



# ROLLS-ROYCE ENTHUSIASTS' CLUB

*for Rolls-Royce and Bentley owners*

## The Twenty Newsletter

*for the 20hp Register*

Number 2

January, 1995



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# The Twenty Newsletter

Number 2

January, 1995

## Editorial

*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*  
*This superb 1926 tourer by Windovers - Chassis GCK3 (Reg YN 219) is in the custody of Philip Chubb. What a wonderful example.*

I hope this finds you replete after the jolifications of the Xmas period! How many managed to get a run in their 20's? I have been reliably informed that it's an annual event for some to take the old lady out over Xmas - but what about the 20! Maybe there could be a new event - a Christmas Run in different parts of the country! Anyone interested?

As this second issue of 'The 20 Newsletter' is being put to press, the recent budget is fresh on my mind, and I consider it to have been yet another stab in the back for motorists. I say this with full knowledge that we travel less miles with our cars than other owners, yet we still pay exorbitantly for the privilege of using the roads as well as contributing to the Exchequer via the petrol tax. However, whilst we will remember the budget as the 'Cancelled VAT on Heating Budget' - this issue of 'The 20 Newsletter' will probably be remembered (if at all) as the 'Petrol Newsletter' as it appears that the matter of fuel seems to be foremost in our minds.

This is also an appropriate moment to mention the 'Possession Tax' which is destined to replace the Road Tax. If you have a car which you want to tax for the summer months only, will there be arrangements to either pay only for that period as at present (doubtful) or will we have to pay up and claim-back? How can you tax a car which doesn't have an MOT which includes those who have their cars in bits? If it can't be driven, why should it be taxed? We cannot de-register as the registration number would be lost, so are we going to have to tax a vehicle purely because it is registered in someone's name? Not a very satisfactory situation. Lets hope we get some answers soon. If you are unhappy when the position is clarified, don't keep your views to yourself - write to Westminster in the strongest fashion, or to me - I will collate any correspondence and forward to the powers-that-be.

There are, of course, other matters of interest, but with perhaps the sole exception of engine temperatures, fuel seems to be nearest to our wallets / hearts. This does in some measure seem strange when in reality it should be considerations such as engine oil pressures which are more



important, but no doubt that matter will be covered in future issues. Brian Bilton-Sanderson's contribution should be carefully read and inwardly digested by everyone. There is a strong message there!

I am also delighted to be able to print the first 20 Newsletter article written by a lady Member - Jane Else, which is both of technical and general interest. I know there are many ladies out there who have countless stories to tell - lets get them into print!

On the subject of mileage, I am delighted to see that I have not been challenged with my 1994 mileage at 4514 miles - more mileage in a year since my father bought the car in 1959! Almost 1300 were covered during the Italian Rally but, to end the season, a three-day trip from Southport via Stockton-on-Tees to Perth (in the most atrocious rain imaginable) and then back from Perth with the hood down, the sun shining and cruising between 55 and 60 mph must have been the best way to end the year. I took John Fasal's statement to heart - "...get off the motorways and enjoy the '20" - and he is absolutely right! It is the first time I have been over Shap since I was about 6 years old (and with that being over 40 years ago, I remember little of that journey other than rain-bows), I can only tell you what a wonderful run it was. 624 miles in all, with the Perth-Southport run of 274 miles - stopping only for petrol, nature (and petrol again) and averaging 18MPG and 42MPH and NO motorways!

These long trips are a most satisfying experience - and we should wherever possible be doing more of them. To that end, there was a wonderful reunion of fellow-travellers from the Italian Rally in Stratford-upon-Avon late in November, and it was mooted by one particularly intrepid traveller that there may be some mileage (interesting choice of phrase) in doing a '20' John O'Groats to Lands End run. I realise there is nothing original in this, but if there are sufficient interested bodies, a 1996 or 1997 date could be investigated.

If you feel that both you AND your '20' could stand the rigours of this type of run - the mileage would be in the region of 1750 to include home to John O'Groats, John O'Groats to Lands End, and home again, then please let me know. I have seen runs like this and my concern has always been that some cars are much quicker than others. If the majority were 20's or similar, this would be less of a problem, resulting in receptions and cavalcades through specific town centres. I am sure we could all get sponsored so that a suitable charity could benefit? I am inclined to add that from a cost standpoint, I would be advocating value-for-money accommodation rather than premium standards as this would be an ideal introduction for those who have never experienced any of the R-REC trips for the very best of reasons. Are we talking 10 to 12 days? Let me know your views and whether you can 'lend a hand' if it goes ahead.

I have also received a most interesting hand-out from the Derby Plating Company whose speciality is the re-chroming and re-nickeling of the parts you and I want to glisten. Consequently I have enclosed a copy of the document as it is full of information which would be invaluable if you are in the process of restoring parts which require this treatment. My experience has been that their workmanship is both sensibly priced and of excellent quality.

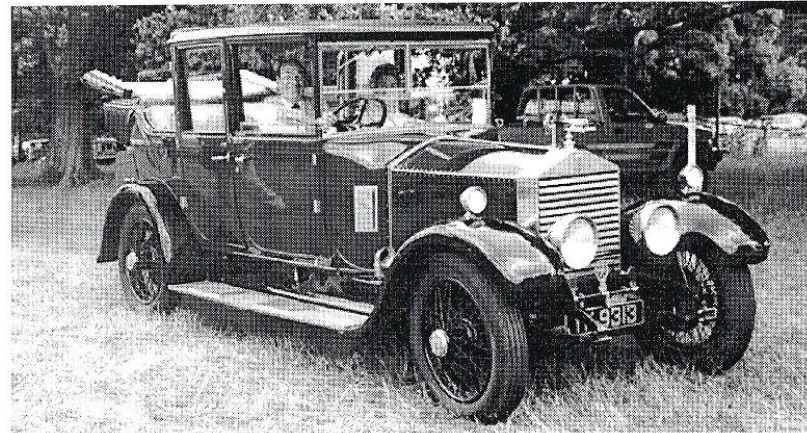
.....

*An early Director of R-R was once asked 'How fast does your assembly line move'. I think I saw it move last week', came the reply! Anyone know who the Director was?*

*In 1942 nearly every taxi in Blackpool was an R-R. I wonder how many were sold by John McGlynn?*

*Quote - Unquote : 'Rolls-Royce - even their mistakes are beautifully made' D B Tubbs*

*Did you know that the R-R radiator was not a registered trade mark until 1974 and that R-R made rifles during W-W 1?*



*Couldn't resist this smile! Keith Abraham's '26 Laundalette by Barker - GOK 48*

## *The Secretary's Notes*

The first Twenty Register Newsletter was well received and appreciative comments were made by many Club Members from outside the Register. The Newsletter can only be as good as the Members make it, so please put pen to paper and write.

With this Newsletter you will find the 20hp Members Register which will be updated annually at or around 1st January. The old-style became impossible to handle due to the rapid increase in numbers.

We have looked at the Members List and have checked all chassis numbers against The Rolls-Royce Twenty Book by John Fasal and/or the chassis and build records held at The Hunt House and the matter debated at the highest possible level within the R-REC. Where either Crompton or Southern's supplied a new body to a previously used

chassis, the word Replica is used. Where a body has been copied (mainly tourers) the wording 'In the Style of .....' is used, and where a replacement or transfer body has been used, the wording 'Replacement' followed by the coach or body builder if known.

As this is a factual record, we felt we had to describe the car as accurately as possible. If you feel your car has been incorrectly described, please let me know and we can discuss it.

Please keep me informed of changes of address, sale and purchase of 20hp cars etc. I also have lists of names and addresses of many companies and individuals who can help with problems on your 20hp. It is surprising that the problems which crop up are only new to the person who has the problem - someone else has been there before, so don't be afraid to ask, this is what the



Register is for.

The superb Club Seminar for the 20hp is the 29th and 30th April 1995 at The Hunt House, and please see The Bulletin for full details and booking form. The 20hp Register is running, in parallel, an informal weekend based on the Shires Motel, Deanshanger - from Friday 28th April, dinner in the Pub adjoining Motel in the evening. Saturday a visit to an interesting venue, Pub lunch with part of the afternoon free for shopping in Northampton or Milton Keynes. Dinner in the evening with the Seminar Attendees at The Hunt House. Sunday, an advanced Technical Seminar at Tony James' Workshop, Whittlebury with a 20hp expert. Lunch at The Hunt House. Total cost including everything ex-drinks - less than £75.

Please book direct with the Shires Motel on 01908 262925 or Fax on 01908 263642 quoting R-REC 20hp Register. Please also advise me and I will be in touch in early April.

At the 1995 National Rally at Althrop in June, on the Sunday at 12.30pm there will be an informal gathering for 20hp Register Members, so please come along, make yourself known and let's hear your thoughts and views on The Register.

The Brittany Trip 13th to 20th May 1995 is fully booked. 91 members and their guests, 42 Rolls-Royce Motor Cars, 7 dinners, 2 lunches, the superb Hotel des Ormes for 6 nights, cabin on the ferry both ways, 3 Civic Receptions, a Champagne Reception, Night Security and lots more, all for only £350. You can see why this trip was fully booked in only 21 days with a long waiting list! *(The moral of this is - book early to avoid disappointment in future, these trips are real value-for-money and not to be missed - Ed)*

I have received a lovely letter from Ralf Storandt who lives in the south of Germany. As his nearest '20 neighbour is some 125 miles away, he would welcome visitors.

## Letters to the Editor

### Driving Miss 20...by Brian Bilton-Sanderson

Looking back over my Chairmanship, I find we have visited the Isle of Man, Guernsey, France, Holland, Belgium, Germany and Norway, plus a good mileage in the U.K. - enough to win the Hugh Keller Trophy.

When I bought GSK80 she had been off the road for twelve years, the lady owner was a good friend and I had managed to keep the engine turned-over for her. When I first got the car home and drained the sump, mostly petrol came out and the plugs would oil up as soon as the engine was started.

I resisted taking the engine down, and

changed the oil and plugs several times with steady running in between, and after some 500 miles she ran really sweetly and on this year's Euro she used only one litre of oil to Koln and back.

We have always had the dreaded water temperature gauge problem, and when the radiator started to leak badly, I had it rebuilt at a cost of nearly £2000 which made no difference at all. *(This is becoming an oft-repeated tale - we should learn something here - Ed)*.

I spoke to Graham Pearce about his water jacket modification and blocking up the forward holes in the head - one member

suggested the water impeller may be worn, but I did nothing.

My own test for overheating was to wait until the gauge read 100C, get out leaving the engine running and stick my finger into the water filler and straight into the flow of water inside. I DID NOT SCALD MY FINGER, so I replaced the 'Spirit of Ecstasy' and have been motoring on ever since.

All the Continental journeys have been driven at temperatures between 65°C and 100°C - off the clock in Norway where sea-level air temperatures were 90°F and 32°F in the mountains. Other more modern cars boiled, vapourised and had various fuel problems, but the '20' passed them all, and as Eric Barras said, listening to her gears singing up the mountain passes ".....was pure joy".

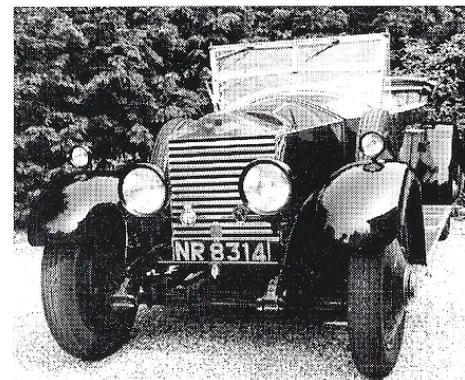
The good news is that we have found an infallible solution to the problem - and it was my wife who devised this cunning plan! For a permanent cure to this anxiety-generating problem, she hangs her hand-bag on the dashboard light which neatly and effectively obstructs my vision of the water temperature gauge, and the car runs the better for this highly effective modification.

### Overheating Problems...by John McGlynn

The main error in my effort to solve this problem was the incorrect diagnosis of the fault which is where my garage went expensively wrong.

Is it the gauge, the radiator, the pump or partially blocked waterways? One simply cannot replace everything in ones attempt to resolve the matter. A thinking engineer must be capable of identifying where the problem lies BEFORE starting any work.

I am obliged to Derek Smith who advised that the most common cause is a partially



Brian Bilton-Sanderson's '26 Tourer - GSK 80  
SOME MISS!

blocked cylinder block. The standard modification to promote greater water flow through the head is of little help. The only cure is to remove the block and clear-out the waterways in the block and takes him only 40 hours! (Has he ever had to deal with seized or sheared studs?).

### Pre-vapourisation Problems.... by Brian Packman

I have for some years peered into the engine compartments looking for the original gravity feed line from Autovac to float chamber. I have yet to find one.

I decided to make a new one for my '20 GCK 65 by experimenting with pipework based on the sizes and shapes set down on P.126 of the catalogue of parts (part nos F51292a and F50831a and renumbered as F55067a in the 1928 catalogue). I believe it is important that this fuel line should be as short as possible and have a continuous fall from Autovac to float chamber.

Based on the dimensions shown, the compression fitting which joins the two parts of the fuel line is at the foot of the firewall 2" to 2.5" clear of the crankcase. The line was



obviously made in two parts to ease removal of the carburettor. I believe it likely that the originals were removed from my car as with others as they were very fiddly to handle if indeed the carb needed attention, resulting in all sorts of shapes including uphill runs and expansion loops. They may look pretty, but they could equally create airlocks.

GCK 65 did suffer from intermittent fuel problems - particularly in hot weather - and there was a 2" rise to the float chamber. Since the modification (or I should say a return to originality) I have had no further problems of this nature.

.....  
**A Mechanic Knows Best ?...Alex and Pauline Taylor**

Now I'm supposed to know what is what, after all, I am a car mechanic! (If Alex doesn't know, what chance the rest of us? - Ed).

GXL3 is a Barker Limousine of 1931 Kg, too heavy to get Sir Henry's approval, and also heavy on fuel. Well, at 15 MPG and 500 miles per pint, I know there are some who wouldn't complain! When I first bought the car, it was almost unusable above 65C on the thermometer, and as I am supposed to be a mechanic, I should have known what the problem was. I didn't.

However, engaging the grey matter, I decided there were only two possible options - ignition or fuel. (We all know the problem with hair-line cracks in the distributor cap but this was OK). So, when it failed one day, I looked inside the float chamber - and to my surprise, it was empty! This continued to occur with ever increasing embarrassment and the empty chamber was always the cause.

I therefore decided to re-route the fuel line up and around everywhere to avoid engine heat, but still the problem remained, so I eventually said blow to originality, and routed the fuel line through the fire wall, across

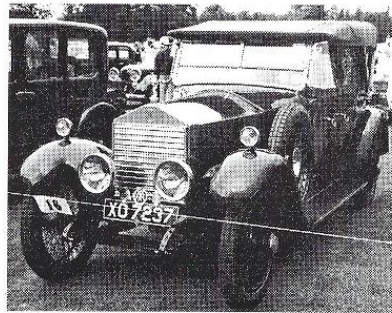
the car and then back into the engine compartment, making sure there was a constant downwards flow. I also fitted a heat-shield between exhaust manifold and Autovac. Net result - perfection.

The problem has disappeared and the engine now runs happily at 90C with no vapourisation, but the normal temperature is 75C. If it gets a little hot at traffic lights etc., I just rev the engine a little and all settles down nicely. Perhaps I should have blocked off the front waterways when I rebuilt it?

*(I am not at all sure this is something we should all follow - there could be a fire risk with fuel lines the wrong side of the fire-wall. After all, it is there for a purpose. Not to detract from this, it is interesting to note that the problem has been solved -Ed).*

.....  
*In France, especially in rural areas, credit cards are often not accepted and even at big filling stations in towns they can be refused as they will tell you that UK cards will not work. THIS IS NOT SO. Whilst the UK versions have magnetic strips, the French versions have chips and they are compatible. Note - Many French banks are closed on Saturdays.*

*It is worth checking that the inner tube valve is not rubbing against the hole in the rim and starting to chuff. A small rubber grommet placed over the valve and between the valve and the rim will solve this problem. Michelin have now produced a light truck inner tube which is heavy duty and ideal for the older wire wheels.*



*Does anyone recognise this beauty? Not at present in the '20 Register.*

## Wet! Wet! Wet! by Jane Else

We departed from Colwyn Bay, North Wales (probably the farthest from our destination - certainly for a '20') on September 6th to make the journey to Harwich in 2 stages and joined up with Eric and Grace Payne in their Silver Ghost at St Asaph having planned to overnight at Northampton.

The wisdom of this became abundantly clear when 'Bimbo' began to hiccup some 20 miles from home. We were losing power. A quick exit into a lay-by provided a safe haven and the coil and condenser were changed - but still no joy. Bimbo had behaved in like manner on the way to Harewood House in July and fearing a similar tantrum in the Rotterdam rush hour I suggested we went home for the Fiesta.

How dare I use that 6-lettered word! I risked being throttled at the roadside (excuse the pun). Of course, he who knows never reassures me that if all else fails then we can continue on the magneto. After further tests and trials, the magneto was coupled in, harmony restored and we continued to Northampton without further incident.

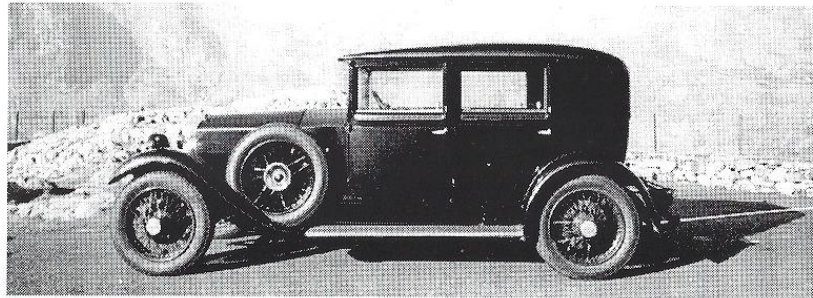
The following morning, Grace and I went round the shops since I had forgotten to pack David's new navy trousers. He had made sure he had packed his shorts (ever the opti-

mist when the weather is concerned) on the theory that legs wash and dry quicker than trousers. In the meantime, David had been 'under the bonnet' and identified the problem as poor earthing on the contacts. Harwich here we come.

A few hours pleasant driving was disturbed by the familiar rumbling of a flat tire just after the Cambridge by-pass. On our way to have our only spare fixed, we had a most nerve racking experience in that we thought we had another puncture as the steering went wobbly! It turned out that the road surface was so badly rutted by heavies that the tram-line effect came in. We thus arrived at Harwich and met the rest of the gang and our leader Eri Heilijgers.

The crossing to The Hook was calm and after a reasonable night, disembarked at 7.30am and joined the Rotterdam rush hour. How I prayed we wouldn't have a puncture in that lot. We didn't, but we did experience the now familiar tram-lining effect.

We were now joined by Eric and Grace Field in their Ghost and it was extremely cold and damp as our little 3-car convoy made its way towards Cologne avoiding Autobahns as much as possible. Once clear of Rotterdam we stopped for breakfast at



*From here, its downhill all the way to Cologne! David Else/Binder Saloon on the top of Welsh hills*



Wijngaarde and then on to cross the Maas via the ferry at Kessel. Lunch at the German border where it is strange to see the once busy customs post so deserted. It poured with rain over lunch, stopped when ready to proceed and was torrential for the final hour of the drive into Cologne. We were reminded of our leaky roof and next winters project.

On the Thursday evening, we arrived at the Hyatt Hotel which was ideally situated within walking distance of the cathedral and other places of interest and on the Friday morning we took a most interesting trip round the city in a vintage tram, followed by lunch and the local lager Kolsch. In the afternoon we enjoyed a guided tour of the old town and cathedral. The day ended with a superb buffet which included the most delicious suckling pig and other delicacies too numerous to mention.

Saturday was to be a picnic day with a visit to the brewery at Waldbrol. Once again the car behaved beautifully for the 129 miles round trip...but the rain really poured down obliterating what should have been beautiful scenery. In the evening, we enjoyed the Gala Dinner during which we were entertained by a German male voice choir and excellent dancing music. We received the customary souvenir 'Villeroy and Bosch' plate.

Sunday saw all the cars lined up in the park. It was a lovely sunny day so plenty of locals came out to see them. On the Monday, some of the group went for a trip on the Rhine, but we had been invited to the home of Joseph and Hannelore Mueller-Guenther, Members of the German Section of the R-REC. The car had a rest before the long drive back to The Hook and home to North Wales.

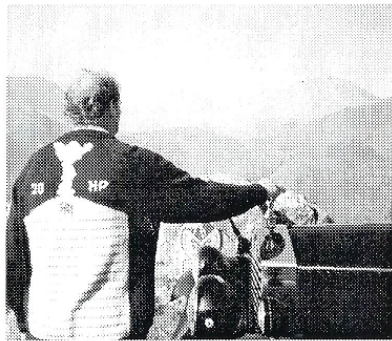
Tuesday morning dawned dry and looked promising for the drive through Germany and Holland and we drove through some lovely little villages in the sunshine. We passed through Rotterdam in good time and stopped at Maassluis for a meal. There was quite a hiatus at the restaurant as the staff

rang all their friends to come and see us. Everyone joined the ferry for the night crossing and shortly after leaving Harwich the rain started again and didn't stop all the way to Colwyn Bay - a 300 mile drive without a night stopover. Incidentally, in spite of all the rain, we did not use our windscreen wipers thanks to 'Rain-X' which we have recommended to several people who have not heard of it before\*.

By the time we had arrived home we had covered 1164 miles, our average fuel consumption was 18MPG with an oil consumption of 250 miles per pint. 'Bimbo' behaved impeccably on the return journey.

Why, you may ask, 'Bimbo'? The answer is that she does have rather a lot of money spent on her, is treated with tender loving care and has a pretty little French body which is caressed and photographed ad infinitum. She may be 66 years young but like Cleopatra 'age cannot wither her'.

\* Rain-X - This is an American product available from Motorworld and is put on the windscreen in two coats. Perhaps a phone-call to 01274 309305 which is their Head Office to advise you of a store near you - there are 250 nationally!



The correct dress for '20 driving.  
Is that Snowdon I see before me?

- David Else/GKM 30 1928 Binder Saloon

### Some musing on Matters Technical by Ian (and Corinne) Niblett

Corinne has asked me to advise you that she has cracked the knotty problem of remaining warm and cosy while travelling in a draughty, unheated '20' Tourer in the depths of winter without looking like Michelin Woman. It seems that a well-known High Street department store now stocks a very elegant line in ladies' thermals which, I am assured, are just the job.

On the MPG front, I get 14 around town and 16 on a run (cruising at 45MPH). Coolant around 70 to 75C even in traffic and on the hottest summer days. Mind you, I always keep the shutters fully open, if only because I am inclined to forget to fiddle with the lever. One has to balance between a less than efficient engine running at say 60 - 70C against an expensive overhaul if the temperature rises too high. I know which I prefer.

Oil consumption is really negligible at 1000 miles/pint since an engine rebuild by Wizard of Goudhurst. Prior to that, 100 miles to the quart! Incidentally, I only put 6 pints in the sump as the rest seems to be chucked out the back as Sir Henry never saw the necessity for a crankshaft rear oil-seal. Oil pressure driving is at 30 psi and no lower than 20 on tickover.

(I am not sure I would be happy with this particularly as the rockers and gears may be starved of oil. Be careful not to go for too high pressure just to satisfy ones vanity - adjust the oil pump relief valve to give 20-25lbs psi running and anything around 10lbs psi on tickover. Can we have some correspondence on this matter please - Ed).

Tyre pressures are quite personal, but I prefer 35 Lbs psi front and 30 lbs psi rear on 5.25/5.50/6.00 x 20". With a comparatively light Tourer, one can get away with 32 lbs psi front and 26/28 lbs psi rear but this does heavy-up the steering a little when slow manoeuvres are call-for.

Pre-vapourisation - what pre-vapourisation? With over 30 years experience in the icy-

wastes of Dartmoor in Winter to the heat of the South of France Summers, I have never, ever experienced this phenomenon. When it was available, I used 2-star, now 4-star, and no added paraffin, TVO, diesel, cough mixture powdered rhino horn ..... nothing. **The only difference that I have been able to detect between the fuel system on GMJ44 and some others I have seen is that the pipe from the Autovac to the carburettor follows the shortest possible line with a fall all the way (none of your elegant coils of highly polished copper) - I wonder if that could have anything to do with it?** (Emboldened by the Editor)

Mileage for 1994 at 3000 - a little behind the Editor - I will try and do better next year.

### Oh Dear! - Anthony Eastwood

Here are some interesting facts which may be of use to other drivers of the 20 HP.

Mine is a 1926 Hooper Sedanca (ex Kenya 1967) Reg H 8055.

Cruising speed is an acceptable 50/55 and a little more when possible. Distances covered can be as much as 250 miles and we are not frightened to get on the road - our other car is a blown 2-litre Lagonda.

Naturally, like many others, the MPG is 'not enough' and typically around 16MPG. Tyres are 32 x 4 1/2 Straight Sided and run at 50 psi. Water temperature is kept as low as possible - around 60°C and fuel vapourisation is not a problem. (Mind you, at such a low temperature, I am not surprised, but I would be a little concerned that not only was wear and tear higher than necessary, but fuel consumption will also reflect this, hence your 16MPG. You may find that running at, say 75°C could bring pre-vapourisation on, but fuel consumption would improve as would performance - Ed)

Annual mileage anything from 50 to 1000 but almost always a run on Boxing Day.

The car is presently shoddy but in A1 mechanical condition after an Arthur Arden engine



rebuild - hence the following anecdote: A few years ago, on an rare visit to the 'Annual Rally', and having arrived late due to a long run, we had to park rather too prominently at the end of the Twenty line, and picnic'd quietly on the grass nearby. A mother and son, looking rather quizzically at our car, the conversation went as follows...  
 "Here, Mum, when are they going to do something to this old b——?  
 Mums reply...  
 "I expect that they're saving up very hard to do it up, dear"  
 Oh dear!

### "The Magic of a Name" - Alan Thomson

In his introductory piece in the R-REC Bulletin on taking over as General Secretary, Peter Baines describes his interest in Rolls-Royce cars being kindled by acquiring Roy Nockolds book "The Magic of a Name", followed by gazing into the showrooms of Mulliners of Northampton.

It parallels my experience although a longer period was involved between dream and reality. In 1950, I also acquired "The Magic of a Name" together with a wife - both of which I still have!

In the 60's, travelling south down the old A34 I would stop and gaze into the windows of Scott Moncreiffs, and having channelled my classic car interest into MG's and Jaguars it wasn't until 1993 that I started to look for a 'real car', and specifically a '20. Specification - Dr's Coupe or Tourer and 4-wheel brakes for added confidence.

It was a tight spec particularly with the small number around, but in early 1994 I acquired GSK36. The chassis was completed in 1925 and only a couple of weeks before my birth. It (the car!) has spent all its life in Yorkshire, originally bodied by Rippon Bros

as an enclosed drive Landalette, modified to a Dr's Coupe and then had the rear of the body replaced by a steel box to be used by the Midland Bank (The Caring Bank?) as a wartime mobile bank.

The coupe body was rebuilt in 1991 after she had lain in a lock-up for 27 years and I have had the mechanicals restored by Dennis Pilling of Leigh, Lancashire.

We live near Appleby, once the county town of Westmoreland which lies in the valley of the River Eden surrounded by rolling hills and the most beautiful countryside. Now called Cumbria, we have more sheep than people and outside of the few towns and the tourist honeypot areas of the central Lakes, there is an endless choice of traffic-free byways ideal for the Rolls-Royce 20hp Car. Sheep and cows can be an occasional problem, but along with tractors, they are a minor irritant!



Alan Thomson's Dr's Coupe - GSK 36

### Competition

What is the sheep saying to the passenger - and what is the passenger's reply? To the Editor please for the next issue!

## Spares aplenty for your 'Twenty' by Tony James

The availability of spares for the '20' is probably better now than at any time since the model was in production. From consumable items such as gaskets and seals to major components such as cylinder heads and exhaust manifolds, all are available new from suppliers who advertise in The Advertiser. Although it may appear at first sight that most of the essential contents of this publication are the same from month to month, new advertisers appear therein who may well have 'that' part which was difficult to obtain. In addition, the classified section of The Advertiser contains the occasional gem which an enterprising Member has produced. Recent examples of these include luggage racks and clips to hold the Lucas Oil Can.

In this article, some of the sources of parts are listed with their telephone numbers and all supply by mail order. If you are outside the UK, delete the '0' at the commencement of the phone number and add the UK code. The addresses are listed in the R-REC or R-ROC Advertiser or I can supply them if you send a stamped addressed envelope with your enquiry.

No list of suppliers of Rolls-Royce spares is complete without the worldwide sole distributor authorised by Rolls-Royce Motors. **Jack Barclay (0171 978 2223)** and hold considerable stocks and are often the first port-of-call for consumable items.

Two prominent members of the Rolls-Royce Specialist Association are **Ristes Ltd. (01602 785834)** and **Fiennes Engineering Ltd (01367 81438)**. Both these companies publish comprehensive catalogues of parts which include many for the 20 HP. (I've just fitted a replacement exhaust manifold from Ristes. No problems - Ed). Another supplier who publishes a catalogue is **Brunts of Silverdale (01782 625225)** specialising mainly in engine parts.

Specialist items are exemplified by the cylinder heads and distribution caps available from **Richard Shaw (0181 531 3358)**. **John Malamatenios at C.A.V. (01442 832651)** offers beautiful 'Divers Helmet' rear lamps and klaxon

horn connectors.

Suppliers of second hand or as new stock as well as new items include **Brian Thompson (01487 822488)** who was in charge of the stores at Adams and Oliver for many years. Likewise **Theo Hendrickson (01532 559908)** who worked for Appleyard Rippon. Both Brian and Theo offer a spares finding service if they do not have an item in stock. **Avenue Mail Order (01494 483906)** also offer such a service as well as publishing a catalogue.

For bodywork interiors, the **R-REC Club Shop (01327 811489)** offers leather cleaning and treatment liquids as well as telephone systems for limousines. They also supply a complete set of tommy bars and wood-handled screwdrivers to fit your toolkit.

Suppliers of interior trim materials as well as door furniture such as handles and hinges are **Vintage Supplies (01692 406343)**, **The Complete Automilist (01778 560312)** **Woolies (01778 347347)** and the **Creech Coachtrimming Centre (0181 659 4135)**. They all supply catalogues.

The manufacturer of radiator matrices is undertaken by **Vintage Radiators (01327 857726)** and exhaust systems by **Servicentre Systems (01480 463104)** and **R J Lonsdale (01677 470608)**.

Some items are available close to you. For example, I recently removed all the bearings from the engine, dynamo and starter from my '20'. All of them were replaced with new ones 'off the shelf' at my local bearings specialist. Your local tyre specialist can order and fit tyres and tubes from the manufacturers. All these suppliers will supply would-wide.

In the USA, **Dale Powers (813 778 7270)** supplies reproduction ignition coils as well as pre-war parts. **Rudy Rosales (800 248 7839 (RUDY))** and **Schwartz (800 424 1220)** carry stocks of new and second hand parts. **River Carriage Shops (216 333 0561 or 800 950 2415)** supplies sets of hub removal tools and wheel removal spanners. **LMARR Disk Ltd (707 938 9347)** supply ace tyre



discs, valve extensions, spanners etc for wheels.

In Australia, **R A McDermott & CO (613 428 8844)** supplies new pistons and wheel rims for beaded edge and well based, with correct shaped valve and balance weight holes.

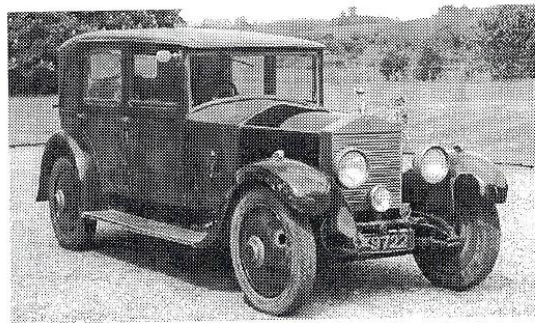
In this article, I have included some of the suppliers of parts for the 20 HP who do so on a professional basis. In addition, there is a veritable Alladin's Cave of spare parts. Where? It is in your own garage, barn or attic! If you have anything which is surplus to requirements, please let me know, in confidence if you wish, and details can be distributed in future articles, or you can advertise in this newsletter free of charge.

Good hunting!

### Stolen

Chassis plate for GFN14 from his office in Winchester in May 1994. If this is offered to you, please contact Dr Tom James.

*Someone loves me!  
1928 Weymann fabric saloon  
by Park Ward - GKM 48*



### Hatch, Match & Dispatch

OK - so there are some Members who accept that London is NOT the centre of the world! After all, and as John McGlynn reminds us, Sir Henry started it all in the North, so please be aware that there will be an 'event' (that's what John calls it) in the English Lakes in 1996. Watch this space for further information.

## FOR SALE OR WANTED

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

### For Sale

Collection of Rolls-Royce books, magazines and brochures.

*List available from John McGlynn.*

A block for an early 1922 '20hp Good Condition £850.

*Contact Ian Brooke*

Spanners: E6422 and F51754 available to swap.

*Contact Charles Green*

A NEW UNUSED full all-weather cover approx 16'9" long x 6'2" wide x 6' high. Ideal for long term exterior storage.

£55. (This is a bargain!)

*Contact Keith Jay*

### Wanted

Two side undertrays and the front spring carrier castings for 1928 '20'.

*Please contact Alex Taylor*

Oiler for early '20

*Please contact Ted Kelly*

For use by The 20 register - Yellow/black or Red/black tape or any colour tape as used by the Emergency Services, BT etc. (Anyone got any contacts?).

*Contact The Secretary*

*Information please on Chassis GFN14. Originally owned by Lord Inverforth. (I have been in touch with the present Inverforth family who acknowledge that in the past they have owned numerous Rolls-Royce motor cars. They have no photos and would prefer not to be troubled - Ed). As this is one of the few '20's' at present off the road, any information in the public domain would be appreciated.*

*Contact Tom James*

This page is looking for either one or two sponsors.

Please contact the editor.





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