The Goshawk Society Flier

Issue # 22-3 August 2022

Dean & Pam Berto's 1933 Thrupp & Maberly 20/25 limo received the Blemheim Trophy for the most elegant pre-war car at the RROC Annual Meet in San Diego

Goshawk Society Officers

Chairman: Al Briseno - abtxrroc@gmail.com

Technical Director: Tim Jayne, Jr. - tim@royceparts.com

Secretary: John Carey – jbcarey@sbcglobal.net

Treasurer: Gary Phipps – gsphipps05@comcast.net

Goshawk Society Newsletter Co-Editors:

US Editor: Mary White – mcwhite@triad.rr.com

UK Editor: Elliott Anderson - elliottgdanderson@aol.co.uk

Activities Chair: Mary White – mcwhite@triad.rr.com

Website: www.goshawksociety.com

Flier

The Goshawk Society ***Flier*** is the official publication of the Goshawk Society, an affiliate of the Rolls-Royce Owners Club, Inc. (RROC). The RROC is dedicated to the maintenance and preservation of Rolls-Royce and Bentley automobiles and its 9,000 members who own or admire the marques. Member submissions are welcomed.

The Goshawk Society
Al Briseno II
Chairman
10205 Oasis St,
San Antonio, TX 78216
tel: 210-827-2591
email:
abtxrroc@gmail.com

Rolls-Royce Owners Club
Mark Lizewskie,
Executive Director
191 Hempt Road
Mechanicsburg, PA 17050
tel: 717-697-4671
email: rrochq@rroc.org

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Chairman's Message

I hope all of you survived our HOT summer this year. Fall is around the corner, hopefully, and its time for touring! Now is the time to get your PMC ready for some cooler touring weather and enjoy the fall foliage.

The San Diego meet was wonderful. We had some nice pre-war cars to judge and admire. Our Goshawk Society meeting was well attended and Tim Jayne gave an incredibly good and insightful talk about the history of the small horsepower and the 20hp in particular since this is the 100th anniversary.

It's too late to register for Mary's Fall Tour in Rhinebeck, NY, but mark your calendar now for the post-Gettysburg Meet 3-day Vintage Tour to WV June 18-20.

On the Ernestine front, things are moving at a faster pace. The exterior paint is completed and all of the brightwork has been polished and installed. We installed new window channels and are now moving into the interior. Here are some current photos of the progress. We are getting close! Hopefully, you will see her in Gettysburg.

These new window channels make a big difference. They were a little tricky to install but once in, the windows work great.

Below is the newly painted Ernestine. The colors really look good on this body and the polished wheel covers add a bit of a sporty feel.

Next comes the interior. As you can see, we already have the seats recovered, we will be working on the headliner.

Until next time, Stay Safe and Keep Motoring On!

Al Briseno II

Matt Porta drove his 1933 20/25 Carlton roadster, GGA29 on the PI YoYo tour in Pennsylvania after it was restored by Tim Jayne. The car was then shipped to California in time for the RROC Annual Meet in San Diego. The car earned 1st Place in Class. Matt and Geoff Dryvnsyde accept the award. Read the car's history on the next three pages.

The Story of GGA29

By Matt Porta, California

The story of GGA29 is straight forward enough. My Parents were RROC members from the mid eighties. I spent my high-school years working with my Father on his MK6s and having youthful dreams of someday owning a Pre-war PMC. But as life went on, the dream of a pre-war PMC receded into the distance. A rewarding career in tech and city living did not give time or space for PMCs. For thirty years I had no connection with classic cars except for attending the odd show or meet with my Father. Then one day after having lunch with my Father we stopped off at Fantasy Junction - a class cars dealer in Berkeley. GGA29 was on the floor. It was love at first sight. My Father offered to keep the car as his house and it was done!

One of the attractions of the car was the original owner - Arthur Jeffress. He was born in England but his parents and extended family were American, including his closest cousins who lived in Berkeley CA. The car has a very American design sense to it. Arthur was one of the Bright Young Things in London during the Twenties/Thirties and he was gay. After the war he became a very influential art dealer in London and remained an intriguing person the rest of his life.

In investigating the car and Arthur I connected with Gil Hedley who was working on a book about Arthur. We became friends and I helped to put together a Wiki on Arthur as part of the run to the book release. "Arthur Jeffress - A Life in Art" was finally released in 2020. We were all set to go to London for the release party and series of lectures on his art collection, but then came Covid and everything was cancelled .. oh well. Gil's book saved Arthur from being a mere footnote in history.

Here is the link to the Wiki we did of him prior to the book being released

https://en.wikipedia.org/wiki/Arthur_Jeffress

Arthur Jeffress - Original Owner of GGA29

John Deakin

Many prewar PMCs were custom designed for their original owners. For these cars, knowing the story of the original owner is essential to understanding the car. This is true for GGA29 and its original owner Arthur Jeffress.

Arthur Jeffress ordered GGA29 in 1933 when he was just 28 years old. H e was born in England to American parents. His Father, Albert Jeffress, moved to England in 1902 where he was helping to establish the British American Tobacco (BAT) company. Arthur made England his home his entire life, but he viewed himself as an America and was very close to his American relatives, especially his Aunt and her family who lived in Berkeley, CA.

Arthur and his older brother Randolph thrived in pre-war Britain. They attended Harrow Cambridge and enjoyed the glamorous cars of the day. Randolph was an amateur racer, having a Bugatti and a 1929 Supercharged Alfa Romeo. Arthur's first car was a Kissel Gold Bug speedster. After Cambridge, Arthur

Arthur (above) and Arthur & friends

moved to London and joined a group of young bohemian artists, aristocrats, and socialites known as the Bright Young Things. This group included the Sitwells , Stephen Tennant, Cecil Beaton and many others. After the experience of WWI, London society was transforming, and this group was the vanguard of this social change. They were dedicated to modernism, the arts, and partying. The social and financial privilege of the group allowed some of their queer members to live relatively "open" as gays and lesbians, including Arthur. His boyfriend during this time was John Deakin, who would become an important photographer after the war.

Arthur & John hosted some of the most famous Bright Young Things' parties, including the famous Red and White party. GGA29 was very much part of this period of Arthur's life. During this period, Arthur also began what would become his life's focus, collecting and curating modern art. He and John began exploring and purchasing modern art. Two of the more famous works acquired during this time were by de Chirico and Picasso. But this artistic exploration was cut short by WWII.

As war overtook Europe, Arthur stored his art collection, sold his GGA29 to his friend Prof. Lambert Rogers, and he & John signed up to support the war. John joined the British Army as a photographer and Arthur joined an American ambulance driver unit. In early 1941 he and his unit were captured by the Germans. They spent most of the next year in captivity until being released in a prisoners exchange just before the US entered the war. Upon his release, Arthur immediately signed up again and returned to the front as part of the North Africa campaign. He rose in rank from Second Lieutenant to Captain and served in Egypt, Libya, and finally Italy, where he was at the forefront of the Allied advance.

After the war, Arthur returned to London and rekindled his interest in art. There he leveraged his talent, connections and wit to become an important gallery owner, art collector and patron. Francis Bacon, Lucian Freud, Peggy Guggenheim, and Erica Brausen were his friends and were among the most influential galleries in post war Britain. His art collection grew to many hundreds of works by such artists as Chigall, Delacroix, Delft, , Delvaux, Lucian Freud, Modigliani, Matisse, Picasso, Pollack, Rouault, Rousseau, , Simbari, Soutine, and Sutherland. He displayed much of his art at his at his exquisitely decorated homes in England and Venice.

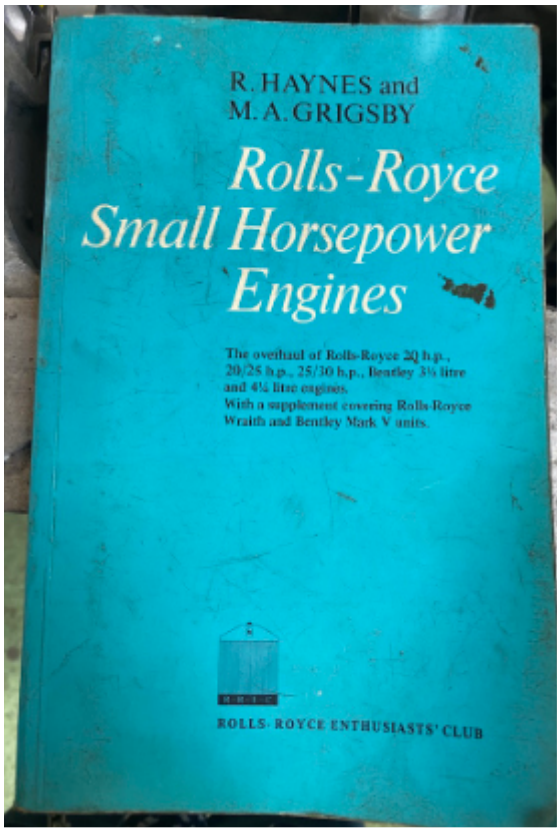
Tragically, Arthur took his own life in 1961. He left his art collection to the Tate and the Southampton Art Gallery and and left a substantial sum of money (with a final camp wink) to the to the welfare of British Sailors. In 2019, a biography of his life, "Arthur Jeffress —A Life in Art" by Gill Headley was published documenting his colorful and extraordinary life.

This car belongs to Arthur's youth, as one of the only gay American members of the pre--war war Bright Young Things.

Small Horsepower Seminar at the Vintage Garage

By Doug White, NC

3 Twenty's in a row: Judd Gregory's 72A4, Matt Moran's GNK32, and Doug & Mary White's GF15



Pierce Reid and the staff of the Vintage Garage in Stowe, VT conducted a small horsepower workshop seminar on Thursday June 9th through Saturday the 11th. After a brief introductory orientation meeting the 18 attendees dispersed into groups to participate in several different projects including: careful diagnostic disassembly of a 20HP engine; basic ignition

Pierce Reid and Doug White machining the slipper flywheel

Down Under

electronics; installation of new points and timing the ignition of a 20HP; 20/25 water pump rebuilding; small HP slipper flywheel rebuilding; small HP carburettor rebuilding; and dismantling and diagnosing problems with a Derby Bentley front axle.

Jim Sinard, Paul Huckle and Nate Davey

Participants could wander from project to project but it was found best to concentrate in depth on one or two. These hands-on sessions provide invaluable information and experience, are essential to avoiding common mistakes and misconceptions and allow the owner-driver to better understand their vehicle and enjoy it to the fullest. Some of the information provided at the seminar will be presented in this and future issues of *The Goshawk Flier.*

Rick Otis, Mike Williams, and Judd Gregory

Jackson Anderson explains Slipper clutches

THE ROLLS-ROYCE TWENTY SLIPPER CLUTCHES

Daniel Busch, Pennsylvania

So, after a fabulous drive, I found myself in Stowe, Vermont sitting in a seminar about small horsepower Rolls-Royces hosted by Pierce Reid the owner of The Vintage Garage. One of the detailed subtopics was focused on the Slipper Drive, a complicatedly beautiful device which drew me to a deeper spot, perhaps because one of my other hobbies is clock repair. The Slipper Drive seems so intricate that it masks its purpose. Clocks are simple they tic and give you the time, Slipper Drives…not so much. They exist to offset torque surges and dampen itinerant harmonic crankshaft vibrations.

Slipper Drives are mounted on the front end of the crankshaft, and function in two ways:
First, dampening the rotational torque surges to the timing gears through a spider hub containing four pairs of counter acting coil springs set radially between teeth in the Crankshaft Pinion housing and the Slipper Drive assembly. The Crankshaft Pinion is geared to mesh with the timing gears, so the radial springs function very much like the drive rubbers on a motorcycle clutch basket assembly that soften sharp changes in torque.
Second, neutralizing destructive crankshaft vibration by isolating the crankshaft through the friction surfaces in two separate clutch pairs between the crankshaft and a flywheel within the Slipper Drive assembly. Torsional vibrations of the crankshaft are damped by the inertia of the flywheel which rubs against the linings. Why two pairs of clutches I do not know and, until I have to face the prospect of actually disassembling my engine, I am not sure that I care.

This article has been written by an "I can take it apart and put it back together guy". Because I spent more time at the Slipper Drive workbench than others, I was noticed by Mary White and asked if I would fill a few pages of the next Goshawk Society Flier on the subject. The purpose of this article is solely to augment the manuals through photos of the real parts in their proper places. Now that manuals are mentioned, please refer to the Rolls-Royce Service Instruction (Leaflet RR/E5) and the R. Haynes and M. A. Grigsby Rolls-Royce Small Horsepower Engines (Chapter 8) for detailed assembly and setup instructions. If you do not have either, wrap up your Slipper Drive and send it to someone who knows what they are doing. There are secrets in the brew of assembly, including setting and pre-exercising the pressure on the clutches, resurfacing the clutch faces, spacing specifications, etc., so I am not including any information for assembly. That's what those manuals are about.

In any event, Slipper Drives seem to be truly a solution to the "if it's worth doing, it's worth overdoing" response to a problem. Certainly not Henry Ford's theory of design, but then they are for Rolls-Royces and not Fords.

Great thanks to Jackson Anderson, the resident Vintage Garage expert on Slipper Drives. He was as generous with his time, and as patient as anyone extant on this planet in helping me though understanding the process.

Slipper Clutches cont.

1 - The geared spider hub - note the gears which mesh with the Camshaft Gear Wheel. Parts already installed: Crankshaft Pinion, Crankshaft Pinion bush (front), Crankshaft Pinion bush (rear), Driven Piece, and Woodruff Keys.

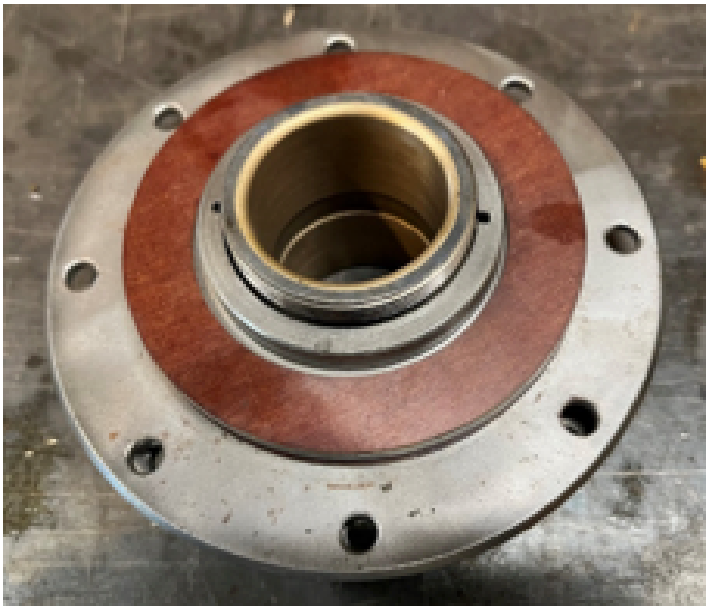
2 - Cage for Springs in place with the 2 of the 8 counter-acting radial Dampening Springs in position but not yet compressed to sit in between the teeth.

3 - The Friction Disc in place.

4 - The crankshaft pinion Fiber Friction Washer (rear) in place - more about the materials from which they are made is discussed below.

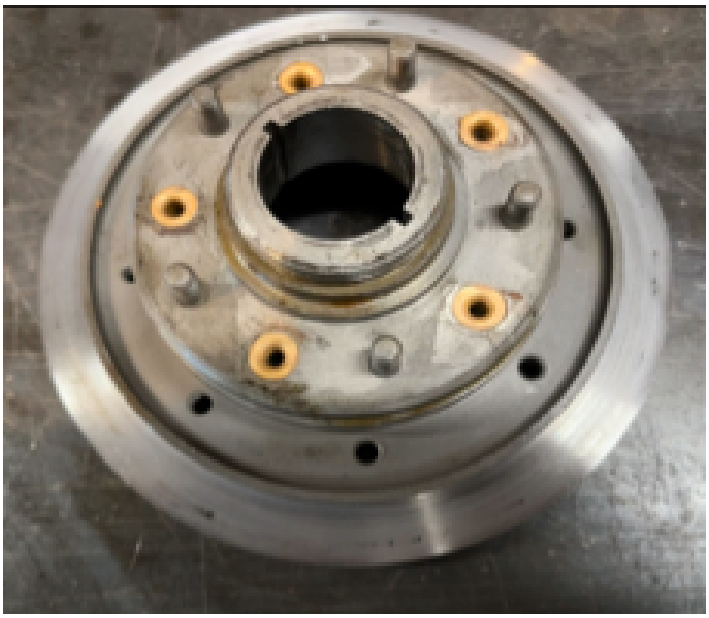
Slipper clutches cont.

5 - Spring Thrust Plate in place



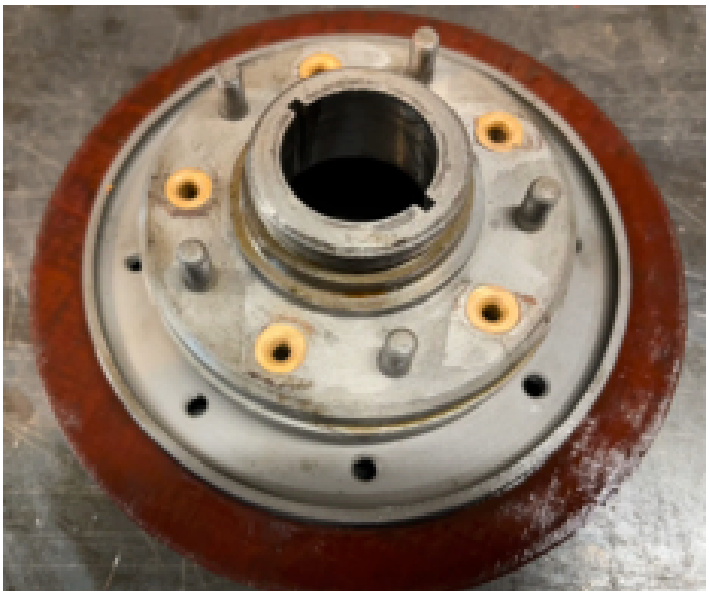
6 - The crankshaft pinion Fiber Friction Washer (front) in place.

7 - Spring Pressure Plate with the 10 Dampening Springs, Retaining Nut for Thrust Plate, and Retaining Nut for the withdrawal nut in place.



8 – Locking Plate and Hub with studs in place

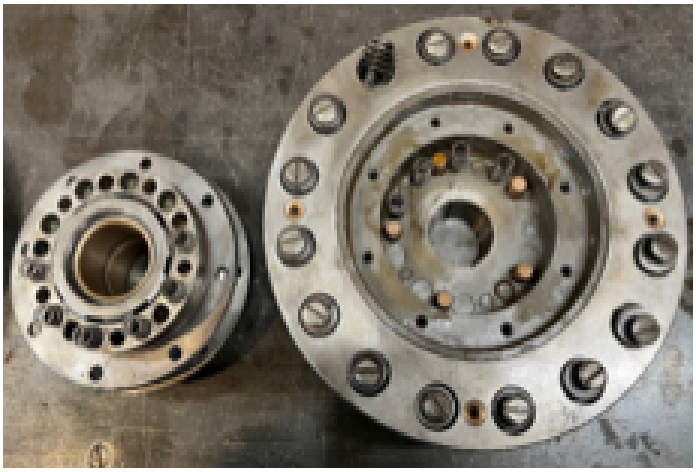
Slipper clutches cont.



9 - Friction Washer for Spring Drive Flywheel in place.

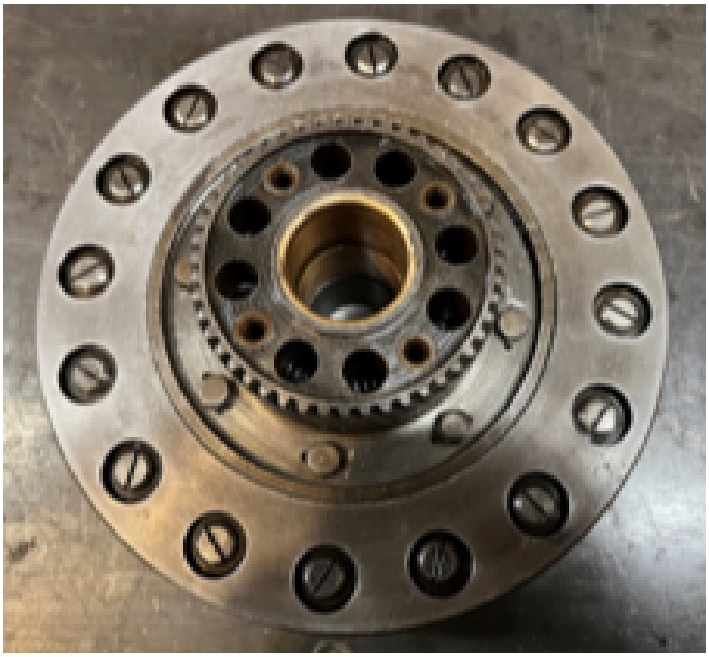
10 – Assembly in 9 upside-down (rear). Front Spring Drive Flywheel with Flywheel Friction Washer in place.

11 - Rear Spring Drive Flywheel with bolts, and flat coil springs in place



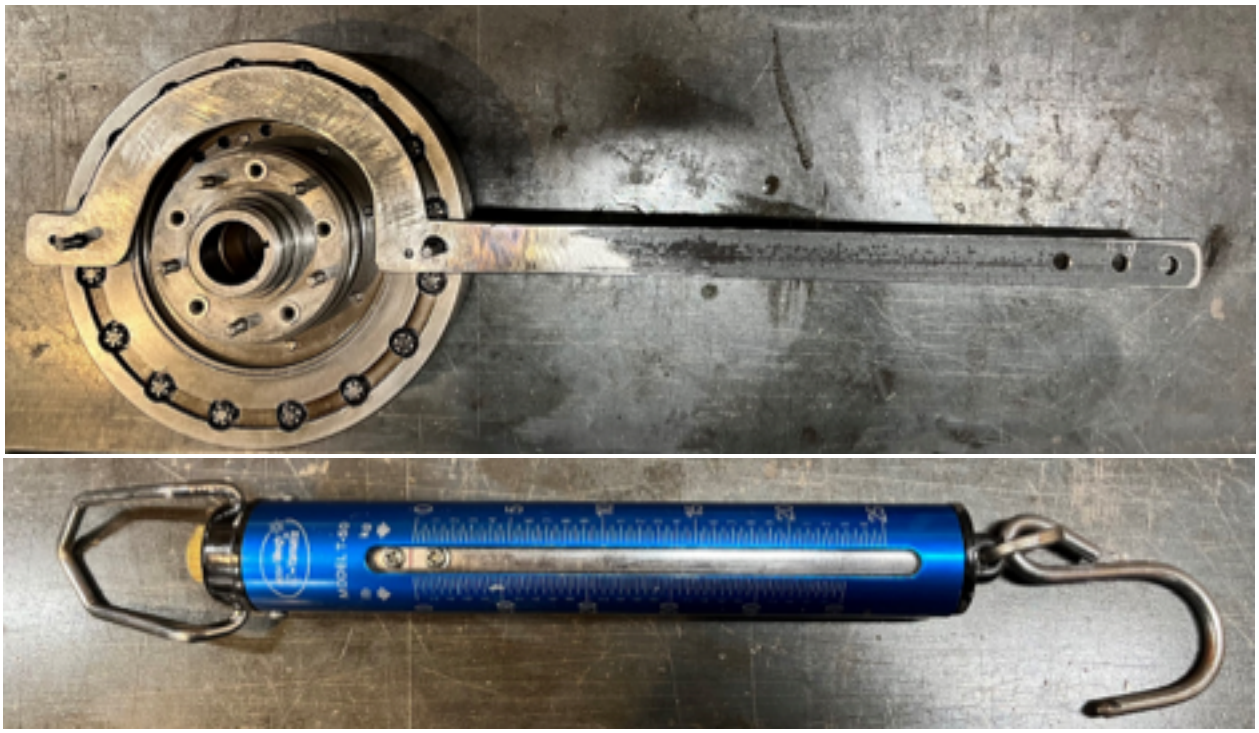
12 - Rear of the Spring Drive Flywheel with bolts, and flat coil springs in place with the rear Crankshaft Pinion assembly ready to install.

Slipper clutches cont.



13 - The rear of the completed Slipper Drive.

14 - The front of the completed Slipper Drive. The two protruding studs provide the anchor for the poundage bar torque arm for calibrating the pressure on the Slipper Drive Flywheel clutch.



15 - The poundage bar torque arm and the "fish" scale are used to set the slippage torque. The Vintage Garage has designed a custom seating jig to bed-in the Friction Washer faces after initial assembly. It is an attachment for their milling machine that drives the clutch for several hours after which they reset the slippage torque. Once this is done the torque will not change after installation and use. Given the Slipper Drive's internal location, that a good thing!

Slipper clutches cont.

16 - New materials have replaced the original cotton duck Friction Washers. These fiber Friction Washers are more reliable because they do not hold moisture and do not have a tendency to "glue" themselves to the steel Friction Discs during dormancy. I believe that the washers on the left are phenolic. They come in various thicknesses to accommodate factory clearances, and are used by The Vintage Garage. The dark grey fiber washers to the right are sold by Fiennes. Either type of Friction Washers are available in various thicknesses.

Keep in mind that Rolls-Royce made continuing design improvements during production, so your Slipper Drive may not look precisely as in this presentation.

Pierce on lathe

To the Editor:

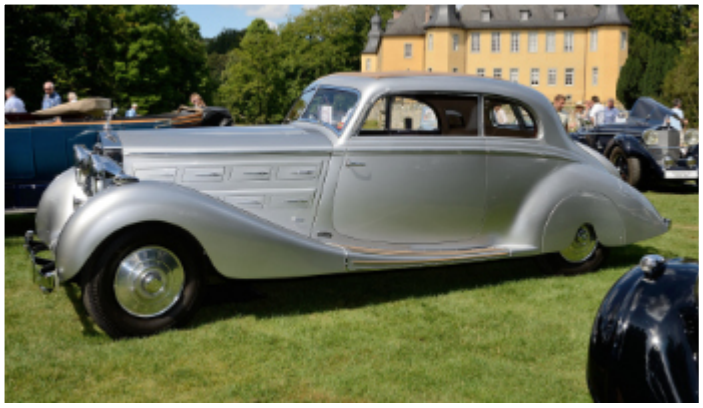
Mark Harrison writes;
I found two interesting sites for LED conversions for our cars: 'dynamoregulatorconversions.com' for flashacator bulbs and 'bettercarlighting.co.uk' for all kinds of LED bulbs….

www.brittrix.com - nice stuff and well made, sometimes a modification necessary to fit into fixture…

Wraith Scale Models

By Elliott Anderson, UK

WXA106 model



WXA106

The little-known Wraith model, introduced in mid-1938 and in production for just over a year, has a fairly small following. In fact, it's often lumped in with the preceding 25/30hp model or its big brother the Phantom III due to them both featuring independent front suspension. The Phantom having a much larger engine, with twice as many cylinders and almost twice as many chassis built, tends to receive much more attention. In this article I will cover all of the known scale models that have been based on the Wraith.

I shall start in chronological order of which of the cars were built. Of those known to exist, the first is WXA106, an Erdmann & Rossi Saloon Coupé constructed in 1939 for the Berlin Motor show in the same year. The car was ordered by the coachbuilder, who was also the authorised Rolls-Royce dealer in Germany at the time. It was sold after the Motor Show to Dr. Michael Karl Reichsgraf von Althann in Silesia. Although the car was originally painted black, the first owner I just mentioned ordered the car to be repainted in 'Fischsilber', otherwise known as Fish Silver. As there wasn't an easy way to produce metallic paints in the pre-war period painters had to improvise, and the most common way of producing a metallic effect was to use fish scales mixed in with a clear lacquer applied over the paintwork. The model itself is in 1/43rd scale, as nearly all of the models featured here are. It is sold as a kit and manufactured by ABC Brianza, with the code for this model being ABC 328S. Whilst it is not still in production it is possible to buy new unused kits online from some sellers. I have seen photos of the models painted in various colours, but most commonly black and silver, perhaps unsurprising seeing as these were the two colours the actual car have been seen in.

WXA106 model

The next model I know of is based on the very next chassis, WXA107. This chassis was bodied by Park Ward, who were the most popular coachbuilder for the Wraith chassis, having bodied 170, or just over 34% of the 492 chassis. Although in this case the body mounted on WXA107 was a one-off Brougham de Ville, where the front and rear compartments were constructed separately and placed together on the chassis. The original owner was Albert van den Bergh, who was a part of the family that owned the Unilever company. There were two similar bodies mounted on Phantom III 3CP192, exhibited at the Earls Court Motor Show in 1937, and 3CM61 which was ordered as a copy of the first car. The Wraith in question was shown at the Brussels and Geneva motor shows. It is a striking design due to the contrasting paintwork applied to the rear doors and detail over the rear wheel arch. The car has been restored in recent years to a very high standard, and it now features canework to the rear door section in place of the original paintwork.

WXA107 model

WXA107

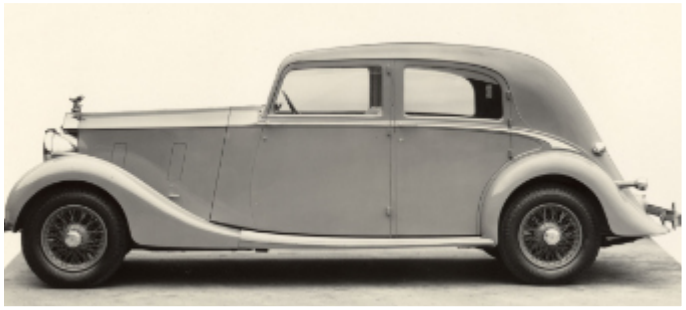
WXA107 was recently sold at auction, after residing in a large collection in Liechtenstein for a number of years. I believe the model was made by Heco Models but I haven't been able to find much information on the model apart from a few photos online. If anyone knows any more about this model, or any others based on the Wraith, please get in touch with me.

WRB9 model

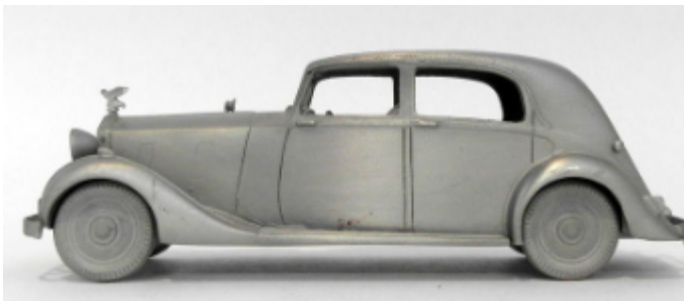
The Thrupp & Maberly All-Weather Tourer on WRB9 is a one-off design, originally owned by Robert Cedric Sherriff, and later owned by the composer Benjamin Britten, who sold the car to the author Elleston Trevor in 1957, who used it in the French Riviera. In 1962 he was forced to fit it with Citroen 2CV headlamps due to strict French regulations relating to the colour of their lights. The car was sold the car to the USA in 1964 and only returned to Europe in 2011, being bought by a collector in Belgium who I have spoken to in researching this car. I only have the single photo featured here, along with a watermark which I found online. I don't know who made the model or when it was made. If anyone owns one or knows more please let me know.

WRB9

The Pewter design of a Park Ward Sweptail Saloon by Danbury Mint in the UK is believed to be based upon WMB11, which was used by the Chairman of Rolls-Royce at the time, Arthur F. Sidgreaves. This was his second Wraith, the first being WXA1, the first production car produced. They were both to very similar designs, and both bodied by Park Ward which



WMB11



WMB11 model

by this time was owned in large part by Rolls-Royce. The first car, WXA1 had a 'high-vision' Perspex panel above the windscreen, but this was not included on his second Wraith. The reason for this is unknown. I stated it is believed to be based on this chassis no. because there were a number of bodies built to similar designs on the Wraith chassis by Park Ward. The model in question, which is part of a set of 12 models, ranging from a 1907 40/50 hp ' Silver Ghost' to a 1969 Phantom VI, is simply described as a 1939 Wraith. I own a copy of this model and being made of Pewter it is understandably heavy, and feels very solid.

Another example of a Wraith that has been replicated in 1/43 scale is the Gurney Nutting body on WMB19, a striking Sedanca Coupé which features the same kind of canework to the doors now seen on WXA107. It was originally sold to a UK owner but ended up in Australia with Robert Holmes à Court, also known as Australia's first billionaire and the owner of a number of pre-war Rolls-Royce and Bentley cars. It was subsequently passed down to his son and then sold on, but is still owned in Australia to this day. It isn't known who built

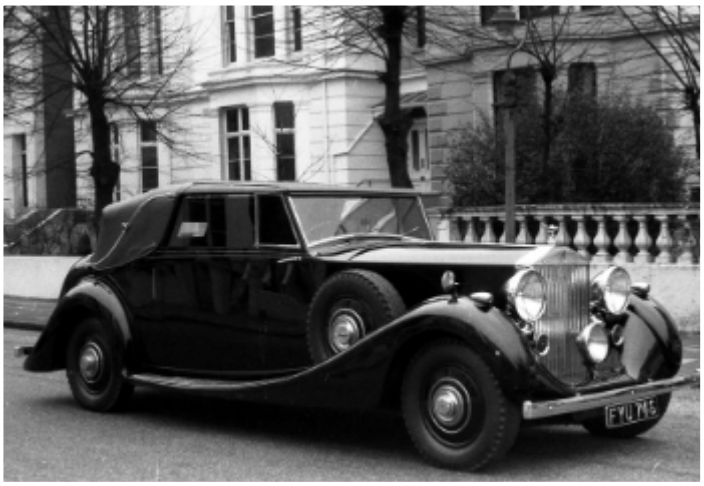
WMB19

WMB19 model

this model, but it is shown with three vents on each side of the bonnet, which would suggest it is a Phantom III. As there were no PIII's to this exact design built I believe it to be a mistake.

One of only two Three-Position Drophead Coupés built by James Young on the Wraith chassis, WMB23 is a particularly pleasing and popular design. I have briefly ridden in its sister car, WHC31, which is owned by a friend of mine here in the UK. The only visible difference externally between the two cars is a chrome

WMB23 model



WMB23

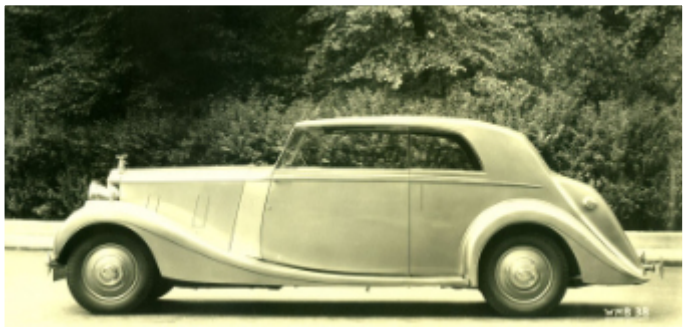
WMB23 model

WMB38 model

strip along the swage line on WHC31 which isn't present on WMB23. This model was built by Claude Thibivilliers, a well-known French model maker. I have only seen one copy and don't know of any others to exist, but I wouldn't be surprised if there were others out there.

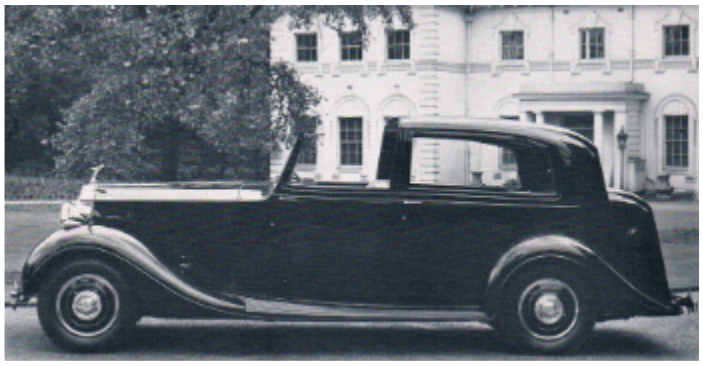
Another James Young design, seemingly a favourite with the French modelmaker is WMB38, a two door Saloon Coupé also built by Claude Thibivilliers. The car itself is one of three built to this design, which were all originally sold in the UK but which now reside in Australia, India and Switzerland respectively. WMB38 is the car in Australia, and is nearing the end of a years-long restoration that has been carried out by its owner, who inherited the car from his father. Their surname, though no connection is known to the man himself, is Rolls.

Another Thrupp & Maberly design which has been scaled down is that of a Sedanca de Ville on chassis WLB11. This was a rare body style by the time the Wraith was introduced, and made up a smaller proportion of bodies than on previous models. This style, which made up a majority of the early 'closed' cars - which really only referred to the rear compartments, occupied by the owners - was being swiftly replaced with enclosed saloons and limousines as well as open tourers and drophead coupés. It was still fashionable for enough owners that there were a total of 48 bodies on the Wraith which could be described as either a Sedanca or Limousine de Ville. The difference is often blurred, as even the smaller Sedanca de Ville bodies ostensibly based on saloon designs, as opposed to limousines, were larger with a more formal feel than their enclosed saloon counterparts. This model was built by Heco Models. I



WMB38

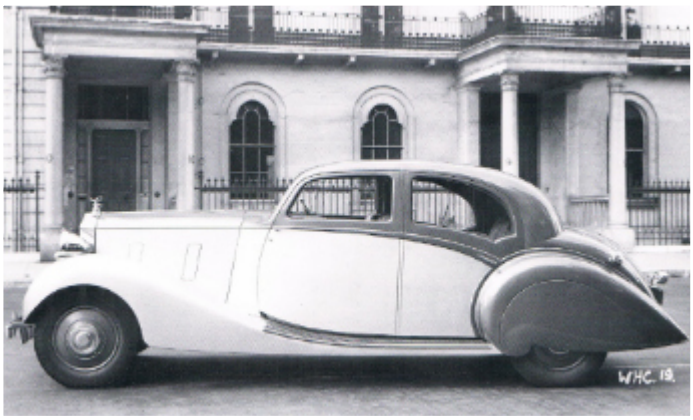
WMB38 model



WLB11

WLB11 model

WHC19 model



WHC19

own a copy which has been painted black. I have also seen various others painted red and green.

A rare and unusually close-coupled saloon body appeared on chassis WHC19, bodied by Gurney Nutting. The car was originally a UK car, as the vast majority of Wraiths were, some 412 out of the 492 chassis built. And like many others it ended up in the United States with an enthusiastic owner, in this case the famous author the late Clive Cussler, who is known as much for his books as his unusual and varied car collection. I am not sure of the manufacturer of this model, but it is possible that it was Claude Thibivilliers.

WHC19 model

Yet another one-off design is that of the French coachbuilder, or carrossier to use the local term, on chassis WEC14. They built an interesting Fixed-Head Saloon Coupé which is intended to resemble a Drophead Coupé, by utilising canvas on the roof section and dummy hood irons to the rear quarter panels. It is a successful execution in my opinion, and makes for a pretty design. It might be a disappointment to some upon seeing the car up close that the roof doesn't in fact open. This car was originally delivered to Argentina, and has subsequently spent time in

WEC14 model

WEC14

France, Japan, Germany and now Russia. It is certainly a well-travelled vehicle. A fascinating feature of this vehicle, an innovative idea and a real novelty, is that the side windows can be wound down along with the front quarter vent windows, to allow the entire side to be opened up. The model that was built based on this car is not like the others for a few reasons. Firstly it is to a larger scale, and secondly it was hand carved out of wood by a Japanese craftsman. The model was commissioned by the Japanese owner, Mr Takasu in the

WEC27 model

WEC27

early 2000s, and I'm glad to say, remains with the car to this day through two changes of ownership.

To round out the models we have a lovely one-off sports saloon with division on chassis WEC27. I am lucky enough to be in possession of a copy of this model, the maroon over black one shown in the photos. I believe there were others built, but regretfully I don't have any information on numbers or any photos. The current colour scheme of the real car is primrose yellow over black with blue hide to the interior. I am friends with the owner and plan on gifting the model to him when I next see him. I am still on the look out for a version of this model in the exact same colour scheme as the car is shown, in part so that it could be shown alongside the car. This would also mean I get to keep the maroon and black model, as an added bonus. The owner of the real car pointed out a few differences between the model and car it was based upon. The door locks is one noticeable difference, where his car only has the door locks on the nearside, as almost all home market cars did when new, the model features locks on both sides. They are at different heights to the front and rear on the real car, which has been replicated on the model. I can go into detail about why door locks on the pre-war cars were usually only ever on the nearside if there would be sufficient interest. Please let me know by sending an email to the address listed at the end of this article. For some reason, the model is shown with the number plate J 3333. It is also shown with integrated side lamps, which did feature on a number of James Young bodies during this era, but not WEC27. It had the more common Ace Cornercroft teardrop side lamps that were usually supplied with the Wraith chassis. The Spirit of Ecstasy is standing on the model, but kneeling on the real car. Although the real car did at one point feature an Ace spare wheel canister, it doesn't anymore, but when it did it never had a mirror mounted

WEC27 model

on the canister as is shown on the model. The real car doesn't feature a chrome strip under the windows like the model. The model also doesn't feature a division, as the real car does. The text on the bottom states that the car was built in France in 1988, and is part of the 'Elegance' collection, which was the name that Claude Thibivilliers used on all his 1/43 scale Rolls-Royce models.

There is also another scale model being built at the moment based on the Wraith, which will be completed later this year. Only a handful of copies will be built and I will be taking delivery of two of them, as I commissioned the project to build an exact replica of a specific Wraith. I will write more about this in a future article once the project is complete.

If anyone knows of any other models based on the Wraith, or if you have more information on any of the models featured, please get in touch with me by emailing rrwraith@aol.com.