

RREC

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Newsletter

RREC



Number 17

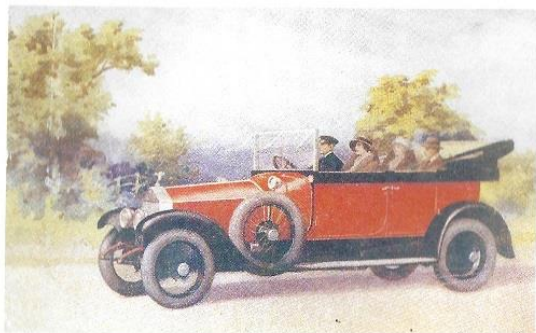
May 2007



King of the Road and Queen of the Sea

Delightful Hooper-bodied GUJ 57 is owned by Gary and Diane Cervený and David Morrison of Malibu, California. Since 1928 it has resided in the USA, mainly in various collections and museums, and it has seen very little usage. Diane writes: "This great car has all of the original books, tools and parts". See p3.

2wentymobelia



I have two copies of this postcard. It seems to have been produced from a painting of an early (no front brakes) Hooper tourer. The cards are postmarked August 1929 from Birmingham, and October 1930 from Stratford-on-Avon, respectively.



These two "Autotorque" limited edition models are hand-made in pewter and cost around £250 each, new or second hand. They are available from Marqueart (www.marqueart.com)

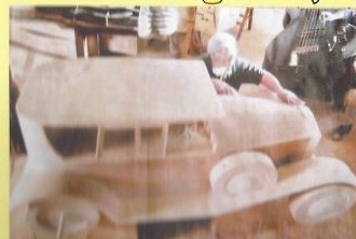
The skiff bodywork was by Fry, an Australian coach-builder on GOK 74.

The 20hp Acrocar was designed to tow gliders into the air.

Its unusual body was fitted to a 1927 chassis in Boston in 1933/34.



Swing low, sweet Rolls-Royce



This masterpiece was made by Nottingham coffin makers Vic Fearn in 2007
Phantom or Twenty?

THE TWENTY NEWSLETTER

No. 17

May 2007

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

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Cover Photograph

1927 Rolls-Royce 20hp, GUJ 57 (brougham limousine de ville by Hooper & Co)

Diane Cerveney writes: "The car was ordered on 13 October 1927 by Juan Pedro Baro of Cuba at the Paris Rolls-Royce office. During construction of this one-of-a-kind Rolls-Royce, many changes were made in the design such as special leather fenders to make it appear like the formal horse drawn carriages of the late 1890s. When it was completed in 1928, Juan Pedro Baro did not take delivery and Hooper sold it to Mrs E Hutton of New York. On 13 December 1928 the car was shipped from London to New York on the S S Caronia.

In the early 1930s, it was sold to Doris Duke, heiress to the American Tobacco fortune and of Duke University fame. It saw very little usage and then became part of the collection of James Melton, famous opera singer of Greenwich, Connecticut in the late 1930s. Upon his death, the car became part of the Museum of Automobile Collection of Winthrop Rockefeller in Arkansas in 1965.

After 11 years the Rolls-Royce was sold to William F Harrah and became part of his Reno Collection. Upon his death his casino, hotel and automobile collection were sold to the Holiday Inn Corporation. They auctioned the automobile collection in 1985 and Tim Sharon of Southern California purchased GUJ 57. After the second time it won first place in its class at Pebble Beach, Gary and Diane Cerveney and David Morrison purchased this wonderful car at the Bonham and Butterfield auction in August 2004."

Gary and Diane are participating in the Scottish Ghost tour, and will be at Kelmash.

Editorial and Readers' Letters

Many thanks to everybody who has sent letters, photographs, e-mails etc, containing news, questions, and technical information. Please keep up the good work! Feedback has been very positive and there is evidently demand for a real printed magazine in this age of electronic communication. Mind you, there is no way this Newsletter could be produced in any reasonable time-scale without computers, e-mail and the internet! We have an extra four pages again this time: extrapolating this growth rate, the 20hp Newsletter will be bigger than the Bulletin in 2014. Following his article in Newsletter 16, Tod Marshman has received a lot of extra information on the tools which were originally supplied with our cars. In his revised list, more than 25% of the entries have been modified or are new, so no apologies for re-publishing this valuable document. It will be helpful to everyone trying to decide the "correct" tools to buy for their car.

New Members

The RREC notify me when a new Club member admits to owning a 20hp. Since September 2006 we can welcome:

Keith Laming, Sittingbourne GMK 71 1924 *Mulliner limousine*
John and Stephanie Constantine, Jersey GYL 68 1928 *T&M tourer*
Robert and Belinda Shore, Chippenham GFN 67 1928 *Carlton dh coupe*
David and Patricia Mills, Overton, Hants GEN 16 1929 *Barker tourer*
Alan Murcott, Sutton Coldfield GMK 64 1924 *J C Beadle 4-dr saloon*
Stefan Surowinski, Honiton GEN 34 1929 *Weymann Addlestone 4-dr saloon*
Gerald Johnstone, Newcastle-upon-Tyne GBM 78 1928 *F Norris coupé*
Guillermo Viacava, Argentina GUJ 30

New Publications

I see from Bernard King's web site (<http://www.completeclassics.fsnet.co.uk/>) that he is publishing two books soon, which will be of interest to many 20hp owners:

"*Hooper – 200 Years of Coachbuilding*" by Bernard L. King, in the course of preparation.

"*Rolls-Royce & Bentley on Screen*" by David Harding and Bernard L. King, to be published by Dalton Watson Fine Books during 2007.

Finbarr Frank Corry, who is a 20hp owner and RREC member, has written a history of 1926 H J Mulliner tourer, GMJ 52. Over a 50 year period from new the car was owned and driven as everyday transport by Letitia Overend of Dublin. After her death, it was driven by her sister until 1992. It still lives, after 81 years, on the family estate. The history appears as two-part article in the May and June 2007 issues of *The Automobile* magazine.

Forthcoming Events

Louviers, Normandy, 18 – 25 May. Twenty-one 20hps, plus six other Club cars are booked into this holiday.

50th Anniversary Annual Rally, 15 -17 June. This year will see a bumper turnout, with the added attraction of a special display of Silver Ghosts for their own centenary celebrations. All 20hp owners are invited to a gathering at noon on the Sunday, by the 20hp line-up. This will be a good opportunity to meet fellow 20hp enthusiasts over sandwiches and a glass of wine. We must thank Keith for making a generous donation towards the cost of these refreshments.

20hp weekend at Westonbirt, near Tetbury, 13-15 July. We have a good number of interesting people and cars lined up for this weekend. There is still accommodation available in the hotel if you wish to join in. The planned itinerary is:

Friday - arrive, free day (visit National Arboretum, explore Tetbury etc), meet for dinner in hotel.

Saturday - scenic drive to Berkeley Castle, lunch. Guided tour by the owner. Back at the hotel for tea and a short AGM, followed by an eminent guest speaker. Dinner.

Sunday - scenic drive to Bristol Centre. Park in Centre Promenade (professional security guards in attendance). Boat trip round Bristol Floating Harbour. Visit SS Great Britain (optional) or explore Bristol's heritage. Restaurant lunch in Millennium Square.

All-in cost is £207 per person (no supplement for single occupancy). Please contact me asap if you would like to join in.

European tour, June 2008

The 20hp register is planning a 7-day trip to the north coast of Brittany next year, departing on Monday 23 June, ie the day after the Annual Rally which is 20 – 22 June in 2008. This will be a single-centre holiday in a superior hotel with scenic routes and many places of interest within a reasonable drive. There will be a choice of sailings: Portsmouth/St Malo; Plymouth/Roscoff; or out one way and back the other. We guesstimate the cost (7 nights half-board) will be no more than £700 pp.

If you wish to register your interest, and receive details and booking form as soon as they are available, please contact me by e-mail, letter or phone.

Letters

From Windham Rees (South Wales)

"Please find enclosed my donation. I'm afraid old age has caught up with me re driving, but please give my best regards to Keith and the rest."

From Alan Murcott (Sutton Coldfield) by e-mail

"Thanks for your welcoming e-mail. I have been in the Club and Register before and would like to join the Register again, now that I have more time. I could be the oldest continuous owner of a Twenty having purchased mine way back in July 1963 for £55! Having said all that I wonder if you could let me have details of the 20hp weekend in Westonbirt July 13-15th." (See letter and photos pages 26, 27.)

(Sorry, Alan! Newsletter 9 reports that John Kellett also bought his 20hp, GXL 50, in 1963, and Newsletter 8 reports that Jeremy Kilner bought GVO 38 in 1956. I believe both gentlemen still own these cars. And see the following letter - Ed.)

From Murray Ferguson (Happisburgh, Norfolk)

"It seems a long time ago since I paid the 20hp Register any money! So here is some more.

Next year GLK 24 and I will have been together for fifty years which must say something about both of us! Unfortunately Julia and I will be in Africa at the time of the Annual so we will not be able to be there – maybe next year. I hope you have a great time as our Registrar."

From Andrew Sington (Southport)

20hp on television

"There is a good chance that I will be taking UK-2 to the City of London to be in the Lord Mayor's Parade. Perhaps you may wish to mention in the next Newsletter that members watch the Lord Mayor's Parade on BBC TV, as there is a very good chance that a member's car will be there! The Parade commences at 11.02am on Saturday 10 November 2007. I'll have to invest in some pretty serious cold-weather clothing as UK-2 is a tourer and doesn't have the luxury of in-car heating except for what seeps through from the engine. The drive from Southport to London is but 250 miles – a mere trice for the likes of David Else and me."

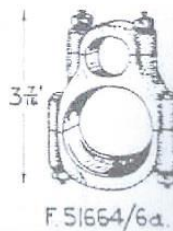
Technical Notes and Letters

From Brendan Boyle (Diss, Norfolk)

"My Twenty is 67H2, I no longer own 84K9 which I have sold. In Newsletter 16, Page 21, we are asked to note that the works number was stamped on the rear nearside dumb iron. Could I add that it was also stamped on the front off-side dumb iron. Surface rust may have obliterated it on many chassis but on mine it was concealed by layers of paint. The works number and the chassis number are also marked on the front floorboards on my chassis.

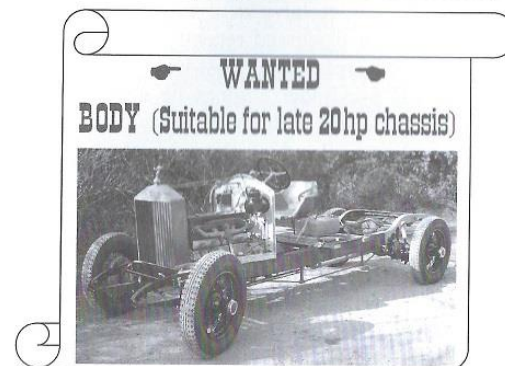
When I was collecting the missing components for 84K9 I found it was impossible to find the figure-of-8 shaped bracket to mount the battery cable conduit to the chassis cross member: F.51664/6a (see parts list page 156) so I had one copied. Cast in aluminium and machined to the original factory specifications, I had a couple of extra made if any member is interested."

(This part was fitted to Series A-C cars – ie to the end of 1923. Contact Brendan on 01379 676280 or panacea@doctors.org.uk Brendan also told me he has collected a complete set of original tools for an early 20hp. He might now be willing to discuss offers for this valuable set.)



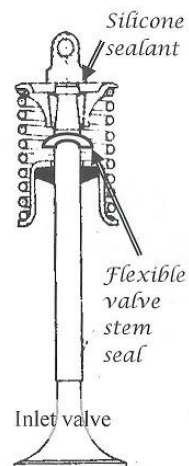
From Dave Carpenter (Peacehaven, Sussex)

"As a point of interest I have several sets of extra-strong clutch springs (20%). If you hear of anyone with a bit of clutch slip they might well get them out of trouble. They do tend to improve the muscles in the old left leg a bit, but they did the trick for me! The big advantage is they can be fitted in under two hours, very handy if you are on a foreign trip. The cost per set of eight is £40 including p&p, UK only." (Contact Dave on 01273 583154 or info@dockland.fsworld.co.uk)



Peter Sheppard (Redruth) has restored his barn-find chassis GVO 30 (above) and is now looking for a suitable body in reasonable condition, possibly a tourer or dhc. Being one of the last few chassis sold as a 20hp, it is fitted with the larger dashboard (scuttle). Peter is willing to consider a body on its own, or a decent body which comes with a poor chassis needing complete restoration. If you can help in any way please contact Peter on 07803230333 or AirlegSheppard@aol.com

High oil consumption?



The Autocar of 6 October 1922 reviewed the new 20hp and described the oil consumption as being "remarkably low, the car running 1,000 miles to the gallon". How times have changed - we expect better today! A problem in certain early car engines is oil being sucked down the inlet valve guides, especially under conditions of high vacuum such as starting from cold, or coasting downhill on the over-run. This can give a smoky exhaust, of course. Modern oils and better valve guide seals might improve the situation, but Dave Carpenter told me his oil consumption is now essentially zero, since fitting flexible cup-shaped seals on to the inlet valve stems. The cups are made from synthetic rubber, fit closely over the stem inside the spring and reduce the amount of oil flowing down the stem and then being sucked into the combustion chamber (there is still more than

sufficient oil mist flying around to keep the valve guides lubricated). Dave adds an important caveat: he has heard of an MG owner who fitted ordinary O-rings to the valve stems, and suffered *increased* oil consumption, due to the O-rings pumping oil



down the stems! The photograph shows a typical valve stem seal (FAI Autoparts, VSK 112), obtained for pennies from my local auto factor. It is fitted with two steel reinforcing springs, is 18mm od, with a 7.4mm aperture at the narrow end (the inlet valve stem diameter is 7.8mm). The topic has also been discussed recently on the RREC message board; Richard Treacy is a "post-war" expert and has an alternative

method. With post-war RR 6-cylinder engines he always seals the split collars round the top of the *inlet* valve stems with good quality silicone sealant, see diagram on previous page. This prevents oil, which flows via the rocker arm on to the cap above the spring, from draining between the split collars and on down the stem. Again, the effect is to reduce oil consumption.

Note: do **not** reduce oil supply to the exhaust valve stems! Please add to the debate if you wish, by sending your personal experiences.

What spark plugs?

In Bulletin 281, I mentioned the fact that we cannot buy spark plugs of the design originally fitted in our cars. The original plugs had an 18mm thread and a reach, from washer to spark gap, of ¾" (19mm), eg the KLG plug illustrated, which is purportedly an original plug from an early 20hp car.

Unfortunately, all modern 18mm plugs, eg Champion D16, reach only ½" (13mm), so sparking actually occurs ¼" up the plug hole, effectively shrouding the spark. Some people say this can give inferior burn and higher petrol consumption because the engine needs a richer mix. It is also said that the correct long-reach plugs would be exposed to a hotter environment, with carbon burning off more effectively, and less fouling of the electrodes. However David Else reported that he has driven many thousands of miles on D16s with no problems of fouling. Andrew Sington also goes on long safaris with his 20hp, and wrote with some advice:



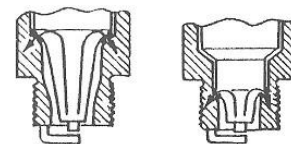
- Don't over-tighten plugs. With our low compression it is not necessary
- Try the Green Spark plug Company, 01477 532 317 or www.gsparkplug.com
- A regular change of plugs improves performance immeasurably

Andrew thinks that longer plugs make sense because the spark is nearer the inlet valve where there is more "fire" to clean the gap. I checked the GSP Company's website: they do offer 18mm Champion D23s, but these have a ¾" reach.

"Hot running" (see below) plugs with a ¾" reach are, in fact, readily available - but only with a 14mm thread, for example Champion N9Y or NGK BP6ES. To use these long-reach plugs in a 20hp requires an adaptor, as described on the message board by Peter Edwards and Chas Vyse (both 20/25 owners). In B 281 I mentioned Hunt Engineering make adaptors, but they are also supplied by Complete



Automobilist for £2.40 each. I'm always keen to try out ideas for improving engine performance and fuel economy, so I bought a set of NGK BP6ES plugs and asked a local machine shop to make six steel adaptors. The adaptors were made with the same thread length as D16s, see illustration, because the threads near the bottom of the hole will have become filled with carbon deposits (these deposits could of course be removed by carefully using a suitable tap, but my car has an aluminium head so I decided not to take the risk). Now the plugs are cosily sparking *inside* the combustion chamber, but will there be any improvement in performance and economy?



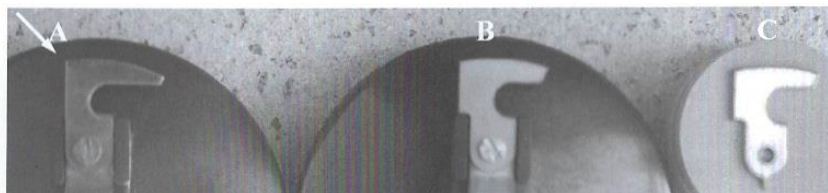
Hot-running Cool-running
(Arrows show heat flow)

I referred above to "hot-running" plugs which are designed for low compression engines, see diagram. (By contrast, "cool-running" plugs conduct heat more rapidly away from the electrode, and are used in hot, high performance engines.) In April 2007 a set of 10 Champion LB-8 plugs, described by the vendor as designed for pre-war RR 6-cylinder engines, was auctioned

on e-bay for US \$81 (plus post etc from the USA). Production of these plugs was discontinued around 1970, and I'm not sure I'd want to fit 40 year old plugs to my car. Manufacturing techniques and materials (eg ceramic insulation and electrode metallurgy) have surely improved since then. If anyone has experience of this topic to share, or knows of a source 18 mm long-reach plugs suitable for the 20hp, please let me know for an update in the next Newsletter.

Distributor rotor arms

In his excellent Spares Corner column, Tony James reported (Bulletin 280) that there is a problem with some modern replacement rotor arms supplied for 20/25 cars: they seat incorrectly on the spindle, by 5 degrees, so the spark is initiated *before* the leading edge of the blade reaches the contact in the distributor cap (see figure A, next page). Hence the early part of each spark must jump a large gap, and this can produce a weaker spark at the plug, especially at low engine speeds. **Tony confirmed that this fault can also apply to rotors supplied for the 20hp;** if so, you can extend the rotor blade forward by 2mm (figure B) simply by fitting a replacement blade (figure C), obtainable from Ristes for £2.87 plus post and VAT.



Andrew Sington told me that he came across this 5-degree error a few years ago, but found at the time that Feinnes had replacement rotor arms which were correctly designed. Best read Bulletin 280 and check what type of rotor you have!

Paper and Cork Joints etc

David Haines has many years professional engineering experience with small hp cars, and is a lecturer at Hunt House Technical seminars. He can supply a range of joints for maintaining and overhauling 20hp cars:

Part No.	Description	Price, £
F 10921	Autovac top joint	3.75
E 52833	Tappet cover joint	2.60
F 89195	Petrol filter cork	1.25
E 50202	Water elbow joint	2.34
E 59543	Oil filter joint	1.09
DKH 100	Rocker cover joint *	5.50
D 50595	Dynamo brush cover	20.00
E 50774	Distributor to crank case joint	1.08
E 51515	Dynamo drive rear bearing housing to crank case joint	0.96
E 51514	Dynamo drive rear bearing cover to housing joint	0.96
E 50775	Water pump drive rear cover to crank case joint	0.83
E 50219	Water pump casing joint	0.96
E 52487	Dynamo drive front bearing housing to timing case joint	0.96
E 51492	Timing cover to crank case joint	3.30
E 52385	Dynamo drive brake cover 20hp and early 20/25 joint	1.03
E 50782	Oil pump to crank case joint	0.75

* 20 hps originally were not fitted with a rocker cover joint, however some owners prefer to use one.

David can be contacted on +44 (0)1737 533314 or at 39 Shelveys Way, Tadworth, Surrey, KT20 5QJ.

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Advice from the Past

Here is some gentle advice from The Owner-Driver's Handbook, published by Ward, Lock & Co in 1925. Not much has changed over the years!

Consider your Passengers

It would be really interesting to know what idea is possessed by many drivers when they take their friends for a drive. It cannot be that they want to give them pleasure, since such unnecessary risks are taken that the passengers are uncomfortably nervous for the greater part of the time. Perhaps it is that they want a public before whom they can demonstrate what wonderful drivers they are. There are people, but not many of them, who say they like such thrills, but the great majority confess frankly that they do not. Your first duty to your passengers is to give them confidence. It is possible to tell a good driver even before the car starts away from rest. There is something in the way of setting about starting that gives confidence to the most nervous. When once started there are many little things which one can do to add to the pleasure of the passengers. Gears should always be changed quietly and unobtrusively. When negotiating hills the change down should be made in plenty of time.

The 20 hp, the Hurricane and the Piper

Last February, Peter Vacher gave a superb talk about the restoration of GSK 15 to the Friends of the National Motor Museum at Beaulieu. His car, a 1927 Windovers All Weather cabriolet de ville, had belonged to Maharaja of Bharatpur, and Peter had seen it on one of his "hunting" trips to India with John Fasal. Since 1969 India had a strict ban on the export of pre-1947 cars, so there was no prospect of Peter ever owning GSK 15. However, out of the blue, Peter heard that the car was at Heathrow. Apparently *two* cars had been rendered into small pieces, mixed together into packing cases and exported via a circuitous route as "automotive spare parts". The purchaser sold GSK 15 to Peter, so they separated the parts into two piles and Peter started to restore his pile. The chassis had been dismantled and each of the long girders cut in two (Peter said the cutting had been expertly carried out so that

-11-

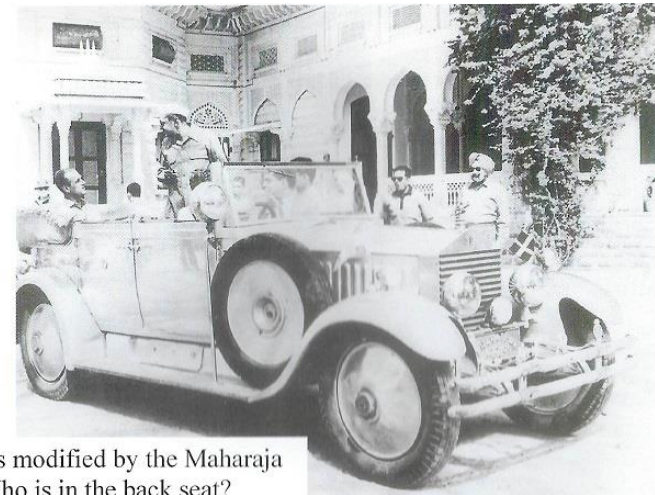
the halves could be welded together with no loss in strength). The instruments had been ripped out and were smashed, and all the body panels had been cut up and/or flattened. However Peter tried to use as many of the original parts as possible. Fortunately he had a good photograph of the car in its original condition, before later modifications, so he was able to restore the body frame to its original style using much of the old wood. Apart from the bonnet, none of the aluminium panels could be restored; some were worked back into shape to serve as templates for new panels.

The car has some very interesting features. It has three horns and a bell: a Rolls-Royce style Klaxon, a Bosch electric horn, a boa-constrictor wind horn, and an electric bell to warn off sacred cows! It was illegal to sound a horn at sacred cows in India, but a bell was okay. The bell was restored by its original manufacturers, Winkworth Car Bell Co. which is still in business because of the continuing demand for police car bells. The hoop in front of the radiator is unique and holds the Bosch horn and a blue light to signify when the maharaja or maharani was actually in the car. Because the maharani was in purdah, no man, not even the chauffeur, was allowed to see her, so the glass was tinted blue. However there was a complicated window winder system whereby the blue windows were wound down while being automatically replaced by perforated metal screens. Thus fresh air could enter, and privacy be maintained, but even this was only permitted in the countryside.

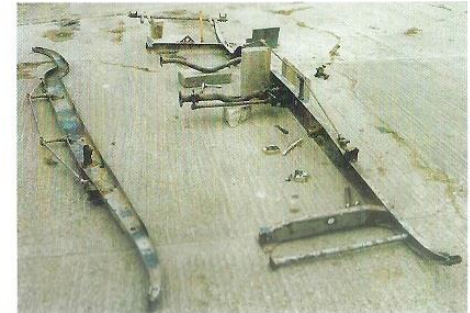
At the 1998 Annual Rally, GSK 15 won Class 5 (20hp) and also Best in Show. It is featured in B 230. The photographs here show GSK 15 at various stages of its life.

Peter recounted how he developed this passion for restoring old cars and aircraft. His first car was a 1934 Standard 9 which he bought when a student for £10. He restored it, eventually sold it for £30, and was hooked. Peter then graduated into restoring Rolls-Royce cars. In 1982, on another of his trips to India with John Fasal, he found a complete but derelict Hurricane aircraft outside a university engineering department, together with its Merlin III engine. After 20 years of bureaucratic wrangling followed by 4 years of meticulous research and restoration, that plane is now back in the UK and fully operational. It was even possible to restore its 16 Browning machine guns into working order (they are now de-activated!). It is the only Hurricane or Spitfire still flying which saw hostile action in the battle of Britain. However that is another story, and is in fact the subject of a book written by Peter: *Hurricane R4118: The Extraordinary Story of the Discovery and Restoration of a Great Battle of Britain Survivor*.

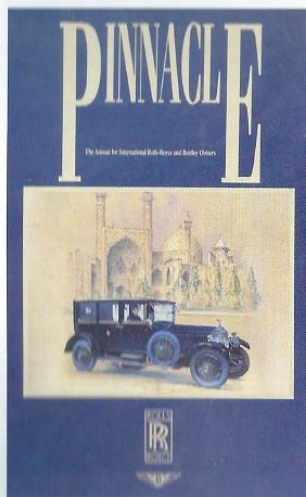
Polly Vacher then gave us a very animated account of her passion for flying her Piper 4-seater aircraft. She has many world "firsts" for solo flying: she was the first woman to fly solo in a single-engine aircraft over the North Pole; the first woman to fly solo in a single engine aircraft in Antarctica; the first person to fly solo around the world landing on all seven continents. All the time she was raising funds for her charity, Flying Scholarships for the Disabled. Polly also has written a book of her exploits: *Wings Around the World*.



As modified by the Maharaja
Who is in the back seat?



20hp with an Interesting Body



Malcolm Tucker's 1928 GBM 61 with Park Ward faux-cabriolet body is shown here with Diana Moran who was the 1980s TV fitness guru, the Green Goddess.

Car and Goddess were featured in an article published in Vol. 1 of Pinnacle. This was a glossy news and features magazine produced for the RREC and edited by Malcolm. Five volumes were distributed free to members between 1989 and 1993.

I am grateful to Malcolm for providing original transparencies of the images published in the magazine. The cover of Pinnacle Vol. 1, left, features a painting of a P-1 in India, one of a set of paintings which used to hang in the Conduit Street offices of Rolls-Royce Motors.

Another Interesting Body



Gerry Johnston has recently purchased GBM 78. After years of storage in the USA he has repatriated it to his home in Newcastle upon Tyne. It is a 1928 4-seat coupé and Gerry believes it to be original and unrestored. He will try to retrieve the original registration number, DF 5781, from the licensing authority. Gerry was informed that the body is by Frank Norris of Market Parade, Gloucester, but he has no other details about this apparently obscure coachbuilder. A Google search



indicated that Fred Norris was a coachbuilder on this street early in the 20th century. His premises later became the Wessex Garage, which carried out general servicing until the early 1960s. Any further information would be gratefully received!

The car drives sweetly, but understandably Gerry is not intending to travel far until it has been properly re-commissioned. Very unfortunately, one door and one front wing were dented somewhere between pickup in the USA and delivery to his house, so he is facing the inevitable arguments between him, the insurers and the various carriers involved. We welcome new member Gerry to the RREC, and to the 20hp Register in particular, and wish him well in his fascinating new project.

Letter from Graham Brook

My father was a member of the RREC back in the 60s having acquired GOK 3 in 1959 from a well-known dealer of the time. Despite being painted bright blue all over (including the headlamps), the car's intrinsic prettiness shone through and father saw it straight away. Over the next couple of years a home renovation was carried out in a garage little bigger than the car itself and subsequent concours d'elegance awards were the fruits of his labour. Through the '70s, '80s, and '90s, however, the car



remained pretty much dormant although periodically started and moved just to keep her used to the idea! She could best be described today as having the appearance of slightly dishevelled, aristocratic old lady and she remains in periodic, if not regular, use during the drier months.

All Fired Up (see next page)



All Fired Up

John Whetton owns GAK 5, a 20hp Barker limousine which won the Touring Award in Class 5 at the 2005 Annual Rally. He wrote about the history of his car in Bulletins 275/276/281, and kindly supplied the photographs shown on the previous page. John also owns a 20/25, and in June 2006 it caught fire under unusual circumstances. The full salutary story is highly relevant to 20hp owners, and is posted on the rrbew web site; John agreed for extracts to be reproduced here.

"1929 20/25 GDP 38, was in fine shape ... It fired first time as is normal but through the rear view mirror I noticed clouds of white 'smoke' at the back of the car ... The cloud ... then became clear to be petrol vapour ... stopped the engine, opened up the bonnet to inspect the carburettor. Its overflow pipe was dripping profusely on to ... an oil tray on the garage floor. One last attempt to blow away the problem, I thought, and, bending over into the foot well on the driver's side to press my hand on the accelerator pedal, I noticed orange light through holes in the firewall! This was no orange light. It was a fire! Christine finally arrived ... ran to the hose pipe connected permanently to the tap in the garage and ... Within 10 seconds, thanks to her, the fire was extinguished. The fire appeared to emanate from the nearside rear part of the engine bay. The wires to the dynamo and to the starter motor had been deprived of their insulating sheaths ... By early Monday morning, the insurance company had been informed, a retired autoelectrician friend was on his way to assess damage ... and a reliable paint shop lined up to perform the repairs.

The flooding problem had gone the day after the fire, the car drove perfectly up to the paintworks man in Chesterfield and back a few days later. A few trips out in the car appeared to have proved the point that the disaster was behind me. A week later, a cold start resulted in the same problem; gushing petrol fumes from the exhaust pipe. Since the symptoms cleared themselves after the day of the disaster, I concluded that it would do so on this particular day and so I took the car out for a good drive in the hope that loads of accelerator would clear the beast's throat. After 20 minutes the poor car failed to proceed ... A considerable amount of fuel had been consumed in that short journey and having removed the spark plugs to hack off the soot, the car did fire up with some reluctance and then it drove like a dream for the rest of my journey. I thought the problem ... was an experience now confined to history.

Come the weekend of July 15th, The Demon returned. The carburettor was removed from the engine for further examination ... seemed to be in good condition ... and so the unit was reinstalled on to the engine. I fired her up again, but no change was evident. It suddenly dawned upon me that the excess fuel in the exhaust was not even passing through the carburettor but straight into the cylinders via the inlet manifold. I then removed the brass head to the Autovac ... and on removing the head with its attached float and sprung-loaded closing valve, everything fell into sharp focus. The float slurped with petrol ... 'petrollogged' and was therefore ... a sinker! In consequence it was incapable of rising sufficiently within the cylinder to

close off the inflow valve and as soon as the engine was doing its job, the suction ... was drawing uncontrolled amounts of fuel into the upper chamber ... with the consequential inevitability of the stuff pouring down the vacuum pipe, thus overwhelming the ... cylinders with dire result. On close inspection of the Autovac float, it was clear that the bottom solder seam was perforated and in a suitably angled position it drained of its internal fluid within 20 minutes ... a call to Autovac Spares of Moulton ... and within 24 hours ... I had a replacement float. I ... switched the two floats and within two minutes the Autovac head and unions were secure. There was then a few minutes of suspense and a cup of tea. With some degree of trepidation I ... fired up the engine. Bingo! ... No cloud of petrol gushing from the exhaust tail-pipe and although running a bit on the rich side, the problem appeared to be overcome. How did the petrol find its way into the float? The perforation was minute to say the least, but with rises in temperature ... expanding air would have been forced out of the float and liquid petrol sucked in later as the Autovac ... cooled. This slow process would have been a creeping affair over a period of many weeks until a critical mass of fuel in there rendered the float incapable of ascending high enough to shut off the valve ... One thing I did learn from my visit to Michael Wyndham-Grice's workshop in Moulton is that the Autovac is yet another item of engine support that must be inspected and parts replaced every couple of years or so."

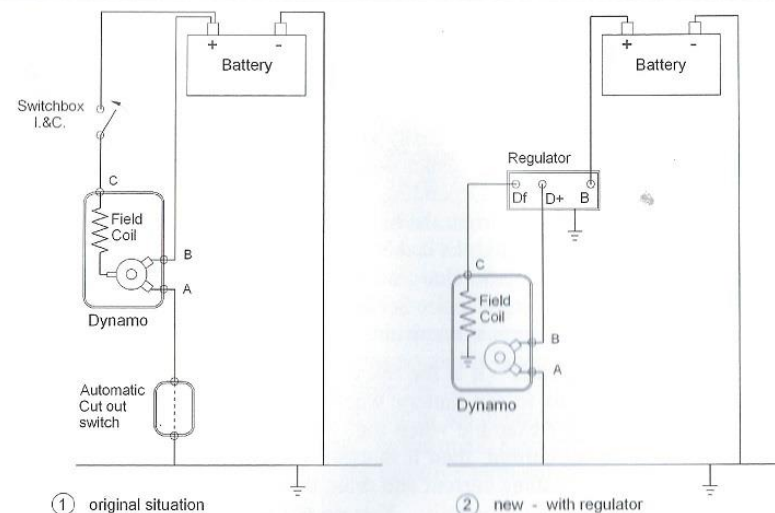
(Note: the Autovac business has now been taken over by Martin Hull and Barbara Ashton, Sticklepath, Devon - 01837 840611, www.autovac.co.uk)

How to improve the 20hp charging system

By Dr-Ing. Ralf Störandt, Switzerland

I have owned my 1928 20hp GYL 36 for 20 years. To drive such a nice, well balanced and superb vintage car is a real pleasure and there was not one journey where she failed. One of the biggest improvements more than 10 years ago was fitting a high ratio back axle crown wheel and pinion.

Last spring I needed again a new battery. I think it was the 5th or 6th in these 20 years. The battery of a 20hp suffers from the poor and unregulated charging system of the car. Additionally the driver suffers from this system, when he is driving for a few hours at night. As the dynamo is not able to supply enough current, the battery becomes more and more empty - not a nice feeling during night driving especially if the battery is already weak. Let me roughly explain the charging system of the 20hp. First of all and most important - there is no regulator, which regulates the charging current of the dynamo. These cars have a so-called 3-brush dynamo. It regulates by itself the charging current. But this is only done in a very rudimentary way and I do not want to go into details, as they are not important here. So the 20hp driver has to use the charging switch at the switchbox. This lever switch has 3 positions: first is Off, second position is Ignition and the third position is Ignition and Charging, I&C.



If you switch to this third position, the battery is charged and the ammeter at the instrument board will show it. If you leave the switch in this I&C. position all the time, the battery is overcharged and this can ruin any battery in a few "overcharging hours". So the original recommendation from RR was: the first 1/3 of your journey "switch on" and charge the battery; the next 1/3 of the journey "switch off" and the last 1/3 again "switch on". This is a rough rule and better than nothing, but at the end of your journey either the battery is partly empty or it was overcharged during the trip - both bad conditions for the battery. The next problem is night driving. A lot of current is needed for the headlamps, sidelights, rear lights, number plate lights, instrument board illumination, ignition coil, and also brake- and flasher lights may need some current. And all my bulbs are the brightest available, as I want to see and especially to be seen on the road. The dynamo of a 20hp is in no way capable to supply this current of about 16A. It supplies only about 11 - 12A. And if the engine rpm is high and the battery is low, then it is even less. This is funny but true and is a feature of the 3-brush dynamo. So at night you see the ammeter all the time on "discharge" and you hope that your battery will be able to supply this current for a few hours. Hopefully it does, but at the end of the journey you have a part discharged battery.

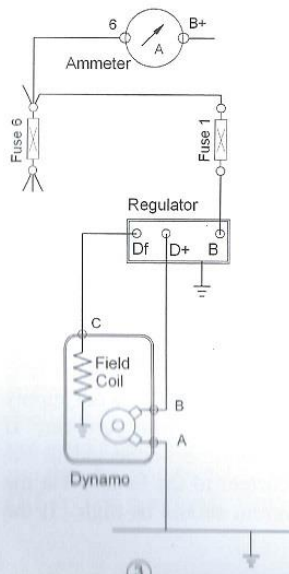
So I decided to fit a modern and hidden regulator which solves all these problems. Besides a modern oil filter and a hazard warning system this regulator is the only modern part on my car. The schematic drawing (1) shows, how a 20hp dynamo is connected to the battery. I left off all irrelevant things. If the switchbox switch I&C is open and the battery is not connected to the field coil, the dynamo does not supply charging current - even if the dynamo turns and you are driving with your car. If you close the I&C switch then the field coil in the dynamo is connected to the battery and this starts the dynamo to supply charging current to the battery via the wires A and B. If the battery is empty the charging current should be high. If the

battery is already full, there should be no charging current at all. But our 20hp 3-brush dynamo is not able to regulate this.

With a modern regulator it is very easily done; see schematic drawing (2). The regulator monitors all the time the exact voltage of the battery, which shows how full or empty the battery is. Depending on this battery voltage the regulator "decides" how much charging current the battery needs and regulates this by feeding more or less voltage to the field coil. If the field coil (terminal C) gets the full 12V via the regulator then the dynamo charges the most, and if the field coil gets less voltage then the dynamo charges less. So the regulator can regulate the charging current of the dynamo between maximum and zero charge.

The "automatic cut out switch" (it is the relay in the 20hp fuse-box) interrupts the connection of the dynamo to the battery when the car is stationary. When the dynamo does not turn (for example when the car is standing) and therefore is not able to produce charging current, then it is useless to connect the field coil to the battery. It would only consume current and drain the battery. So the cut out switch interrupts this connection automatically. You do not need a cut out switch with a modern regulator, as this switching function is integrated in the regulator.

To convert the charging system of my 20hp I bought a regulator from the German company Laubersheimer <http://www.laubtec.de> They specialise in these electric products for our type of cars. The regulator type is "12V/PbR 10-40A". The maximum charging current can be limited by this regulator. I ordered mine with a 20A limitation. So if your battery is empty the charging current will not exceed 20A, which is enough. The range of the ammeter on the instrument board is also 20A - so the instrument is not overloaded with this charging current.



Don't forget to disconnect the battery before working on the electrical system. Drawing (3) shows how I connected the regulator to the car. As explained, the automatic cut out switch is not needed any longer (leave it unconnected in the fuse-box) and nor is the I&C position of the switchbox. It remains unconnected - so it can be switched but has no function. Fuse 1 is the existing fuse 1 in the fuse-box. I do not know the current rating of the fuse-wire in these fuses. I tried it with one single fuse-wire and it worked. Should the fuse blow, just take 2 fuse-wires (not more). Also 2 fuse-wires will give sufficient protection. The wire from fuse 1 to the upper end of fuse 6 can be connected inside the fuse-box. Alternatively it can be connected directly to terminal 6 at the back of the ammeter.

The next step is to change the field coil connection inside the dynamo. It is really not difficult, but you have to take the dynamo out of the car. Mark the position of the gears between engine and dynamo. Forgetting is not critical, but then you would have to readjust the magneto timing after reassembly. If you mark the teeth before, then you can put it back without any additional thoughts.

As can be seen from drawing (3) the internal end of the field coil in the dynamo has to be connected to the electrical "ground" and not longer to the third brush. Take off the end cover of the dynamo and you will see 3 brushes. Two are big and one is smaller. This small one is the field coil brush. Remove the spring over the brush, disconnect the brush and pull it out. These parts are no longer needed. The wire which comes from the inside of the dynamo and is connected to this brush holder is the end of the field coil. Remove it from the isolated brush holder and fix it under one of the existing screws to the metal base of the dynamo. This connects the end of the field coil to the electrical "ground", as the metal base and housing of the dynamo are connected to the engine and to the negative terminal ("ground") of the battery. Put the dynamo back into the car.

The regulator which is a bit bigger than a matchbox has now to be fitted. I screwed it to the rear side of the dashboard (inside the car) directly over the horizontal wiring cover. There it is out of sight and has a good electrical connection to the electrical "ground" (metal dashboard). An additional advantage of this position is that the 3 wires to the regulator can be placed inside the wiring cover. So everything looks perfect.

If you now reconnect the battery and start your engine you will get an instant charging current at the ammeter. Depending on the condition of the battery it will be charged until it is full and then the ammeter will show zero charge. And even during night driving with all lights the ammeter will stay at 0 as the dynamo now is able to supply exactly the amount of current, which the lights consume. This all is regulated very precisely by the new regulator.

An important point: rewire as shown without the I&C switch. A modern electronic regulator should not be switched on or off with the engine running as this switching generates a so called inductive load, which may destroy it. The regulator should be permanently wired to the dynamo.

I have tried to describe everything in detail without unimportant theoretical details. It is really no problem to do it yourself. But if you wish, let your local car electrician do this work for you. But you should bring along the modern regulator limited to 20A. Please be aware, that the instructions and wiring diagram are for the specified regulator type. I'm quite sure, that there are English companies which supply similar products. But then please use the wiring diagram which comes with it.

Ralph can be contacted at storandt@ticino.com

David Else has contacted the manufacturers regarding the supply of a suitable regulator to UK customers, elsedavid@talk21.com

Henry the Thirteenth and the Exceptional Ones

In the 1920s Rolls-Royce Ltd *never* used 13 as a 20hp chassis number (although plenty of early 20hps had three figure chassis numbers ending in 13, ie •13). Some people have assumed that this policy resulted from Sir Henry himself being superstitious, but some evidence seems to indicate rather the opposite. For example he has been quoted as saying: "You can't be an engineer, *and* go to church".

In Australia, Barrie Gillings has written an article on triskaidekaphobia for the RROC (A) magazine, Praeclarium, December 2006. Barrie heroically examined all the pre-war chassis card records and found that only one 13 was ever sold. The whole story is a mystery wrapped in an enigma and starts from the earliest days of RR Ltd as follows:

For an unknown reason, RR avoided allocating number 13 to a 40/50 chassis until 1914, when 13MA was manufactured. However records show that this chassis was actually renumbered 59NA before it was sold. Barrie reports that a letter was found in the effects of RROC(A) member Joe Stead which might help explain this. The letter was written in 1965 by FWD Whitelaw of RR Ltd Car Division to SJ Skinner, an editor of *Early and Late*, the VSCC RR Section magazine, and said: "... prospective owner of MA13 (sic) objected to 13, so it was renumbered NA59". Later in the same year 13 was allocated to another chassis, 13NA, but this also was renumbered - to 60NA. "This was very probably the precedent for our never using number 13 in a chassis number." I'm not sure how credible a letter written 50 years after the event can be, but notice that it still does not explain why 13 was unused before 1914.

Now another mystery: suddenly, in 1920 13CW was manufactured and sold to H St George of Leamington Spa. This is the exceptional one and only "13" chassis in the whole history of RR cars. Was the gate keeper asleep during the CW production run?

And another mystery: out of the whole library of RR's official Handbooks, there is an exceptional one and only handbook numbered XIII. This is the English language "*Handbook for the 'R' Type Bentley for right-hand drive cars with synchromesh gearbox*", which was issued in April 1954, see figure on next page.

There are various subsidiary mysteries: for example as referred to earlier, chassis numbers of the form •13 were common among Ghosts, 20hps and P-Is. Barrie Gillings reports that Springfield Ghosts also had •13 chassis numbers, except that 213AJ5 and 213AMS were (mysteriously!) listed as "number not used". But after 1929 there seemed to be a change of policy within RR Ltd: even •13 numbers were now most carefully avoided, and this policy was carefully continued even post-war. But, for some enigmatic reason, there is an exceptional one and only post-war RR chassis with a •13 number - RY 213.

NUMBER	ISSUED	LANGUAGE	COLOUR	BINDING	NOTES
XII	Undated (October '52)	English	Blue	Cloth	Entitled 'Handbook for THE BENTLEY (with automatic gearbox)'. Buttoned flap, for left hand drive cars with automatic gearbox
XII	December '53	English	Blue	Cloth	Buttoned flap, reprint of the above
XIII	Undated (April '54)	English	Black	Cloth	Entitled 'Handbook for THE 'R' TYPE BENTLEY'. Buttoned flap, for right hand drive cars with synchromesh gearbox
XIV	June '54	English	Black	Cloth	Buttoned flap, reprint of automatic gearbox model and complete with guarantee return slip
XIV	(August '54)	English	Black	Cloth	Buttoned flap, reprint
XIV	1966	English	Black	Plastic	Reprint, for automatic gearbox model
XIV	1978	English	Black	Cloth	Reprint
XIV	February '85	English	Black	Cloth	Reprint

The Silver Ghost, AX 201, is also a "13 enigma". AX 201 has chassis number 60551. Since the first 40/50 car had chassis number 60539 you would expect AX 201 to be the 13th Ghost off the production line. Wrong! By some mysterious chance (conspiracy?), AX 201 was the 12th Ghost, because chassis 60543 was not built. Phew, narrow escape!

On the other hand, RR Ltd was not troubled about road-testing cars on Friday 13th. Barrie found from chassis records that, between 1907 and 1915, the factory road-tested seven Ghosts on various Friday 13ths. One would think that the Company could easily have doctored the test records, if it were concerned about superstitious customers. After all Sir Henry did have a track record when it came to altering records! All the noted RR historians believe that in 1904 Sir Henry "altered" the date of the first road test of his first ever Rolls-Royce car (a 10hp). That historic event actually occurred on Friday 1 April, but company records say it was Thursday 31 March! Did Sir Henry have a premonition about the importance of this journey, and not want to link it with April Fools' Day? Or could there be a more prosaic explanation? The first of April that year happened to coincide with Good Friday, so Sir Henry might have thought, pragmatically, that the English Establishment would not approve his testing a car on such a significant day in the Christian calendar!

So, many questions remain unanswered. Were Sir Henry and RR Ltd being superstitious, or were they "having a laugh"? What is the significance of all the "exceptional ones"? Are yet more exceptional ones waiting to be discovered?

Now, after extensive research, I can reveal startling new evidence which proves that a secret aaaagh

Latest News on 20hp Tools *by Tod Marshman*

jaw spanners, single-ended	<i>from chassis 65-H1 (Mar '23)</i>
5BA	F51960
3BA	F51961
2BA	F51962
1BA	F51963
1/4" (2 in kit)	F51964
5/16"	F51933
3/8"	F51934
7/16"	F51935
1/2"	F51936
11/16"	F52298
jaw spanners, double-ended	<i>up to chassis 65-H10 (Mar '23)</i>
2BA x 5BA	F6372
3BA x 1/4"	F9881
1BA x 1/4"	F9799
5/16" x 3/8"	F2893
1/2" x 7/16"	F2894
box spanners:	
7BA x 5BA	F9840
3BA x 2BA	F9809
1BA x 1/4"	F9810
5/16" x 3/8"	F9811
7/16" x 1/2"	F9812
5/8"	F54932 <i>from GXL1 (Oct '27)</i>
5/8" & Spark Plug	F9813 <i>up to GUJ81 (Oct '27)</i>
3/4" x 13/16"	F9814
pivot nuts	F52716 <i>from GF70 (Sep '23)</i>
sparkling plugs	E52309 <i>up to 90-K0 (Sep '23)</i> E53792 <i>from GA1 (Sep '23)</i> G51004a
rear axle tube nut	
tommy bars:	
3/16" dia	E7342
1/4" dia	E7658
5/16" dia	E9048
7/16" dia	E12645
5/8" dia - rear axle tube nut	G50976
C spanners:	
rear shock absorber, friction type	F51754 <i>up to GUJ81 (Oct '27)</i>
water connection nut	E55017 <i>from GFN1 (Sep '28)</i>
starter motor, end bearing nut	D51637 <i>from GFN1 (Sep '28)</i>
steering column (and propeller shaft)	F51789 <i>to GHJ71 (Mar '27)</i>
propeller shaft (and steering column)	E6422 {and st'g column from GHJ72 (Mar '27)}
exhaust union (and gearbox tower)	E6258 {gearbox tower nut on 3-speed boxes}
Castellated spanners	
camshaft nut	E17488
rear axle oil drain	G51001
T spanners - keys	
cross steering tube adj screw	F52219 <i>from 79A1 (Mar '23)</i>
other spanner types:	
adjustable spanner	Lucas 'Girder' later marked 'Girder No.91'
spring drive & clutch spring cap	E52106
carburettor filter plug	E52018 <i>up to GUJ81 (Oct '27)</i>
valves:	
valve spring replacement tool	E52143
valve grinding tool	E52142

The List of Tools I compiled and which was published in the last Newsletter has provoked considerable response from members, for which I am appreciative. The additional information has allowed me to revise my list so that it is more detailed and more accurate.

Although my primary source remains the General Arrangement lists F51788 and F54927, I have cross referenced these with the 1924 and 1928 Lists of Parts and I have amended the lists where there is compelling reason to believe that the original RR records may have included inaccuracies at the time when they were produced and used.

I am indebted to Peter Price for forwarding a List of Spares and Tools which came with the papers for his Twenty. It was printed on 12th February 1925 and therefore pre-dates the December 1926 list printed in John Fasal's book pages 540/1 of which several copies exist. Clearly, every chassis would have had its copy when it left the factory but most will have been discarded fairly quickly. Should any member have one buried in his document file, please let the Registrar know as they are an excellent source of information.

Bob Clarke, Registrar for the Twenty hp with the RROC Australia has been of great help to me in providing detail and cross-checking my list. Bob began collecting tools around 1972 when he was living and working in the UK and has a wealth of knowledge. I'm grateful to him for sharing it with me.

One early 20hp in Australia has an extra, larger, box spanner - possibly F9815 or F9880. If any other member has such an item, we would like to know.

bolts/rods/nuts:

hub withdrawal screw G3425 and collar
hub withdrawal screw G3425 and collar
withdrawal rod, rear axle drive coupling
withdrawal nut for spring drive
dynamo drive forcing bolt
water pump gear withdrawal bolts 1/2"

G3425a small collar *up to GNK85 (Mar '25)*
G3425b large collar *from GNK86 (Mar '25)*
G8522
E52012 *up to 90-K0 (Sep '23)* F52430 *for export*
E51653
K210 two

screwdrivers:

3" blade
4" blade

Robt.Sorby, Sheffield F81889
Robt.Sorby, Sheffield F81888

pliers:

5" engineer's
6" gas pliers

one pair
one pair Domino brand

miscellaneous:

Cold Chisel
Hammer - 1/2lb
petrol filler - Licall Type Ax
funnel
8" half-round file (13" overall length)

Kayser Ellison *up to GAJ41 (May '27)*
one *up to GAJ41 (May '27)*
F10552 *from 28/02/24 to GAJ41 (May '27) but not for USA*
possibly *up to GA12 (Sep '23)*
Firth & Son *to GAJ41 (May '27)*

gauges:

feeler gauges
Schrader tyre pressure gauge in purse

Chesterman, Sheffield F53557
Right-angle type *up to GDK15*, straight type *from GDK16 onwards*

jack:

Michelin 'Flirt'
Michelin 'Forrest'
Dunlop No.10

for straight-sided tyres *up to GAJ41 (May '27)*
F54375 for well-base rims *up to GAJ41 (May '27)*
F77731 *from GAJ42 (May '27)*

wheels and tyres:

mallet
tyre levers, Dunlop
tyre levers, Dunlop
foot pump, Dunlop 'Mortier' de luxe
foot pump, Kismet 'Junior'
foot pump, Nesthill no. 9
valve connector
hub-retaining nut
hub-withdrawal tool

with wood head up to GAJ27 (May '27) with rubber head (GAJ28)
2 x 18" and 1 x 12" *up to GAJ41 (May '27)*
1 x medium *from GAJ42 (May '27) or earlier with well-based rims*
up to 31.01.26
F54365 *from 01.02.26 to GUJ56 (Sep '27)*
F77376 *from GUJ57 (Sep '27)*
Schrader Universal
G52664 *from GPK42 or earlier with artillery wheels or F.W.B.*
F52430 *up to GAJ41 (May '27) only for Australia, NZ, China & Japan*
F55116 *from GAJ42 (May '27) only for Australia, NZ, China & Japan*
on chassis fitted with straight-sided tyres
small collar *all 2-wheel brakes up to GPK41*
large collar G52020 4-wb GPK42 *to GAJ41, G53140 GAJ42 onwards*

rim-removal tool, Dunlop
wheel spanner, Dunlop Type E2
wheel spanner, Dunlop Type E2 G2 & H2

battery:

hydrometer Exide Type S1
ignition:
distributor spanner / feeler
box for distributor tools

F77247 (Peto & Radford may have been supplied on some chassis)

box for electrical spares

D50837a
D50910 Teak *up to 44G5 (Dec '22)*
D50962 Wood, cloth covered *from 44G6 to GSK80 (Oct '25)*
D50842 Teak *up to 44G5 (Dec '22)*
D50963 Wood, cloth covered *from 44G6 to GSK80 (Oct '25)*
D51399 Wood, cloth covered *from GSK81 to GAJ41 (May '27)*
on chassis fitted with Watford magneto
D50881 *probably up to GZK37 (Mar '26) - 3" blade*
D50912 *probably from GZK38 (Mar '26) - 3" + overall length*
D51968 *from GAJ42 (May '27)*

box for distributor tools & electrical spares
Watford magneto spanner
3" file, round handle, for contact points
3" file, flat handle, for contact points
carborundum paper for contact points

lubrication:

oil/grease gun, & connection
oil/grease gun, & connection
oil can

Enots *up to GDK15 (Aug '24)* Series A-D
Enots with intensifier GDK16 *(Sep '24)*
Lucas No.40

Letters

From Alan Murcott

I bought my 1924 20hp GMK 64 from a garage in St Mawes, Cornwall on 26 July 1963 for £55. I was on holiday at the time and spotted this RR on the forecourt of the garage with a board in the back window stating £75. As I couldn't raise any attention, I jumped in and fiddled around and to my surprise it started. My father was a keen collector of cars so I phoned him and told him I'd seen this car, and was he interested in it? He startled me by saying "why don't you buy it?" So started a long relationship with the car.

The body was by J C Beadle of Dartford, who in 1924 were bus and charabanc builders. The chassis was purchased by Mr Chas Swain, the General Manager of Beadles, and I conclude the body must have been completed "on the side". Looking at the door locks, I think they used a few bus parts in its construction.

The car was generally in a poor condition, having been used by students, and painted with Dulux gloss (in a sawmill, judging by the finish). The roof plywood had collapsed and the Bedford cord seats were rotten. Over the years I have modified my house so I could garage it, and spent many thousands of pounds having the engine completely overhauled at Scott-Moncrieff and Bunts. Latterly it had much cosmetic work and general fettling at Ristes, where it went initially to have an overdrive fitted. But I got carried away and work expanded in line with Steve Lovatt's enthusiasm – must be one of Parkinson's Laws!

Just after this we took part in the first overseas trip with the 20hp Register to Domain de Chateau des Ormes in Normandy, visiting among other places Mont St Michel with Keith Jay as our leader. That was May 1995 (see photograph, next page). I am looking forward to having more fun with the 20hp Register.

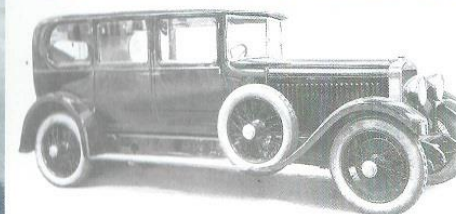
PS Beadles are still trading as Beadles Dartford Ltd, part of the Beadle Group, dealers in new and used Land Rovers, Nissans, Toyotas and Volkswagens.

From Martin McCarthy NSW, Australia

In the last Twenty Newsletter an interesting article about tools caught my eye and I thought I would send you a copy of the original tool list that came with my car GAJ 32. I also have the original guarantee that came in its cardboard tube addressed to Dalgety and Company, agents here in 1927. This item has since been framed and it would be interesting to know how many cars have these items still with the car.

GAJ 32 originally wore a Windovers dhc body, but it began to fall apart by 1930 and was replaced by the very solid dhc coachwork by the Reliance Motor Body Company in Sydney in July 1930. The original body was stored in a barn on the family farm and survived, and was fitted to GAJ 17 in the 1960s.

(The tool list sent by Martin is identical to the one shown in Fasal, page 540-541, except the words "PACKING NOTE" replace "SHIPPING NOTE". Even this little document has two validation signatures: "Assembled by ..." and "Inspected by ...".)



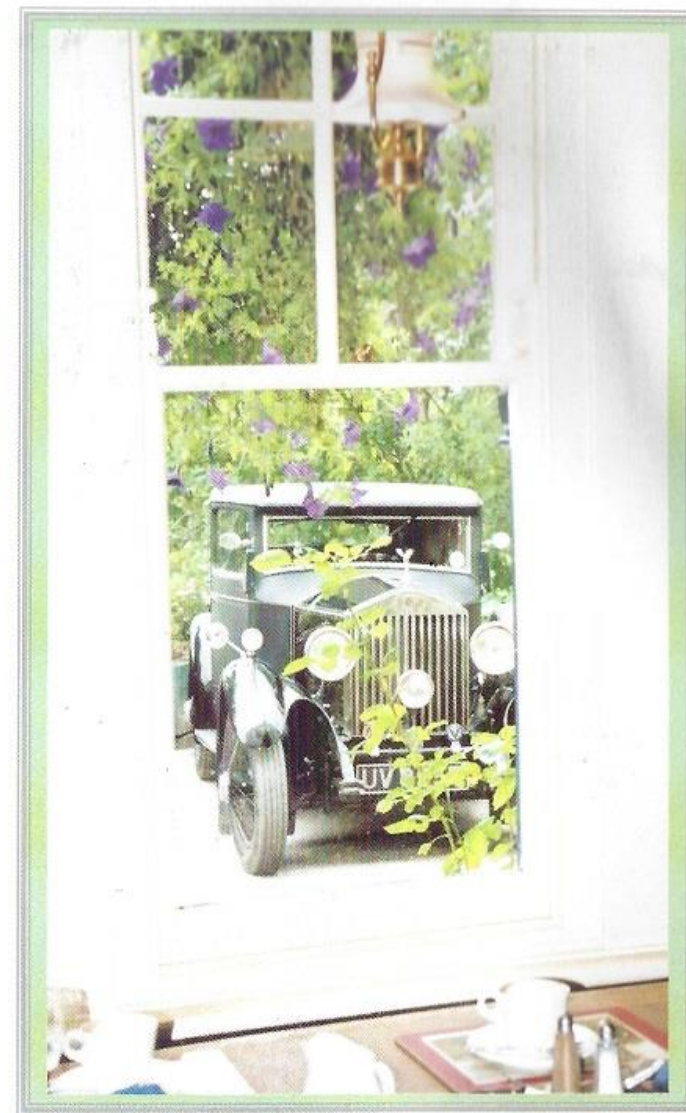
GMK 64 at Mont St Michel in 1995 - Alan says his car body is very similar in detail to the Beadle-bodied Delage 40-50hp seven-seater saloon (above) as displayed at the 1924 Motor show. The illustration is from "A-Z of British Coachbuilders, 1919-1960" by Nick Walker, published by Bay View Books, 1997.



Martin McCarthy's GAJ 32 - somewhere in Australia



Above - Five 20hps participated in the South Western Section visit to Jersey in April. Here are four of them outside the hotel in the early morning sunshine, mascots not yet in place: GKM 30 (David & Jane Else); GXL 39 (Tom & Linda Jones); GMJ 10 (Trevor & Patsy Baldwin); GAJ 27 (David & Lorna Wickers). Missing from the line up is GEN 75 (Peter & Judy Herring). Many thanks to Hannelore Sellick who kindly sent the photograph.



Above, right - Is this a pretty painting, or is it Peter and Judy's faithful GEN 75, waiting patiently outside the pub to take them home? The pub is the Kings Head Inn in Ruanlanihorne in Roseland, near where Peter and Judy live in Cornwall.