3½ (Derby) Bentley in 1933.

## Power Brake Operation

47

### A Novel Form of Brake Application

An entirely new form of brake application is fitted to the latest model Hispano-Suiza car. The chassis is fitted with brakes on all four wheels, and the designers have incorporated a small piece of mechanism, which is driven off the propeller shaft. When the driver applies the brake pedal, the muscular energy which he expends does not apply the brakes, but it causes a form of friction clutch to be put into engagement with the positively-driven device on the propeller shaft, and the momentum of the car is employed to apply the brakes. By utilizing the momentum of the car to apply the brakes, instead of relying entirely upon the strength of the driver, a very notable departure from standard practice has been made, which opens up possibilities of similar developments, which in time will result in the driver having to use very little strength to operate any of the controls.



A two-piece radiator. The more delicate honeycomb component is built in one unit, which is surrounded by a light steel pressing, which takes all strains due to frame bending, etc.

### Hidden Away

**Neat Side Screens** Shôn and Anne Ffowcs Williams have a Hooper tourer, GHJ 8 which has a neat arrangement for storing the side screens, see photographs A, inside back cover. The interior door panels hinge down, revealing the screens which can be raised and fastened in place. Finally the door panels are reinstated. Their car and window is described in Fasal, page 381.

Peter Glossop also has a Hooper tourer, GHJ 66, with identical folding side screens. Peter explained that his car was originally a Hooper limousine first owned by Lady Edwina Ashley of Broadlands. In the 1960s it was owned by Mr Hope who borrowed the very



same GHJ 8 so that he could replicate its body for GHJ 66, complete with the folding side screens. At that time GHJ 8 was owned by Mr S J Skinner, and the replica body was made by Edmund Metals in Plymouth.

**Clean under Bonnet** David Card writes: "If you lubricate the water pump on a 20hp perhaps a little too often the result is a line of flung out grease inside the bonnet and down the side of the block in a line level with the joint just behind the fabric drive. This is always an unsightly mess. I have made up a simple cover and hopefully the design is self evident from the photos attached, **B**. After some thought I carefully cut up a length of brass from the dust cover of an old French drum clock. The band of brass is wrapped round the fabric drive about a ½ inch larger than the drive diameter. This is then fixed to a bracket by way of a 4BA screw with a wing nut for ease of dismantling and occasional cleaning. The bracket is made of mild steel and is mounted in such a way as to utilise the two nuts that fix the half moulding keeping the water pump in place. I first made the bracket from paper so as to get the design right and then opened it out on a flat sheet of 22 gauge mild steel and cut out. The whole job including painting took no more than two hours and if made well it looks as if it should be there. This has been on the car now for a couple of years and has proved most successful."

**Cool Autovac** David Else writes: "Vaporisation affects some cars with an Autovac. With two apparently identical cars one can be affected and one not. Mine was affected and I tried the non-return valve approach without success. When I thoroughly cleaned the block and re-tubed it, vaporisation was even worse, probably because I could maintain my running temperature of 75°C with the radiator shutters less open. After much research with thermo-couples at different parts of the fuel system I found that when the Autovac reached a certain temperature vaporisation would most probably occur. The solution was simple; lag the Autovac, photograph **C**. No further problems! In Europe winter petrol has more butane added to ease the starting of modern cars. Butane causes the problem - I have never found the problem in the summer, or on the continent where less butane is added. This is what I was told by a petroleum industry expert."

**Cool Under Bonnet** After my thermometer was refurbished (new ether bulb, new tubing and new Bourdon tube for the gauge) there was a worrying intermittent problem with the gauge needle. It would begin to vibrate violently as I drove along, and then just as suddenly the vibration would stop. After thinking and checking, I came to the theory that the large coil of tube, visible in photograph **D**, was getting too hot from the exhaust manifold under certain driving conditions. The ether in the tube boiled causing the needle to vibrate. The only way to test this theory was to shield the tube from the heat source - by making a curved shield from steel sheet, and an aluminium bracket to fix it to the two rear inlet manifold studs. Instant success: three years on, and the needle has never vibrated! One feature of the shield is it can be removed easily if preferred, for concours judging.

The curved shield protects the ether tube by blocking radiant heat from the exhaust manifold, and deflecting downward the hot air which has flowed over it. It would seem likely that as an extra benefit the shield prevents the Autovac getting too hot.

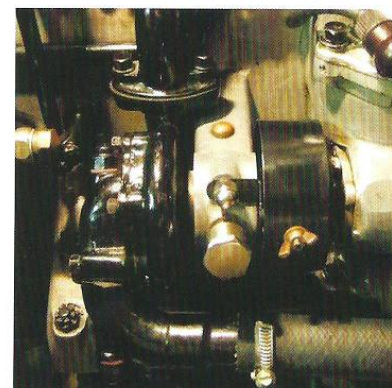
After fitting the shield I fitted a thermostat in the cooling system (see Newsletter 19) which allows the car to run with the shutters open all the time. The extra draught would also be expected to help cool the Autovac.



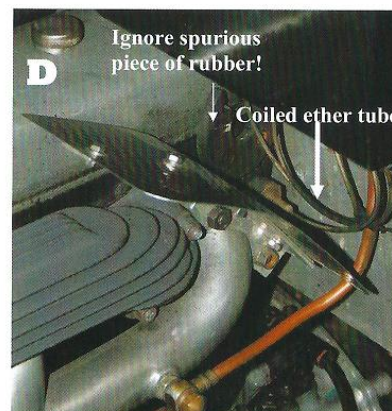
**A**



**B**



**C**





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