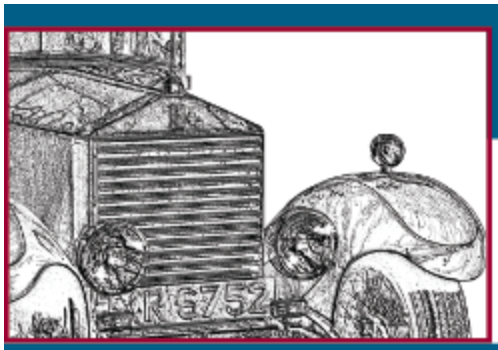

The Goshawk Society Flier

Issue #23-3 2023

Photos: D Gates

Greg and Julia Baran from Kingston, Ontario brought their 1939 Wraith, WHC50 to their first RROC Meet. The car was awarded the Blenheim Trophy for being the most elegant pre-war car at the Gettysburg meet. The car also won 1st place in the late small HP Touring Class. Following the meet, the Barans drove the car on the post-meet Vintage tour to Shepherdstown, WV.

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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.

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Chairman's Message

SURVIVING THE HEAT OF THIS SUMMER!

Greetings everyone. I hope are surviving this summer's heat wave. Congratulations to those who participated in this year's Annual Meet in Gettysburg. For those of you who participated in the Prewar Tour that Mary organized, I encourage you to draft an article and let us know of your thoughts on the tour.

This hot weather is not exactly conducive to touring in your PMC but I do hope some of you have had the opportunity to exercise your autos. Hopefully as Summer wanes and Fall starts to cool things down we will all have an opportunity to once again drive our cars along the backroads of this country. Those of you in the Northeast, start making plans to tour the backroads and see the wonderful changing of the leaves. For us in the South and the Gulf Coast, we can look forward to less heat.

If you haven't already done so, I encourage you again to visit Tim Jayne's YouTube Channel. Tim takes the viewer through many of the repair and restoration jobs that I am sure many of us would find very interesting. Tim's latest videos cover topics from changing tyres in our cars to the dreaded "Death Wobbles". Both videos are great and worth watching. Go to YouTube and do a search for Timothy Jayne R-R. Support Tim by subscribing to his channel. On the Ernestine front, things have been suspending due to the heat. Even with portable a/c units in the garage the temperature still gets above 95 degrees. Hopefully once the heat subsides Eric and I will be able to finish the interior. The Texas Region's Fall Meet is in September and our goal is to have her ready for that meet. Check your local region for upcoming tours and car shows. It is important that we show are cars to keep the interest going in these wonderful motorcars.

I look forward seeing each of you along the beautiful back roads and until then, Stay Safe and Keep Motoring On!

Al Briseno II

Congratulations to us!

At the RROC Annual Meet in Gettysburg, the Goshawk Society Flier received the McFarland Award for a second time. The Award is given annually to the best region or affiliate magazine. Thanks to all Society members who have shared their stories and tech know-how with the rest of us. It takes a village …

Also at the meet, Ian Bridgman was given the annual Frank Cooke Award for submitting the best tech article to a region or affiliate magazine. Ian's article "That View Down the Bonnet" was in the 22-1 issue.

Ten Goshawk Cars at the RROC Meet in Gettysburg

The Cars

Photos: D Gates

Three barrel sided Twenties: Moran's GNK32, Huckle's GA 26, and White's GF15

Photos: D Gates

The People

Tim Jayne spoke to members (above photo) about parts availability and new sources such as digitally printed ones

Below, Doug White, Veasey Cullen and Mary White presented a beginner's vintage driving school in the morning, followed by an in-car driving session in the afternoon. Over 70 members attended the morning class, 35 rookie drivers drove one of the vintage cars the afternoon.

Goshawk cars at the RROC Gettysburg Meet

Driving through the Gettysburg battlefields in the early morning *Photos: D Gates*

Ian Bridgeman's 1933 saloon, 182PY *Photo: White*

Matt Moran's 1925 Twenty GNK32

Photos: D Gates

Photo: White

Gil Fuqua's 1935 20/25, GYH9 was driven by some of the beginning vintage drivers at the meet include Kathleen Esser, James Eubanks, Robert Ensfield, Peter Bernardt and Richard Smith. Caroline Jayne, a future vintage driver, tried out the front seat - just right.

Photos: D Gates

Nathaniel Pulsifer drove his 1929 20/25, GGP47 at the meet and on the vintage tour following the meet. The car was given the Preservation Award It was fun just to watch him speeding along.

Photos: D Gates

David and Ruth Gillespie had their 1935 20/25, GLG53 at the meet and won First Place in the early small HP Concours class. David and his 20/25 also participated in the beginners driving afternoon class.

Photo: White

Photo: White

Eliot and Barbra Weismann drove their newly acquired 1935 20/25, GBJ65, from New Hampshire to attend the meet and then participated in the Vintage Tour.

Photo: White

Richard Bradshaw showed GED38, his 1934 20/25 Park Ward Saloon which took 2nd place in early small hp Touring class

Photo: D Gates

Photo: Weisman

Paul Huckle's 1923 Twenty, rep Barker tourer, GA26, is on the road after an engine rebuild at the Vintage Garage. After driving the car on all the meet tours, Paul & Fiona drove it on the Vintage Tour, then on home to Chapel Hill.

Photos: D Gates

Photo: Otis

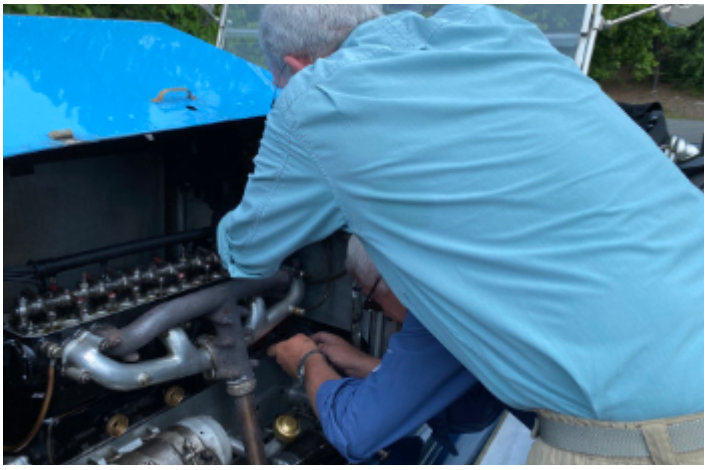


Photo: White

Mary White drove her and Doug's 1923 Twenty, GF15, from NC to Gettysburg to the meet so it could serve as the rookie drivers car in the afternoon beginner's vintage driving school. Above, Adam Poirier is at the wheel while Pierce Reid serves as coach. John Nuss is learning from the back seat, his turn is next.
Millie Horton (below left) quickly caught on to the double clutching. Experience driving her R-type must have helped.
Mary & Doug below right.

Photo: Nuss

Photos: D Gates

Photo: Baran

Photos: D Gates

Greg and Julia Baran from Kingston, ON brought their 1939 Wraith Freestone & Webb limousine, WHC50 to their first RROC Meet. Following the meet, the Barans drove the car on their first Vintage tour to Shepherdstown, WV.

Photo: White

Meeting with various 20hp owners in Florida - May 2023

Reported by Neil Fraser, Ireland

I arranged in March to take my 20-year-old son and his girlfriend to NY and Florida for his annual bonding time with the old man and in advance, contacted some RR owners, particularly GEN series 20 hp owners from 1929, as I had only recently completed a 5 year home rebuild on GEN 33, a wreck of a car, stored 29 years in a barn and before then, 15 years after the WW2.

Feri Olah Orlando owner of GEN 72 DGJ 324 for the last 5 years, uses it for only driving around his housing estate on his UK licence plates….his wife made some lovely cheese cakes and we sat in his veranda, enjoying a cold beer and chatting about some of his previous 5 cars he sold over the past years. His RR was bought from the Vintage and Prestige Fire Motorcars on the UK. Sadly, the clutch failed 3 weeks ago, so the car was out of action. It didn't matter

Next, a few days later, I met David Gillespie, a serious vintage car collector 2 hours north of Orlando who owned GEN 35, which still had Middle Eastern plates and brought (swapped) from Matt Strauss in Vermont the previous year. The car looked great, but had niggling problems including a starting issue, which I identified as fuel starvation, which we temporarily fixed by filling the Autovac and she started immediately, but roughly. I suggested it may be valve problems, maybe wrong clearances or sticky vales, as the car was stripped for years and bolted together for the sale without full testing.

Lastly, I met Tampa based Scott Meckley, owner of a 1926 rebodied 20hp GMT5, which his wife's grandfather owner for 60 years and was stored for most of that time, sadly, with massive termite damage to most of the interior. Scott has spent some time restoring some parts but with a full-time job, it's a huge time stealer. He will get it done, but has to move it to his other home, then sort some rear end damage first, before taking off the body.

A Fuel-efficient 20 hp : by John Peirson

The RROC BC Region has had an event every year since 1975 (yes, even during covid) that we call the Fuel Efficiency Run (FER). We fill our gas tanks, drive about 100 miles, then refill. Divide the miles by the refills, and determine the mpg for each car. Of course, you can't compare a 20 hp with a P-III, so the actual mpg is compared with a target mpg set by the organizer and based on magazine articles and previous years' experiences. The ratio of actual to target we call the "Index of Performance". We also have a "Carbon Footprint Award" for the car with the worst mpg.

This year, on April 29th, our FER was held in the Vancouver area. Both our son David and his son Attila (aged 16) wanted to drive, so David drove GRJ41, our 1927 20 hp with a Horsfield replica Barker tourer body, with my wife Marny as his navigator, and Attila drove LSJR517, our 1965 Silver Cloud III.

Attila won a big trophy for Best MPG (19.96) and second best Index (121%). David did 18.5 mpg and 108%. The Silver Cloud has experienced nearly 20 FERs and usually does well, but the 20 hp was doing its first FER. Next year, with a bit of fine tuning, making sure the brakes are not adjusted up too tight, and fixing a leak around the fuel gauge on the gas tank, and we might do even better.

NB: Canadian gallons are slightly larger than US gallons. One Imperial (Canadian) gallon = 1.2 US gallons

Attila and David at top left. Marny at top centre. GRJ41 on the left, LSJR517 on the right.

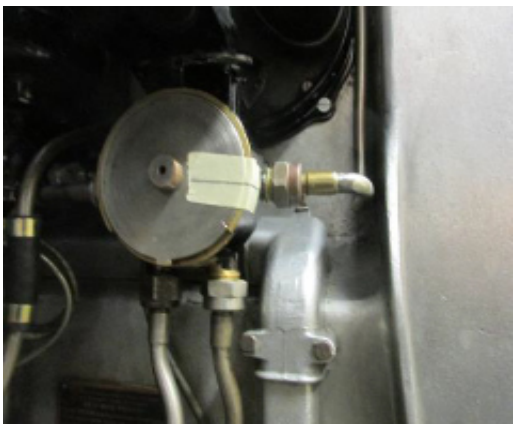
A Convenient Fuel Tap on a 20/25

By Richard Coombs, NC

One evening after a long hot drive I was putting 'The Green Goddess' GYD44 to bed, which of course included the mandatory duty of turning off the fuel tap, when I suddenly decided that I had grown tired of grovelling under the dashboard to perform this simple task. Why should the tap be so inconvenient to reach I asked myself, why is it not located in a more accessible place where, in the words of a long departed English Motoring scribe it would 'fall readily to hand'.

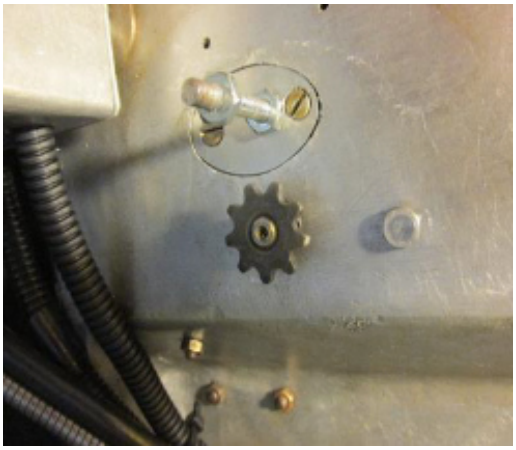
The more I thought about it the more certain I became that there had to be a better way to do this. This lead naturally to extended periods of grovelling under the dashboard doing research with tape measure etc. to determine the feasibility of this project. My initial thought had been to mount the tap lever on a panel below the dashboard close to the steering column. However after much thought I decided that if the finished product was to appear as if it might have been done by Freestone and Webb, the control lever and indicator should be mounted on the dashboard. The obvious place was to the right of the glovebox where a convenient space was available.

The next step was to visit McMaster-Carr's online site to learn about chain and sprockets. This company is my favorite supplier of hardware, they are very helpful and carry an enormous inventory. The smallest standard chain is designated ANSI #25 and has a pitch of ¼. The smallest sprocket available for use with ¼ rod has 9 teeth and 2 are needed also 2 ¼ universal joints together with a length of ¼ steel rod and a couple of feet of chain.



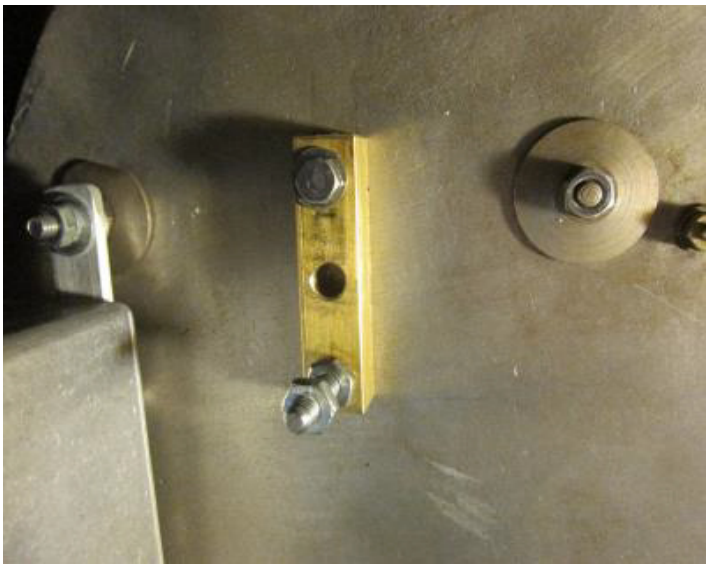
Before removing the tap handle it is important to establish the OFF position for future reference by sticking a piece of masking tape on the back of the tap from the edge to the moving part and drawing a line on the tape. The tap should be in the OFF position!!!

Cut the tape before removing the center of the tap after pulling the cotter pin and loosening the adjusting nut. These are located at the rear of the tap just in front of the firewall. Before removing the tap center, one of the sprockets should be fitted to the shaft to establish its correct position.



This sprocket must be placed with the hub against the firewall and the shaft marked by tightening the set screw then releasing it, leaving a clear indentation on the shaft. The tap center and shaft can now be removed and the flat filed for the set screw or preferably mount the shaft in the vertical mill or drill press, and spot it with a drill point to make a seat for the set screw. *This new seat should be made without destroying the original factory locating point machined on the shaft.*When this is finished the shaft can be re-installed in the tap –without the adjusting nut -and the sprocket lightly tightened in place. The driven sprocket is now temporarily in position.

The drive sprocket should be mounted on a 2" piece of 3/8" square stock with a hole bored in it at the mid-point to accept the ¼ round shaft which will run up towards the dashboard. The carrier also has to have 2 clearance holes drilled for the mounting bolts.



Mounting the square sprocket carrier to the firewall is best done using 2BA bolts, or 10-24 bolts if you are not too fussy about originality.

Before the position of the sprocket carrier on the firewall can be determined the chain has to be assembled on the 2 sprockets with the length adjusted to place the drive sprocket carrier at the selected place on the firewall. Marking the holes for drilling is quite tricky, the carrier must be placed in the desired spot on the firewall, and pushed to tighten the chain and the holes then marked preferably with a transfer punch to ensure accuracy. It is recommended to carefully mark only the upper hole at this stage, if after the essential double checking the mark is acceptable the hole may then be drilled and tapped.

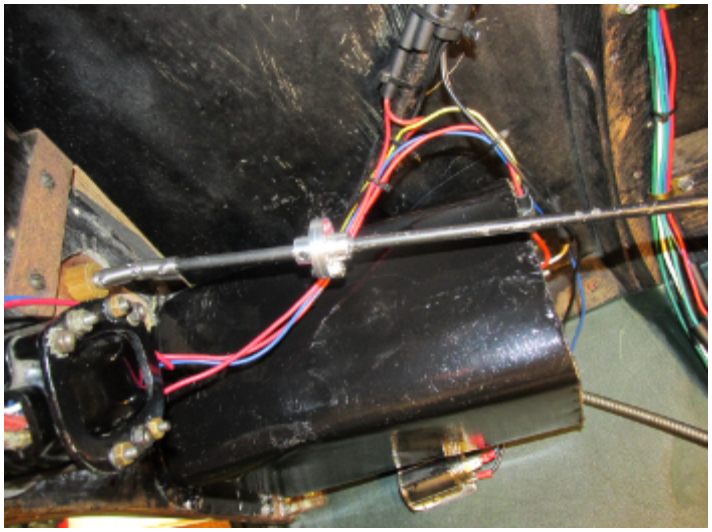
To mark the second hole, bolt the carrier to the firewall and use it as a pilot to drill the second hole in the firewall. *Remember that we are drilling holes which are going to be tapped, so that the correct tap drill for the bolt thread must be used. -#25 for 10-24 & 5/32" for 2BA.*

Now comes the moment of truth –mounting the sprocket carrier and chain to the firewall for the first time. If the gods are smiling on the work the chain will be nice and snug when the carrier bolts are tightened.

However Murphy may also be watching this operation which can lead to adjustment being necessary to get the desired tension on the chain. If the chain needs adjustment the mounting holes in the carrier will need to be to elongated to allow it to move. To hold the carrier in position a 8-32 setscrew should be inserted in the upper end of the carrier. This adjustment screw will press against the mounting bolt and allow positive adjustment of the carrier. When this part of the work is finished the chain should have just a hint of slack in it to minimize backlash at the control lever.

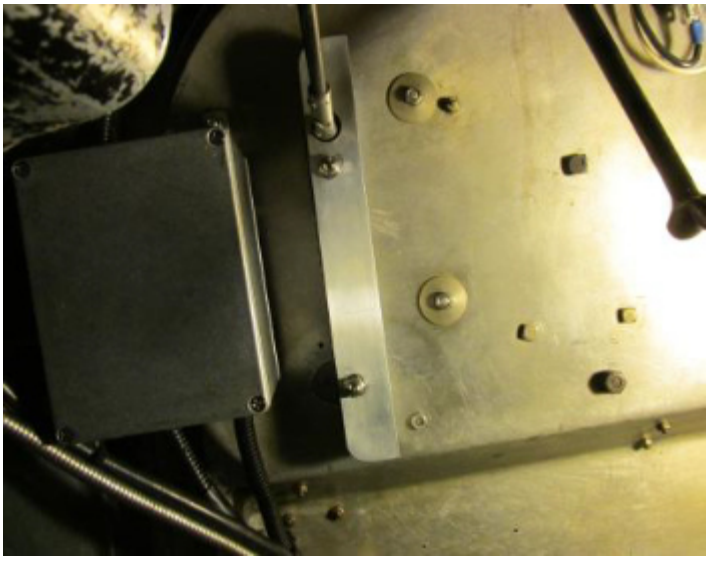
On the dashboard of GYD44 there is a light switch in the space needed for the tap lever, and this hole was utilized to mount the lever, with the indicator plate above it. The hole is 3/4" in diameter so a suitable dowel was made up with a 1/4" bronze bushing pressed in the centre to carry the control rod. The dowel is 1" long and glued in the hole in the dashboard. The switch was relocated directly below its original position on the dash.

The cast alloy plate on the firewall showing the position of the tap must be **very carefully** removed from the firewall as it is delicate and easily broken! The heads of the drive pins securing it should be ground away until it is free, with care this can be done without marking the plate. Alternatively if the Autovac happens to be off the car the drive pins can be driven out with a small drift from the front of the firewall.
The spring loaded plunger which acts as a stop to the control lever in the OFF position should be removed and a plate made to fit in the hole on the firewall



The connection from the control lever to the drive sprocket on the firewall is made using ." steel rod and 2 suitable universal joints. The length of the connecting rod will depend on each individual installation as every car is different. In order to have the control lever point to the 'Off' position when the tap is set in the position marked previously, the final locating spot on the short shaft connecting the upper U-joint to the hand lever has to accurately positioned.

For those interested in mechanics and have access to a lathe and a vertical mill, details of an adjustable shaft coupling are given at the end of this article.



The chain cover is made from 1 inch aluminum angle fastened with acorn nuts to 2 studs, one of which is the lower mounting stud for the carrier and the other fastened above the chain sprocket on the tap shaft. These studs can be seen in the photos.

The tap lever and indicator plate were sent to the plating shop and were returned looking very smart indeed.

The finished project looks neat and works as expected and it is perhaps surprising that Henry R. did not incorporate it into his original design.

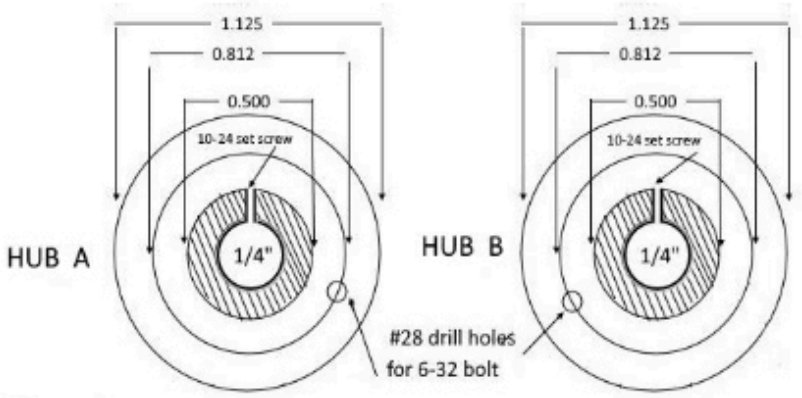
To avoid having to be precise when grinding the flat on the Tap Lever shaft and to provide accurate positioning of the lever, the following information on constructing an adjustable coupling is useful. It is also an interesting exercise in mechanics.This coupling provides positive adjustment to the position of the hand lever in increments from 1 to 90 degrees, this is determined by the layout of the holes in the 2 Alumin(i)um hubs. The number of holes in each hub determines what the incremental value in degrees will be.

The calculation is quite simple. The 360 degree in a circle is divided by the product of the number of holes in the two hubs.

If the hubs are made with 1 & 4 holes the increment is 360 divided by 4=90 degrees
If 6 holes were chosen to be in each hub the increment would be 360 divided by 36=10 degrees
The writer used 8 and 9 holes in the hubs giving a 5¡ increment –360 divided by 72=5 degrees
This is probably an unnecessarily fine adjustment and the 10 degree setting would likely be adequate, unless you are a perfectionist in which case you could use 18 and 20 holes which would give you a 1degree increment!!!
Have fun making it....

Quarter inch shaft coupling with incremental adjustment.

This design permits positive adjustment in increments between 1 and 90 deg.



A		B		Increment
1	Hole	4	Hole	90 deg.
2		4		45
4		4		22.5
4		6		15
6		6		10
8		9		5
9		10		4
10		12		3
12		15		2
18		20		1