

The Goshawk Society

Flier



Issue # 22-2

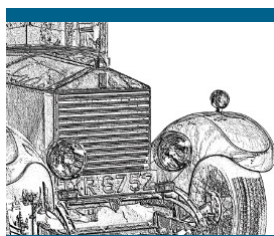
May 2022



*Dennis and Dalene Somerville's GRC12, a Hooper bodied Sedan de Ville
Dennis and grandson, Nathaniel Dennis Somerville (now 11), show off the ribbons*

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

“Rolls-Royce Owners Club”, “RROC”, “Rolls-Royce” and “Bentley” and all associated representations, trade and service marks, and logos are protected images. Use or duplication without appropriate permission is prohibited.

Copyright (Goshawk Society & RROC) 2022
All rights reserved.

Chairman's Message

Spring has arrived and I hope all of you are making plans to take advantage of the weather and exercise your PMC. This time of the year is especially nice for touring. In Texas the highways are painted with wildflower colors, especially our beloved Bluebonnets.

If you haven't registered, please sign up for the 2022 Annual Meet that will be held in San Diego on June 21-24. I look forward to seeing all of the beautiful pre-war cars. Our Goshawk Society meeting will take place on Wednesday, June 22 from 3-4:30 pm. I look forward to having a good meeting and hopefully discuss future activities for the Society.

Also, don't forget about Mary's Fall Tour. The fall tour will be touring the Hudson River Valley on September 12-28. This region of the country should provide wonderful scenery for the tour.

On the Ernestine front, she is coming along. We are finishing up the painting and now on to the interior work. Here is photo of the paintwork. I'll keep you posted on her progress.

See you in San Diego in 2022 and on the Fall Tour. Until then, Stay Safe and Keep Motoring On!

Al Briseno II



Calendar of Events

June 8-11, The Vintage Garage, along with the RROC and Goshawk Society

present: Small HP Seminar 2022 – 100 Years of the Small Horsepower

Place: The Vintage Garage, Stowe, VT USA

Seminar topic: “Getting to know you – Living with a Small HP Rolls-Royce or Derby Bentley”

See ad on page 5 for details.

June 21-24, RROC Annual Meet in San Diego

The Goshawk Society will offer special events in conjunction with the RROC Meet in San Diego June 21-24. Please try to bring your small hp RR's to the meet. The Wednesday evening Fiesta will feature all Twenty RR's at the meet, Tim Jayne present a “History of the Twenty” and we'll have our annual meeting as well. On Wednesday at 3pm. **Register for the meet now through the RROC.**

If you live too far to drive to the meet, Steve Capra of McCollister's Auto Transport (they are partnering with the RROC and supporting the annual meets) is offering a RROC discount for shipping a single car and a higher discount for 4+ cars from the same location. Costs will vary depending on pickup location.

September 12-18, RROC Vintage Tour in the Hudson River Valley, New York.

This hub tour will be centered in Rhinebeck, NY. All pre-WWII Rolls-Royce or Bentley are eligible. The back roads around the Hudson Valley are ideal for the small HP cars, so mark your calendar now. Spaces are limited. This casual tour includes visits to many attractions of the Hudson Valley. The tour ends on Saturday at the Old Rhinebeck Aerodrome for the vintage airshow. Our cars will be featured at the show so we'll have a front row seat. Registration materials are available **now** through the RROC. **See ad on Page 6**

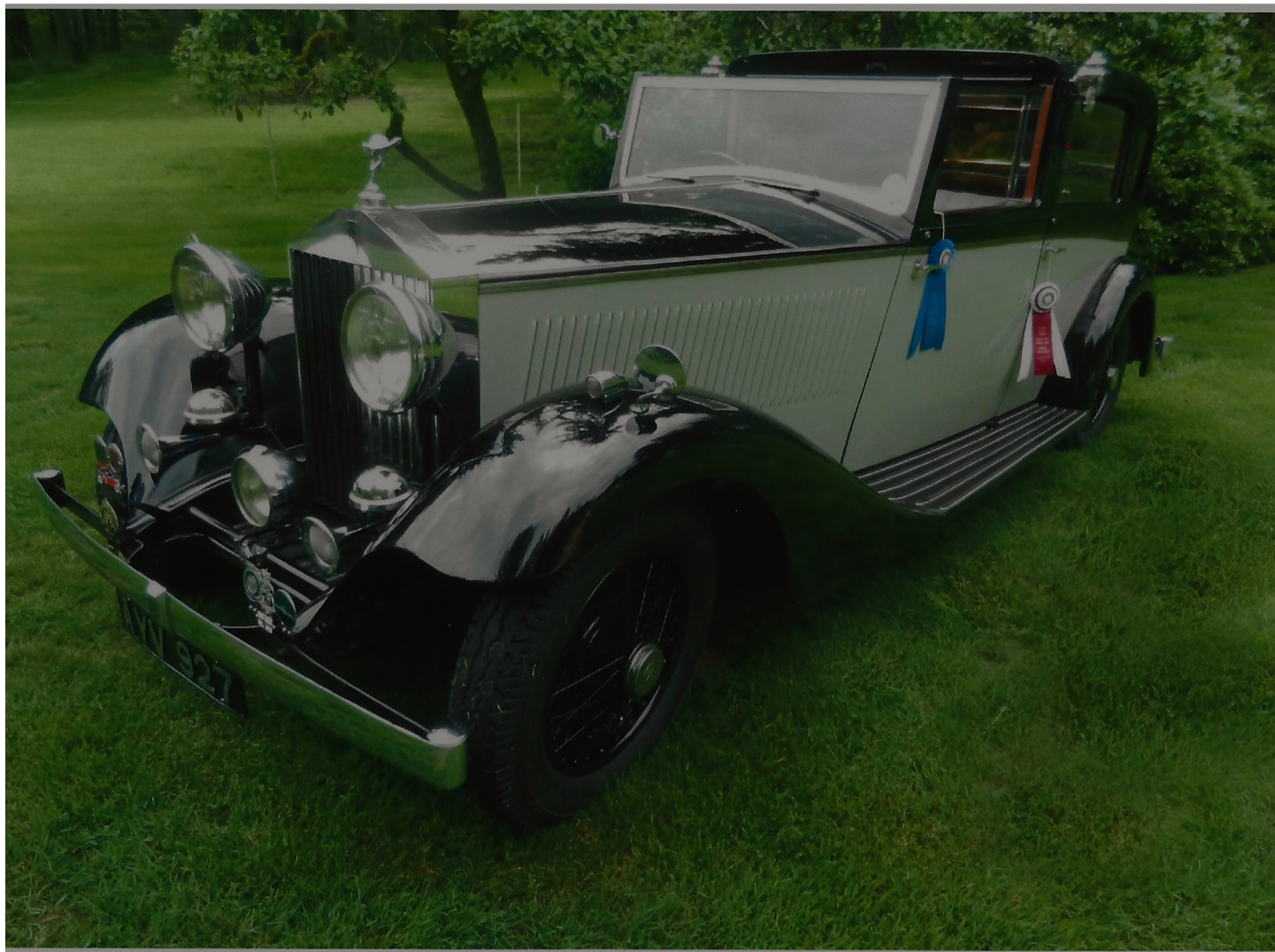
Mark Harrison, owner of GED68, a '34 20/25 Park Ward Saloon converted into a shooting brake, seen at the Lake George Meet, reports that he found two interesting sites for LED conversions for our cars: 'dynamoregulatorconversions.com' for flashacator bulbs and 'bettercarlighting.co.uk' for all kinds of LED bulbs....

We encourage other members to share tech tips and product information and availability for all Goshawk cars. - Ed



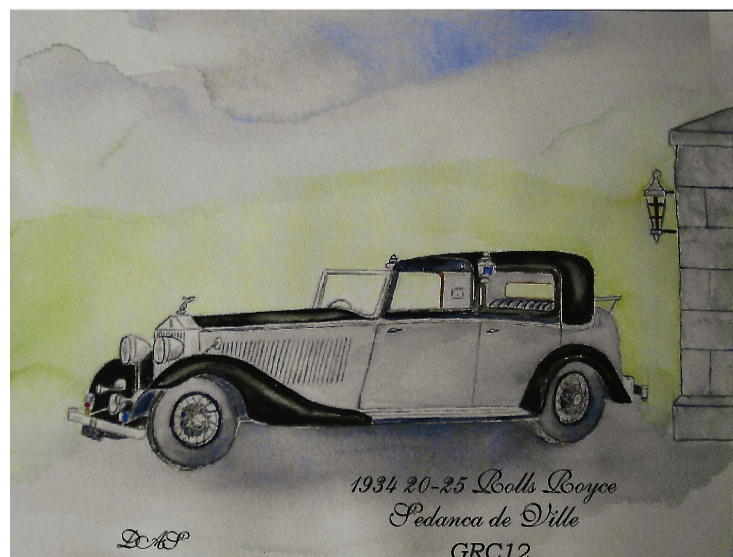
*The 100th Anniversary
Rolls-Royce Twenty HP
Commemorative badges
have been produced and
have been distributed to
those members who
pre-ordered.*

*A very limited supply is available for \$45 + \$5 tax
Order yours now from
Mary White
mcwhite@triad.rr.com*



Dennis and Dalene Somerville's GRC12 is a 1934 Hooper bodied Sedan de Ville that was purchased over 40 years ago in 1977 from long time CCCA member, John Farrel of Seattle. The car has been re-wired and the engine was overhauled with a new cylinder head by Bill Mote. It also has had new leather and other upholstery work done. Special features include opera lamps, an unusually long bonnet, and a very low, sporty body. The interior is fitted with a division as befitting of its exterior elegance.

This configuration is relatively rare during the eight year model run of the 20/25 with less than a dozen of the Sedan de Ville bodies being fitted. Only two others are confirmed to have been made by Hooper. The Somerville Sedan de Ville 20/25 is the only one in the Pacific NW or BC regions, the next nearest car being registered in California.



*Dennis' painting of his 1934 RR
Sedan de Ville, GRC12*

The Vintage Garage, along with the RROC, Goshawk Society and the Derby Bentley Society present:

Small HP Seminar 2022 – 100 Years of the Small Horsepower

Dates: Wed June 8, 2022 – June 11, 2022.

Place: The Vintage Garage, Stowe, VT USA

Seminar topic: “Getting to know you – Living with a Small HP Rolls-Royce or Derby Bentley”.

Cost: \$275 per attendee. \$60 for Pig Roast Dinner only

The Vintage Garage has scheduled its annual seminar for June, 2022 and will welcome Small HP Owners and those thinking about buying a small HP car to our facilities! This three-day seminar will help current (and future) owners keep their cars on the road and make good decisions when it comes to purchasing a car.

Because the Small HP spans such a great range of cars – from the earliest and simplest Two-Wheel Brake 20 HP through the all-powerful Derby Bentley and Wraith chassis, there is probably a small HP car out there that appeals to anyone! And Phantom 1 and Phantom II owners may also enjoy the seminar because of the similarities between all the Overhead Valve sixes. Understanding the mechanical systems, maintenance and rebuilding/recommission procedures of these pre-war cars will help any owner or prospective owner and is even an outstanding refresher for the long-term owner and touring enthusiast.

As always, we will hold the seminar at The Vintage Garage in Stowe, VT. Seminar will kick off on Wednesday evening June 8th with an optional get-together at a local Stowe pub and eatery (Location TBD) so folks can get to know each other before we begin the seminar on Thursday morning. Thursday and Friday we will address a number of topics and attendees should expect to get their hands dirty!. Friday night will culminate with one of our famous Pig Roasts here at The Vintage Garage! Saturday morning will be devoted to wrapping up and Questions and Answers. Seminar will end by noon on Saturday the 11th, allowing folks plenty of time to travel home over the weekend.

We encourage owners to bring their cars (or project components) with them. We usually have a selection of cars available for classes, but student vehicles that attend give the whole class a chance to see some of the cars that are on the road... or sometimes, just out of storage or ready for recommissioning. For folks who bring cars, we can do diagnostics, brake testing and perform many other maintenance or demonstration items that will help everyone get to know their cars better. Please let us know if you plan on bringing a car or a component. Note that we have ample trailer parking available for those who want to trailer their cars up.

Location: Stowe Vermont is a resort town with numerous hotels and motels for all budgets. Two properties we recommend that have been used regularly by our attendees are The Golden Eagle Resort and Spa, which is an affordable motel within walking distance of several good restaurants and the Village itself. It is about 3 miles from The Vintage Garage. A somewhat more upscale property is The Green Mountain Inn, right in downtown Stowe. This historic hotel has both rooms and ‘apartment’ style suites available and is a common ‘meeting place’ for seminar attendees in The Whip Pub and restaurant. Last, the Trapp Family Lodge is an historic venue in the area, though is further removed from the Village and the Garage. We recommend booking your rooms early as June begins the tourist season in Vermont and properties can fill up fast. Unfortunately, none of our usual properties are offering group rates at this time or allowing us to reserve blocks of rooms.

Food: Seminar attendees will meet for dinner/drinks on Wednesday night at a location TBD. Thursday, Friday and Saturday morning, Coffee and pastries/donuts will be provided for attendees. And lunch is included on Thursday and Friday, typically pizza and sandwiches. Thursday night, folks are on their own for dinner. And on Friday night, the Pig Roast is included in the seminar fee – a BBQ with all the fixings! We will provide soft drinks and water, but “adult beverages” at the pig roast must be BYOB as we cannot supply any alcoholic beverages due to insurance and club regulations.

Travel: The Vintage Garage is located in Central Vermont, about 10 miles from Interstate 89, exit 10. It is 2 hours from Montreal, 4 hours from Boston, 5 Hours from Albany and about 10 hours drive from DC. Airports include Burlington (an hour away), Manchester, NH (3 hours) and Boston Logan airport.

Registration: To register, please contact Pierce at The Vintage Garage: rpreid@pshift.com. We can take payment by check or send a ‘Pay Now’ invoice via e-mail. If you have any questions (or want to talk about bringing your car or bringing a special project, part or have a request for a specific topic to be addressed) you can also call the shop M-F 8:30 – 3 at (802) 253 9256. For more information about The Vintage Garage, visit us online at www.vintagegaragevt.com We look forward to seeing everyone in June!

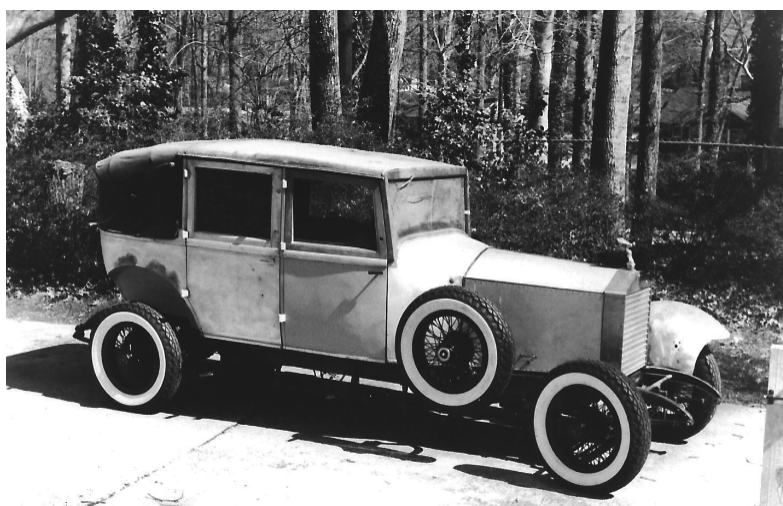


After almost 20 years, the RROC is bringing back the vintage tours for all owners of pre-WWII Rolls-Royce and Bentley motorcars. Start preparing yourself and your car now to enjoy this weeklong adventure.

The tour will be based in Rhinebeck, a charming, historic town nestled in New York's scenic Hudson Valley. Tree-lined streets beckon with fine and casual dining spots, specialty shops, galleries, museums and historic buildings. Our inn, adjacent to the town center, offers private parking and comfortable accommodations. The tour's itinerary will take you along the back roads on both sides of the river to the Catskills, Woodstock, West Point, visits to the homes of sculptor Harvey Fite's Opus 40 and the Hudson River School of Painting artists Thomas Cole and Frederick Church, FDR's house or Eleanor's Val-Kill cottage, FDR's library and museum, and Innisfree Gardens. On the tour's final day, the cars will be featured at the Old Rhinebeck Aerodrome as we watch the vintage airshow.

Registration information and forms are available now on RROC.org, look up Schedule of Club Events, Vintage tour. Register on the website or complete the form and mail to RROC, 191 Hempt Rd., Mechanicsburg, PA 17050. Or call 717-697-4671. Sign up right away since space is limited. For more information, contact Mary White, 336-408-0415. mcwhite@triad.rr.com

Registration Deadline and Room Release is July 10, 2022



**After years of neglect,
GNK 87, a 1925 Brewster
landaulette,
finally gets its well
deserved restoration**

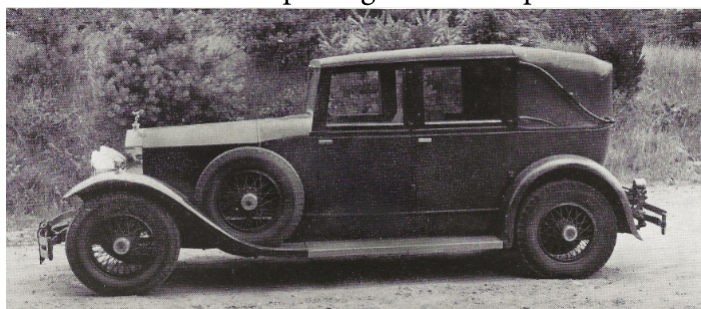
GNK87 at the White's house in North Carolina in 1980

In 1977 I bought WFC53, a 1949 derelict Silver Wraith Hooper Teviot touring limousine with the intention of converting it to a street rod. After rebuilding its engine and attending RROC functions it was obvious to me that this would be a travesty and I embarked on restoration of the lovely body which had extensive rot in its wooden substructure. Well into this restoration there was still a long way to go. Then I happened upon an ad in Hemmings Motor News for a 1925 Rolls-Royce for sale by a small dealer in Spartanburg, South Carolina, within easy driving distance from Winston-Salem. So as soon as practical I paid my first visit to GNK87 which sat, partially disassembled in an old shed, out back. Rumor had it that prior to its acquisition by the dealer it just might have been stored outdoors, under a tarp by someone named Buddy. It appeared someone had taken interest in starting restoration but had abandoned the project after some disassembly. It was a pretty sad sight. All of the body accessories including fenders, running boards, lights, gas tank and fenders were detached and the paint had been completely stripped off. But still it looked like it was more intact and less complicated than the Silver Wraith, a much easier restoration I surmised, so I agreed to buy it. Mary said that if I was sure I wanted it I could buy it but that something else would have to go. Other than the Silver Wraith and our daily drivers our only extra vehicle was a 1959 Porsche RSK Spyder which had been modified for street use. So, making my second big mistake in this deal I agreed to trade the running RSK for the non-running 20HP, plus some money, from me, not from the seller.

Some days later GNK87 arrived strapped onto an open farm trailer with a load of parts, and the RSK left on the same trailer, headed for a buyer in nearby Statesville, N.C.. As an aside, a few years ago that same RSK sold for 3.2 million dollars at an auction at Amelia Island.

Upon further inspection the restoration of GNK87 appeared to be a bit more daunting than was my initial impression. The body, which was original to the chassis, was a landaulet made by Brewster. The supposition is that at some time, likely in the early 1930s, it returned to Rolls-Royce for "updating" which included fitting smaller wheels with balloon tires, removing the side lamps from the scuttle and placing them on top of the fenders, changing the style of the lamps from drum style to Halls style and fitting massive twin blade RR bumpers to the front and rear. The tail light remained drum style. A picture of the car after modification can be found at the bottom of page 124 of deCampi's "Rolls-Royce in America".

My review of the situation showed that the Autovac had been removed and replaced by an electric fuel pump.



GNK 87 seen in DeCampi's Rolls-Royce in America

The Autovac tank but not its mechanical parts was found in a box of parts, along with pieces of generator. The body of the generator was still in place as was the magneto. Radiator hoses were gone so no water was in the system. The carburetor was partially disassembled but all parts accounted for. The fuel tank had been removed and a replacement had been partially constructed with most of its attachments in a box. The exhaust pipe with silencer and fishtail was removed but intact. The dashboard was partially detached but all of the gauges were present although it appeared that the gauge faces had been sandblasted. In lifting the body off the chassis, which appeared to have been sandblasted and painted, the side rails of the top had been broken. Body pieces were all present and some Bondo and fiberglass repairs had been attempted. The upholstery was shredded but enough remained to use as a pattern. Brewster-style hardware was mostly intact.

My first and last attempt at restoration of GNK87 was to sandblast the rusty wire wheels and install new, non-balloon tires which seemed much too small for the car. Then fate intervened and, again in Hemmings, I found an ad for a 20/25 (GBJ65) located just 30 miles away, and it actually ran and drove. So GNK87 was relegated to a corner of the garage, well actually my neighbor's garage, for several years until the 20/25 clutch started to slip, which sidelined it for many years, another long story. At that time S263PL a 1926 Springfield Silver-Ghost with a Salamanca Permanente body by RRCCW joined the family.

By this time our garage space had expanded and at my neighbor's request GNK87 returned home. Sometime in the interim wool moths had taken up residence in the car's interior and continued its destruction, also infesting our house.

During the ensuing 15 years GNK87 sat side by side with the partially restored Silver Wraith at the back of the garage. I was feeling pretty guilty about having done absolutely nothing with her, other than the new tires, which by then were flat due to lack of flaps, when Pierce Reid called me in 2016 about GF15, a 1923 20HP with a barrel-sided tourer body by Sanderson and Holmes which had just become available in far off Vermont. After paying GF15 and her nice owner a visit we leapt at the opportunity to acquire her when Pierce agreed to take GNK87 as part payment for the mechanical restoration of GF15 which "ran when parked".

So back in Winston-Salem we loaded GNK87 with all of her detached parts into Pierce's trailer and my understanding is that he sold the car to a dealer farther south from whence it found its way to its current location in England. Now I don't feel guilty about not attending to GNK87, after all, I did rescue her from the tarp and shed and kept her warm and out of the weather for 50 years so that she could ultimately undergo the comprehensive restoration she so richly deserved. And another good thing, because of GNK87 we ultimately acquired GF15, the utterly delightful "Bluebelle", a wonderful car to drive and tour. My only regret is trading away the Porsche RSK.

Part 2 What's ahead for GNK 87

GNK87 was finally re-imported into the UK by the Real Car Co in 2018 and was purchased by John Milan in a very dilapidated condition, to say the least. John has now undertaken the honourable task of restoring the vehicle to its original glory, starting with the body. This work is being carried out by Ben Smith Engineering. John estimates the restoration will take up to 5 years. The car came with a big box-a-bits including lights, Autovac, battery box, bumpers etc.

John has kindly send photos (seen below) of the work in progress to Doug and Mary. They are delighted that GNK 87 is getting the attention it deserves. The restoration story will follow in the coming issues



A Convenient Fuel Tap on a 20/25

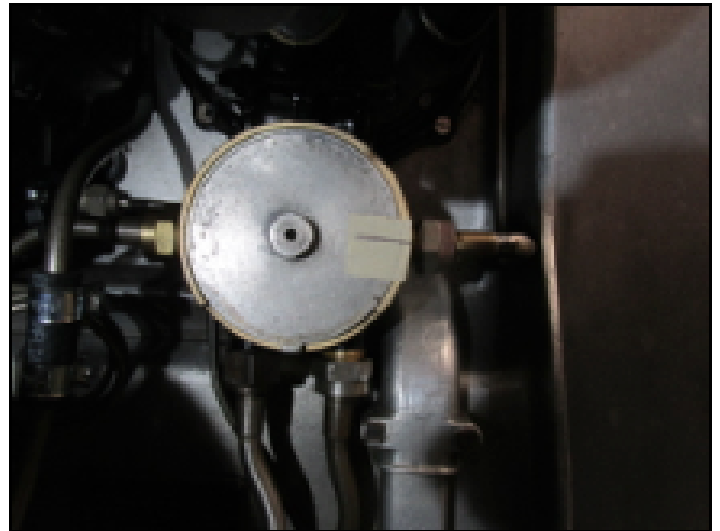
Richard Coombs, North Carolina

One evening after a long hot drive I was putting GYD44 'The Green Goddess' 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 access I asked myself, why is it not located near the steering column where it would, in the words of a long departed English motoring writer 'fall readily to hand'.

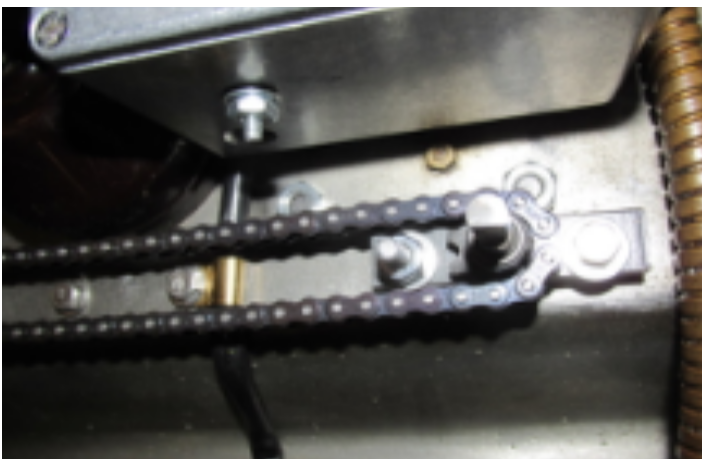
The more I thought about it the more certain I became that there had to be a better way to do this. This lead naturally to extended periods of grovelling doing research with tape measure, and various other tools to determine the feasibility of this project. It became apparent that it is possible to move from the tap to the right in a straight line about 14 inches to a location approx. 5 inches to the left of the steering column, without interference from existing objects on the firewall. It is not possible to get closer on GYD44 due to the speedometer cable. The only possible issue being the bakelite cover for the headlight wiring junction box, this would be close to the path of the chain drive, but I thought it was possible to avoid it.

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 $\frac{1}{4}$ ". The smallest sprocket available for use with $\frac{1}{4}$ " rod has 9 teeth and 2 are needed also two $\frac{1}{4}$ " universal joints together with a 2 foot length of $\frac{1}{4}$ " steel rod and 3ft 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. 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 the shaft 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



Fuel cap with OFF marker



Drive sprocket and chain



Driven sprocket on fuel tap shaft

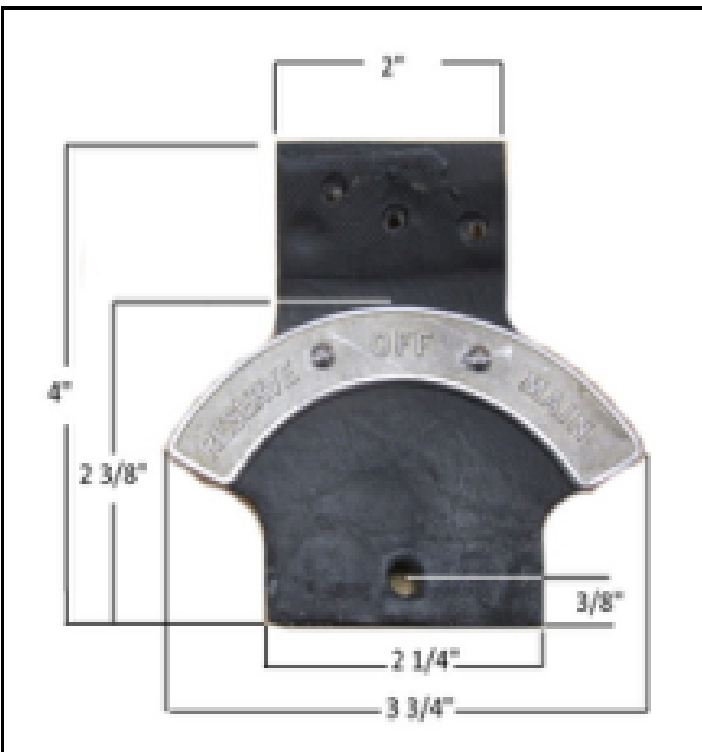
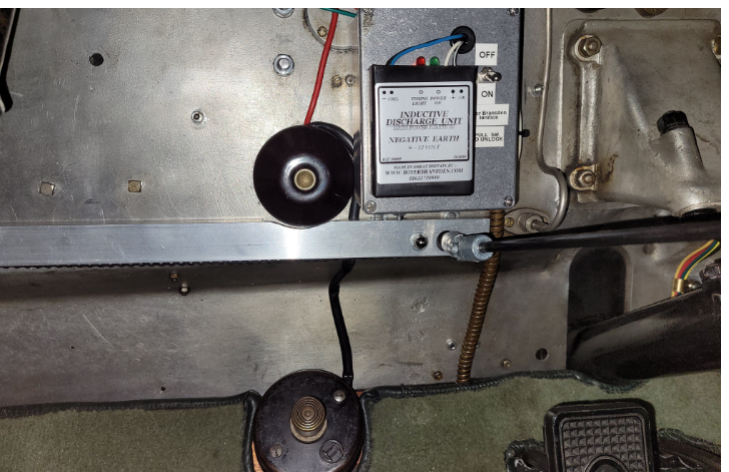
can be re-installed in the tap – without the adjusting nut - and the sprocket lightly tightened in place. The driven sprocket is now temporarily in position.

As previously stated the aim is to place the drive sprocket close to the steering column, with the chain not fouling anything on the firewall. The drive sprocket should be mounted on a 2" piece of 3/8" square steel stock with a hole bored in it at the mid-point to accept the 1/4" 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 fussy!

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 hole nearest to the steering column 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.*



Control panel

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 elongated to allow it to move. To hold the carrier in position a 8-32 set screw should be inserted in the end of the carrier facing the steering column. 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.

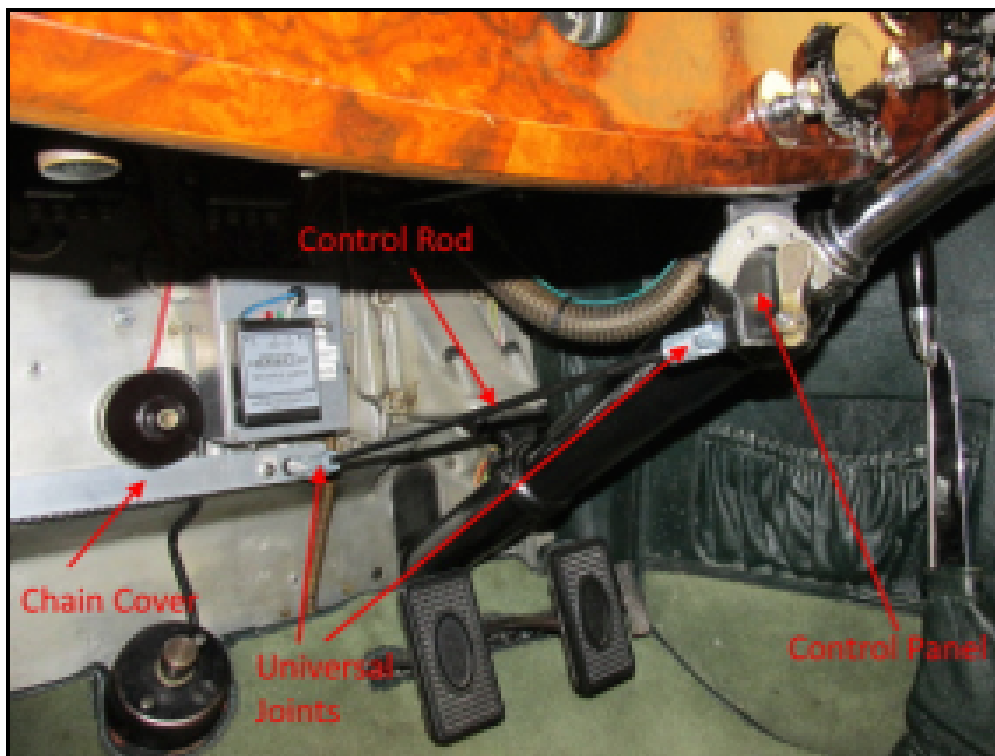
The cast alloy plate on the firewall showing the position of the tap must be **very carefully** removed from the firewall as it is delicate and easily broken! The heads of the drive pins securing it should be ground away until it is free, with care this can be done without marking the plate. Alternatively 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 2 fasteners holding the spring loaded plunger which acts as a stop to the control lever in the OFF position, should be removed and the mechanism released to the front of the firewall, the screw holes can be used to affix a cover plate to hide the holes in the firewall.

The mounting plate for the control lever is made from a piece of 1/8" thick aluminum 4"x 3 3/4" generally as shown in the photo. The plate needs a carrier similar to one made for the drive sprocket on the firewall to mount the brass control lever. This carrier should be 2" long and attached to the rear of the control plate with round head screws, or flat head screws if the panel is to be finished in leathercloth. Attach the plate to the rear of the dashboard as close to the steering column as is convenient.

The connection from the control lever to the drive sprocket on the firewall is made using 1/4" 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. Before the final assembly the 2 steel carrier blocks should have grease placed in the holes to lubricate the shafts.

The chain cover is made from 1 inch aluminum angle fastened with acorn nuts to the 2 inner studs fixing the carrier blocks. These studs can be seen in the photos.

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.



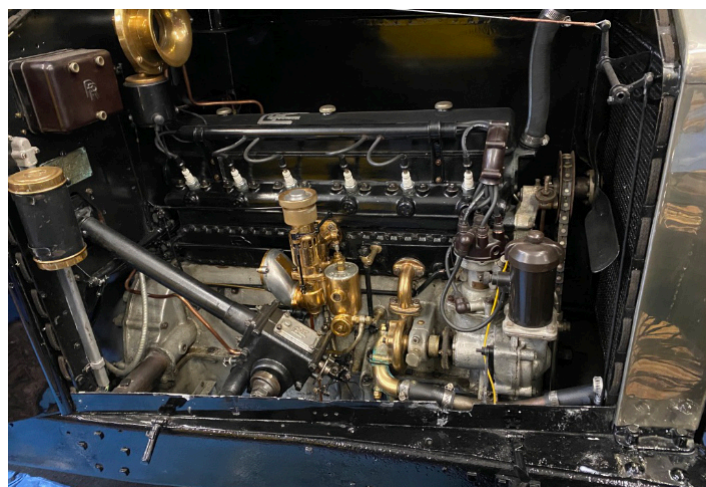
General layout of control system

Small HP Rolls-Royces seen on the PI YoYo tour in Pennsylvania



Doug and Mary White's Bluebelle, a 1923 Twenty HP GF15 Sanderson & Holmes Tourer.

It took two days to drive the car along the 460 miles of back roads from North Carolina to Pennsylvania.



1923 RR Twenty 61H6, owned by Harry J Tucci

The body is an exact copy of Labourdette's first Skiff body that he designed in 1912 for Chevalier Rene De Knyff. The chassis, bonnet, cowl, and windscreen are original and received a total nut and bolt restoration from 2006 to 2012. It is composed of mahogany on the sides with mahogany and maple stripes on the deck. The interior sides and dash are black walnut. 61H6 was displayed for the first time at the Rolls-Royce Owners' Club annual meet in 2014 and received a "Special Recognition" ribbon. Note the "aerodynamic" curved front edges of the radiator top.





1923 RR Twenty 9GIII/GXL 82 Goshawk of India

Goshawk was the code name given to the 20HP experimental cars. Goshawk India refers to those cars with four-wheel braking systems. This car was built in 1925 as part of the Rolls-Royce experimental program. 9GIII was fitted with a tourer body by Windover on the 23rd of May 1925 with registration number CH4995. It was painted gray with black wings. This may be the color scheme for the experimental cars of that era. The car weighed 31 cwt, 0 qtrs, 14 lbs. It was sent to West Wittering and France where it was used to conduct various tests of component parts. During this time it most certainly was driven by Sir Henry Royce.

In 1928, the car was returned to the plant and prepared for sale and the chassis was renumbered GXL 82 with engine G 1575 and re-registered GU 3262 and began its long journey to be in the Tucci's garage today.

1928 Twenty GYL21

GYL21 is listed in John Fasal's Book "The Rolls-Royce Twenty" as having engine S8J and coachwork as a Weymann Saloon by Weymann. The original owner was T. A. Braddock. At that time it had a tourer body and it still has the Barker body today.



1933 20/25 Carlton roadster, GGA29

Matt Porta flew from San Francisco to Pennsylvania to test drive his 1933 20/25 Carlton roadster recently restored by Tim Jayne. The car behaved flawlessly and will soon be transported to California.

Forty-Six Years Ago... I Fell in Love!

- Ian Bridgman, Massachusetts.

When I was 14 years old and living in West London, one of my Father's business partners, who was a Professor at University College London, owned a 1937 Rolls Royce 25/30, with a Hooper Limousine body. Dr Grindley was a flamboyant individual with a passion for the unexpected, he had bought the car some years before on a whim for £600.

The story goes that he stopped at a 'petrol' station for a fill-up and saw this Rolls Royce in the showroom for sale, "a Rolls Royce for £600?" he could not resist it! There were tales of adventures, journeys to France and Spain... never breaking down (well hardly ever!) and there was always a great story when it did!

When the radiator failed on one long European trip, a bath-tub was installed in the rear passenger compartment, and they made it home. I wish I had a picture of the installation ... but alas....! About this time in my life, my eldest brother was studying Mechanical Engineering and offered to help service the Rolls Royce for Dr Grindley.

So, one Sunday morning this car appeared on our driveway. The car was very much a condition 'B', and had many issues, but it captured my imagination... The wind-up partition, the passenger to driver communicator, the quality of the construction, the steering wheel controls, the way you lifted the floor-boards out to assess the gearbox, the headlamp dipping mechanism, the tool kit, the theatre light on the roof (it was green so you could see where 'your' chauffeur was parked after the play had finished) Oh and the view down the bonnet!

The old Polaroids taken in 1975....



Then there were the stories of the previous owners, it was the magician dressing in black with a black RR was one that I distinctly remember... It was Dr Grindley who added the 'cream'! So many years pass, and my old polaroids were left to fade in an album, and I was now the owner of a couple of these wonderful machines, and I started to wonder... "What happened to Dr Grindley's car?"

Well, I knew there was a fair chance that the car is still around somewhere, so I set about a little research. Of course, we did not note down the chassis number at the time and my pictures never showed a full view of the UK number plate. So, how was this going to work out? Without a chassis number and a "guessing game" on the lower half of the number plate? See picture below, a blow-up from my Polaroid, you can just see the tops of the letters on the license plate....

Can you just see the UK license plate hiding behind the bumper?

So, I started off with a spreadsheet of all the 25/30s with a Hopper limousine body, listed in the Dawson book, and after investigating a few dead-ends, I turned up a big-fat nothing!

Then I went to the RREC in the UK, but that also turned up nothing too...

Could it have been destroyed, did the car meet some horrible end?

However, the RREC put me onto, Ray Arnold from the Real Car Company, and Bernard King who produces the registration books on the Small HP cars.

And after a few weeks of 'ho-hums' finally, we found the car, we traced it to Brisbane Australia The UK registration number was EXW80 and the Chassis number is GLP35. The current owner in Brisbane bought the car in 2016 and has carried out extensive restoration work. He purchased the car from the individual who imported the car from the UK back in 1988...

GLP35 now in Brisbane, and in the center of the roof, there is the theatre light
Last March I was due to visit Australia for a conference on the Gold Coast, not too far from Brisbane, but the conference was cancelled due to COVID... **Watch this space!!!**

