



# ROLLS-ROYCE ENTHUSIASTS' CLUB

*for Rolls-Royce and Bentley owners*

## The Twenty Newsletter

*for the 20hp Register*

Number 3

July, 1995





# 50<sup>TH</sup>

ANNIVERSARY  
**RISTES**  
Motor Company Limited  
1945-1995

Gamble St., Nottingham  
Phone: 0115 978 5834  
Fax: 0115 942 4351

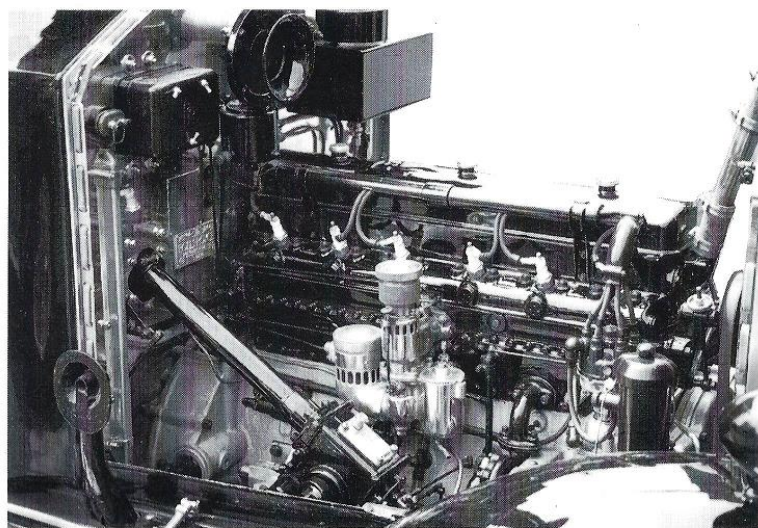


## *Of service and encouragement to Twenty owners. And more.*

*As the enthusiastic owners of a lovely Twenty known to Club members as 'Daisy Belle', we have made a special study of this model, and have developed a range of components that we know to be vital if these immortal cars are to remain in roadworthy condition. The list is being extended steadily. Owners are most welcome to phone for help and advice, there's no obligation.*

*We are confident we can answer your queries. You are also welcome to visit, preferably with some advance warning. Here you will see a range of models, including Daisy Belle, a range of parts, and receive an up-to-date copy of our Parts List.*

*Ask for Steve Lovatt.  
He'll be pleased to take your call.*



*This Page Sponsored by Ristes Motors of Nottingham.*

## The Twenty Newsletter

Number 3

July, 1995

### From the Editor

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

*The 20hp Register Secretary* is Keith Jay, 14 Kingsway, Bognor Regis, PO21 4DQ  
Fax & Phone : 01243 266575

and The Editor is....  
Andrew Sington, 16 Breeze Road, Southport, PR8 2HG  
Fax & Phone : 01704 562343

... 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

*Some of those 'suitably dressed' outside the Chateau des Ormes, Brittany.*

This, our third Twenty Newsletter, follows what was a busy winter for some, and an opportunity for others to catch-up on oft delayed letter and article writing. I am much encouraged by the number of articles which have arrived on my desk over the past few months, and I hope that you will enjoy reading them as much as I have in presenting them to you. Please keep them coming in as we never have sufficient.

I must, in the first place, let you in on a secret. Even Editors make mistakes. Not only did I refer to Eric and Grace 'Payne' as 'Field' in the article Wet! Wet! Wet! (will the new Grandma Jane Else ever speak to me again?), but I also had a near expensive experience trying to sort-out my front brakes. Perhaps you will benefit by my stupidity.....

As is not unusual, the front brake cables of the '20' can sag a little. Not a major problem so long as the servo is correctly set-up. You can easily tell if things are OK when, after returning from a reasonable run, both the front and back brake hubs should be warm to the touch. (Careful, they can be hot!) In my case, GOK65 was decidedly not a good stopper even after adjusting the settings in the approved fashion. Ristes had done a beautiful job de-seizing the servo but it was down to me to sort out the four corners. In a hurry to get things done, I assumed the cables had stretched, and without checking the lengths, sent spare shackles to Ristes to be fitted with new cables.

Back came shiny new cables which I then fitted after fighting with the trays to get to the rear connections - but they still sagged just like the originals which I refitted! Why didn't I measure them?

Did you know there is an adjustable connecting rod between the equaliser shaft under the front seat and the front-brake equaliser under the clutch bell-housing? Well, neither did I, and it took no time to remove this little demon, tighten by 2 turns and refit to remove the slack in the front cables and to bring the front brakes

*This Page Sponsored by Keith Jay of Bognor Regis, Sussex.*



back into service. The change to the length of this rod does not alter the geometry of the servo and has had quite a positive effect on the front brakes.

If you think your front brakes would benefit by this attention, don't hesitate to have a crack, its quite simple and takes about 20 minutes. If you haven't got front brakes, don't worry, Sir Henry didn't think they were necessary either!

On another 'front', those of you who had the pleasure of joining the 40+ Motor Cars on the Brittany Rally may have noticed that GOK65 was sporting what appeared to be an original 1926 'Licence for a Mechanically Propelled Vehicle', to give it its correct title.

A company called Earlswood Reproduction has been set-up by Hugh Ticknor, and we have been offered the opportunity of supplying direct to you at their Recommended Price for the first year of registration of your Motor Car (so long as it is between the years 1921 and 1974). These Licences are, to all intents and purposes, so true to the originals that I fancy you would never know they were copies, having undergone 34 printing processes. Even the paper is as per the originals!



For those old enough, you will recall that Tax Discs were originally for the calendar year and these are true to this standard. The

stamp is non-specific for the year, and rather like the originals, illegible! However, the visual impression is absolutely first-class, they are a great talking point and a must for our Motor Cars.

If you want one of these, please just advise me of your Motor Car's present colour (I have all the other details as per the 20hp Members List) and send me a cheque payable to R-REC TVO £15.45 which includes postage and packing, and I will arrange the rest. This is the same as you would pay if you 'went direct'. Please remember that you should also have the current Tax Disc on display.

Earlswood Reproductions have also sponsored a page in this issue of the Twenty Newsletter, so please let me know if you want something special for your car (perhaps this would be appropriate for spouses/partners to buy for birthday or Xmas presents?).

With regard to the special 20hp Technical Seminar at the end of April which was cancelled due to insufficient numbers, it is hoped that this will not happen again as there is such a pressing need for information, and to delay this sort of event does no

service to our Motor Cars and less to the hard-pressed organisers. Come on - give your support to these sessions, they are so valuable. Many have been on more than one - and that includes me - and you meet such interesting people and have a most enjoyable weekend to boot.

The new facilities at The Hunt House are fabulous and worthy of any hotel.

The food is great and you can really wind down in the most comfortable of surroundings.

As you can see, we have received sponsors

for nearly all the pages for this issue of the Twenty Newsletter and for which many thanks. As well as advertisers, it is now even more important that we continue to receive sponsorship otherwise there will be no further 20hp Newsletters - and with a membership of over 200, this leaves many members who could find this small payment - we need three full-page adverts (or some half pages) and at least twelve sponsors per issue for printing plus four to cover envelopes and postage.

One of the sponsors of this issue sent me a lovely letter with his cheque, and I can't tell you how touched I was to receive it. The originator will know to whom I am referring and your cheque was greatly appreciated - thank you also for your kind words, after all, we all need encouragement when the going gets tough, and trying to get a little money in is the hardest fight of all. Whilst Editorship is a labour of love, the printing, envelopes and postage must still be funded. A special thank-you to Ultraseal International Limited who have sponsored the postage for this issue of The 20hp Newsletter. Please see their advertisement.

So, for Issue No 4 of The Twenty Newsletter, contribute to it by sending your articles and sponsoring a page - it's not much to ask, is it? There are a couple of articles and Sponsors held-back for Issue No 4, so please join the queue.

#### IMPORTANT EVENT

*The R-REC Northern Section have arranged, in conjunction with Sefton Metropolitan Borough Council, a Rolls-Royce Exhibition in The Floral Hall, The Promenade, SOUTHPORT from Friday, July 14th to Sunday July 16th. There will be many interesting Motor Cars such as AX201 (THE Silver Ghost), the 10hp (at its first public showing following a rebuild at P and A Woods) and representation of almost every model manufactured by The Company - 22 Motor Cars in fact. Entrance is only £2.50 per head and children under 12 years Free. There is a raffle for a variety of prizes - the top one being a Franklin Mint Model of the R-R 10hp costing £120.*

*This public exhibition will also be covered by BBC TV, Granada TV and National and Regional newspapers - so be part of the fun, support the Club and maybe become famous! It will be a great day out, or even a short weekend break for those further afield. It is not unusual for Northern Members to travel considerable mileage to support Club events, so it would be a fine gesture if some of those less local could make a special effort. Southport is a beautiful Victorian sea-side town offering the R-REC every support, with first-class shopping facilities and a beach which goes on for miles! Please use your everyday motor cars as secure parking facilities are limited.*

#### The Secretary's notes

Having been up and running for over 12 months, the 20hp Register has set the benchmark for other Registers. Whilst Secretaries have been appointed for other Model Registers, the 20hp Register has lead the way. The support, interest and enthusiasm for the 20hp Register has been superb with the true spirit of the Club and the Register emerging with the recent visit to

Brittany.

Members whose 20hp Motor Cars were not available for the event were offered willing lifts by fellow Members and, in the car park of Des Ormes, many a bonnet was lifted with offers of assistance to solve problems from Richard Barton, Tony James, Graham Pearce and Richard Shaw (*in alphabetical order so as to show no favouritism!* - Ed)



to name but a few. These four specifically gave many an informal seminar for which many thanks, and we all benefitted greatly.

It was a truly wonderful sight to see over forty 20hp Motor Cars in the hotel car park, but even more so to see them 'on the move'. All cars ran pretty well trouble-free, but a few cars could have benefitted from a little less polishing and a little more mechanical expertise. I only say this to get some of our Members to the 20hp Technical Seminars - as the Editor has said a number of times, they are most useful.

As a finale to the Brittany Visit, over thirty 20hp Motor Cars appeared at the Charterhouse South of England Rally - a record turnout against the usual 5 or 6.

Unfortunately there are Club Members who are still opposed to the Registers, who fear they will split the Club, make Registers elitist, take away from Section events, etc. I feel they are very wrong. Motor Cars and Members who had ceased to attend Events are reappearing, their interest reawakened. Motor Cars never before seen at Events are turning up.

The splitting of the Club will only be caused by this minority who oppose the Registers without justification. It is they who would create the split, not the Registers. I personally feel that their fears are groundless. As it is, Registers are only permitted one event per year, so if you want to meet your fellow Register friends, you must do so at Section or Club Events anyway.

Everyone is entitled to oppose and to constructively criticise, but please give all the Registers a chance - they are for the benefit of the Club and the Members. I believe they are here to stay and, as proven by the 20hp Register, they work and everyone benefits - The Register Members, The Club and The Sections. The turnout at Charterhouse was yet another milestone. Please do not split the Club by continued opposition, rather welcome the Registers which makes for a stronger and more interesting Club.

Membership of the 20hp Register contin-

ues to grow with many 1923 20hp Motor Cars having been added to the list. If you know of any 20hp's not registered, please try to get the owners to join, and if they do not so wish, please try to get their name and the chassis number so that we can build up a complete record of as many 20hp Motor Cars as we can.

Recently GWL8 appeared at auction - low mileage, 2 owners and stored for many years. It has been off the road for some time and is completely original. With its registration number EB 7418 - perhaps a gentle hint for our President to acquire!

The 20hp Newsletter continues to flourish, but we now need advertisers as well as page sponsors. Please support Andrew in this publication as it does cost money to produce and your support is vital for both quality and quantity.

The Brittany Visit was such a success that, due to overwhelming demand, the Lakeland Visit has been postponed as the overall feeling of members is that they would prefer to visit Europe for their holiday. Consequently 1996 will be a return visit to Brittany but with a different itinerary based at Hotel Dumaine des Ormes.

Our new annual date for the one Register Event we are allowed will in future years commence the Sunday of the South of England Rally (ie attending the Rally before departing for the holiday in the evening). This Rally is usually the 2nd Sunday in May. However, if the Rally falls on the 3rd Sunday in May, the 20hp Register Event will commence on the previous Saturday and finish at the South of England Rally as this year.

The 1996 Brittany Visit will commence Saturday 11th May to Saturday 18th May returning in time for the South of England Rally at Christ's Hospital, Horsham on Sunday 19th May. The booking form is enclosed, and after 28 days from date of posting, the event will then be offered to ALL Club Members in ANY Club Car, so please book early to be sure of a place. You will see that there is a very slight increase

against 1995, but that is to be expected these days, and includes:

- 6 Nights Dinner, Bed and Breakfast at Hotel Dumaine des Ormes inc Gala Dinner.
- Tour of local Chateaux (different ones to 1995) + traditional Breton Lunch.
- ONLY ONE Civic Reception.
- Two lunches included whilst in Brittany.
- Visits to Dinan, Rennes, and St Malo.
- Coach trip to Citroen Car Factory and then on to a Motor Museum.
- A Free Day.
- Afternoon Tea each day in Des Ormes (The Compliments of Ristes of Nottingham).
- Security Guards whilst at Hotel Dumaine des Ormes.
- Return Brittany Ferry with cabin each way and of course Dinner outbound and lunch inbound.

I understand there is already a record entry of 20hp Motor Cars for the Euro Rally in Sweden this September - when I last spoke to Eri, 8 of the 30 entrants were 20's. Make a note for 1996 when the Euro Rally will be in Northern France - just a short hop across the Channel. The whisper is that it is DEAUVILLE.

In future, it is hoped that the 20hp Technical Seminars will be in the latter part of the year (after the season) so problems

you have to sort-out will benefit by you attending The Hunt House.

If you are looking for a 20hp or have one for sale, please let me know, it will be treated confidentially. I am occasionally told of Motor Cars for sale and requested for information regarding possible purchases. If you are one of the very few who disposes of a 20hp, please try to get the name and address etc of the new owner for both the Club and the Register.

On the 3rd September at Blenheim Palace, Woodstock, there will be a celebration of '30 Years of the Rolls-Royce Silver Shadow and Bentley T1'. This was the most successful Motor Car ever produced by the Company so please come along and pay homage to your 'young brother'. You will have a good day out, meet fellow Club Members and see many models of R-R and B. Entry forms either from your Section Secretary or me.

Hot off the Press from the Annual Rally at Althorp.....In sections open to all-comers - the Driving Test on the Saturday....1st John Dixon (20hp), 2nd Robin Mason (20hp), 3rd Ben Grew (20hp). Our Editor also got 1st in the Etat (with his 20hp)! Fabulous results and congratulations to all. Also a tremendous 20hp turnout for what proved to be a beautiful day and will be reported upon fully in Issue No 4.

#### *The Winning Caption for the photograph in the last issue:*

Sheep : How would you like me to stand on your dinner?

Passenger : You'd better move back or I'll have you for dinner!

This was sent in by Jane and David Else, and the prize is either a leg of Welsh lamb or a pair of wellington boots!

Granville Angell - Lord of Cannock, came a good second with:

Sheep : It's cold enough in these Dales for the temperature gauge to drop quickly!

Passenger : Brrr! Yes, I can see the need for a good woollen jumper.

Unfortunately, I am having problems getting the funds from The Hunt House for the Welsh lamb, so I regret no 2nd prize either - Ed.



## Visit to Brittany, 13th to 20th May, 1995

By Andrew and Sally Sington

For those who have the luxury of the Channel on their doorsteps, a trip to Brittany is not a major exercise, but for a number of us, we first had to get to Portsmouth, a trip of some 300 miles. The Motor Car being what it is, proudly got us there without mishap and with only slightly ruffled hair.

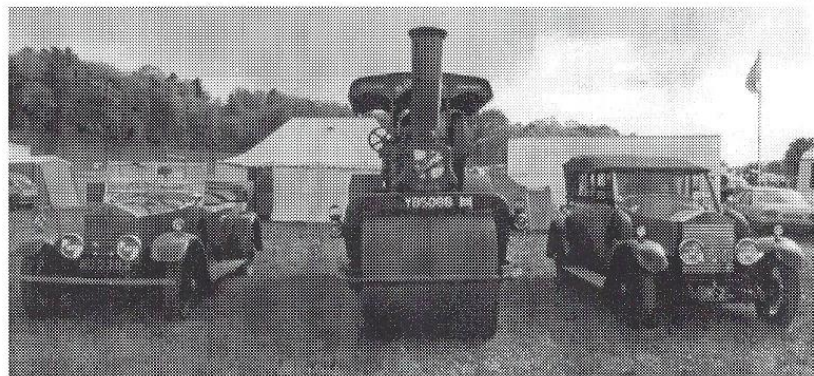
We had a rendez-vous with Peter and Eleanor Young at Woodstock for lunch on Saturday, and then made for the South coast in convoy. Once within shouting distance of the ferry, we decided that tea was called-for, and as we had failed to find a 'cafe' in Bishops Waltham, we gate-crashed a wonderful steam rally just outside Waterlooville - to be met at the gate by an aging boy scout with 'Where have you been, we've been expecting you since 10.30 this morning' which somewhat confused us. Anyway, we promised not to take all their trophies and made a dash for the tea tent. Much refreshed, Peter went off dri-

ving a 1926 Steam Roller (see picture) and Sally disappeared into the Red Cross Tent with a nose bleed! Would things get better or worse?

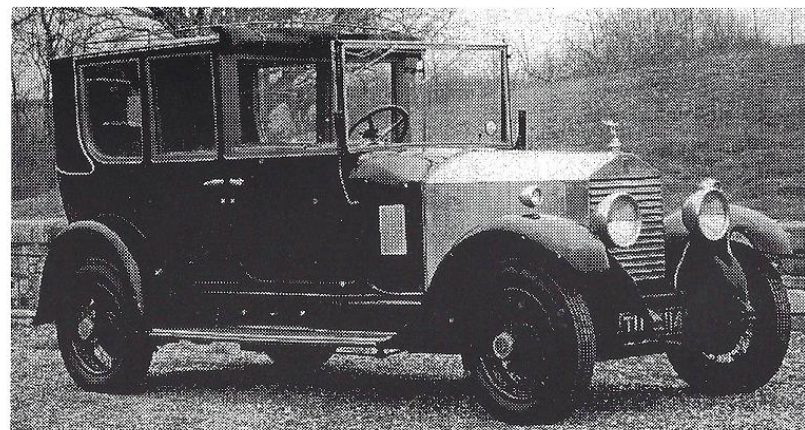
We were met at the ferry terminal by another tea wagon, and the loading onto the ferry was very well organised. No sooner were we ensconced in our cabins, than it was time for our Reception given by Brittany Ferries, followed by a wonderful dinner with the compliments of Brittany Ferries and our host Graham Smith and his charming partner Nikki.

The crossing was calm and enjoyable and we could not fault our treatment - it was nothing short of 'Royal'. What a way to start a holiday. (You won't get us through the Chunnel).

Up at some ridiculous hour, and off the boat at 8.10 local time to be met by....rain. Never mind, it was less than an hour to Des Ormes, check-in and breakfast. By 11.00am we were off on the first of our flag-



2x1926 R-R 20's + 1x1926 Steam Roller. Who can identify the Roller?



Michael Zeitlin's GXL44 + Barker Replacement body-a fine carriage for Tony & Mary James.

flying visits, this to Fougères, and the first Civic Reception.

All the Motor Cars were carefully lined-up in a small car park, and the locals were out 'en masse'. We walked to the Hotel de Ville for a champagne and chocolate biscuit reception arranged by Mme Marie-Yvonne Caillere, the adjoint de Maire, and then we all went our own way for Sunday lunch. Why do we always fail to find the main centres? As we had by now joined up with Libby and Tony Lambert, the six of us went in search of Roast Beef and Yorkshire pudding! What we did find was a real local non-touristy restaurant and we dined well.

Now you have to believe me when I say we didn't drink much, but the fact that Sally then map-read all three of us up a single-track dead-end lane into a farmyard must be blamed on something. Maybe the fact that the road into Combours was closed had something to do with it. Anyway, the farmer was quite surprised at the sight of three of the finest Motor Cars in the world whispering up 'his' drive, performing the

perfect full circle and then proceeding down it again. I don't think he will ever regain his composure!

We eventually returned to Des Ormes along the most delightful and quiet roads imaginable. We were to get used to these as Brittany is primarily an agricultural region, and to come across traffic is most unusual (unless you were French and suddenly found yourself surrounded by all these mad Brits in their old cars!).

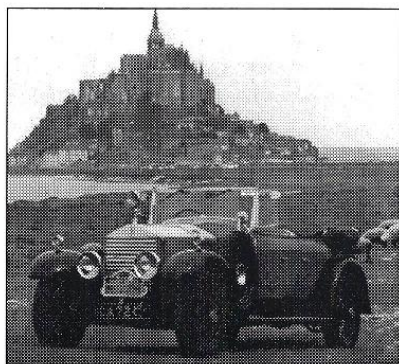
We must say that there was one thing we will all remember about the Hotel, and that was the staff headed up by Oliver Millions as Director, and Silvi at Reception. I have never been to an hotel where all the staff were wonderful. Always smiling and nothing was too much trouble. This was not a 5-star hotel but a recently built 3-star golfers hotel, and they all made every possible effort to make our stay as comfortable as possible. Monday was, for some, a trip to Dol and St Malo, but we joined Tony and Libby Lambert in their lovely H J Mulliner Fabric Saloon and, with Peter and Eleanor Young



in convoy, a trip to Cancale via Mont Dol (an inland and mini-version of Mont St Michael) was planned.

Once at Cancale, the moules and the oysters had to be seen to be believed, so was the bill for the coffee! We then carried-on up the coast and experienced fabulous views, quiet roads and exhilarating driving. Tea and coffee every afternoon at Des Ormes was with the compliments of Ristes, and most welcome it was too! Thank you Steve Lovett.

Tuesday dawned, and the weather looked questionable and we were not to be disappointed. A drive to the picturesque town of Dinan, a Civic Reception in the presence of



*John McGlynn's 20hp Barker Tourer GDK21 opposite Mont St Michael - awaiting the tide?*

M. Rene Benoit - Maire (more champagne and chocolate biscuits) followed by torrential rain. You have heard of French plumbing - well the quaint streets were rivers a foot deep. We managed to find a restaurant opposite the Hotel de Ville and lunch was partaken. Afterwards, David Else didn't let the side down either: he simply took off his shoes and socks, rolled up his trousers and waded into the torrent! Obviously a nautical

man!

After lunch we had to congregate the cars opposite the Hotel de Ville for the locals to pass judgement on these unusual English visitors and their funny cars. Eventually back to Des Ormes, tea and dinner. Not the best of weather, but a fun day all round.

Wednesday started with a photo-call at the Chateau Des Ormes after which we tramped-off to Le Chateau de la Bourbansais to be met by a demonstration of deer hounds. To us dog lovers, this was a wonderful demonstration, but it wasn't everyone's cup of tea. The Chateau was unusual in that the apartments we saw were, in the most part, original. The Comte de Lorgeril who showed us round is a direct descendant of the original owner from the 17th Century and he lives here with his family for part of the year, supported by the Ancient Monuments Commission (will they support our Rolls-Royce Cars too please?). The afternoon was a visit to two other Chateaux, one of which was something out of 'Lancelot and Guinevere'. We parked in the courtyard with grass 2 feet high, but there were no complaints as this helped to clean our chassis, and the champagne welcome went down a treat. The other Chateau - Des Ormes - was in wonderful condition and a joy to see and the welcome from Monsieur et Madame Chenais was delightful.

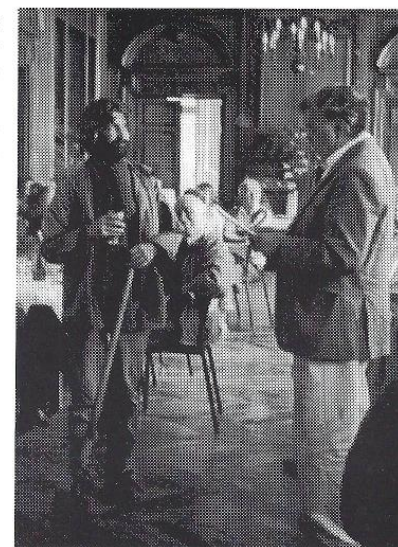
Thursday took us to Dinard, a beautiful port and town. The weather was glorious and we congregated in the Market Place prior to a Mayoral Reception and Lunch at the Hotel de Ville. There was also a competition for the most originally decorated Spirit of Ecstasy, and there certainly was some originality! Whilst we had the Champagne Reception and fabulous Lunch, there was no Mayor (M. Marius Mallet) due to his

electioneering. However, as Peter Baines had prepared a speech specially for the occasion, in his own inimitable fashion, he was going to deliver it.

In true Clochmerle fashion, the 'Mayor' was invited in and at first we thought him a little Bohemian. Peter gave his speech in first-class French and presented the 'Mayor' with an R-REC trophy to add to the champagne he had drunk. As nothing was going to stop Peter from making his speech, the gardener had been commandeered to receive it. I would have loved to have been a fly on his wall when he explained all that to his wife or mother or whoever when he went home slightly worse for wear!

Friday was St Malo with the Motor Cars parked in front of the main gates to the old town and the morning free to wander. A fascinating place to stroll the little streets and drink in the ambiance and the coffee. After lunching at wherever we fancied (crepes for us, others went the whole hog and seriously hit the sea-food with glowing reports), we convoyed from St Malo to the private chateau and occasional home of Jacques Chauveau and his charming wife and family. We were met in a small meadow beside the chateau and then walked to the house to be greeted by copious quantities of bubbly, G and T's, fresh orange juice, nuts and crisps etc. What a reception and what a lovely visit to almost end the week. However, the 'piece de resistance' was the reception that evening at the Chateau Des Ormes where we had a sumptuous buffet followed by a most unexpected laser show and firework display.

There is no doubt we were treated to the most generous of Breton hospitality wherever we went and our Motor Cars were much admired - and we were on both local and National TV as well as receiving press



*Peter Baines in full flight and 'The Mayor' at the Dinard Hotel de Ville.*

coverage. Fame at last!

Our Brittany Ferry back to Portsmouth was again without equal, and after another reception of champagne and canapés, a lunch of gargantuan proportions followed (all with the compliments of Brittany Ferries), and then we were given a special fashion show by some of the Stewards. They obviously had fun, and we enjoyed it immensely. Brittany Ferries had retained one of the stern decks for our sole use, and as the sun shone (on the righteous?) most of us snoozed away the effects of the lunch and acquired suntans worthy of a Caribbean cruise.

From our observations, everyone had a fabulous time, much of it due to the impeccable planning by Keith Jay, and I am sure I am joined by all in a very big 'thank you'.

1996 in Brittany (See Secretary's Notes).



Post Script - Home should have been an 8 hour drive, but GOK65 decided to boil all the way from Newbury to Southport, and almost 11 hours later (and 15 stops for water) we arrived home. Had I known we were to use so much water (about 50 gallons) I would have bought a Stanley

Steamer! I have since taken the radiator off, turned it upside down and flushed it out. Not only did the usual detritus come out, but great lumps of rubber from a gasket from inside the radiator cap lost probably 15 years ago. A quick run after reconstruction and all seems OK. See you at Althorp DV.



*A little jewel in the country - the Chateau of Jacques Chauveau and his family.*

## *Snow, Snow, Quick, Quick, Snow!*

*By David Mitchell*

The winter of '63 was a particularly severe one over most of the country, and Shropshire was no exception. Days and nights of unremitting frost had resulted in skating on the Meres, and even on stretches of The Severn at Shrewsbury, while frequent falls of snow that those of us who had to drive through every day acquired, with experience, the ability to cope with roads which were treated with grit rather than salt.

During this cold spell, we received an invitation to a party. I knew from experience that the ingredients would be

traditional jazz, pretty girls and plenty to drink: an evening NOT to be missed. However, things are never simple, and on the Saturday of the party we sold a particularly expensive hi-fi system and delivery and installation was required that evening, so this had to be accomplished on our way to the party. In those days, my father didn't like to see company vehicles running about late at night, so under the circumstances, I felt it preferable to use 'Victoria', (our 20HP Shooting Brake) which we had owned for nearly 6 years and was at that time our daily transport. There

was ample room behind the seats for all the equipment, so off we set from Bayston Hill for Wellington, some 12 miles distance, at about 7.00pm.

The temperature was then some 24F (-3C) and the wind coming from the east at about 30mph and just starting to snow. We reached the customers house and eventually emerged at around 9.30pm to 6" of snow and a raging blizzard!

Returning towards Shrewsbury with the wind behind us, we made steady progress until it became apparent that we were the only car on the road, and alone in the world! We continued towards Atcham and were confronted by a policeman in the middle of the road, flagging us down. The light of the headlights presented a surrealist sight, his front being white with snow from head to foot, and he informed us that the road ahead was closed, many vehicles abandoned and a Jaguar driver in need of a lift to Shrewsbury. 'Mr Plod' seemed surprised that we were progressing so well and asked if we could help - we agreed.

As our friends were giving the party in the northern outskirts of Shrewsbury, the shortest route was to take a favourite short-cut between the A5 and A49. It had always been my intention to take this road and I saw no reason to be put off by a bit of snow. I made the turn and explained my actions to our back-seat passenger and then realised from his spluttering protest and look of sheer horror that he thought he was clearly in the hands of

a mad fool, bent on burying us all in a snow drift. However, I knew the road well, it was largely flat and 'Vicky' was going well. As the road narrowed and the drifts encroached further, I was aware of Sheila giving me the odd anxious glance and a twinge of doubt crept in. There was only one incline of any significance over a railway bridge, and as we approached, I gave the car everything she had.

As they say, 'everything' meant 35mph, and the picture which remains most vivid in my memory is 'Vicky' bursting through a mountainous snow-drift and throwing up a huge cloud of snow which blotted-out our nearside lights, but thankfully the momentum carried us to the crest of the bridge and down the other side.

We dropped our passenger off at a main bus stop and then went on to enjoy the party which fully lived-up to expectations.

Our faithful '20' performed faultlessly every day during that atrocious winter, without antifreeze and frequently with shutters closed in temperatures of single figures fahrenheit (-8C), and after the thaw, the pot holes gave both steering and suspension plenty to do.

Some years later, on the night of the '69 Measham Rally, 'Vicky' had further snow adventures, but that's another story.....



## Letters to the Editor

### A Letter from John McGlynn

In June 1994 a few '20' owners complained lightheartedly to our Secretary that all the special events in the R-REC always seemed a long drive from the North. Keith therefore asked me to arrange 'something for 1996' in the North.

Accordingly, sponsorship, venues, hotels and visits were negotiated.

At the end of the week in Brittany, it became apparent that another visit to Brittany in 1996 was preferred to The English Lakes, to which I agreed. I have therefore written to all those who had 'put their names down' for the Lakes Visit and I feel it should be clarified that the preference for another Continental trip did not start in Blackpool!

Although we are restricted to one Register event each year, we may still have a chance at a weekend in our beautiful Lake District at some future date.

*(As a Northerner, I too appreciate the problems of travelling the long distances to some of these events. However, this also strengthens the argument that, as Members of the 20hp Register, we must all keep in close contact with, and give support to our local Sections - Ed)*

### Cooling Experience - by Robin Barnard

I was interested to read of the overheating problems of the 20hp engine.

When GFN71 was last stripped down, the Engineer (Arthur Archer) paid particular attention to cleaning both the head and block water jackets. He then made-up a pipe which he connected between the outlet of the water-pump and the water jacket cover at the rear of the engine.

The result was a supply of cooled water to

the back of the engine regardless of the internal water passages.

Since that day, the engine has run happily at 70C with the radiator only 1/3rd open and no more red warning lights under ANY conditions.

Perhaps your readers will find this of interest.

(This seems to be an eminently sensible solution to this old problem - has anyone got anything to add to this? - Ed)

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

I recently saw a re-run of the film 'Goodbye Mr Chips'. Peter O'Toole and Petula Clark were whispering sweet nothings into each others ears when a delightful little Twenty came into shot. Either it was too far away to identify or I was too busy admiring the architecture of Sherbourne Abbey!

Anyway, this isn't the only film to use the Twenty. Many of these cars have graced not only the 'silver screen' but also 'the box'. You may recall that only recently a 1926 Park Ward Landaulette was to be seen every week in the television series 'Darling Buds of May'. Pop Larkin, played by David Jason, was seen driving his family (including the 'perfect' Catherine Zeta Jones) about in GUK71 which at the time was primrose coloured.

During the filming of the series there was one occasion when GUK71 was not available and a 'double' was required. Clifton Spencer was the owner with the 'double' - a 1928 Park Ward Landaulette, GWL14, which was unfortunately a dark blue. This was no problem to the film company. Clifton's car was made yellow with water paint that was later washed off.

GWL14 has previously been on screen appearing in a 1973 film called 'Hireling' starring Robert Shaw and Sarah Miles - you know the sort of film where the chauffeur falls in love with m'lady!

A popular series shown world wide that also used a Twenty was 'Upstairs, Downstairs' starring Gordon Jackson. Guy Goodbody's 1926 H.J. Mulliner Tourer GCK21 being the star on that occasion.

Another Tourer by H.J. Mulliner to appear on the small screen was GDK12. Robert Hardy played the leading role in 'Churchill - The Wilderness Years' whilst his friend and adviser Professor Linmdemann was played by David Swift. GDK12 was similar to the Professor's motor in which Churchill toured in those war years.

John McGlynn's Twenty, GDK21, also a Tourer but by Barker, is perhaps an older 'star'. 'Grand National Night' was made in 1953 and there was a guest appearance by John's car.

Sotherby's auction at Hendon in October '94 included a Twenty that was a bit of an old hand. GF20, a Doctor's Coupe, has been seen in 'The Bretts', 'Act of Will', 'Lost Empires' and 'Sorrell and Son'.

GMK9, a 1924 Cabriolet by Joseph Cookshoot of Manchester was in the Walt Disney Productions film 'Candlehoe'. David Niven, playing the resourceful butler, drove the car in the film which also starred Jodie Foster (later to appear in Silence of the Lambs). This particular Twenty was to achieve greater fame when Eamon Andrews gave it away as a prize on ITV's 'Top of the World' quiz programme.

Tourer coachwork by H.J. Mulliner seems to have that 'star' quality. An early chassis with this bodywork is owned by Ron Waby - 70A1 - and was seen in 'The Chairman's Rolls-Royce', an episode in Channel 4 series 'Without Walls'.

David Mead owns GOK61, a 1926 Tourer,

For those of you who can remember, this appeared in the television series 'Just William' that I think was in pre-colour days.... and wasn't what's her name in that? .... Bonnie Langford?

'Capital City' was a series on TV a couple of years ago. The final episode included Tony Guy's 1926 Horsfield Tourer. Tony wasn't keen on allowing GZK27 to be driven by an actor, so he did the driving himself and consequently appeared in the film.

Other Twenty's to appear in films include GCK44, another Horsfield Tourer that, I believe was used in an Oliver Reed film in the late 80's. I was also told that GUY55, a Windovers Landaulette, had appeared in many films.

Some of the early Twenty's were owned by people in the film world. Fred Astaire owned 87K5, originally a Hooper Limousine and now a boat-tailed roadster, and Mary Pickford owned 89K1, a three-quarter drophead coupe by Barker. Who is to say these cars weren't used in a film. Even more likely to have appeared on screen is 46G9. Originally a Barker Tourer and subsequently a Shooting Brake, it was owned by John Wayne's Bat Jac Productions. Nowadays it is in the hands of Paul Ashton of York.

No doubt there are many more occasions when a Twenty has been on the silver screen or the small box. If you know of any, why not drop me a line, c/o the Editor, and we will see if we can come up with a more comprehensive list in a future issue.

*Peter Baines has done some investigating and has dug-up one or two interesting nuggets from the Archives....*

Letter dated 11 October 1920:

To C. from Hs  
c. to Sp



Hs6/LG11.10.20

Re 'Goshawk' Chassis

We must now place an order for a body for the above chassis. We think it might not be wise to place this order in London because it will soon be known all-round that we are making a smaller chassis and as the chassis would have to go to London to have the body fitted, there could be no denying the fact. We propose, therefore, to try to get this body made in the provinces. Could you recommend any good coachbuilders for this job?

Hs

Letters then follow indicating that Mulliners produced a body which did not meet the standards set by the Company, and for some unexplained reason, there are line drawings (No 921 dated 25.2.21) from

Hooper giving all the basic dimensions of their suggested limousine, but labelled 'Hooper Limousine on Buick'. at the bottom and Messrs Rolls Royce Ltd (sic) at the top.

The level of security is a little weak if that indeed was the point.

*A letter dated 18th August 1921 followed, viz:*

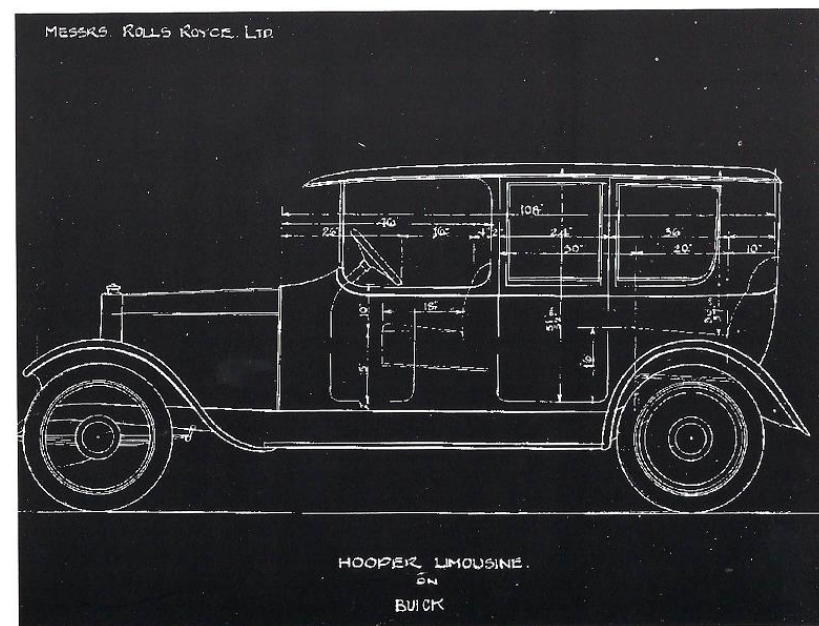
S/W

Bs19/DP18.8.21

Hs7/LG12.8.21

Limousine Body for Goshawk Chassis

We are forwarding herewith a Print of the Limousine Body built by Hoopers for the original Goshawk chassis. Perhaps you will be able to decide from this whether the body could be adapted to the Goshawk 11 chassis. At present the body is partly pan-



elled and partly trimmed and could be finished off pretty quickly.

This body was approved by FHR, CJ and LHS.

You will notice that Sir Henry was not involved in the above communications, However he penned a memo on the 5th May 1921 referring to the construction of an unacceptable open body for Goshawk 11 by Mulliners. The content of this memo is of little interest other than in two instances, the first when he dismisses the possible use of a ventilator on the top of the scuttle as in the 40/50 ('there being much way for the air to pass under the floorboards'), and in a post script, where a specific reference is made to the (not 'a') 15 HP to have a body 104" or 105" long (from firewall to rear of body) The 20hp is 108".

He penned a memo dated 26th April 1923 regarding a saloon body, and as can be read from it, he had the habit of making his views very clear indeed, viz:

To BJ from R.

c to CJ. LHS. C.

c to Da. E. Hs.

c to BY. EP.

R3/M26.4.23

Goshawk Saloon Body X3730

This body is one of the ideal types for owner driver (lady or gentleman) who desires a closed body. Such a person is one of the enthusiasts who will pay a good price such as we demand. The 20 HP is especially suitable for such a body to carry 4.

So far it seems to be reported that we cannot get such a body which is not either a boomer, heavy, noisy or top heavy. The specimen brought to the South of France (Maythorn on No. 7 Goshawk is top heavy - heavy and bulky, has great windage and a 5 cwt increase. Every time I drove it I got

into a bad temper. It had crushed every pleasure out of our chassis and I marvelled that Mr Hives had the heart to drive it such a long journey. It takes away every desire to own such an apparatus - perhaps clumsy is the best description of it.

(Some features are wrong and ugly.) If we cannot do something entirely different to this, let us make no more Goshawks with this type of body. Three things are most glaringly unsuitable :-

(1) Heavy roof.

(2) Enormous and heavy doors (dangerous).

(3) Window winders (weight and room required).

I am advised that this is not a standard body (heaven be praised) but all similar bodies are only a small degree better. The chassis struggled manfully to carry such a body, the engine doing extremely well on hills, but the top-heaviness could not be forgotten for a minute on these rough narrow roads. I believe the only thing we can do to the chassis is to fit shock dampers with more friction (at least twice) on the rear axle.

We must realise that the 20 HP is not the 40/50 and it was our idea to make it approach the lightness of the Ford but RR quality, ie sweetness of running, good wearing qualities and reliability.

Since the ordinary coachbuilders have failed to produce a standard of this type for this chassis and I am desirous that we can offer this type, I am proposing that we can help Mr Evernden outline such a body and will start on this soon after my return to England, but we will probably ask some of the Aeroplane people to make it and we must realise that we shall have some limitations (in doors, windows or winders). At present my ideas are that we should have one convenient door for the rear and one for the driver, and a 3 panel design, but



conditions will decide; the rear windows would be small and not to open because of the wheel races (this trouble cannot be avoided without making a high roof and seats which would spoil the beauty of the whole thing).

There is also the extremely high price charged to us by the first class coach-builders. I am suspicious that this may be intentional, so we cannot compete and supply a complete car. I hear they make us demand £500 for an open body and completion for a Goshawk, and force Mr Gibbs and Mr Weston elsewhere, i.e. perhaps to second-rate builders or themselves.

R.

For those of you interested in the history of R-R, I propose a little light home-work. To whom do all the initials belong, and who could Messrs Evernden, Gibbs and Weston be? It is also interesting to read of the possibility of limited door facilities. Seems a little drastic!

Incidentally, the No 7 was in fact 7G11 which we understand is still in France. Maybe Sir Henry refused to have it returned to the UK? He certainly didn't think much of it.

#### Post Card from Charles Helps.

Regarding XO 7237 (70A1) in Issue No 2. This is an H J Mulliner Tourer body and is referred-to in John Fasal's The Rolls-Royce Twenty. (Lets hope it is not like the one mentioned by R above - Ed)

Our GKM28 has an HJM Weymann saloon body which was bought new by my Great-Aunt in 1928. She still likes to know that we are looking after it properly.

*(Are you and how is she - and has she got a tale to tell? How wonderful to have a Motor Car originally purchased by such a near relative and*

*now only in its second ownership. Please tell us about it. Can anyone better that? - Ed)*

#### 20hp Starter Problem - by Alan Thomson

After various frustrations with a failing starter, the problem was easily remedied by checking that the spring pressure was within tolerance (ie 10lbs pressure), free movement of 0.25" and the length of the spring itself. I checked this against another starter spring and found it to be 1 coil short. Spring changed, and end of problem.

*(Does anyone know the correct length of this spring and all its specifications? - Ed)*

#### Breaking the Rules - by John Eastwood

I broke all my own rules and advice when I bought a 20hp (GXL66) after only a casual inspection and no trial run. This is not because The Real Car Company refused either, but I was struck by the beautiful proportions of a very original Motor Car.

When I got it home, I opened the hubs and I was amazed to find the original R-R seals still intact. I have been running R-R Motor Cars since 1959 and I have never seen this before. The condition of the rest of the chassis is almost with total lack of wear and it would appear that the engine is as it left Derby - perfectly balanced.

Can anyone advise when R-R stopped sealing these chassis so that I can have some idea when GXL66 was last work on? The mileage is shown as 47,000 and the accelerator pedal is hardly worn.

#### A Reply to Brian Elliott

I have received a wonderful letter from Brian Elliott regarding the installation of a heater in his 20hp, but it is very long and complex. Should you require information regarding this, I am sure he would wel-

come your enquiries or I will send you a copy of his report - it is most interesting.

However, Brian asks whether the occasional misfire which appears when the Autovac is pulling petrol is typical of the breed.

*(I can certainly confirm that GOK65 suffers slightly in this way showing a reluctance to run but doesn't actually stall, and is only noticeable when ticking over, and this is usually when I am showing off at 150 - 200 RPM - Ed).*

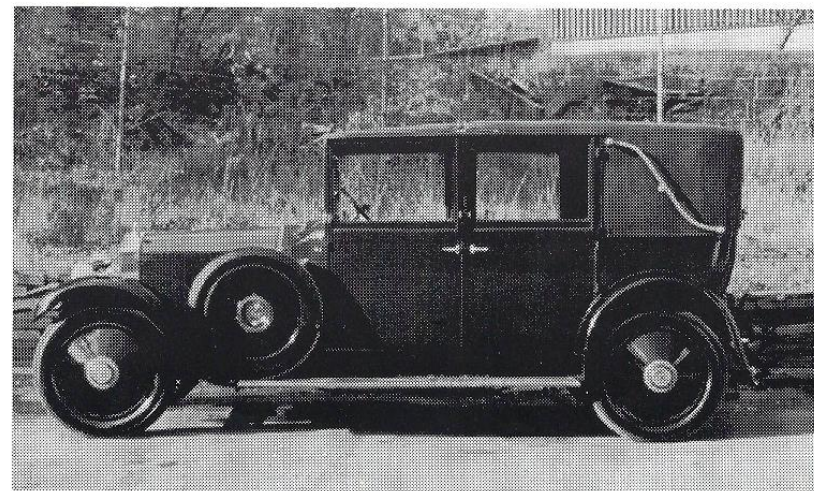
The fuel pipes are as per original, no leaks or air blockages, and with a fall all the way from Autovac to Carburetter.

Perhaps we can solicit a response from Richard Barton on this one? Over to you, Richard.

#### Letter from Tony Kemsley - GUJ54

Tony has done some interesting work with the Index of Piece Numbers, and decided that one would be even more useful for the Supplement of January 1928. These he has sorted by number and finds it of great value - perhaps others who want this information could contact Tony. I am aware this is a specialist area, so I am unable to comment any more.

Tony has also done a lot of work on his rear axle, and if another Member needs any specific information, this is the man for you!



John Eastwood's 1927 T & M Cabriolet GXL66 - well worth breaking a few rules for!



## FOR SALE OR WANTED

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

### For Sale

20hp parts including cylinder head, block, block casting, new valves and springs etc.

Contact: Derek Ryley

Complete 20hp rear axle (with drums/hubs) from GYL36 1927. Ratio 11/50  
Good Condition - packed in crate.

3 x 20hp 19" wheels Black - good condition

Crown Wheel G54010 and Pinion G54519 from 20/25 (11/50). Used but in perfect condition and should fit a late 20hp axle.

Rear axle Pinion Thrust Bearing (same axle). Used but perfect. Again should fit a late 20hp axle.

Carburettor air intake with cap E53191a + E53192

Contact: Member Ralf Storandt.

Collection of Rolls-Royce Books, Magazines & Brochures.

Contact: John McGlynn

20hp Windovers Dr's Coupe - Members Motor Car. Very Original, in fine mechanical condition, genuine and usable. Also a tired but again original 20/25 Hooper Owner/Driver Saloon. Both looking for a good home!

Contact: Frank Donaldson

### Wanted

Cable covers and end pieces for the wiring on the bulk-head (20hp) page 160 & 162 in R-R Catalogue of parts F52058, F51116, F51115, F51114, F51113, F51111, F51958, F 52137, F52125.

Carburettor overflow pipe with nuts at bottom of carburettor body.

Contact: Member Ralf Storandt

Information urgently required by Member from another owner of a Park Ward Saloon similar to GUL16. The vehicle has recently been returned to the UK from the USA and there are various coachwork bits missing, specifically wooden door capings and occasional seats. If you have any photos or can be of assistance, please...

Contact: Alan C Giles.

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The venue for the seminars is close to the main Midlands motorways for ease of access and participants will be able to take their cars on a section of the pre-war test route if desired.

The seminars will be held on the following dates: Oct 14th, Nov 18th, Dec 9th 1995 and Jan 13th 1996. A charge of £20 will be made to cover fuel, refreshments etc.

Each seminar will consist of a "hands-on" demonstration on the maintenance and settings of the cars. The topics covered will include the following:

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The seminars will be restricted to 6 participants so early booking is advised. It may be possible to include a test drive with a suitable car over a section of the pre-war test route used by the Company.

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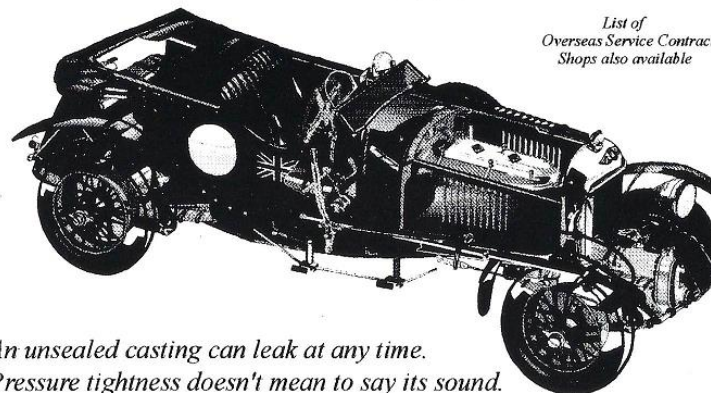
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