

The Goshawk Society

Flier



Issue #20-1

February/March 2020

A Biography: 1928 Rolls Royce 20HP Chassis GYL55

Story and Photographs from Paul Anderson



GYL55 with its interior removed.

It was the height of the gay 20's, and this self-driver Rolls Royce was ordered by Mr. James E. Jackson Esq. of Guildford for Mr. E. G. MacAndrew Esq. of Baynard, North Horsham on 15 March 1928 for delivery scheduled for the first week of May 1928. The strike price to Mr. Jackson was £1185. The original work orders indicate Chassis GYL55 was to be fitted as a Standardbred Tourer de Luxe by Barker & Company, outfitted in blue and black "like the car in the catalogue" with brown leather and west of England cloth interior. Mr. MacAndrew paid a settlement price of £1579 to Mr. Jackson on delivery on 11 May 1928. A handsome profit to Mr. Jackson of approximately £400.

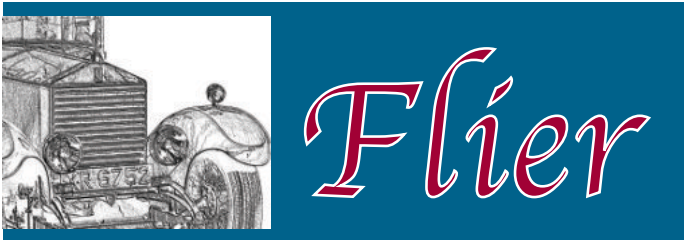
This RR was accompanied by all the finest fittings of the time, bespoke, handcrafted and customized to the extent the owners purse would permit. This 20HP, also known as a baby Rolls Royce, next to its big brothers the Phantom and the Ghost, stood proud without division as a sporty gentleman owner/driver luxury car. The original motor breezed through the dynamometer test producing maximum torque of 96 foot pounds of torque whilst consuming 26 pints of petrol per hour. Horsepower was described as 'adequate'. This power to weight ratio with a rear differential ratio of 11 x 50 made for easy and fast motoring

Continued on page 4

The Goshawk Society of the Rolls-Royce Owners' Club

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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

Happy New Year!

I hope each of you had a wonderful holiday season. Winter is half-way over in the “colder” parts of the country --here in Texas is just cool this year. That means we need to start preparing for Spring and touring with our cars. In preparing for Spring, I encourage each of you to start prepping your PMC. Now is the time to check those tyres and tubes. If the coolant wasn't changed last year, perhaps now is a good time to get this done in your nice warm garage. A good lubrication may be in order as well.

Tim Jayne is planning a seminar to be held at HQ. Contact HQ to see if there any spaces left. We are in discussions to have Tim Jayne, conduct some additional seminars. Stay Tuned!!

If you have not already registered for the Gettysburg Meet, please do so. Don't forget to sign up for the tech session and attend the Goshawk Society meeting, then join us for lunch. See the Annual Meet Registration form for details. Also, sign up for the post-meet Pre-war Tour. Mary has planned a great tour and I encourage all of you to participate.

I look forward to see each of you at the Annual Meet in Gettysburg. Cheers! Keep Motoring On!

Al Briseno II



2020 CALENDAR OF EVENTS

Saturday, April 4

The Rolls-Royces Foundation announces the third and final seminar for the 25/30 HP Engine. The Instructors will be Tim Jayne and Phil Brooks. In the last two seminars they have diagnosed the technical issues and reassembled the small horsepower engine. Now it's time for tuning and set up! Attend this final seminar and, hopefully, see this unique Proper Motor Car take its first drive out of the garage! As always breakfast snacks, coffee, tea etc. and a sit down lunch will be provided for all participants. Afterwards all are invited to a "No Host" dinner at a local restaurant.

Only 20 members will be able to sign up to attend. This seminar will be held at the Rolls-Royce Foundation, 189 Hempt Road, Mechanicsburg PA.

Rooms have been blocked at the Comfort Inn Mechanicsburg- Harrisburg South, 1012 Wesley Drive, Mechanicsburg PA, 717-766-3700 (Group code BA22W5, Rolls-Royce Foundation) \$83 + tax, includes breakfast buffet. If you are interested in attending or have any questions please contact Sarah Holibaugh at the Rolls-Royce Foundation 717.795.9400. Registration form is included at the end of this magazine.

EVENTS JUNE 23-27 ARE PART OF THE RROC NATIONAL MEET

Tuesday, June 23

Prewar Beginners Driving School. It will be designed for spouses, family members and those who are interested in acquiring a prewar RR/B. The morning class will be a practical tutorial based on the Rolls Royce's original owners manuals. Those students who have access to a prewar car and are already able to drive stick-shift cars will get a driving lesson with one of our coaches in the afternoon.

Wednesday, June 24

9-11:00 AM

Goshawk Tech session by Tim Jayne

11-12:00 PM

Goshawk Society Business Meeting

Note: the time/location of this meeting are incorrect in the meet registration book

12 -1:30 PM

Goshawk Society lunch \$25 per person

Courtyard by Marriott - courtyard & garden

Join enthusiasts of the small horse power Rolls-Royce cars (20hp, 20/25, 25/30, and Wraiths) for a casual lunch in the private courtyard at the Marriott. An hour long driving tour of the battlefields will follow.

Thursday, June 25

Bill Casey is leading a pre-1940 Vintage Drive to Catoctin that will include lunch.

Friday, June 26

12:30-3:30PM

The PA College of Technology students will have a hands-on demonstration of Restoration Skills. They've been working on the RR Foundation's 20/25.

Saturday, June 27

Show Day

Sunday, June 28-30

Vintage Tour - See announcement attached



Mr. McMillan, a prior owner, was known to auto-cross with GYL55.

whether in the city or on the motorways to a picnic in the country side.

Alas, the economic tide of the depression flowed in and Mr. MacAndrew dispatched this lovely self driver. He was allowed £450 as a trade in as part payment for GED35 by a dealer. On 22 August 1934, Mr. George Newman, Esq. of George Newman & Company, Accountants of Westminster acquired the car for the sum of £285 on an 'as is, wear [sic] is' basis.

As you can imagine, this was a rather ostentatious car for an accountant to be driving in and around London at the time, and from the archives, it sustained significant and expensive engine and mechanical works to be undertaken in September 1935. In October 1935, Mr. Newman sold the car to Mr. Hugh Reynolds Esq. of London NW8. There are no records of the sale price.

We next pick up our history in 1962 where ownership was acquired by Mr. Douglas McMillan, Esq. There are no records of the sale price or from whom Mr McMillan acquired the car. However, between Mr. Reynolds and Mr. McMillan, the car had gone through a dramatic refit for reasons unknown.

Under the bonnet, as might be expected, we find the motor. However, the original motor was replaced and now sports an in line 3.1 litre, 6 cylinder power plant. A match to the original specification. It runs at dead silence at idle, starts readily from cold and pulls strong and steady, even from second gear at a dead stop. The four speed manual transmission shifts smoothly and was now fitted with an electronic 5th gear overdrive by Laycock de Normanville, which makes for a very long legged, comfortable and relaxed cruising on the motorways, even by today's standards, although traffic does slow and give way to her presence.

The body coach works were changed entirely. Now standing with a bespoke aluminum skin over a handcrafted wood frame body as an all weather cabriolet sedan by

Cockshoot of Manchester, with a Tickford roof, and glass window ventilators.

As an aside, Joseph Cockshoot established his own coach building business in Manchester in 1844, some 23 years before the confederation of Canada in 1867. The company was widely known for its high quality bespoke craftsmanship and legendary coach work designs, and made many technical improvements to the brakes, axles and springs which were taken up by other coach builders. As such, GYL55 continues to exude class, style and elegance with her new coach works.

Mr. McMillan was quite the motoring sportsmen, and we have acquired photos of Mr. McMillan auto crossing the car at Sandhurst in 1965, Silverstone in 1974, Enstone in 1978, as well a European Tour throughout France in 1996. After 47 years of enjoyment, Mr. McMillan reluctantly released title to Mr. Derrick Illingworth, Esq. in 2009. No details are available.

During Mr. Illingworth's tenure, expense was incurred for repairs and replacement of mechanical and structural items, perhaps worn out due to Mr. McMillan's sporting activities, and the car was moved across the Channel to Calais, then driven to her new home in Sweden, spending the next four years touring Scandinavia and Europe.

In December 2013 title passed to its current owner. Due to an unfortunate error during shipping, the car was loaded from the docks at South Hampton into a container "wet". The engine and radiator (both full of fluids for some unknown reason) together with the exterior and interior all suffered from thorough salt water exposure and penetration during a deep freeze on the trans Atlantic voyage.

When she arrived to her new home, we were so taken aback as to be shocked into speechlessness. We just stood there and gasped at the frozen car and the obvious damage that had occurred. The damage was complete and extensive, bringing the estimate of repairs and restoration to within a lambs hair of being a complete and total write off. However, current ownership, together with Lant/Hagerty Insurers, would have none of this as a final end to a once luxurious and special baby Rolls Royce.

Working together, through archives and taking special notice of the bespoke nature and historical significance and value of this rare 1928 Rolls Royce 20HP, being only #55 of 83 chassis' produced, we decided to restore her to former glory at eye watering expense.

We have now reproduced a historically complete, accurate and correct restoration of the original chassis, the replacement motor and coach works by Cockshoot-Tickford, using almost all the original mechanical and structural components as were installed in 1928.

From the outside, starting fore, we retained the existing and original radiator with the manually operated horizontal shutters and red "RR" emblem, with the Spirit of Ecstasy as mounted continuing to show well in polished nickel. A



GYL55 as it looks today, shown here on display at the Cobble Beach Concours d'Elegance, where it earned a 3rd place in its class

single side mount wire rim and tube tyre is fitted to the off side running board, together with four matching wire rims all shod with correct Firestones.

The two stage carburetor with integral independent starting carburetor was dismantled and rebuilt. The four wheel multi shoe drum mechanical braking system with gear box driver servo assist was completely overhauled making for powerful braking abilities.

All bright works have been polished and refinished to the highest of standards.

The paint works now sport white body with black wings and belt line accent, done to the highest order and standard, and new imported Honduran Mahogany running boards.

The Tickford roof manual crank mechanism has been completely overhauled and recovered with originally correct canvas/west of England cloth. It is a delight to ride in the car with the roof closed, partially open or completely reclined and the manual cranking system is easily engaged.

To the aft, there is ample storage space in the boot, suitable for several pieces of luggage, and for those who carry more, there is an original tow hitch for an accessory trailer.

To the interior, the original Honduran Mahogany dashboard displays all original and refitted gauges in good working order, including the clock which accurately keeps time when wound. The car has been completely rewired and maintains its dual magneto and coil electrical systems.

All wood door trimming is refinished and book matched at 45 degree herringbone style in Honduran Mahogany with

ivory door pulls. All wood surfaces are french polish style as correct for 1928.

There is a large boa constrictor style horn fitted along the near side running board with a manual bulb available to the driver for polite warning to errant pedestrians and a large brass klaxon under the bonnet for similar warnings to motorists.

The upholstery is brand new Connelly deep burgundy leather of the highest quality that contrasts beautifully with the black wilton wool carpets and the white body and black wings giving a look of subtle elegance to the whole ensemble.

The original Cockshoot door plates are attached at the sills and stored away under the drivers and rear seat are the original tools and jack, with the original engine crank handle.

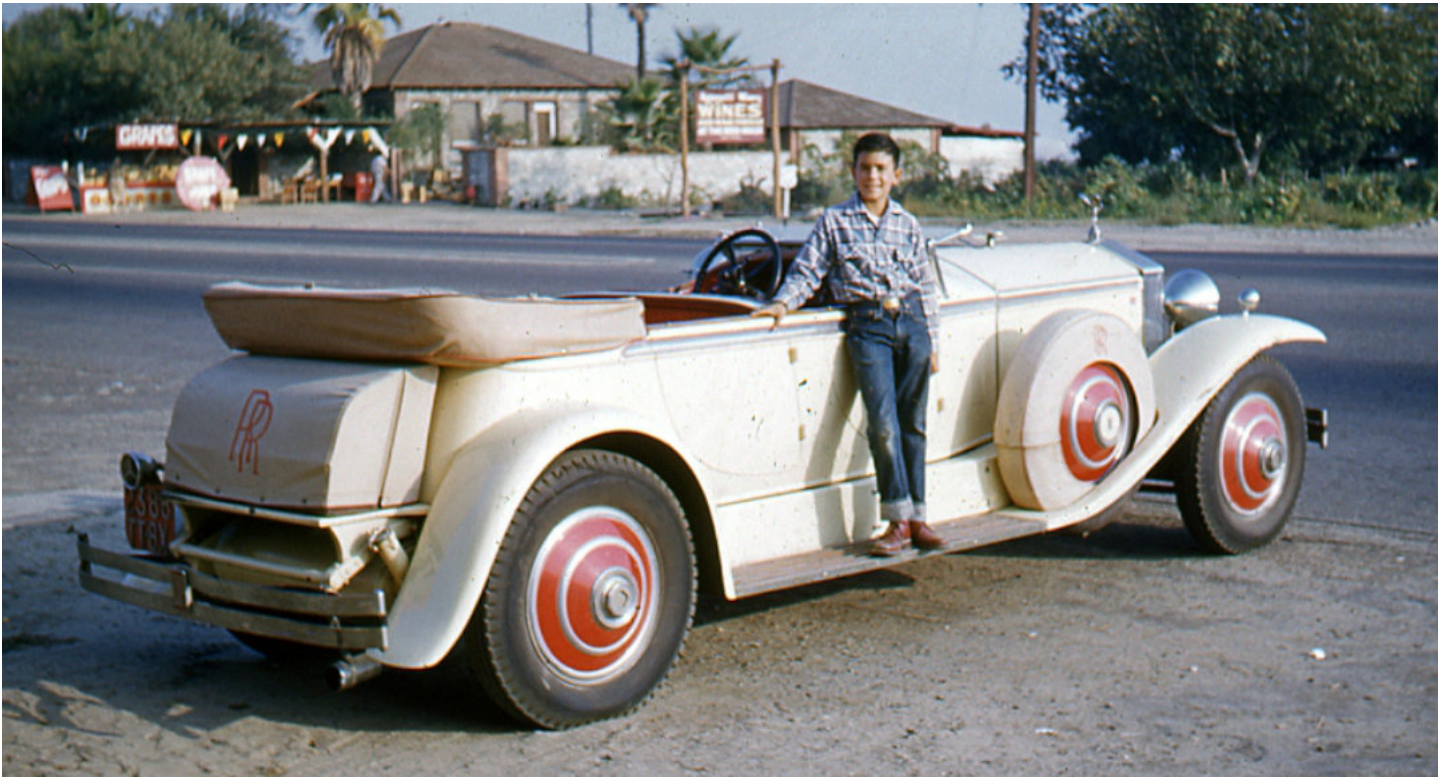
Once restoration works were completed, arising as a phoenix, she was presented like a debutante at the Cobble Beach Concours d'Elegance and was awarded 3rd place in class.

Overall, the whole driving experience is one of old fashion aristocratic aire wrapped up in a vehicle that delivers the owner /driver a light and easy nimbleness with the smooth ride of luxury and elegance.

As she celebrates her rebirth, some 91 years after rolling off the assembly line as a bare chassis in 1928, we look forward to our charge of stewardship for the future.

A Sixty Year Love Affair with Goshawk Cars

Story and Photographs from Tom Murray



Tom at 10 years old with a Springfield Brewster Ascot PI, photo taken by his father, the love affair begins

For this enthusiast it began sixty years ago at age ten. The year was 1954, and in front of the Kings of the Road Museum on Foothill Boulevard in Cucamonga, California one of those irresistible Springfield Phantom I Brewster tourers, an Ascot, was always parked to lure paying visitors inside. I well remember asking my father: “Daddy, can’t we get one of those?” He, being a practical man, replied: “Tommy, don’t be foolish!” Some fifteen years passed, during which other interests, mainly musical performance, took over. But once bitten . . .

By the mid-1960’s, with college behind me and reasonable employment income, the lust was re-ignited. A very ordinary Park Ward D-back limousine caught my eye. The price was certainly “right” — \$1,700.00. Fortunately, there were older, worldly-wise friends to offer counsel: “Cars with black, formal bodies are easy to buy; hard to sell; take more time to look!” Some time later came a promising suggestion — there was a Gurney Nutting sedan de ville available. The price would be right because it needed a new clutch; therefore it could not be test driven, but those who knew the car well said it was a good one!

So it was that I did something I’d never do now. On October 24, 1967 I made an \$1,800 offer for an un-test-drivable car. The offer was accepted, I paid \$75 to have GRF 20 towed some 85 miles from Hemet to Glendale, California, and then paid Frederick W. Buess his rate of \$4.50 per hour to do everything needed to put the car back on the road. Like Fred’s hourly rate, his order to Adams and Oliver for parts makes for amusing reading now: \$14.45 for one set of clutch linings and rivets, \$16.07 for one clutch plate, \$14.15 for one clutch release bearing, \$5.66 for sixteen clutch plate springs, \$4.60 for a telegram.

Only after sending to the RREC for the car’s chassis card and ownership history did I learn that its original owner was Alexander Korda (1893-1956), the illustrious Hungarian-born film producer, whose films of the 1930s remain legendary. His nephew, well-known historian and author Michael Korda, speaks several times of the car and the family chauffeur, Ernest Bailey, in *Charmed Lives*, a biography of his uncle Alex and father Vincent. The coachwork was Design #39, confirmed by Jack Triplett as one of the first four devised by John Blatchley after joining



1935 20/25 Gurney Nutting, GRF 20, sedanca de ville, Tom's first Rolls-Royce

Gurney Nutting. Similar bodies were made for GH0 20, GYH 14 and GOH 39 (see *Those Elegant Rolls-Royce*, page 92). There were also a few saloon versions. GRF 20 surfaced most recently at a Brooks Auction at Beaulieu in September 2000, but I know nothing about its subsequent ownership history.

I always suspected that my mentors, after having commended the car to me, were a bit embarrassed by its condition upon seeing it again — not by anything they said, but rather by what seemed a muted reaction — perhaps even a quiet conspiracy of silence so this youthful devotee would not be discouraged! The upholstery was a mixed bag; the once-elegant walnut veneer trim, especially that in the driver's quarters (remember that the top over the driver was retractable), had suffered. The clam-shell dual spare tire covers popped apart upon hitting the first bump, disclosing World War II retreads. My attempt to hold the covers together with black electrical tape around the circumference was unsuccessful.

Years later I learned that there had been a nasty collision in Glendale one night, which fact may have accounted for the “swish, swish, swish” coming from one front wheel when turning left, a condition that was not remedied when we replaced the wheel bearings. All in all, though, GRF 20 was no serious disappointment. I was elated from the moment I first drove home in it, and acquiring a Gurney Nutting sedanca de ville was not a shabby beginning for a twenty-something enthusiast!

Something in better “nick” was in the offing, however. At the RROC 1968 “Inter-Regional” meet at Santa Barbara I fell in love with 1939 Wraith WKC 4, one of the loveliest H. J. Mulliner razor-edge saloons. It was owned at that time by Hollywood attorney Toxie Smith. Upon returning from the meet I showed photos of the car to Marshall Merkes, “Mr. Duesenberg” to those of his generation. An expert

machinist, he supplied Duesenberg parts and invaluable advice to collectors, world-wide. He was one of the great characters of his day, working alone in his shop except for his pet crow “Jimmy”, who rode on his shoulder during the drive to work each morning in Marshall's gray Hillman.

Merkes had amassed three Rolls-Royce cars by that time: a Phantom III limousine (Hooper), a Silver Wraith saloon (James Young) and pre-war H. J. Mulliner Wraith WLB 22. I had not taken much notice of the Wraith, first because he had largely dismantled it years before — it lay around in parts — and secondly because a prior owner had re-sprayed it in ivory and black, dividing the color scheme in such a way as to suggest that it was a Silver Wraith. This owner lived in Beverly Hills in the 1950s and must have preferred that it should look newer than it was! But, while holding my photos of WKC 4 in hand, Marshall remarked: “That's almost the same as mine.”

Marshall Merkes was not one to make hasty decisions, but year or so later, he made an irresistible offer: “I'll never restore the Wraith for myself now. But I ordered all the parts years ago, and if you want it and will help me with another pair of hands when needed, I'll sell it to you for what I have in it”. So it was that, in 1969, I sold GRF 20 and became the steward of WLB 22, dubbing it “Gorgeous George”, driving it across North America after moving to New England and keeping it 27 years.

The original owner of WLB 22 was Robert Montgomery, motion picture actor, producer, director and advisor to President Eisenhower on his use of television. Sadly, Montgomery had to let the car go only months after purchasing it from Jack Barclay's London showroom. World War II intervened, bringing with it petrol rationing, and Montgomery went on active duty. He sold it to George Stoll, a



“Gorgeous George”, WLB22, a 1939 H.J. Mulliner saloon now with Norman & Sinclair of Venice, FL

music director at the studios, who exported it immediately to California, where it later appeared in several films, *My Favorite Brunette*, *High Sierra* and *My Man Godfrey*.

Marshall had rebuilt the engine just before I acquired the car, so that was taken care of. Fred Buess refinished all the interior wood trim, but the seats (leather front and back) disintegrated quickly after being sat upon. I had new seats, carpets and headliner put in and changed the paint scheme, since the re-spray was intolerable. I would gladly have replicated the two shades of green on Toxie Smith's Wraith, but as we both were resident in Southern California, I wasn't about to be accused of being a "copycat" and decided a similar effect could be achieved with a delicious brown and cream, seen in the accompanying photograph.

For leather, I was most impressed with a vat-dyed black for its suppleness (and for its aroma . . . remnants are still kept in a drawer at home). For the headliner, a delicious earth-tone oxblood looked perfect with the wood trim, and though I like to think the character of the car was respected, it must be admitted that the interior/exterior color values became reversed: the interior had been light and became dark, while the exterior, originally maroon, became light.

By 1981, I had settled into a faculty position in the Yale School of Music and by 1984 into a thirty-year mortgage for a house. In about 1996 I realized that, approaching the half-way point of the mortgage, the monthly payments were nothing like 50% interest and 50% principal. Naïve of me to have expected that it would have been that way, yes? The monthly cashectomy was still more like 90% interest and 10% repayment of principal. Furthermore, by that time the Wraith was due for a significant "freshening" — more expense. Maybe the time was coming to part with it. I had come to know (and love) that car from stem to stern, but if I were to sell it and combine the proceeds with a bit of savings, the mortgage could be paid off, there could finally be some significant saving for retirement — or eventually for "one more" Goshawk before it would be too late?

So it was that in 1996 the Wraith's new owner became Lester Wolff of St. Petersburg, Florida, who had Woody Ritchie do good things for it, and who kept it about fifteen years. WLB 22 is now owned by Norman and Lois Sinclair of Venice, Florida; it surfaced recently at the Seven Springs meet.

Lester Wolff and I discovered we share other common interests — classical music and pipe organs. He had an Aeolian pipe organ in his New York City

residence and was a leading light in a consortium to establish a "Museum of the American Pipe Organ", though regrettably, that plan has yet to be realized. After relinquishing his New York apartment, Lester sold the organ to the Museum of History and Industry in Seattle, where it may be seen today.

Meanwhile, my work as a coach for graduate majors in classical organ performance at Yale went on and provided ideal opportunities for proselytizing in the cause of vintage Rolls/Bentley appreciation among our students.

Upon parting with WLB 22, phase one of my Rolls ownership came to a close. Phase two commenced with acquiring (a) more savings and (b) acquiring . . . Ah! . . . but that is for Part Two of the story! Please see my "teaser" photo. My six dreary "Rolls-less" years were not without pleasures, however. Like many, I discovered E-bay and cruised the "Rolls-Royce Handbook" offerings several times a day, resulting in a much prized collection of pre-war Handbooks, both 40/50 HP cars and Goshawks. No lack of fruitful bedtime reading there!

I remain convinced that the nest of Goshawks is the best, at least for me. The small H.P. cars are the quietest, modern enough for frequent driving and thoroughly satisfying on the road. Unlike the Phantoms they also fit the budget of a free-lance performer and college professor, and besides, how is the casual admirer to know the difference? Nonetheless, I pay annual visits to the Springfield P-I (S 293 KR) that started it all for me, now in the Owls Head Transportation Museum in Maine. This year is the 66th anniversary of my first falling in love with these beauties of ours. Other than currently being divested of wheel discs, The P-I looks the same. Forgot to say that Clara Bow, star of the silent screen, was its first owner.



Stay tuned, for there's more to come!

Are You Worthy of a New Head? A Beginners Guide to fitting a Cylinder Head Part 2

R. Pierce Reid, The Vintage Garage, Stowe, Vermont, UA

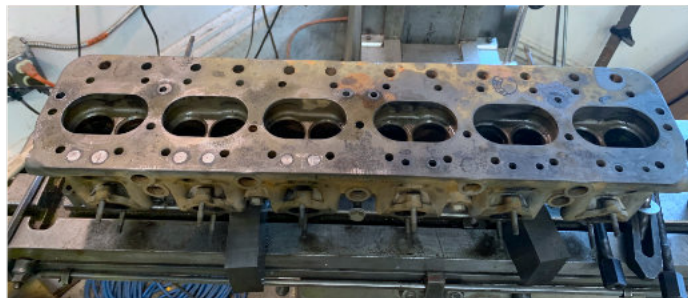
In our last episode, we discussed the stages of grief that one had to go before realizing that, yes, it is time to buy and fit a new cylinder head. Having made that momentous decision and, possibly, subsisted on Ramen noodles for the past several months, it is time to actually get that new head for your car. As this article is intended for use both with Large HP and Small HP owners, we will discuss things in generic terms unless, of course, there is a specific callout for one or the other head.

Ordering your Head

The first thing you need to know about ordering your head is who to order from! Fortunately, when it comes to cylinder head production, common sense seems to have ruled the industry and most of the major component suppliers is supplying high-dollar/complex parts so that they don't overlap. There is a limited number of heads needed each year... not enough to fight over the market. Also, the margins on them are very small. Even though they are expensive, the cost to make them is huge and the suppliers are offering these parts at little over break-even because they know that someone has to do it or none of their other parts/services will sell. So there are not discounts given on heads/blocks, etc. Simply no room for it.

The makers for the major components are: Ristes Motors of Nottingham (Large HP heads), Fiennes Restoration (small HP Heads, blocks and, soon, PIII heads along with Phantom 1 and 2 blocks and Ghost blocks) and Vintage and Auto Rebuilds (Ghost Blocks only). There may be others that I am not aware of, so my apologies if I missed you! Up until the early 2000's a company named Shaw also produced heads. And The Vintage Garage, under Frank Cooke, has been recognized as the first company outside of Rolls-Royce to cast heads and blocks all the way back into the 1960's. But, today, we no longer make the major cast pieces. Today, the blocks continue to be made in cast-iron as original. But most of the heads are made in aluminum – including the Phantom 1 iron head... which is now being reproduced to iron head pattern, in aluminum alloy.

The companies vend out their casting work and handle machining in-house, using a combination of CNC and hand-operations. The biggest bottleneck is the delivery of castings as specialty casting companies



Because we didn't have a block available to photograph, this is a head with all the water passages repaired. On Small HP cars, note the front 6 water passages are plugged to improve flow. Picture the mirror image of this on the block and you see what has to be done before you put a new head on!

in the UK are few and far-between. And are often consumed with everything from Aerospace work to Formula 1 parts. For companies like Ristes and Fiennes who are casting 5 – 6 heads/blocks at a time, they are often far down on the waiting list. So for the buyer of a head, you need to plan around the idea that a head or block may be in stock... may be 'in machining...' or may be many months away. Plan accordingly.

Next, as with anything Rolls-Royce, when you order your head (or block) make sure you know what your are ordering. Make, model, Series, Springfield or Derby and most-important... the chassis number. Everything revolves around the chassis number. You can forget your anniversary and your kids birthdays. Don't forget your chassis number!

Once your order is placed, you can expect to receive a nice new painted (or possibly powder-coated) head with all core plugs, along with new valves and guides fitted. But it will not have studs, end-covers, temp bulb socket, etc. These either have to come off your old head and be fitted to the new one or ordered as a kit/set to go with your new head. More on fitting them later. Do note that if you have an aluminum-head P1, a P2 or PIII, the studs may well be so frozen in by electrolytic corrosion that removing them may destroy many or most of them. Plan accordingly. And last, forget about the 'jaw-type' stud pullers or double nuts on most of the studs. They will mar/bend the studs beyond hope. Buy a collet-style stud puller and plan on using heat to get them out. If any are rusted, pitted, stretched or have suspect threads... replace them! The last thing you want is grotty studs on an expensive and perfect new head.

Last, and this is something we consider at The Vintage Garage, is paint. If we are doing an engine on which cosmetics matter as much as internal perfection, we order the heads un-painted. This is because the paint that they apply in the UK will generally not exactly match our engine paint... and we have found that the formulae are incompatible. So if you try and re-paint, you get lifting and crazing. If you don't care about subtle differences between the head and the block's external paint, by all means order the head painted. It doesn't cost extra. But if you plan to match your engine paint precisely, the last thing you want to do is go through the mess of stripping a new head.

And don't forget to order a new head gasket... it fits rather nicely in the box and you will, of course, need one! Along with manifold gaskets, etc. An entire top-end decoke kit covers everything needed to swap a cylinder head and most of the big parts suppliers can put one together. More Ramen may be in your future. Also Hamburger Helper.

What About the Rest of the Engine?

Before we even get to the steps involved in fitting the head, we need to go back to some of the teasers in the last article... and these revolve around making sure that the 'rest' of the engine is ready to take your new cylinder head. Because if your engine needed a new head, then there is a good chance that it was tired/worn enough that some other things will need addressing before you ever put the head on. And failure to address these things can add up to some very expensive failures... namely overheating and warping



This is a badly scaled-up small HP block. Several pounds of lime, scale and rust displaced water, insulated cylinder walls and stopped circulation. Do NOT under any circumstances put a new cylinder head on a block that looks... like this!



This is just a fraction of the scale, rust, lime and other detritus that came out of a small HP block. Essentially the 'loose' material, the entire contents filled a coffee can.

your new head. And believe me.... Aluminum heads warp way quicker than cast-iron heads. Be wary!

So the first thing that you have to address is whether your cooling system is up to the task of a new head. Water pump rebuild is generally a given, but those pumps will soldier on even when in appalling condition and overheating is almost never caused by a bad water pump. Which brings us to the radiator...

If you are going to put on a new aluminum head, you need to have your radiator rebuilt or AT VERY LEAST, checked out by a competent radiator specialist. This means flow checking and volume checking. A detachable shell radiator on a late small HP (late 20/25, 35/30, Wraith or Derby Bentley) is actually not an expensive proposition to restore. A wet shell radiator (in which the German Silver tank, etc. is part of the containment) is a much more expensive proposition. And also time-consuming. If you are starting to think you need a head... get in line at a competent radiator shop early. We use American Honeycomb in Maine for all our Wet Shell Radiators



Note the severe erosion around this water passage. These must be clean and sharp. While this is a cylinder head, the same applies to a block when it comes to an eroded water passage. The edges of the passages need to be sharp and consist of good cast iron, not crumbly rust. We repair this with a tapered plug which is then decked smooth and re-drilled to create a good head gasket seal.



Repaired water passage. In this case, in a cylinder head. But a block repair is simply the mirror of this and must be done before putting that nice new head on. Otherwise, your head gasket will not seal. Period.

and many folks have met Chuck Niles at seminars over the years. Steve Littin also re-cores radiators for Ghosts and, presumably, can also handle small HP wet shell radiators. Call us and we can get you in touch with the right folks. And beware.... Because there are lots of radiator shops that say “We works on Rollers...” and can cause extensive and expensive damage to your radiator.

The next part of the cooling system that needs to be considered is the block. First, you need to do a visual inspection of the block. Are the front six water passages plugged with brass or iron blanks? If not, you can be sure that no one who knows Rolls-Royce/Derby Bentley has been in that motor since at least the late 1940's. Which is a clue... that you may have build-up of lime and scale inside your block (or blocks on large HP cars.) This happens as water boils away leaving behind minerals like lime and other ‘scale’ that both insulate the cylinder walls and, more importantly, displace coolant so that the remaining coolant has to work much harder to exchange heat out



This block looked great until the scale and lime was cleaned out of it. But the lime and scale were hiding a thin spot that revealed itself while bead blasting. Probably an old flaw in the original casting – a bubble. But it managed to last for some 80 years before failing. New block, unfortunately, was required.

of your engine. At a certain point, the engine simply won't hold enough coolant to cool things. And then your new head warps.

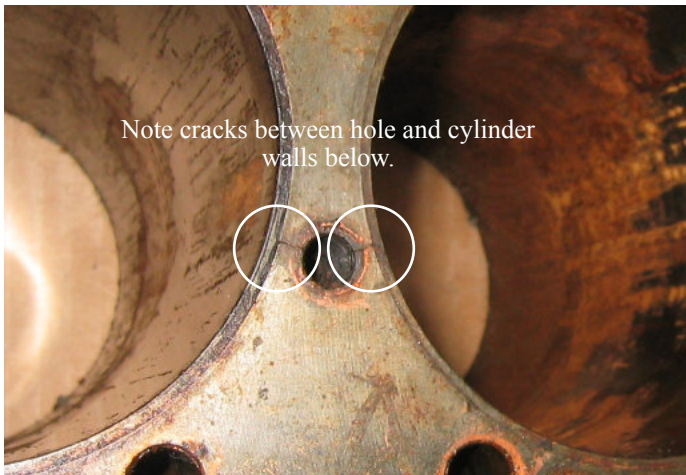
Cleaning out blocks is virtually another article in itself, and has been written-about in The Flying Lady and the RREC Bulletin by several experts. I highly-recommend Lee Haacker's articles from the late '70s and early '80s on rebuilding the Small HP engine to see the processes. Sometimes, loose scale can be removed by taking off the water pump and using a pressure washer to flush the block through the water passage holes. This will get rid of loose mud and the like, but generally the block has to be de-tubed and ‘chipped’ clear of lime and scale. Again, your goal here is to have an engine that is worthy of an expensive new head... and by worthy, we mean... won't overheat and melt your expensive new head into a pretzel... Can we make that any clearer?

Last thing that should be addressed as part of the cooling system is the condition of the water passages between head and block. On the new head (and new blocks), these passages will be clean and sharp and smooth. So the head gasket ‘rings’ will seal well against the head and block surfaces. On worn/rusted/corroded blocks, the passages will be eroded away and ‘bellmouthed’ so that the head gasket rings will never seal against the castings. Visual inspection is important, but the real test is to take a pick and ensure that the cast iron does not just crumble away. Rust and scale can make passages look good, even when they are ready to collapse under the stress of a new head and gasket. If these passages are not in good shape, the block (or blocks) will have to come off the car and the passages repaired with cast-iron bushings. This usually also means de-tubing and cleaning the interior of the block as well.



This is a small HP water jacket cover after bead blasting away the rust/scale. A large hole was lurking just under the surface. Water being held in by paint and a thin ‘foil’ of metal. Paint is not intended to be structural.

Before you think that this ‘guarantees’ you need a full engine rebuild... it does not! A top-end rebuild like this can often re-use pistons (with new rings) and as long as bearings, etc. are in good shape the car can go back together with its original parts and be good for many thousands of miles. However, the ‘while we are in there’ factors can add up... so be prepared for the snakes that may lurk inside. And be prepared to address them properly or your new head may fail in an expensive manner.... And on your dime. Properly-installed, the new alloy heads are highly-corrosion-resistant and with proper coolant will far outlast the global oil supply. But they are sensitive to heat and



Inspect your block closely! This block was cracked when a shop that was not familiar with small HP engines put some 80 Ft pounds of torque on head nuts. The short studs not only stretched, they broke the cast iron between cylinders. An otherwise serviceable block was destroyed to the tune of over \$10,000. Worse, several studs were ripped out of the crankcase, requiring major repairs. Make sure that whoever is putting on your head... knows what they are doing!

abuse. And failing to install one on an engine that has been properly prepared to accept the new head will make for an expensive adventure. Note, too, that a passable tomato soup can be made from McDonalds ketchup packages and boiling water.

Also While You're in There...

Finally, the other ‘while we are in there’ items that come up during head replacement tend to be things that are ancillary parts, but are integral to the valve train itself.

The first is the rocker shaft and bushes in the rockers. These are almost always worn out and are relatively easily replaced. However, to properly fit the bushes, it helps to have a pin hone in order to set the clearance between the rockers and the shaft. At The Vintage Garage, we rebuild rocker shafts and rockers by ‘mail order’ in about 10 days. And the shafts come back ready to fit. At the same time, you need to stone and

radius the rocker pads themselves. This is the part of the rocker that contacts the valve. These will usually be ‘divoted’ and worn by contact with the valve not only putting the tips of your new valves at risk, but making it impossible to get a feeler gauge in to set the running clearance properly. The rocker pads require a precise radius and you also don’t want to get too aggressive cleaning them up (hone to clean only – removing a minimum amount of material) as they are hardened only to a depth of about .040” and removing too much material will leave them unserviceable. We use a fixture at the shop to ensure the correct radius is restored, but we only use this for deeply-pitted rockers as, often, setting up the fixture takes more time than hand-stoning the faces. Last, note that before removing the rockers from the shaft, number them with an electric pencil. 1 in front and 12 in back. Make sure you mark deep enough to see! Rockers are ‘handed’ and should go back in their original positions, even on the new shaft.

Also, check all the pushrods on a flat plate to make sure they are straight. We find that most small HP pushrods have a couple of thousandths of bend in them, but are perfectly serviceable. Give them a good clean-up and make sure the ends that sit in the tappet and rocker are smooth and stone off any ‘pip’ that forms on the tip. Pushrods should be numbered and put back with their tappets/valves. Storing them in a piece of cardboard with holes punched in it is a good way to keep them from rolling around.

Next, and this is optional but makes for a much-quieter engine, is to replace the rollers and pins on the tappets. These are a very tight fit from the factory (about .0005” clearance) and when they get worn, they make a tremendous racket. If you want your new head to sound like a Rolls-Royce should... silent... then addressing these elements in the valve train will result in a much nicer final job. New cam-follower rollers and pins for all models are available from the major suppliers.

Finally, and this is not optional, you have to assess your front and rear covers and make sure that they are not corroded through from the inside. This is best done by aggressively bead-blasting the cover’s inside and scouring out the rust until the metal is ‘white’ and frosted. If the pits are deep, you need to replace the cover, especially the rear one. Because replacing that entails removing the entire head! Note, too, that even a pin-sized hole can empty a cooling system in minutes. Don’t take chances with your covers, core plugs, etc. They corrode from the inside. And you can’t tell that they are corroded without removing

them. New heads come with new core plugs... but don't forget the ones in the block(s)!

Are you Ready for a new head?

So far, we have looked at what you need to do to order a new head... and what you need to do to your engine to prepare to fit it. You need to order the right head, ensure your cooling system is operating at full-capacity, repair the mating castings and address some of the ancillaries that are related to the valve train in the new head.

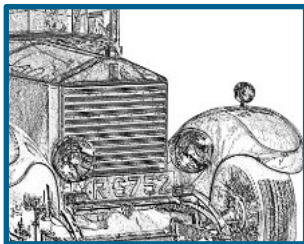
If everything above has been addressed and your engine is now worthy of fitting your new head... now its time to turn your attention to the cylinder head itself. Because there is more to fitting a head than just screwing it on!

In our next installment, we will address the steps involved in preparing the head itself and actually fitting it to the engine! Because putting it on the engine is, really, the easy part!

Stay tuned! And remember, clipping coupons helps when you are purchasing that new head! The author knows... he has been there through three heads, two small HP blocks and a set of Ghost blocks over the years. Did I mention that the food in dented cans tastes as good as what's inside un-dented cans?

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Long-Time Owner John Pierson Shares Goshawks Past & Present



John Pierson's current Goshawk car: 1927 Twenty GRJ41 Horsefield tourer in the style of Barker is shown at his home in Vancouver, BC Canada

We owned a 1938 25/30 with a light Cockshoot saloon body back in the 1970s. I used it as our second car. We drove it from Vancouver to Monterey for the 1979 RROC National Meet. A good car.

But I'm writing now to say my first car was a 1927 Twenty, GMJ75 with a Southern Motors replica saloon body. This was my only car from 1962 to 1965. And now my most recent purchase is a 1927 Twenty GRJ41 with a Horsfield replica Barker tourer body.

The first picture shows GRJ41 as it is today, on my driveway here in Vancouver. The second shows GMJ75 on a night rally in England in 1964. That's me with the map.



John Pierson shown here checking his map while participating in a night-time rally with 1927 Twenty Southern Motors saloon GMJ75 ca. 1964.



At the West Quoddy Lighthouse, Lubec, ME

On the Road Again with Bluebelle

Mary & Doug White, North Carolina

In a previous issue, we wrote about Bluebelle's restoration and the trial-run tours we took in 2017. These were shorter trips just after the restoration - 600 miles from Stowe to the Bar Harbor, ME area and back and the RROC Delaware tour of about 800 miles. Both trips were uneventful.

In 2018 we drove Bluebelle to Amelia Island, FL, then participated in the Millennium tour (1200 miles). The only problem encountered on this trip was vapor lock when traveling at high speed (50mph for a 20hp) for a few hours with the shutters closed. This was cured by insulating the fuel line in front of the firewall and always opening the shutters, if only a crack.

In the spring, Bluebelle traveled another 2000 miles to GA and SC. She did fine but we now understood why Lynne Ball warned us that we would never be

first for lunch driving a 20hp. We barely got to the top of Brasstown Bald Mountain at 4784 feet; at one section, Doug didn't anticipate the steepness of the climb and we ended up driving at 2 mph in first gear with the pedal to the metal. We thought we could, we thought we could and we did!

With these successes and only minor problems, we decided to drive over 4000 miles round trip to Maine and Campobello Island, Canada in August. It would be a 4 week trip. We like to avoid traffic congestion and big cities, so we spent the nights at B&B's or with friends and family. Using the AAA trip-tic online maps on their travel site, we choose back road routes whose maximum speed limits were 45-55mph, just our speed. We planned to drive around 230-250 miles per day allowing extra time if by any chance we failed

ON THE ROAD AGAIN WITH BLUEBELLE



At the Mayhurst Inn, Orange VA



Driving along the back roads

to proceed. With the AAA site, we could have printed all of the directions at home or had AAA provide us with the spiral bound book. Instead, before we got on the road, we entered each days route into our Garmin GPS using the trip planner app. This meant that while on the road, we could leave each morning carefree, the routing was already decided and programmed. Of course, we could make edits if we changed our destination(s). And we always bring paper maps, just in case. Doug brought his trusty kit of Whitworth wrenches along.

All packed and ready to go. On day one, we had an hour delay leaving home - Bluebelle would start, run for a few seconds, then die. The float bowl window ruled out a fuel supply problem. Resetting the ignition points on the distributor solved the problem. Today's route took us on the back roads along the tobacco and soybean fields of southern VA. After a lunch stop in Appomattox - where Confederate General Robert E. Lee surrendered his Army of Northern Virginia to Union General Ulysses S. Grant, ending the Civil War - we proceeded on to Orange, VA for the night. We stayed at a B&B owned by Ollie North's brother Jack.

On day two, we drove through VA, WV, MD and PA. All the roads were great, especially Rt 231 between Madison to Sperryville, VA, then from Caledonia to Pine Grove Furnace. We arrived in Carlyle, PA early and visited the US Army Heritage Center. We spent the night in town at a B&B whose owners are originally from Winston-Salem.

Our route crossed the Susquahanna at Duncannon, PA, the Delaware River at Port Jervis, NY, and the Hudson at Rhinebeck, NY. We took Rt 25 across Pennsylvania through Amish country. The only time on this whole trip we were able to overtake another

vehicle was when a one horse carriage driven by a young Amish woman was slowing us down. We stayed for two nights at a B&B in Rhinebeck on the shores of the Hudson and next to the train tracks leading south to NYC. On our "day off" we visited Eleanor Roosevelt's Val Kill Cottage, William Vanderbilt's Mansion and Innisfree Gardens. We were able to skirt around the rain all day but had a downpour in the early evening. It was so bad we couldn't see the river which was only about 100 feet away from our room.



Two Flying Ladies on the road



Olana, the home and studio of the famed Hudson River School painter Frederic Edwin Church located on the Hudson River. Olana sits perched atop a grassy hill

On the road again after a day of sightseeing, we stopped by Olana, the home, studio and designed landscape of Hudson River School painter Frederic Edwin Church. We went on the landscape tour and the house tour. After lunch in Hudson, we drove on to Bennington, VT to meet up with Ian and Stuart Bridgman with their 20/25 1933 Connaught saloon GDX41 and Matt Moran with his 20hp 1925 Melhuish tourer GNK32. Matt had organized a mini-tour for us that was headquartered in Stowe for 5 days. They drove from Stowe in a downpour to meet us in Bennington, only to turn around the next morning to return to Stowe. They arrived so late and worn out, we ordered pizza and hosted them for a casual dinner in our room.

Our motel was just across from Hemmings Motor News, so the next morning our first stop was a visit to their car museum. Doug and I were surprised to see Jack Triplett (owner of a 1935 3 1/2L Gurney Nutting drophead coupe) and BK Atrostic driving a regular car

through the parking lot. They were vacationing in the area and saw our three cars parked near the museum. What a small world!

A passerby in the parking area advised us to take a lovely scenic route across two covered bridges on our way to Hildene where we visited Robert Todd Lincoln's House (Abe's oldest son). After lunch in Manchester, we proceeded to Stowe on Rt 110 which paralleled the White River. That evening we met Pierce Reid and Jacque Shiner for dinner.

Over the next few days, we drove about 100 miles/day to St Johnsbury to visit the Fairbanks Museum, to Elmore Lake, and to Shelbourne to visit the Shelbourne Museum where we met Karen Unsworth, Bluebelle's previous owner. Doug let her drive Bluebelle - Karen was grinning ear to ear. We also drove through Smuggler's Notch and the loop through Jeffersonville. Matt had a starter problem when we stopped to visit an art gallery, he had to hand crank it to get going. The mini tour ended with a party at Pierce and Jacque's house.

On our own again, we headed to Hartland VT to visit our daughter, Sara, for 3 days. Then we spent a night with Bryan and Cindy Jones, Silver Ghost friends in NH. From there we drove through Gardiner ME on the way to visit friends in Northeast Harbor, ME for 4 days. While in this area, we visited the Seal Cove Auto Museum in Mt Desert which features vintage American cars. We noticed a poster for a lecture on the restoration of a Cunningham to be given the following day - and the presenter was Tom Cotter, a friend from NC. So we had to repeat the 40 mile trip again to hear and support him. Again, what a small world.



Driving Bluebell along the coast of Maine.

ON THE ROAD AGAIN WITH BLUEBELLE



Ian Bridgman's 1933 20/25 Connaught Saloon GDX41, White's Bluebelle, a 1923 20hp Sanderson & Holmes tourer GF15, and Matt Moran's 1925 20hp Melhuish tourer GNK32 in front of Hildene, the Lincoln family home.

We continued north to Lubec, ME which is a bridge away from Campobello Island, Canada. Franklin and Eleanor Roosevelt had a summer home on this island. It is now an international park (US and CN). We toured the house and had "Tea with Eleanor" the next morning, then toured the island after lunch.



Grandson Theodore gets the road dirt off Bluebelle

Now it was time to head south. It took three days to get to our other daughter's house in Hastings on Hudson, NY. While driving to Gardiner, the fan pulley halves became partially separated - the rivets fell out of 4 of the holes, the others appeared loose. The noise from the fan was considerable. We removed the fan belt and drove slowly looking for a hardware store where we bought nuts and bolts to replace the rivets. Initially Doug put the replacements only in the 4 holes, then later after two sheared off, he realized they weren't strong enough to hold the fan. He replaced all the rivets with bolts on an overnight stop.

Because the three grandkids were in NY, we spent 4 days there. The last three days back to home were uneventful. We spent the first night on the road near Hershey, PA and stopped by RROC Headquarters in Mechanicsburg the next morning. We even made their Facebook page.

It was a great trip. Bluebelle behaved beautifully and always stole the show. The advantage of driving a small hp car is that you have to go slow and enjoy the scenery. The backroads with their 45-50mph speed limits are great. Beautiful scenery, little traffic and hardly any trucks. The locals along the way are always friendly and willing to help. In 2019, we drove her to Lexington, Kentucky on a PI tour and to Troy, Michigan for the RROC Annual Meet. She'll be at the RROC Gettysburg meet this year. We hope to see you on the road!! Join us.

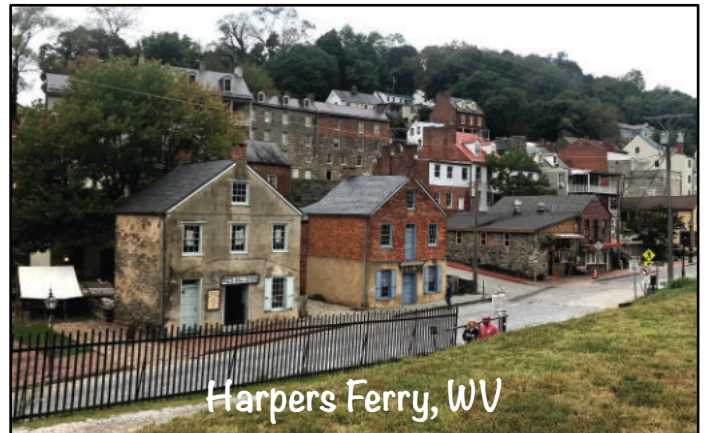
Post-Gettysburg RROC Vintage Tour

June 28-30, 2020

At the request of many vintage car owners, the RROC is bringing back the Vintage Tour for cars from 1939 and earlier. It's a great way to travel the scenic back roads with fellow enthusiasts who offer camaraderie, knowledge and support. This 3-day mini tour immediately following the Gettysburg Meet will gather Sunday morning for breakfast, then depart for two nights in Shepherdstown, WV. The route will take us to visit Antietam battlefield, historic Shepherdstown (the oldest town in WV), Belle Grove Plantation and Cedar Creek battlefield in Middletown, VA, and Harper's Ferry. The tour returns to Gettysburg on Tuesday for a farewell dinner.



Shepherdstown, WV



Harpers Ferry, WV

**Registration Now Open
on the RROC website.**

Space is limited to 30 cars. Hotel booking information will be sent once your registration is received.

Questions? Please contact

Mary White:

Tel: (H) 336-724-3036, (M) 336-408-0415

E-mail: mcwhite@triad.rr.com

Jack Triplett:

Tel: 301-933-5627

E-mail: gnutting@msn.com



Belle Grove Plantation



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