



# ROLLS-ROYCE ENTHUSIASTS' CLUB

*for Rolls-Royce and Bentley owners*

## The Twenty Newsletter

*for the 20hp Register*

Number 4

February, 1996







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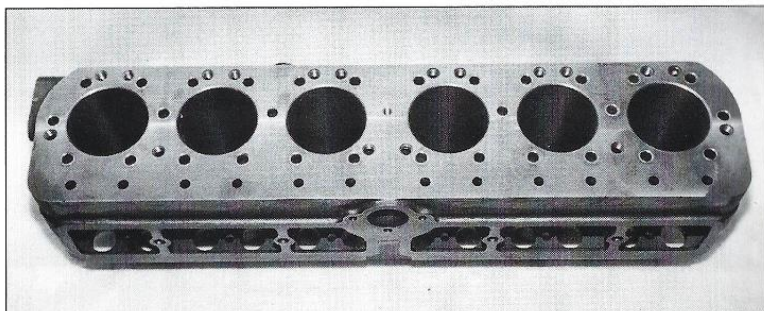
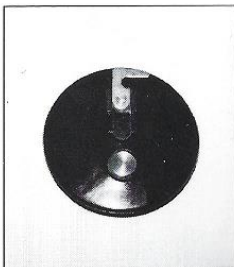
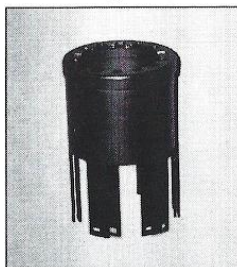
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## The Twenty Newsletter

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### *from the Editor*

After producing the first three issues of the 20hp Newsletter, one is left with a deep feeling of 'how do we keep up the standards?' There is but one answer to that - we must aim to satisfy the very people for whom this small publication is designed, ie the Members. However, the content of such a publication doesn't grow on trees - but I am delighted to say that a small number of you have been consistent supporters, and your contributions are gratefully received and printed. However, as in many walks of life, there are always those who are prepared to give, but they are considerably outnumbered by those who are not - why should I be surprised that the membership of the R-R E.C. does not break this long-standing tradition? As custodians of such wonderful memorabilia, I would have thought each and every one would have a story to tell or some nugget of information to pass-on to the rest of us. Alas, this seems to be far from reality. It just makes Editorship less of a privilege and more a labour ..... of love!

Due to a change of employment, my year after Brittany has been less orientated around my '20' being more concerned with earning a living! However things are improving and as I write this preamble, I am delighted to see that we have been saved the £70 annual Road Fund Tax on our charges. Now I know this may sound a little cavalier, but as the cost of fuel has been increased by over 16p per gallon, it is likely that the overall saving is somewhat less than expected - ie some £10 less for every 1000 miles driven worked out on the basis that we get 16 MPG. From talking to other '20' drivers, 16 MPG seems to be a reasonable average, and 1000 to 1500 miles per annum is not unusual. So whilst we see a saving of £70 on the one hand, an additional cost of £15 appears on the other. (If you are interested in figures, the break-even point is approx. 7000 miles per year! Any more than that and you are paying serious money over having an FOC Road Fund Licence).

*The Twenty News* is published twice yearly for Members of the R-R E.C. 20hp Register.

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... to whom all articles for publication should be sent. Any errors and mistakes are purely due to the Editor's inexperience. The views expressed in this Publication are not necessarily the views of the R-R E.C. or its Officials and who take no responsibility for information contained herein.

ALL OTHER COMMUNICATIONS to the Secretary please!

*Cover Photograph  
Side by Side by ... on the  
road to Ronneby Brunn,  
Sweden. On the left is  
Grahame and Mary Moore's  
1928 Park Ward Limousine,  
and on the right is David  
and Jane Else's 1928 Binder  
Saloon. A thing of beauty is  
a joy forever, and two are  
even better!*



As is often stated... 'there's no such thing as a free meal'.

With regard to the re-taxing of our Motor Cars, it was understood that one should still apply to a Post Office for a Road Fund Licence, taking with you your insurance and MOT Certificates - you would then be issued with a Licence Disc at a cost of...nothing! **This is not the case!** I have found that it is necessary to get a V10, insert in the Taxation Class on the reverse 'Over 25 years' and either take or send it (along with your V5, Insurance and MOT Certificate) to a Vehicle Registration Office - NOT a Post Office. In this way, the information at the DVLC will be kept up-to-date which seems perfectly reasonable. Apparently, the V5 will not be returned direct to you but will be sent to the DVLC at Swansea to have the Taxation Class altered from 'Private/Light Goods (PLG)' to 'Over 25 Years' and then on to you eventually.

One of the great advantages of being a member of the R-R E.C., and in particular the '20hp Register' is that there are like minded Members all over the place. During the summer, I had need to visit the Channel Islands on business, and not being backward in coming forward, contacted Tod O'Donaghue and his wife Marita whom Sally and I met in Brittany earlier in the year. No sooner said than done, I was a house guest for two days during which time I was treated right royally - even to the degree of being taken out in Tod's early Vauxhall. I think that was to stop me going again! What a wonderful experience though - a car considerably quicker than our 20's, but my, how one can see, feel and hear the difference in the engineering. Eddie Deffains, who also recently joined our ranks by acquiring the lovely '23 Barker Limousine previously owned by Tony Smith (your Editor giving the introduction at Althrop) was also most generous. I can't wait to go back!

You will see a reference in the Secretary's notes to a celebration of the 75th Year of the 20hp. As this will be an event in the North, it will be an ideal opportunity to all those who have found that the long drive south has precluded them from attending functions, to show just how strong the Northern contingent really is!

On a similar note, I have been in contact with the Scottish Section of the R-R E.C., and I mentioned that, as strange as it seems, we are very short of Members for this Register from North of Hadrians Wall! I know we Sassenach are a strange lot, but perhaps someone from the land of 'the water of life' will let me know what we are doing wrong. A small bottle of 'the hard stuff' for the most original answer! Now if that doesn't get you writing, I despair! However, since first writing these notes, I am delighted to see that Andrew Jackson and Tom Muir have been joined by Iain Sutherland who lives in Brora. Now I don't wish to be difficult, but I would like to see some of the Scottish Members who live a little nearer so that we can plan a visit sometime - 50 miles south of John O'Groats is just a little more than an average trip! Iain - you are a most welcome Member. Are there many more of you up there? I'll bet you have a Winter's Tale (or two) to tell!

It is also with some pleasure I received the first copy of The Derby Phantom Register Newsletter dated August 1995. The presentation is as per 'The 20hp Register' which should make us all feel good, but I was drawn to an article about the Phantom 11 fuel system. It appears that this is an area with problems experienced by models other than our 20's and either wasn't a problem in the 1920's and 1930's OR the petrol we are using is at the bottom of it. I am confident that the latter is the cause particularly as we winter drivers don't come across it at all. Volatility / low boiling point, call it what you like, but it does effect many one way or

the other.

Incidentally - don't even consider leaving your engine blocks empty over the winter. This is one way to create a real problem when you fill up for the Spring. The cost of a dollop of antifreeze is considerably less than having to remove the head and degunge it. Also, as we can now keep our Motor Cars on the road all year, I can attest to some wonderful fresh (albeit short) trips during the winter. An hours drive over the Xmas break, so long as the roads are dry, will give you something to look forward to come April! I do it every year (with the hood down of course) and it certainly helps to clear ones head after all the food and booze.

I know David Mitchell relishes a drive in the snow - but I think Jim Black from Craigavon in Northern Ireland has other ideas (see his article 'Jerusalem or Bust'). How I would love to go to Israel in GOK65. Time is not on our side, and this is likely to be a most demanding but ever so rewarding trip. I suspect there won't be much snow so possibly David Mitchell won't be going after all!

Incidentally - it may come as a surprise to those who have 4-wheel brakes that the system includes an anti-locking device. I can attest to this when I went out on Xmas day (1995) and hit an icy stretch of road. A quick jab of the brakes and the rear wheels locked up. When this happens, the power to the servo ceases and consequently no servo pressure or assistance exists and the brakes free up. The reason for this is that when the rear wheels cease to rotate, the driving force to the servo is disengaged, thus leaving the system to reset. The road wheels start to turn again and servo assistance recommences. Anti-lock brakes will never catch on! Should the engine stall under these conditions, the foot-brake still operates, but somewhat less effectively than with the servo assistance. Mind you, I did have the

servo reconditioned by Ristes a couple of years ago - worth every penny!

I understand that some Members would appreciate the name of a spouse / partner to be included in the Membership List. If this is the case - please advise me and I will do all I can, but please be aware that when printing the list, space is at a premium and consequently to add, say, Eve to Adam takes little space, but if your name is 'William and Mary Tudor-Windsor-Hapsburg', we may have a problem!

I recently had the pleasure of taking the original shutters off a spare radiator I have as a Member needed them for his restoration project. Once bereft of these rather ugly add-on devices originally fitted, I have cleaned up the radiator and found it has a small plaque numbered '107' on it. Does this mean it was from the 7th chassis made as I have been advised? Can someone help with this little conundrum? The other identity plaques are not there so it is obviously from a very early series. Anyway, it has cleaned up beautifully and will grace a wall one day!

With regard to Page Sponsorship, Her Majesty's Government (in the form of the VAT MAN!) has decided that if we continue to have Page Sponsorship, then VAT should be deducted from whatever funds come in. This of course is not what the individuals had in mind when making their donations. Therefore, it is regretted that I am unable to acknowledge the kind donations from Wyndham and Norma Rees of Treorchy, Mid Glamorgan: Thomas Muir of Kirkaldy, Scotland: Mike Willison of Edenbridge, Kent: Philip Hall of Farnborough, Hants: Oliver Berwin of High Ongar, Essex and Jim Black of Craigavon, N Ireland and the Millennium Grand Tour of Ireland!



## *The Secretary's notes*

The informal get together at Althorp was well attended and some useful suggestions and comments made. I am very much aware that as yet the Register has not held an event in the Midlands or The North - the division of Members is around 40% in the North, many within 85 miles of Manchester and the remaining 60% primarily around the Home Counties. The Lakeland Visit was postponed due solely to the overwhelming demand that we should return to Brittany in 1996. The majority of members on the holiday - 20% of the membership - felt that they would prefer to holiday for a week or so on the Continent rather than a week somewhere - preferring a long weekend in the UK. Now before you are all up in arms, may I ask you to let me know by letter, of your views on this, and future decisions will be based on your responses. I would very much like to see a long weekend event in the Yorkshire Dales, Peak District, Lakes or wherever, but the Management Committee have ruled we are only allowed one Register event per year.

Would you rather have a weekend or a week in the UK or a week on the Continent?

One fact has emerged very clearly - it is considerably less expensive to have a week's holiday in France than a week in England! However in 1997 we do have a long weekend event based at the Palace Hotel in Buxton - more details further on.

Talking of Ireland, Member Jim Black who is planning the Millennium Tour of 2000 is provisionally planning to do a tour of the whole of Ireland in September 1996 - around 2000 miles - if you are interested in all or part of this, please contact Jim direct to discuss it. (As he is a new Member, his phone number is 01846 612975 - Ed).

For 1996 we are returning to Brittany and

there is a full and varied programme planned, differing considerably from the 1995 visit but still based on the Hotel Domaine des Ormes de Bretagne. If you are interested, let me know and I might be able to fit you in if there are any cancellations. The total cost is only £375 per person for 7 nights D,B & B including ferry and cabin on board.

In May 1997 there is to be a visit to Normandy for 7 nights - more details and booking forms will be available later in the year. Initially, the dates were 10th to 17th May, but there are a number of Members who may wish to attend the SoE Rally, it is being considered that the Normandy Trip should commence AFTER the SoE Rally, ie Sunday 12th May for 6 nights. The ferry is but 50 miles from the rally site and a group dinner could be arranged - but I would need your views on this as a matter of some priority. PLEASE ADVISE! We will be based near Caen and this event will in no way duplicate what is happening on the Euro Rally which this year is being held in Deauville from 13th September.

At the 1996 National Rally, there will again be an informal get-together with wine and orange etc, so please do join in what will be an open discussion and any views and comments will be appreciated. For Members whose Motor Cars are unable to attend, please still use the 'Gazebo' as a Meeting point.

As 1997 is the Seventy Fifth year of the 20hp, a major weekend event is being planned based on the Derbyshire area. The Management Committee have all agreed that this will be a National Event, so we can still have our Week's Holiday in Normandy. The dates for this event are from Thursday 26th June 1997 making a long weekend, but Members will be able to join on the Friday 27th for 2 nights subject to hotel room avail-

ability, and also on the Saturday 28th June for 1 night - local Members can attend for all or part of the Event without hotel accommodation. A full and varied programme is being put together including a visit to the National Tram Museum, Civic and hopefully R-R involvement in Derby on the Saturday, and a major gathering at Chatsworth House on Sunday 29th June. More details later in the year, but please make a note of these dates - 26th to 29th June 1997 - the 75th Year of the 20hp. The approximate cost for the hotel for 3 nights D,B & B is £175.00 per person including security, lunches and admission charges where applicable. (2 nights approx £145.00). Naturally these costs are provisional and will depend on the numbers attending etc..

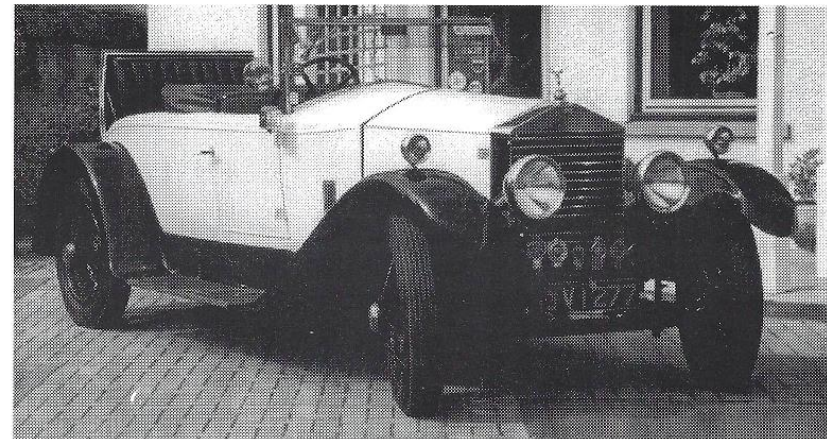
In 1998 (yes - we do need to plan ahead!) an event in Southern Ireland is being considered. This would be more convenient for the Northern Members rather than the usual trek South, but the costs could be somewhat more than a similar trip to France. Pricing could be in excess of £700 per person (£400 for D,B & B and £300 for the ferry). Has anyone got any information which could be useful or maybe

some influence with the ferry operators - their prices are excessive!

After 20 months in operation, the 20hp Register has set the standards for the other registers. The original requests for donations raised some £700 which is now running out. The twice-yearly Newsletter is just self financing. The original List of Members was a costly print run and needs to be re-issued which we hope will also be self funding.

The day-to-day running of The Register also requires funding - the biggest single expense being postage. Your continued donations are gratefully received. We feel it is better funding The Register in this way rather than asking for annual subscriptions. The Register keeps impeccable accounts and all balances etc are under the control of The Hunt House Management Committee. However this small task should be looked after by a Treasurer - so if there is one out there who can take this on, please contact The Secretary.

Incidentally when you purchase spares or use services provided by our Advertisers, please always mention The Newsletter so that the Advertiser can see that their contributions

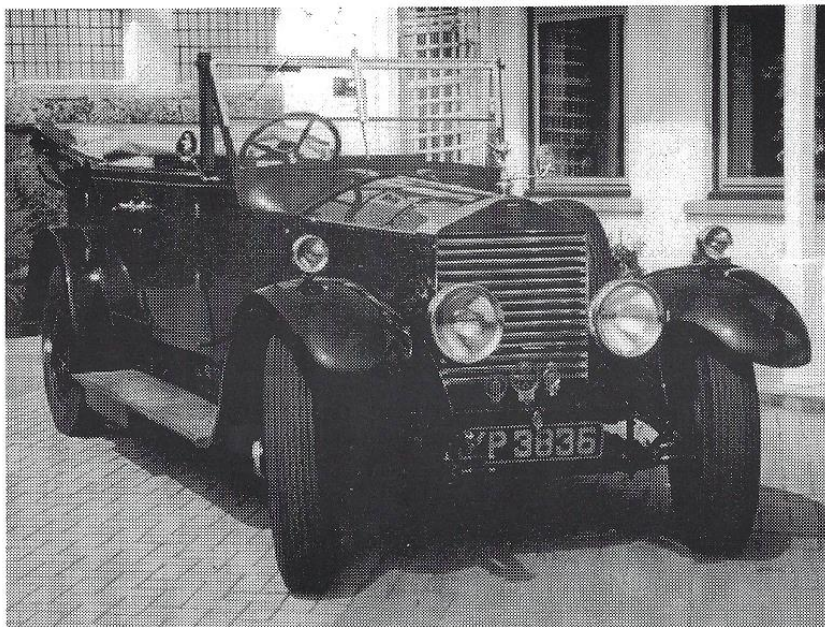


1927 Claud Hamilton belonging to Thomas Muir of Kirkcaldy.



do create business and consequently motivates them to continue their support.

I recently attended the Euro Rally in Sweden with 40 other UK Members which included 9 20hp Motors Cars which created considerable interest. An interesting observation is the way different Nationals react when they see Pre-war Cars which may be the same with newer models but I haven't had that experience. In France they clap their hands, in Germany they smile and give the 'thumbs-up', in Sweden they stare and nod their heads in approval. In England, they look, stop dead in their tracks - usually in the middle of the road! *(In Italy, we experienced groups gathered at the roadside who clapped, whistled, waved and even blew kisses - but I suspect it depended on the passenger! - Ed).*



1926 Barker Cabriolet belonging to Thomas Muir of Kirkcaldy.

Several Northern Members have mentioned that they will be visiting France in their 20's a few weeks before the Brittany Trip. Consequently, I have made provisional arrangements for those interested, to park their modern cars prior to the first departure, near to me - secure but NOT undercover. Upon return, the modern car can be collected and the 20hp left (this time it is hoped undercover as well as secure) until departure for Brittany. Upon return from Brittany, the modern car can be collected prior to the Christ's Hospital 5 Section Rally. If you interested in further details, please contact me as soon as possible.

May I take this opportunity of wishing you a trouble-free season ahead.

## Sweden in September

By Jane Else

Of the 110 Motor Cars which entered the Euro Rally 1995, eight 20hp's rallied to the leader's call of 'Sweden in September' All were British owned - the Grews in their Barker Tourer, The Kellys in their Doctor's Coupe, the Hemmings in their Park Ward Landaulette, Keith Jay in his Golfers/Doctor's Coupe, the Mitchells in their Shooting Brake, John Dixon and the Moores in their Park Ward Limousines and David and I in our Binder Saloon.

We took our place on the Harwich quay with the forty-one strong British contingent after an uneventful eight-hour drive from North Wales. Photographs were taken alongside the 'Princess of Scandinavia' and the scene was set for what was to prove to be a wonderful experience of Swedish friendship and hospitality. After a calm and most enjoyable North Sea crossing, we arrived in Gothenburg the following evening followed by a short drive which took us to the Europa Hotel for a good night's sleep. Sun rise saw us on Shank's pony seeing the sights of the City and allowing the cars to have a well earned rest prior to the 250 mile drive to Ronneby the next day.

A very worthwhile hour-long canal trip, on which we really did have to duck low to pass under some of the bridges, had been organised for us. Our young Swedish guide pointed out the all-too-numerous-to-mention places of interest, and afterwards we went 'walkabout' to Haga, the old part of Gothenburg with its wooden houses loving-

ly restored and church with its very English influence. We climbed the steep hill to Fort Skansen Kronan with its views across the Gota River and the City.

Friday saw us ready for the off on the drive South to Ronneby Brunn. Graham and Mary Moore in their 20hp joined us for the drive. Once we had negotiated the early morning traffic and were on our way, we could relax and enjoy the lovely straight tree-lined roads, the dense evergreen forests and crystal clear blue lakes. We encountered little traffic and one could sense that these little 20's were enjoying every minute of it. In fact, so pleasant was the driving in Sweden, that Mary and I both felt encouraged to 'have a go'. It was indeed exhilarating and not once did our menfolk suck through their teeth!

The lunch-time stop was at an amazing museum where ham rolls and coffee went down extremely well. There was a delightful collection of children's toys from pedal cars to wooden horse-drawn sleigh. Old Rolls-Royce stood among other cars, all in immaculate condition.

It was time to press on. It isn't often necessary to overtake a vehicle but ahead was a caravan obviously doing less than our 45mph. As we pulled out to overtake, I was ready with camera to record John Dixon at the wheel of his 20hp with navigator Bill and their mobile home in tow! We were to learn later that John had driven Bill from Normandy where he had been taken prisoner more than 50 years previously. They



joined the rally in Sweden and were then to cross to Gdynia in Poland to visit the village where Bill was a PoW for five years - remarkable! Once again it was a great feeling to arrive at our destination without any problems.

Saturday, with the sun shining and some preferring not to venture too far, my driver was set on going to Orrefors - one of the centres of the glass making industry. The light traffic and the tranquil scenery made it a very pleasant drive, at the end of which we didn't feel we had driven all of 194 miles! That evening we enjoyed a banquet, sharing a table in the company of Graham and Mary Moore, John and Liz Field and four members of the Swedish Section. To a drum roll and a clash of cymbals, Eri made a dramatic entrance lying prone along the back of an elk (stuffed - the elk, that is, I hasten to add!), his arm tight around its neck, not looking quite as confident as he does at the wheel.

Sunday was the Concourse d'Elegance with Ben Grew's 20hp winning the Best UK Entrant Trophy. Unfortunately it rained heavily but it didn't dampen the local Swede's enthusiasm and interest in our Motor Cars. That evening we were taken by 'bus to the Kosta factory for a Hyttsill - a super evening's entertainment with a buffet supper and a glass-blowing demonstration resulting in a colourful dish and a Spirit of Ecstasy.

Monday included a drive across the longest bridge in Europe to the island of Oland. Once again, the sun shone and we drove to Borgholm with its massive castle remains. The island abounds in ancient relics, old windmills and churches with

lookout towers. Another 219 miles!

The following day had us on a boat trip to one of Sweden's 60,000 islands where we enjoyed a barbecue and games organised by two of the Swedish organisers. What a fun day - those games really brought out the child in us all. I'm sure there will be parties in England which will end up walking on planks!

Wednesday was a free day to do our own thing, so we took to the road having plotted a route off the beaten track. The pine forests were so dense as to be dark inside. Deer skipped across our path, red squirrels and butterflies abounded. When the tarmac turned into a rough track, I began to wish I had packed the flares. Where was my spirit of adventure? There's nothing like grass growing down the centre of the road to spur my driver on and put me in a state of panic. Needless to say, our sturdy '20' brought us back to civilisation and once more purred into the hotel car park having clocked up a further 184 miles.

Another rainy day followed but we had to make the most of our stay at Ronneby, so we took to the road again and went west to Karlshamn and Solvesborg, covering another 106 miles. It really did rain but it was a good test for the roof repairs David had carried out last winter. Not a drop!

Friday saw an eight hour drive of 248 miles back to Gothenburg accompanied by Graham and Mary. It seemed neither long nor tedious. To drive at 45mph reduces the stress of a long journey with no frustration from having to overtake - 'they' all overtook us!

As we sat with our picnics, we were approached by a Norwegian motor cyclist

who was interested in the Cars. Speaking in perfect English, he said he had never seen such old Cars, never knew they existed. I think this made his day. The final dinner at the hotel was a very happy occasion.

We covered 1943 miles 'door-to-door' without a hiccup, consuming 109 gallons of petrol and 3 1/2 pints of oil, giving 17.8mpg

and 570 miles per pint of oil. Once again, Rain-X on the windscreen proved its worth.

Without a doubt, these rallies are a most enjoyable experience. The fact that David found Clas Ohlson, a tool shop of gargantuan proportions put the icing on the cake for him. For me, there were so many memorable occasions. It was all a great adventure.

## Letters to the Editor

### **Millennium Grand Tour - Jerusalem or Bust in the Year 2000** *by Jim Black*

Luigi Barzini wrote the marvellous book 'Peking to Paris', a copy of which I had presented to me for my 12th Birthday, the year being 1974. At the same time, the Lord Mayor of Belfast was being silently chauffeured around the City in a beautiful dark blue Rolls-Royce Silver Cloud. I first became enthralled with the car at this early age whilst it was parked outside Belfast's City Hall and I resolved there and then to someday acquire a Rolls-Royce car and reenact the Itala's exploits but not from France to China, but from Ulster to Israel, thus touching the continents of Europe, Africa and Asia on the one trip.

The years went by and it was only in recent times I would have been financially comfortable enough to contemplate achieving the ambition, and in early 1995 'GEN39' was acquired from John Luce of Devon, confirmation having been received that the Northern Ireland Training and Employment Agency would assist with the necessary renovations to the body. Many other sponsors have been found including Ristes Motors of Nottingham and the project is now at the stage where the car will take to the road for trials.

We will endeavour to carry the relevant kit that we will need on the main tour and we hope to put several thousand miles on the chassis over the next year. I have spoken to various section Secretaries and also to David Dudley and I am assured of the assistance of The Club. Confirmation has been received from our Israeli Committee that we will be able to take the car into the Old City of Jerusalem to within 200 yards of the Temple Mount.

I feel that events like this can only prove that our old cars are still capable of marvellous things and will show to the world the spirit of adventure which made Britain so famous and is still alive. It will also prove to the world (if proof is needed) that the Rolls-Royce car, of whatever age, is still the best.

I would like to thank The Club thus far, especially David Dudley and Keith Jay, for their kind assistance.

### **Overheating?** *by Tony James*

Sir Henry did not design the 20hp to overheat. Prototype and experimental Goshawks regularly journeyed to, and were tested in, the South of France under Sir Henry's stern supervision. They did not overheat.

Therefore, should a '20' overheat, the cause of the problem should be rectified. Exterior pipes added to the engine as suggested in The Twenty Newsletter Number 3 only masks the problem. The cause is generally blocked waterways in the block and head. To remove loose silt is not enough.

The only effective way to remove this is by hand, and I use an array of screwdrivers (with the set ground off) and thin blades bent at right angles about one inch from the sharp end. The most effective tool is a piece of copper pipe about one tenth of an inch in diameter and eight inches long, sweated to a tap. Through this, air at 50-80psi acts as an etching tool to remove the scale without damaging the metal.

I have cleaned more 20hp engines than I care to remember. On reassemble, all have run cool and have continued so to do for years.

Sort out the problems, don't redesign Sir Henry's little gem!

*(PS - I would refer to my experience on returning from France and reported in Number 3, where GOK65 boiled all the way from Newbury to Southport. The problem was an accumulation of silt in the top of the radiator, the removal, upturning and flushing of which solved the problem. Whilst there was the remains of a rubber washer (!) floating around, the majority was engine silt, and I should have simply taken a magnet on a flexible wire to the open radiator and 'collected' these bits ages ago. Richard Barton did this to an errant '20' on the docks at St Malo, and the amount of silt withdrawn was incredible. Try it sometime. - Ed)*

#### **Whose a Bright Spark?**

**By Keith Jay.**

I have recently changed from Champion to NGK A6 plugs. Whilst the cost is greater than those in general use, performance appears to be greatly improved with better running and quicker response. I recently

drove from Harwich to Littlehampton, a distance of a little over 120 miles on the M25/M23, with the last 30 miles on cross-country 'A' roads in 3 hours. *(We should keep these hooligans off the road - Ed!)* Over the whole of the Euro Rally, we travelled 1401 miles and averaged 17 MPG - travelling down the Autobahn we were followed by a friend in a modern car and he advised that we were cruising at 56 mph! The 20 ran beautifully for the whole trip. I must admit that an overdrive is fitted which improves the car considerably when cruising.

*(With an overdrive reducing RPM at 56 mph from 2800 to 2100 RPM, we should expect to see a considerable reduction in fuel consumption - I would suggest about 15-20%. Any comment - Ed?)*

#### **Misfire?**

**by Tony James**

Referring to the reply to Brian Elliott's letter in Issue No 3 re the occasional problem of a misfire - this is quite normal.

Refer to Fig 19 'Vacuum Feed Tank' on page 81 of the handbook (Copies available from the Club Shop if you don't have one).

The suction pipe from the inlet manifold provides a partial vacuum in the top vacuum chamber, thus sucking petrol from the rear tank. The drop valve is closed under the vacuum suction and as the petrol flows in the self draining float rises. When the top tank is full, the valve labelled 'air vent' is opened by the toggle lever thus allowing air into the top chamber. A flap valve at the base of the elbow on the 'suction from induction pipe' (not shown in the diagram) closes to cut off the induction manifold suction. The drop valve opens under the combined pressure of air and petrol in the top tank. The petrol then flows into the outer chamber and from there by gravity to the carburettor.

At the point where the air valve opens

and the flap valve into the pipe closes, a small amount of air and petrol fumes is drawn into the induction manifold. This upsets the ideal ration of 14 parts of air to 1 part of petrol, thus causing the momentary misfire. This occurs just after a 'hiss' is heard from the Autovac air valve.

If the valve sticks then it is possible for neat petrol to be drawn down the induction pipe to the induction manifold. This can cause an odd problem where cylinders 1 to 3 are normal and 4 to 6 are rich.

Moral - have your Autovac thoroughly checked and in 100% operating condition.

*(For the sake of clarity, I reproduce on the next three pages the full section on the Autovac from the 'INSTRUCTIONS for the Care & Running of the 20 HP. ROLLS-ROYCE CAR' dated APRIL 1927 - Ed.)*

#### **Camera, Lights and .... Action! -Part 2 by Ben Grew**

The last edition of The Twenty Newsletter identified some of the 20's that starred in films on the silver screen.

Since then, Barry Harris has admitted that the '20 in 'Goodbye Mr Chips' was his delightful 1926 Landaulette by Hooper (GYK46).

Barry gives a little insight into his experiences in making the film and says that whilst it was fun initially, it soon became tedious and quite boring when the actual shooting started. He goes on:

'.... other friends from Bristol were there and one, the late John Morris with a Phantom 1, had spent nearly a fortnight messing about down there (in Sherbourne). As far as I can remember, my car was in shot for no longer than any other and was there for the shortest time! Some of the fine architecture was, in fact, made up from wood and cardboard!

In conclusion, Barry has this to say about film work - 'I am not over enthusiastic,

unless that is, one is working with a star like ..... Michelle Pfeiffer, Elizabeth Hurley or Kim Basinger!

Also mentioned in the last Newsletter was the appearance of Clifton Spencer's 1928 Landaulette by Park Ward (GWL14) in the film 'The Hireling'. Since then, it has been discovered that another Landaulette by Park Ward, a 1925 model owned by Bill Hemmings (GLK73) also appeared in the film. Bill's Car was in the scene where the chauffeur tried to wreck the Car - which explains why there were some dents in the front wings when Bill bought the Car.

You'll be able to inspect both these Landaulettes a little more closely on the 1996 Brittany Rally.

#### **Camera, Lights and .... not a lot of Action!**

**by Philip Hall**

Reference Ben Grew's article 'Camera, Lights and ... Action', my car, GYL5 appeared in one episode of 'When the Boat Comes In' in, I believe, 1977. Although filming took a full morning, the car appeared on the screen for a matter of seconds.

#### **Technical Seminar**

Please note that the next 20hp Seminar (to be held jointly with the 20/25hp) is to be held at The Hunt House on 20th/21st July 1996. Book NOW as these events are few and far between and well worth the effort.



## CHAPTER VI.

### Petrol Feed System and Carburation.

*Action of Vacuum Feed System—Failure of Supply—Petrol Filters—Petrol Level Indicator—Action of the Carburettor—Setting of the Jets—Mixture Control—Slow Running—Starting Carburettor—Float Mechanism and Petrol Feed—Crankcase Breather Pipe to Carburettor—Dismaniling the Carburettor.*

**Action of Vacuum Feed System.** The working of the automatic petrol feed will be understood by reference to Fig. 19. This illustrates the vacuum tank on the dashboard, and shows its internal working parts.

The apparatus consists of two chambers, one within the other, these being in communication through the medium of a non-return or drop valve, L1, situated at the base of the inner chamber, L. The outer chamber, Q, is fitted with an air vent, Q1, and is connected to the carburettor float chamber through a spring-controlled needle valve, U, and pipe, U1. This valve is opened by raising it vertically, and then rotating it as far as it will go in a clockwise direction. The inner chamber is connected to the main petrol tank by means of a pipe, V, running along the inside of the left-hand chassis frame member, and has another connection, X, to the engine induction pipe. A float, Y, within this chamber is coupled to a spring-loaded toggle arm, Y1, carrying two valves, one in the induction pipe connection, X, and the other controlling the air vent, Q1, to the inner chamber. The object of this toggle arm is to ensure that one valve shall be fully open when the other is quite closed, without any appreciable intermediate period.

The float is arranged to be self-draining, hence a slightly leaking float will not impair the functioning of the apparatus.

Assuming that the engine is running and that the float, Y, has just operated to close the induction pipe valve and open the air vent, Q1, then petrol within the inner chamber, L, will gravitate into the outer chamber through the drop valve, L1, until the level in both chambers

is alike. Continued running of the engine will lower the level until the weight of the float on the toggle arm, Y1, operates the latter to close the air vent and open the induction pipe connection, X. The induction pipe depression or suction is then transmitted to the inner chamber and causes the drop valve to close, because atmospheric pressure exists in the outer chamber, its air vent being always open. Petrol is then drawn from the main tank and fills up the inner chamber until the float again operates to reverse the position of the two valves and repeat the cycle. During the suction period, the engine has, of course, to run on fuel contained in the outer chamber, which is made of ample capacity to meet this demand.

When the engine is idling the depression in the induction pipe is considerable but the amount of mixture taken by the engine from the carburettor is, of course, at a minimum. Consequently, the suction period of the vacuum feed is liable to upset smooth idling of the engine owing to the fact that the air which it then draws from the inner chamber is heavily carburetted, and an over-rich mixture results. To overcome this, a spring-controlled piston valve is arranged at X1 in the pipe between the induction pipe and the inner chamber which, under such circumstances, automatically restricts the passage to the induction pipe and extends the suction period. By this means the change in quality and quantity of the idling mixture is rendered negligible. As the main engine throttle is opened the spring returns the piston valve towards its open position.

**Failure of Supply.** Should the vacuum tank be emptied, due to running out of petrol or draining for cleaning, there is no necessity to remove any connection for the purpose of "priming" the tank. To fill the vacuum tank, close the main throttle, see that the starting carburettor control is in the closed position, then use either the starter motor to turn engine for a few seconds, or crank by hand; the vacuum produced in the induction system will then draw petrol from the main tank. Should cranking the engine with the throttle closed not have the desired effect, it may be due to foreign matter on the drop valve, or to the fact that the valves are dry owing to the vacuum tank having been standing empty for a considerable time. Under these circumstances, the petrol supply pipe should be removed and a little petrol syringed into the inner tank



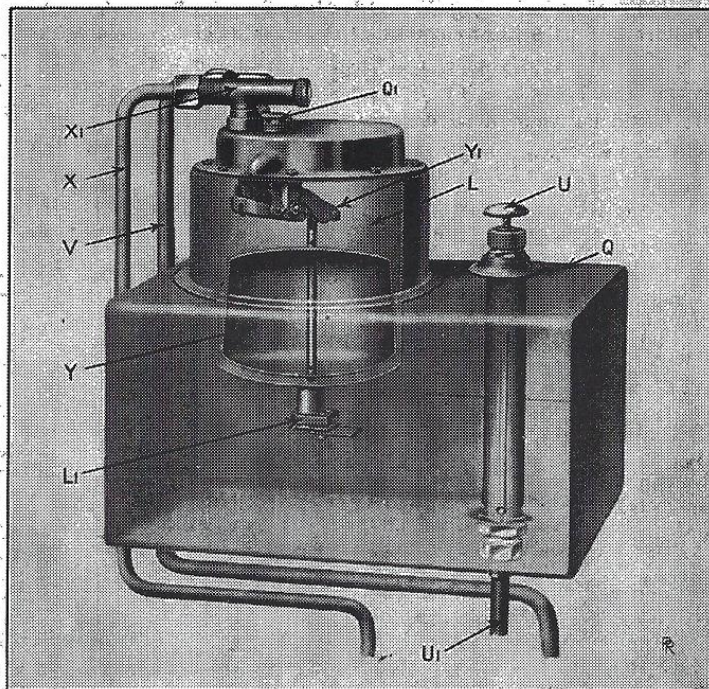
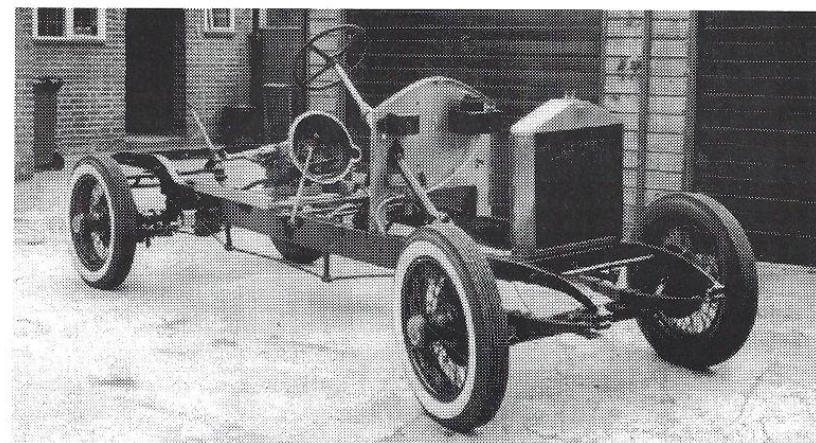


FIG. 19. VACUUM FEED TANK.

to wash away sediment from the drop valve and moisten the valves. This should result in the apparatus functioning correctly. If it does not, the inner tank should be removed and the drop valve inspected. To do this, the two unions should be disconnected, and the screws which hold the inner chamber in position removed. Care should be taken not to damage the joint washers when lifting out the inner chamber. To avoid doing so, a knife or similar instrument should be run round between the washer and the outer tank facing. With the inner chamber removed, the drop valve can be inspected and cleaned if necessary. It occasionally happens that a black deposit forms on the valve, which prevents it from closing properly. This should be cleaned off with care.



Andrew Ayres is now at the stage of engine testing on his restoration project on GHJ24 – pictured above after being rescued from a Devon farmyard as a trailer. Fancy any body building?

## FOR SALE OR WANTED

(Please use your Register to find addresses and telephone numbers)

### For Sale

R-R Spanner D/E 11/16 x 13/16 Part Number F6392.

Contact: Ian Brooke

3 Tyres 32 x 4 1/2 Dunlops. All second hand but usable. Offers?

Contact: Ted Kelly

### Wanted

1 pr Headlamp Support Brackets - Part Nos F 52515/52441 (for use with Lucas RB50).

Contact: Mike Willison

Dash control mechanism for opening & closing of radiator shutters.

Contact Non-Member: Don Hatcliffe, 15, Lynmouth St, Upper Mount Gravall, Brisbane, Queensland, Australia, 4122

1 x 21i Wheel Rim, Spare Wheel Carrier (Near Side Mounted) and a Stephen Grebel (R/Hand Pillar) Hand Spot.

Contact: Jim Black

1 x Triangular Quadrant & Starting Carb & Mixture Control & Linkage if poss / 1 pr Front Shock Absorber links to chassis / Wing stays-Front and Rear / Wiring conduits.

Contact: Andrew Ayres



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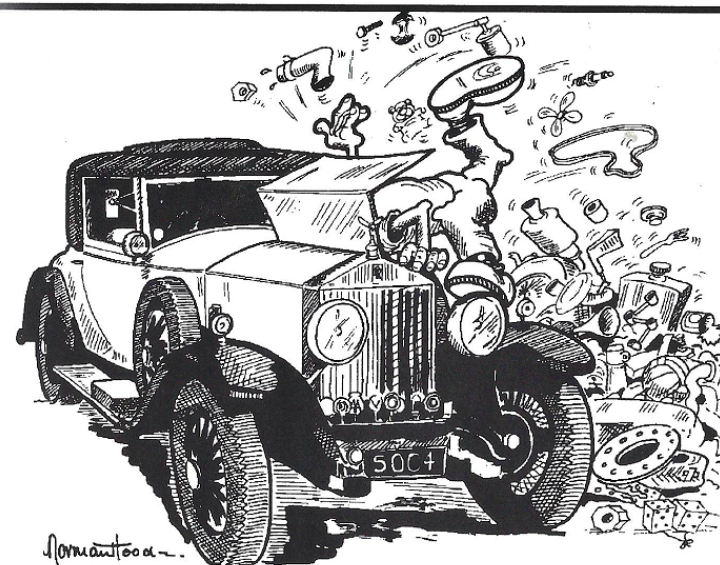
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