



# ROLLS-ROYCE ENTHUSIASTS' CLUB

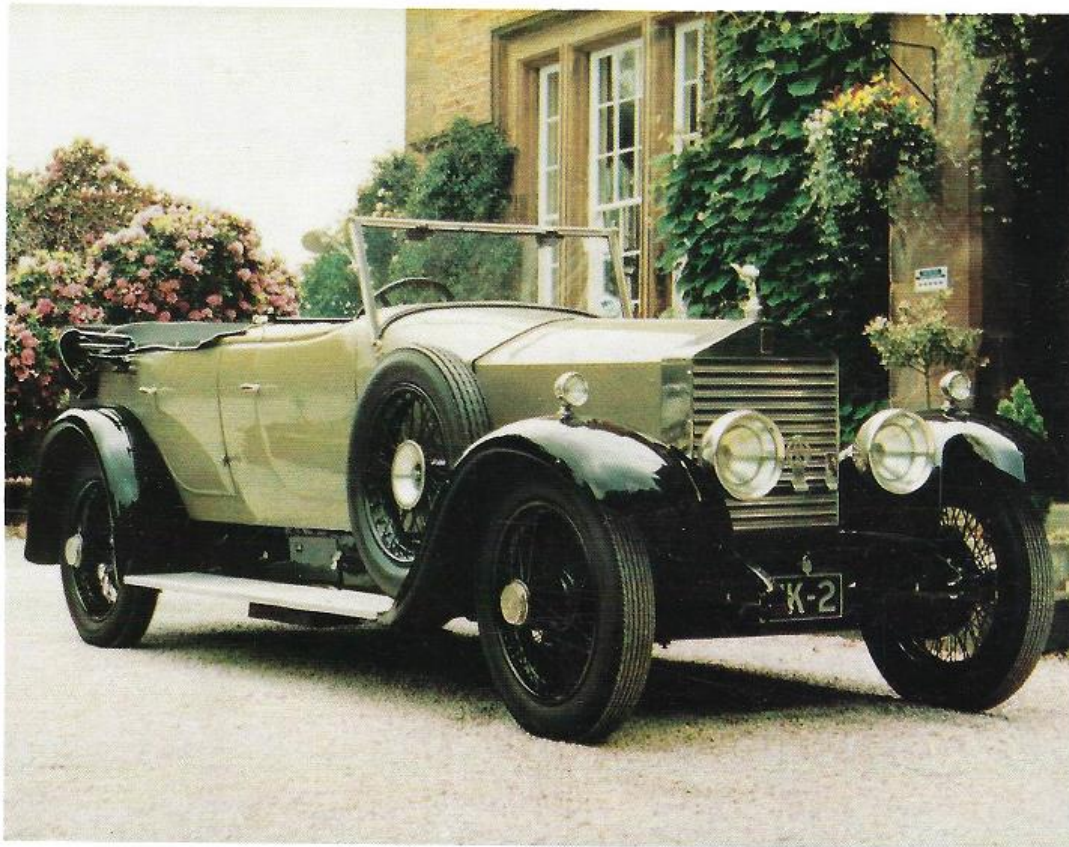
*for Rolls-Royce and Bentley owners*

## The Twenty Newsletter

*for the 20hp Register*

Number 1

September, 1994



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## The Twenty Newsletter

Number 1

September, 1994

### from The Secretary

*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 and Phone : 0243 266575

and *The Editor* is:

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... to whom all articles for publication should be sent either typed or preferably on a 3½" floppy in MS.DOS Windows 'write' format (in Accessories). Any errors and mistakes are purely due to the Editor's inexperience and any assistance will be greatly appreciated.

ALL OTHER COMMUNICATIONS to the Secretary please!

*Cover Photograph*  
1926 Rolls-Royce 20hp  
(Chassis GOK 65.  
Registration UK2). Believed to be the sole remaining Barrel-sided Tourer by Thrupp and Maberley in the custodianship of Andrew Sington, having been in the family for over 35 years and referred-to in his article.

### Welcome to the first 'Twenty News'.

We should all be delighted that the 20hp Motor Car was the first model selected to create the first ever Register within the Club. There will be only two 'single model' Registers, the other being the 40/50. All other Registers will be joint model, viz 20/25 with 25/30 and Wraith.

Since our inception in April 1994, we are already approaching 150 Members and surprisingly there are only six 20hp Motor Cars belonging to Register Members which are not 'on the road'!

You should by now have received the Register with Members Names and other details. Members who joined after 10th July will be added later with the additional amendment slips/inserts. These Registers are quite costly to produce and it is hoped that you will keep them up-to-date with the amendments distributed from time to time. You will discover in the 'For Sale / Wanted' Section, Members names ONLY will be given, so you will need to refer to the Register for fuller details.

The Management Committee have decided that Registers may only run ONE event per year. It is NOT intended for Registers to take over from the Sections but to provide services which are not readily available within the Club or Sections, to run events especially for the 20hp and at which ALL Club Cars are welcome. We also aim to provide technical information, tips, help, advice and spares which are not otherwise available within the Club.

We are also fortunate that Steve Lovett of Ristes and Tony James, the Club Spares Secretary, are both 20hp owners.

With the superb Technical Seminars which are run at The Hunt House, it is hoped to have infor-



mal gatherings in the area whilst the Technical Seminars are taking place, and at the same time arrange for a more Advance Technical Seminar on the Sunday morning only as part of the week-end gathering.

The Advance Seminars (presented by Special Guest Instructors) would cover items not covered within the regular seminars and would in no way interfere or detract from the excellent existing ones. The cost would be under £100 for the 2 days D.B & B inc Sunday lunch and the Seminar. Please let me know your views and wishes.

It is hoped that Members would bring their 20hp as on the Saturday we would aim to visit an interesting venue and the weekend would run parallel to the Club Seminar.

I apologise for any errors in the Club Register - whilst my eyesight is not the best, clear handwriting is always appreciated!

The informal meeting at Althrop was a great success and will become a regular feature of the Annual gathering. Those Members who managed to make the meeting enjoyed the wine, the informal discussion and meeting other Members. It was also pleasant meeting all of you, hearing your views of which one outcome is that in May 1996 there will be a week away in Cumbria.

1997 is the 75th Anniversary of the 20hp and a very special event will be planned. It is anticipated that a week away in May (Wednesday to Wednesday) with the weekend in the Derby area with all the Club invited for the main Sunday Event. Naturally we are open to any ideas on the format for this celebration - so please come for-

ward.

Provisionally I have discussed with Ben Grew, Secretary of Essex Section and well known 20hp owner and representative of the 20hp Register for the Eastern part of the country, to run in conjunction with the 20hp Register, a special event in 1995 for the Guinness Book of Records. This will be a record attempt for the largest number of Rolls-Royce Motor Cars parked in a line and also on the move. At present this stands at 147 and we should anticipate quite an increase in the record.

At the same time there will be an attempt for a similar record by Bentley Motor Cars.

We would like to create a new Guinness and World Record and hopefully at the same time raise a worthwhile sum of money for a suitable charity. Our objective is for a suitable venue within 50 miles of London - possible Docklands / Canary Wharf? Wherever selected, it must be central to as many Sections as possible. More details later.

I feel that the 20hp Register should establish a date for our Annual week Holiday/Tour/Visit as being the week immediately AFTER the Whitsun holiday and to run from the Wednesday after Whit Sunday to the following Wednesday when we should expect reasonable weather in both the UK and Northern Europe.

Again, your views on this would be appreciated.

#### **Brittany Visit - 13th to 20th May 1995.**

The Brittany Visit is almost full with all double rooms now taken. If you are interested, please contact me soonest to

ascertain availability. For seven days away, including overnight ferry and cabin, six nights in a charming country hotel (on D.B & B) and including a Civic Reception all for £345 including insurance, must be the offer of the Year!

Finally, any tips, ideas, advice comments or letters as well as 'For Sale' and 'Wanted', please just let me know so that they can be included in the Newsletter. There are occasions when you may wish to sell or acquire a 20hp but wish the matter to be treated confidentially. Should this ever be the case, please do not hesitate to contact me and I will pass on to you the names and addresses etc of all inquirers. It will then be up to you to contact the inquirer.

The Register is dependent on your kind donations for our expenses and I should like to thank the members who contributed so generously. By far the

largest expense is postage which has so far reached £150 excluding this Newsletter which has been generously printed and posted by Andrew Sington of Martin Dawes Office Automation for this issue and for the next 12 months. Thank you most sincerely, Andrew.

If you write requesting information, the inclusion of a 'DL' SAE would be appreciated.

The next Newsletter should be out in early 1995 so please let me know your 'For Sale' and 'Wanted' items plus anything you think may be of interest to other 20hp owners. I regret that trade recommendations cannot be accepted but are willing to state that 'Joe Bloggs is delighted with his engine rebuild' and it is up to you to phone Joe Bloggs for further details (see Address Register for details!).

**Keith Jay**

*Secretary - The 20hp Register*



*The 20hp Register Secretary Keith Jay's delightful 1927 3/4 Coupe by Windover, chassis GHJ 40. Registration YH 793. This Motor Car was recently fitted with an overdrive and is taking part in The Brittany British Car Club 2-day event in Dol de Bretagne in late August '94.*



## Twenty Horse-Power Register

The concept of forming the 'Registers' of different models within the framework of the Club was approved with reservations by the Club Conference a couple of years ago.

I am happy to say that I played a leading part in their establishment as for many years I have found and experienced the enormous reservoir of knowledge and goodwill created between owners of similar models. The reservations expressed ranged around 'elitism' (whatever that means) and the splitting of the Club by specialist events. Experience are proving that such fears are groundless. All normal Club, Register and Section events will be open to all models and members as at present.

Only occasional day or weekend gatherings and tours at home and abroad are envisaged for the Register

plus Newsletters and interchange between members owning similar models by locality so that informed contact can be made.

Registers provide for that special closer contact created by a common denominator of ownership and the pooling of technical and spares information, maintenance problems and compatibility of performance, leading to the greater enjoyment of the Club. Already a number of members are coming out of the woodwork, their interest re-awakened at the prospect of 'Register' activities.

The '20 Register' is unique in that it caters for the only truly vintage model in the Club and has always attracted lovers of Sir Henry's own special favourite.

Eric Barrass.

## The Rolls-Royce Twenty

This inaugural issue of The Twenty News gives us the opportunity to reflect on the delights of the small horse-powered Rolls-Royce. The makers could not have envisaged such a following of this model seventy-two years after its introduction. Of the 2903 'Goshawks' manufactured at the Derby works between 1922 and 1929, we can account for nearly 1060 survivors internationally, a remarkable achievement by any standards of pre-War car production.

Many readers may have seen cars

emerging ripe for restoration in recent years, the latest on a trade stall at the Annual Rally at Althorp this June, in the shape of the 1925 Hooper 2-seater on chassis GCK 35. There are quite a number at present undergoing restoration that will appear in the coming years. Alas, there are examples that I have seen as complete running cars three decades ago, that believe it or not, are now in virtually scrap condition.

In May this year I joined Peter Vacher in Canberra to undertake the paste-up of our forthcoming 2-volume work on

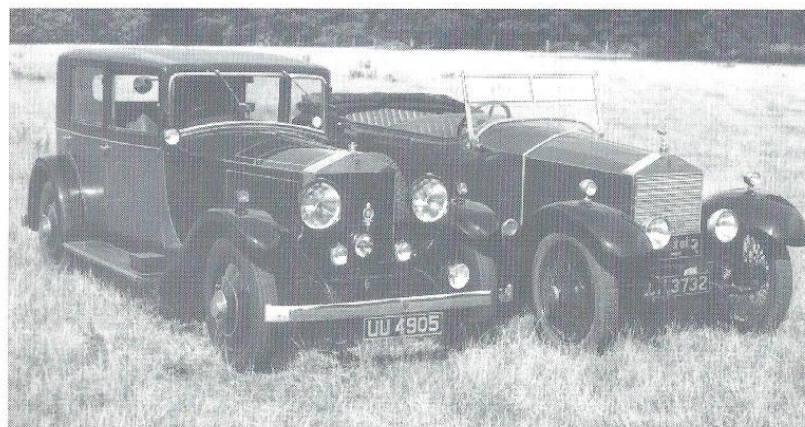
'The Edwardian Rolls-Royce'. Many of you will know Peter as a Twenty and Ghost owner/restorer to the highest standards. We attended the first wholly Ghost Tour in Australia and drove nine splendid Silver Ghosts for many hundreds of miles. In case the reader thinks we were totally intoxicated by the majesty of the 40/50hp and this wonderful experience, we both admitted that, for sheer driving pleasure, the Twenty is hard to beat! Just this last weekend of July my 11-year old son James, and I drove our 1914 Ghost to Wales and back to Hertfordshire; but it was not as enjoyable as the last trip I made in the 1922 20hp (42GO) Barker Tourer back from Scotland in a day.

I was reminded how short our lives are and that this is not the 'trial run' - this is the one life we get - unless you believe in re-incarnation! I urge all you fortunate custodians of these motoring

masterpieces to get behind the wheel of your machines, avoid the motorways, and take to the country roads and relive the joys of vintage motoring.

Congratulations to Keith Jay and the team of 20hp enthusiasts who have harnessed the support of the 160 fellow members of the newly formed Register that has grown from 75 since May of this year. The first single model rally for THE TWENTY was a resounding success at Blenheim in 1992 and we can look forward to future specialist model events at which there are still not enough hours in the day to meet the many congenial custodians with common interests and experiences to exchange. Do pour forth your reminiscences and photographs to enhance future Newsletters and encourage those who cherish the 'Best Car in the World'.

John Fasal.



'Early and Late'. Hugh Keller's beautiful 1929 20hp Weymann (GEN 45) alongside John Fasal's exemplary 1922 20hp Barker Tourer (42 GO) referred-to in his article, and was originally ordered by H H Maharaja of Udaipur.



## Letters to the Editor

**Dear Sir,**

Having owned a '20hp' for a short time, I am interested to know what temperature the '20' should run at. I have asked various owners and all tell a different tale. I should be pleased to receive advice on this matter.

*(Please write to me and I will pass on the replies - KJ)*

Any Member with experience of an overdrive fitted to a '20', please let me know your comments for publication in the next '20 Newsletter'.

### A Survey.

An interesting thought - what does your '20' do to the gallon? Please let me know you MPG figures - KJ.

### A Tip (or 2).....

If you have to 'top-up' your carb each time after the car has been standing for about a week, try seating the carb needle. This should help with better petrol flow / control and overcome the problem.

Do you experience front wheel wobble at certain speeds? If so, check the wheels for balance, the springs for breakages, the king-pins for slackness and wear and also the loading on the side steering tube and cross steering tube.

If you are over 55, then National Breakdown through 'SAGA' offer low-

Cost Comprehensive Cover, Recovery, Roadside attendance including Motorway, European Cover plus personal cover - this is for any car you may be driving, whether you own it or not. Total cost around £60 per annum. Another worthwhile low-cost Recovery at around £17 per annum is G.E.M.. You make the arrangements and then send them the account. I believe they pay up to £150 per claim.

### Overheating.

Despite the fact that the book about Small HP Engines says that they run better slightly on the hot side, I have become increasingly concerned in recent years to see that my temp gauge indicates mostly around 95C.

The first thing was to carry out a mod. to promote better water flow through the head by blocking up some of the water passages at the front. This was done and the engine well flushed-out and decoked at the same time. Many hundreds of pounds later, the needle was still at...95C!

The garage then recommended sending the radiator away to be checked. Not surprisingly, the Radiator Company advised that it needed recoring notwithstanding the fact that it had never leaked in the previous 13 years! I was assured this would cure the problem. £2000 later the engine still ran at... 95C!

The garage then said they would carry out an independent test of the water temperature by placing electronic

probes against the block and the top of the rad. Lo and behold this revealed that although the gauge showed 95C, the actual temperature of the coolant was 65C which is as it should be. You might ask why this fundamental test wasn't carried-out prior to a perfectly good core being replaced!

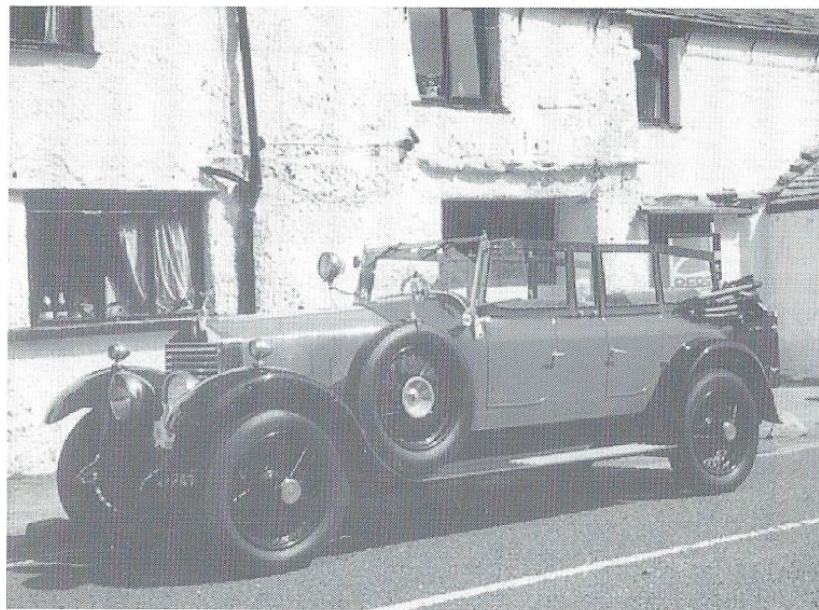
All appeared to point to a faulty gauge which was therefore re-calibrated and it still showed 95C! We there-

fore concluded that there must be a 'hot spot' at the engine end.

I have now resigned myself to running at 95C! A recent run on the Kirkstone Pass was at 65C but on motorways it stays stubbornly at 95C but it can vary according to local conditions.

Has anyone got any answers?

**John McGlynn**



John McGlynn's Barker 20hp (GDK 21) easily managed it to the Kirkstone Pass Inn on the Round Britain Rally although he had to resort to the 1st of his 3 forward gears! The car has an original fitting of a 'Motor Aneroid' (an altimeter to you and me!) which confirmed the height of the famous Lakeland Pass at 1640 ft. The retro-fitted front brakes no doubt helped in returning from the higher climbs to over 1800 ft. At the Midland Hotel the 20hp owners were readily identifiable by their famous 'double-de-clutch' gait!



## Hatch, Match and Dispatch

Sorry to hear about the fire damage caused to Ben Grew's 20hp on the train returning from the Italian Lakes Trip. Tony James' Silver Cloud went up in flames, was a total loss, and the heat damaged Ben's which was immediately behind. (See 'The 1994 Italian Lakes Experience - a short overview'). Ben's 20hp is now being returned to her former glory.

One member was seriously thinking of selling his delightful 20hp, but since the formation of the 20hp Register and the informal meeting at Althrop, has decided to keep his car!

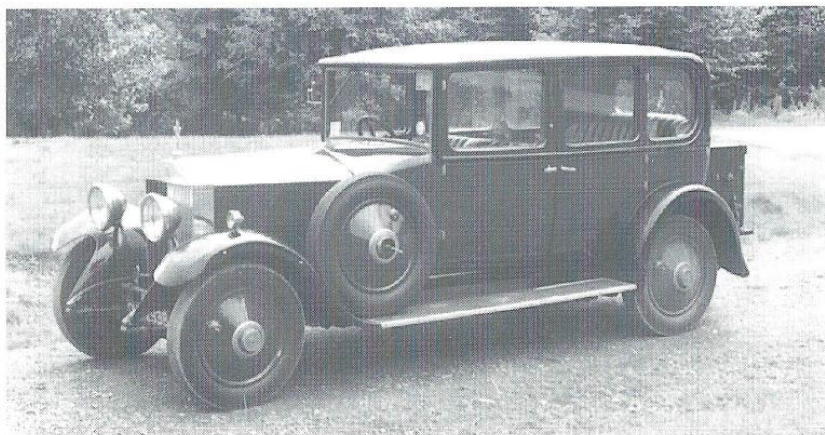
It has been suggested that a photographic record of all 20hp cars should be kept. Clifford Spencer already has over 80 photographs and would be delighted to receive yours with FULL details please - but no wedding ribbons!

*Some information on the 20hp which you may not know and which is completely useless....*

The Maharana of Udaipur had his 20hp adapted to a jeep body. All the instruments on his 1923 Barker Tourer '20' were hand operated as he was paralysed from the waist down....

The current record mileage for a '20' is held by an Australian, David Davies. His 1922 car has covered over 700,000 miles....

Unusual fittings - amongst the appointments carried in the rear of the Maharaja of Nohrapur's Rolls-Royce Motor Car was a cocktail shaker - his name was Patel!



*A unique 1929 20hp Saloon by Page and Hunt (GVO 40, Reg OUI 2938) purchased by a subscription of pennies by Scouts, Guides, Cubs and Brownies for Lord Baden-Powell the founder and Chief Scout, and now owned by Ben Grew.*

## FOR SALE OR WANTED

(Please use your Register to find addresses and Telephone Numbers)

**Wanted:** Period door mirror  
Spare Wheel fitment - angled outward  
Red radiator R-R

Recommendation: Batteries as per original specification

Contact: Member Frank Donaldson

**Wanted:** Pair of headlights

Contact: Member Tony Pearson

**Wanted:** Set of undertrays  
Horn terminal

Contact: Member A R Taylor

**Wanted:** Unrestored luggage rack  
Brooks trunk  
2 x Rear view mirrors

**For Sale:** Boa Constrictor horn - excellent condition but in need of painting/replating  
2 x single bulb stop lights - embossed 'STOP'

Contact: Member Paul Ponsel

**For Sale:** Early round-edged 1922/23 radiator minus shutters  
Large central undertray for pre-1925 '20'.  
Various 20hp tools  
1923 cast iron cylinder head - sound - brought back from India in 1972.  
23" split-rim wire wheel  
Signed copies of 'The Rolls-Royce 20'.

Contact: Member John Fasal

**For Sale:** Various items of literature and catalogues

Contact: Member John McGlynn

Member Robert Ward is rebuilding his 20hp Tourer and would like to have sight of interior to copy - please contact him if you can help.

Graham Pearce has reserved all the original Steel Record Boxes for the 20hp Records and which are being offered for sale by the Club. The boxes are £3.00 each, sending your money direct to Graham and arrange for collection either from The Hunt House or your Register Secretary. Cheques payable to R-R E C and enclose a DL SAE.

**Wanted:** A 3/4 or Doctor's Coupe  
Contact: Non Member Pat and Ted Kelly on 0704 822591

**Wanted:** Anyone living locally to Member G N S Davies in Dyfed who would like contact with local members.

**Wanted:** Any information as to the whereabouts of chassis GYL 52 (Barker Landalette) owned for many years by John Reynolds, who would like to contact present owner and see his old car. John can be contacted on 0785 780413

**Wanted:** Approx 500 mtrs of red/white Barrier Tape as used for roadworks by B/T etc., for use by the Register.

Contact: Secretary Keith Jay.



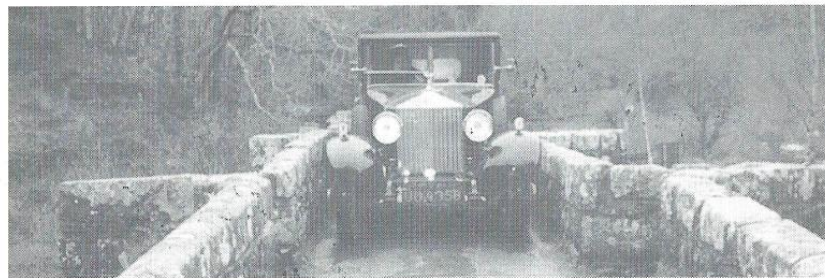
## Survival of the Fittest

In the programme of the Blenheim Annual Concours of 1992, John Fasal listed all known 20's at that time. This was up-dated in 1979 when John's book 'The Rolls-Royce Twenty' (without doubt a must for all Members-Ed) was published. Since then more 20's have been uncovered and now, in 1994, you may be interested to see the survival of this sturdy little car.

I have omitted the experimental 20's of which there is only one survivor of the original eleven. It is worth noting how the 4-wheel brake cars (from GPK onwards) show a higher survival rate than the previous 2-wheel brake model:

Chassis	No Produced	Survivors	% Survived	Chassis	No Produced	Survivors	% Survived
G	100	19	19	GYK	91	46	50.5
S	100	22	22	GMJ	80	42	52.5
H	99	24	24.2	GHJ	80	37	46.2
A	100	30	30	GAJ	80	47	58.7
K	100	34	34	GRJ	80	45	56.2
GA	78	22	28.2	GUJ	80	43	53.7
GF	77	22	28.6	GXL	79	52	65.8
GH	80	24	30	GYL	81	43	53.1
GAK	80	15	18.7	GWL	40	18	45
GMK	80	21	26.2	GBM	80	47	58.7
GRK	83	15	18.1	GKM	81	39	48.1
GDK	80	18	22.5	GTM	39	22	56.4
GLK	80	17	21.2	GFN	81	48	59.3
GNK	93	26	28	GLN	80	34	42.5
GPK	80	38	47.5	GEN	81	50	61.7
GSK	80	45	56.2	GVO	56	30	53.6
GCK	80	44	55	GXO	4	4	100
GOK	80	38	47.5				
GZK	80	33	41.2				
GUK	80	37	46.2				
				TOTAL	2903	1191	41.00

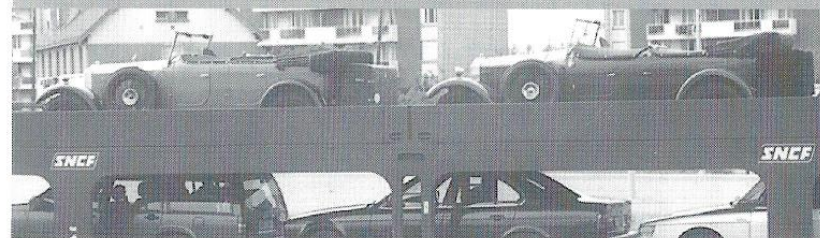
Ben Grew



Breathe in! Graham Pearce's well used 1929 20hp (Chassis GLN 53, Reg UII 4358) is a light Cabriolet by Wm Arnold. Graham has owned GLN 53 for 23 years and is in regular use throughout the year and in which time she has covered over 60,000 miles and consumed 3529 gallons of petrol.

## The 1994 Italian Lakes Experience

...a short overview



Our 20hp (GOK65) with the Young's 20hp (GOK 27) showing the way to Italy!

Finding a suitable medium to express oneself is always a problem, but with this, the first issue of the 'Twenty Magazine', to miss such an auspicious occasion would be a sin of gargantuan proportions.

The emotions on the return ferry from Calais to Dover after the previous 10 days could only be described as 'high', and perhaps the following brief description of the events which lead up to our return will give you, dear reader, an essence of the event.

Leaving Southport for the 325 miles to Dover was, as the Chinese would say, the first step of a long journey to offer we knew not what. The journey was a trouble-free drive, broken only by a night in an inn of impeccable quality and the company of Peter and Eleanor Young with whom we travelled in convoy for the rest of the trip. Once in Calais, the French made quite a meal of the loading of the vehicles, and at one stage we were in danger of a mass walk-out. But all the problems were ironed-out and off we went a mere hour or so late!

Italy and a flapping hood met us at dawn, and once restowed, we arrived at Bologna late morning - and was it hot! This was the time that the quality (if that is the right word) of the British petrol we had all filled-up with would be tested.

We left Bologna station in convoy, then it was every man for himself for the almost 200 miles to Riva at the northern end of Lake Garda. Our '20' along with the Youngs was joined by the most beautiful (am I allowed to say this?) 1921 'WO' 3 litre impeccably driven by Tony and Libby Lambert. We now had 'our little group' and thus we holidayed.

The trip to Riva was through wonderful countryside, and to see the faces of the locals - it was obvi-

ous that their love of cars was foremost in their minds - waves, cheers and smiles wherever we went. Surprisingly, whilst we anticipated the 'Italian Male' wanting to impress himself, only on one occasion did we have any difficulty, and I suspect the Mercedes was registered in a country 'up North'!



Causing considerable interest in Trentino.

The drive along the Corniche of Garda was an experience only to be exceeded by the wonderful hotel at Riva, and of course, cool showers for all. The hotel had arranged excellent security, so we all slept peacefully.

The following morning was a walking day, and as with the 4 night-stay, most used one day to do a local tour, whilst others had an even more leisurely time. Garda is deceptively large and well worth a visit - the many small towns are nothing if not quaint and the warmth of welcome for our cars was remarkable. Our two '20's' went on a tour with the Lamberts as passengers (Gosh - isn't she quiet! was what Tony said after a few moments) but it was our pleasure to have their company. Lunch in the centre of Trentino in a restaurant which Peter had an uncanny knack of coming across (but more of that anon) and the locals



totally amazed at seeing such carriages in their neck of the woods.

Our return to Riva was via a ski resort, and the roads could only be described as precipitous, but not a falter from the cars; they were in their element. (For the technically minded, with the outside temperature at 80F+, the engines at 85C and oil-pressure at 20PSI at 40mph, and no pre-vapourisation with Italian petrol!).

Time drew near for the drive to Lake Como and the town of Bellagio, and we were given a route by the Secretary of the Italian Section of the R-REC, and he certainly knew the sort of countryside we wanted to see. This was another 200 mile drive, the first half through the wonderful Italian Dolomites with views and climbs of which you could only dream. My wife Sally (she said she couldn't map-read, but she proved herself very adept with not a wrong instruction) stated that, after this drive, she could die happy, knowing she had seen the most beautiful scenery imaginable.

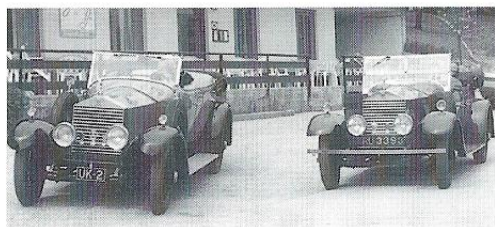
The last part of the trip to Como was a little industrial, but you can't have everything.

Bellagio is idyllic - the hotel nothing short of an experience out of the 1920's and good with it. No driving as the town was meant to be explored by foot, and with the ferry across the lake, one could give the cars a well-earned rest in anticipation of their dash to Bologna a few days hence.

Eventually home called, so an early start for the two '20's' and the 'WO' was followed by a glorious drive down Como to the main Autostrada which, when we joined was sign-posted Milan 'left' and Switzerland 'right'. We could see the Alps and the snow and whilst some had arranged to drive home, the decision to drive towards Milan was regretted by others.

We three thrashed down the motorway at 55MPH and again Peter quite uncannily found a deserted 5\* Restaurant (which didn't serve spotted dick and custard!) but we were treated right royally and fed superbly. The hooch we were offered 'on the house'

had to be foregone - it was either pure alcohol or pure alcohol and we still had 20 miles to drive! Certainly that was one drunken afternoon wisely avoided!



*This is where GOK 65 and GOK 27 rested - occupants included - at a ski-resort above Riva. With the temperature above 80F, we had trouble with our skis!*

Our final run was to Bologna and the station, and we all arrived to find the local rail-head in some confusion. The loader had decided to put all the modern cars on the top and expected us to load underneath. With the head-room greatly restricted, continued to load on top. Well, 6.1/2 hours later and having reversed countless cars off the top and reloaded correctly, we eventually left for cooler climates.

Alas, this was not to prove an uneventful passage. Outside Paris and with still 200 miles to go, we suddenly stopped due to a fire on board - an SC1 belonging to Tony and Mary James was well ablaze and, as we couldn't get to the car because of the electrified wire and with the shortage of fire extinguishers, we were powerless to stop the flames and the passage of the heat to Ben Grew's beautiful aluminium '20'. As the train also had to move on to the next station to reach a fire tender, the heat and flames travelled back to Ben's '20' and made matters worse.

So you see, fellow custodians, our return was tempered by these latter events and it was with mixed feelings that we wished our new-found friends 'au-revoir' and bashed up to Stratford-upon-Avon for a few hours shut-eye at the Youngs - and what wonderful hosts they are. Appreciations also to Brian Wiggins who organised everything. A hearty thank you and well done.

Notwithstanding the last few hours of the trip, I am confident that we will all look back at the '94 Italian Rally with great affection and I know that many will have already booked for the 1995 soiré to Northern France - I certainly have, wouldn't miss it for the world!

Andrew and Sally Sington (GOK 65)

# Blankstone Sington

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