



# The Goshawk Society

## Flier



Issue #20-4

November 2020

## *The Story of 20 hp 1929 Rolls-Royce GEN 33 and Her “Gradual” Rebuild*

*Story & Photos by Neil Fraser, Ireland*



*My original plan in late 2016 was to buy a 1970's RR Shadow for around £12,000 (my maximum budget at the time) from the UK and bring her to Ireland, as it was my dream to have Rolls-Royce.*

*What actually happened: In 2017, I bought GEN 33 (NAF 935) as a barn find, a wreck that was 29 years in a barn, 15 years in a scrap yard in the 1950's, I shipped her to Ireland and did a home rebuild of her. This is the story:*

I spotted her for sale on December Friday 2nd 2016 while reading Classic Car Weekly in a South London bar. There was a pen lying on the bar table, unusual for London, so I was directed by “someone” to make that fateful phone call. With my daughter Joanna driving me to Sevenoaks, we saw her at 10 am the next day and shook hands to purchase the wreck 20 minutes later, for a mere £14,000! Then, the hard work really began.

Completed in Oct 1929, Chassis GEN 33, with a Barker body was ordered in late 1928 by the Hon. Mrs Harmsworth. The car was white / black with her original registration number (UU 8086) when she was first sold. This was one of the later 20hp models from 2,941 built, with all the modifications Mr Royce felt had to be done during the 7-year production build, having a straight 6-cylinder 3 litre engine. At some

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# The Goshawk Society of the Rolls-Royce Owners' Club

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# Flier

***The Goshawk Flier is the 2020 recipient of the RROC McFarland Award***

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

The COVID-19 pandemic continues and as we head into the Fall/Winter Season, I hope each of you are safe and healthy and looking forward to the Spring and our Annual Meet in Lake George, New York. With the fast approaching cooler weather, I hope those of you in the Northeast and Mid-Atlantic region are taking advantage of the weather and beautiful fall scenery. Looking for a silver lining in these dark days -- there will be few if any tour buses running up and down the highway carrying tourists to see the fall foliage so this should be a good year to actually drive and appreciate the fall foliage at a slower more leisurely pace.

Although we did not have an Annual Meet, I am pleased to announce that for the second time, our Goshawk Society won the Shavney Award AND the McFarlane Award. The Shavney Award is awarded to the Region or Society with the highest combination of membership growth and retention in the prior calendar year. The Award is named after one of our founding members, Peter Shavney. Peter is the last living founding member. The McFarlane Award is awarded to the best Region or Society publication. Congratulations to us all and keep those articles coming!

With winter weather on its way, keep those pre-war cars tucked in tight this winter so they are ready for next year's Annual Meet in Lake George. Mary is planning our tour and we will keep you posted as more concrete plans become available. Talks are still underway with the RROC Foundation for more pre-war car maintenance seminars. We hope to have some via zoom or other virtual means.

Speaking of zoom, since we didn't have an annual meeting this year due to the cancellation of the Annual Meet, we will be scheduling a short annual meeting over the holidays via zoom so we can visit and stay in touch. I will be sending out an email to all members regarding the meeting time and provide zoom instructions.

I wish all of you a safe and enjoyable Holiday Season. May each of you spend time with your family safely so that we can see each other next summer. On behalf of all your Society Officers – have a Happy Thanksgiving, a Merry Christmas and a HAPPY 2021!

Al Briseno II

## *Calendar of Events*

### **March 13, 2021**

Rolls-Royce Foundation 25/30 HP Seminar, Mechanicsburg, PA  
FULL - CONTACT RRF TO BE PUT ON THE WAIT LIST

### **June 23-26, 2021**

2021 Annual Meet, Lake George NY  
Goshawk meeting, lunch and mini-tour, details to follow

### **September 10-12**

2021 British Invasion & RROC Mini Meet in Stowe VT, Mike Gaetano

### **September 20-26, 2021**

RROC National Fall tour Saugatuck/Douglas, MI, James Tamblyn

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## *Southeast Region Picnic*

*By Mary White*

Doug and Mary White recently drove their 1935 20/25, Barker saloon, GBJ65 to Charlotte, NC to gather with other RROC Southeast Region members for a bring-your-own picnic lunch. Of course, masks were worn when not eating and all members stayed socially distanced. The 20/25 behaved flawlessly over the 180 miles and the weather was perfect. A great cure for the boredom of sequestration.



*Left: Mary & Doug White with GBJ65 at Reedy Creek Park. Photo: Trepel*

*Above: Southeast Region members attending wore masks and observed social distancing - this photo being the exception! Photo: Meachem*

## *The Story of 20 hp 1929 Rolls-Royce GEN 33*

*Continued from page 1*

time in the 1950's, she was re-bodied with a 2nd hand Park Ward body, looking far better in my view (not shared by most RREC members though!)

As the car came from the UK, I decided to try and keep it registered there. She started life registered as UU 8608, then was changed to UW 5505 and then, in 14th Oct 1950, changed to NAF 935, with old pics to support this.

However, despite being formally registered as NAF 935 by the old UK DVLA, having the 70-year-old buff coloured log book to prove this point, the DVLA would not accept NAF 935, so I had to settle of using UU 8608, as this was supported by documents from the RR Enthusiasts Club. Pity, as my initials are NF.

Shipping her to Ireland involved getting car removal companies to bid for the business, so London auction house, Shiply, promoted the details and a Midlands delivery company, East Midlands Vehicles (EMV), quoted a surprisingly low price of £480 and got my business – I should have been suspicious, but being a Scot, was pleased to have got a great bargain (or so I thought).



*Strip down begins. Photo: Fraser*

Unfortunately, they took 3 weeks to collect her in Kent, then, they stupidly, left the car with no sunroof, in the terribly heavy rain for 2 weeks in a yard before going bust. They then refused to say where she was stored, so, I had to threaten police and other more forceful actions to make them see the error of their ways. A 2nd delivery company eventually collected and delivered her to County Galway on 31st Jan, looking terrible and mould all over the interior.

My 1st job was to assess the list of many missing and obviously broken parts of the Rolls and create a rough action plan. It was quite a long list. The broken part



*The original interior was not looking so good! Photo: Fraser*

list was over 3 pages long. I decided to strip the wings, running boards, doors etc for blasting, etch priming and undercoating, as these were badly needed. Some of the brackets were rusted away to the point of being of no practical use....

Sadly, after much careful spanner effort, a crowbar, 10" chisel and hammer with help from an angle grinder was found to be the only way to remove the many rusted 91-year-old bolts from the chassis. Mr Royce would not have been impressed. Even the Battery box suffered from severe rot and rust, probably not able to take the weight of the four AAA batteries!

The angle grinder is a vicious tool, cutting quite deep into my hand, but I waited till I finished the wing grinding till I pulled off the blue glove to inspect "my damage". It started to heal well after 4 weeks, but the scar still there after 20 months. After weeks of "breaking up" the car, parts were ready to send off for local repairs around County Galway:

- Aluminium Bonnet, Floor panel, Front, and rear Wings 50 miles for soda blasting, etch priming and undercoat.
- Smaller steel brackets for rougher sandblasting at the local gravestone sandblaster, Pat Noonan's. One a small job, when payment was agreed, he asked if I could buy him some headache pills on my way to his "offices" and there would be no further charge for that sandblasting!
- Repaired wings were then taken 20 miles to a specialist in for aluminium welding and repairs

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## *The Story of 20 hp 1929 Rolls-Royce GEN 33*

*Continued from page 4*

- Fuel AutoVac box was sandblasted by a 3rd, even closer company, but this proved to be fatal, as severe corrosion and loads of pin holes, so a whole new box had to be manufactured from this “sponge” like template.
- The 12-gallon fuel tank full of water, rust, and many holes, so in a bad way, so was sandblasted internally and externally by the local stonemason, Pat, before being welded up.
- Aluminium suspension bracket to be welded
- Chrome plating in Dublin and Derby, with Nickel plating for the wheel nuts in Northern Ireland

The list is too long and covered around 70 – 80 items to copy, repair, beg or make from other 20 hp photographs

The Radiator was a mess, broken cooling slats and fixing bolts snapped off, brackets missing years ago, springs terribly bent and spacers missing. I planned to



*Stripped to the bare body shell on the chassis. Photo: Fraser*

close neighbour Martin Ryan, who preferred tractors to cars and had never worked on a car previously. Suddenly, I enjoyed this part of the rebuild, there was no point in removing the engine, as I was reliably informed she ran well 5 years ago.... I knew from today, we would be building and not stripping.



*Our dog, Finn, shows little interest in the repaired wings after soda blasting and undercoating. You could have a “guess the invisible car” competition. Photo: Fraser*

get the old radiator and slats re-chromed, but after realising the huge costs, put to work with soft metal brush and loads of polish. My local engineering company make all new mechanisms for the slat controls, out of small bits found at the bottom of a wet, smelly and dirty fertilizer bag, that also contained the remains of all that was left of the interior woodwork.

The seats were in a very bad state, woodworm in the base, leather had been repaired around 25 years ago, not very well and material hardened with age and lack of maintenance, so needing a total makeover.

At around this time, I was getting stressed out with the huge workload ahead and the fact that I was working alone, so luckily was offered help from a



*Joanna, Stuart and Calum waiting for a run. Photo: Fraser*

The main challenges were:

1. Wiring harness – Wiring has been ordered from Phil Cordery, Wales, a highly recommended classic car re-wiring expert. I already fitted replacement aluminium wiring conduit to replace to rusty steel tubing that came off with a long crowbar and lots of muscle.
2. Brakes – Because of the severe rust and sandblasting, 60 + years without being looked at and the need to use 4 special RR tools to service the front and back brakes, these are a bit overdue.

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## *The Story of 20 hp 1929 Rolls-Royce GEN 33*

*Continued from page 5*

The Rolls-Royce Enthusiasts Club kindly loan the various brake and hub tools to members and did not even mind me using them for 3 months, just pay the carriage and that was all. I managed to persuade a close friend of my wife's, Brona Russell, a university lecturer, to help extract the 3" retaining clip for the hub nuts, an impossible job on your own, as RREC didn't have that particular compression tool.

It took several hours to strip the brakes down, finding a few "wee problems" along the way:

- One 6" return spring missing, another broken in half
- A further spring was totally wrong, looked like something from a ball point pen
- Four retaining nuts on the rear hub missing out of twelve
- Brake linings down to rivets in places
- Split pins missing from all 12 nuts on the rear brake locking plate
- Excessive stepped wear in all the hubs, requiring skimming

3. Suspension – Two of the leaf spring guides were broken on the rear, so my local ace mechanic Liam, kindly welded new studs for free. I had new suspension stop block rubbers copied and supplied by Specialist Mouldings Ltd, Johannesburg, along with the ten door alignment rubber blocks. New suspension gaiters have been measured and being made Wefco near Bristol, who made these over 100 years ago, for Rolls-Royce

4. Exhaust – I found that the main manifold fixing nut has no thread and was actually welded to the manifold, the rear of the exhaust was from a Peugeot 504, with no U bend around the differential...I found a local company in Galway who charged £50 to make the U bend and my local garage spend hours helping measure, align, cut and weld the rest. It took 7 trips to finally get it just right. Naturally, all the brackets were missing.

5. Money – I have run out again, so I must delay the need to fix the various rotten bits of bodywork.

The plan was to then re-fit the refurbished body and build back the doors with new hinge pins, window mechanisms etc and find someone to get her ready then for the complete interior rebuild...

There was the Park Ward ID Number 3530, referred to earlier, stamped into the inner door frame of the rear passenger doors, proving its provenance as a later light 4 Park Ward body, made on the 8th June 1931 – the factory works Order sheet confirms woodwork was cellulose ultramarine black paint, walnut waterproofed brown Connolly furniture leather with fawn cloth. My car was re-bodied in the 1950's. I talked to the current owner of the chassis, where body 3530 was originally fitted, so really appreciate the immaculate records held by RREC.

I managed to get her running, without her body, but fitted a garden seat strapped to some wooden pallets and took her up the road for 200m run, I felt like a lottery winner! The local police aren't so "active" in



*Chassis with garden seats attached. Photo: Fraser*

County Galway. When I inquired 14 years ago in a local pub, as to the severity of drinking / driving in the area with the local Garda (police), the guy behind the bar said, "sometimes the Garda can drive home after a night here and sometimes we have to drive them home"!

Starting the car was a huge problem, till the carb was cleaned for the 2nd time and blocked filter sorted. I think the new fuel I added 12 months ago had gone off. Sadly, it took 3 efforts on having side windows

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## *The Story of 20 hp 1929 Rolls-Royce GEN 33*

*Continued from page 6*



*GEN33 at Ashford Castle Photo: Fraser*

made, two of the old ones were missing, the risers broken on 2 more and eventually, they opened and closed correctly.

I had only 6 – 8 weeks to get these “teething” problems fixed, before the newly painted body was re-fitted, so short of time...and money as usual. I calculated earlier, all the rebuild costs have now gone above €25,000 About €15,000 above my original budget! Sadly, this kept rising.

Whilst about to fly out of Gatwick to Rwanda on business, I had the chance to see my daughter Joanna in London and visit a couple of RR owners and importantly, the ex-owner of my car who had it for 6 years between 2009 and 2016. These previous owners, parents John and Lady Vivien, heard the car was stored in a neighbour’s barn for 29 years, the roof had collapsed, and they paid the minister £2,200 for the car.

The body and chassis were mated again in October 2018 and 3.5 months later, the final painted beauty emerged from the paint shop. Off to Knock, Co



*The new interior rear compartment. Quite a difference! Photo: Fraser*

Mayo, to a specialist Martin Niland who could build the door panels, headlining and totally re-work the seats using only the base, as the worthwhile part.

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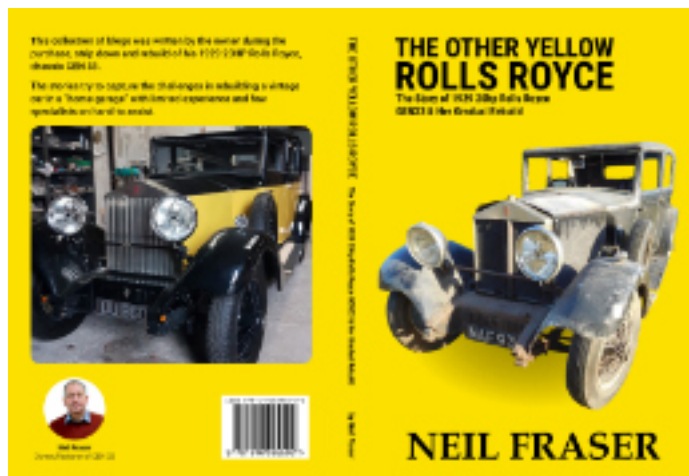
## *The Story of 20 hp 1929 Rolls-Royce GEN 33*

*Continued from page 7*

I kept a spreadsheet of all the money spend, from wire brushes, to chrome plating to more expensive parts – over 320 items to date.

In conclusion, I found the kindness and generosity of RREC members amazing, William Casey in the US, posted me 4 spare window winders, Simon Slaffer forwarded me a door lock, Tom Jones helped with contacts and advice etc, all making this a “joint rebuild”.

I have also written a 154 -page colour book covering the complete rebuild, supplier information, many stories and many before/after pictures, full and detailed costs of every item, which will be available via eBay, entitled “The Other Yellow Rolls-Royce GEN33” by Neil Fraser. ISBN 978-1-9160955-0-2 eBay order code 223 518 187 206 £15 plus postage.



*The front and rear covers of The Other Yellow Rolls-Royce, by the author.*

### **Historical Information & Chassis List**

GEN 33, NB series, was ordered in late 1928 by the Hon. Mrs Harmsworth. Chassis testing was on Friday, 15th Feb 1929, with the car finally invoiced to her on 3rd April 1929 and with the chassis being delivered to Barker for bodywork on 5th May 1929. Final delivery to her ladyship on 12th July 1929 and guarantee sent on 18th July 1929.

Production of 2,941 cars of this 20 hp series between 13th July 1922 – Oct 1929. RREC have 1,034 listed, but some may have been lost in time. During this research, I found several cars and owners of cars (courtesy of RREC membership and John M Fasal's excellent book, *The Rolls-Royce Twenty*) that would have been trundling down in parallel to the production line alongside the Silver Ghost production lines. John personally identified and listed 1,040 by 1979. With 48 known 20hp owners in RREC UK, happily, this list grows annually

As part of my research, I found there were 82 GEN cars, build over an approximate 4-month window in 1929, so I thought it would be interesting to see which of the remaining GEN series 20 hp cars were still driving. I was helped by John Fasal who kindly forwarded contacts from his past research. This allowed me to identify 31 out of 82, 37.8% survival rate, which is not bad after 90 years. However, it is

higher, as some owners do not want to be mentioned or have their cars registered at RREC or local clubs.

However, what was amazing was to find cars GEN 30, 31, 32, 33, 34, 35 and 36 ALL RUNNING. They are in the US, Denmark, UK. As a potential world record for reliability, I already contacted RR Chairman, Peter Schwarzenbauer, but as stated in a reply from Andrew Ball, Head of Corporate Relations, they only have interest in cars built after 2003! What a lost opportunity for Rolls-Royce – do not they see that this sort of reliability is quite a feature to help sell new cars.

On the following pages please find a list of the GEN cars I have found, and you can see quite a few gaps. Please send me any information you have on GEN cars now listed. I am especially looking for the current owner of GEN 3 from Massachusetts, GEN 15, which was meant to be at the Orlando Auto Museum, GEN 50, last in the USA, owner K. Heiser in 1979 and GEN 77, valued in Pennsylvania several years ago, but now missing....Any help with these or any others, would be greatly appreciated to [neilfraser001@gmail.com](mailto:neilfraser001@gmail.com)

*Chassis list begins on page 9*

## *List of GEN Series 20 HP Cars*

GEN 1: This Mulliner car was in California as the HK ambassador's car, before being shipped to Scotland for a full rebuild in 2005, Reg PN 3895

GEN 2: No information on this car, but Mulliner body when supplied to W.A. Mackinlay

GEN 3: Barker body 6315, at 1993, was in Massachusetts, probably in USA, Reg UU 8603

GEN 4: A true barn find. Left rotting in a barn from the 1950's and being carefully restored on the Isle of White, Reg OD 9816

GEN 5: Sold by Flewit of Birmingham with Weymann saloon body to Mr W.J. Charles, possibly now in Denmark Reg C6089

GEN 6: Owned by Sir Albert Bingham, delivered on 2nd March 1929, Hooper 7178 body, Reg V08

GEN 7: No information on this car, but Wm Arnold fitted when supplied to Dr Doherty

GEN 8: Park Ward 3225 body, sold to J. Robertson. The chassis plate was sold on eBay for £44.77 in 2006, so scrapped some time before then

GEN 9: Weymann of Addlestone body, supplied on 11th May 1929, sold by German Dr. Jan Miller in 2016 to Czech driver Karel Stelc Reg JN 589

GEN 10: Hooper body 7193 till 1967, then dicky 2 door body, golf door on near side, probably in Norway, Reg IY 1919

GEN 11: Park Ward body 3186, on DVLA database and Taxed till 2021. Leicestershire owner tried to sell on eBay in 2005, reserve not achieved. Reg MT 8036

GEN 12: Sold by Paddon Bros. of London on 19th March 1929 Reg UV 2787

GEN 13: No information on this car

GEN 14: Beautiful dark blue Landaulette by Connaught, with 20/25 engine in 1998, in Dorset, Reg UU 6737

GEN 15: Mulliner 2 door, was displayed in the Michael Dezer museum, moved to Orlando Auto Museum, then resold privately, Reg GU 3066

GEN 16: Barker tourer residing in Hampshire, 100 yards away, in the same village I lived when first married, 30+ years ago! Reg TM 6019

GEN 17: No information on this car, registered as RD753, Park ward 3189 body, then in 1937 Reg On UK database and taxed till March 2020 GRP49

GEN 18: Windover Cabriolet owned by a gentleman in the North East UK, Reg UU 7871

GEN 19: Possibly owned by the Mayor of London in 2003, engine and gearbox removed 2002, N6Q engine fitted to GEN 30. John Drake, Reg AXU 40

GEN 20: No information on this car, Mulliner body, sold to C.H. Walter

GEN 21: No information on this car, Park Ward body 3284

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## *List of GEN Series 20 HP Cars*

GEN 22: Hooper 7205 body, in Ireland till 1961, sold to Italian family, rebuild under way by Fiennes for the same Italian owner, Reg UV 3984

GEN 23: Sedan body, owned by E.L. Malsbury in LA, converted to a van but written off by fire 1953, Reg DY 0992

GEN 24: Recent West Sussex member of the 10,000 + RREC, James T. and being rebuild from a recent wreck, Reg UW 1464

GEN 25: Harold Radford Shooting brake, brought back from the US in 2002, but currently stored in a chicken shed, awaiting time for restoration, Reg CV 154

GEN 26: Owned by a total enthusiast, housed in Essex, beautifully restored Park Ward 3291 bodied car, Reg DS 9299

GEN 27: Park Ward 3223, first owned by George Hepworth (Hepworth pistons) on 13th March 1929, last owned by Andre Friedman's father. Reg KW 6855

GEN 28: Gradual restoration in Devon, Blue black Barker Sedan De Ville was in USA 1929 – 2007, Reg BF 4618

GEN 29: Weymann salon, purchased on 25th Feb 1929 first owned by Edward Montesole, a Director or Mulliner Birmingham

GEN 30: Windover salon, with engine from GEN 19. Owner refused to share a modern picture for others to see, Reg UV 3594

GEN 31: Park Ward 3265 body. Part of an impressive collection of 6 vintage cars in Hampshire, owned her for 30 years, Reg UU 4834

GEN 32: Park Ward 3278 body, owner Miss Hanne Lovring, Denmark, housed in Jysk Automobilmuseum, Gjern, Jutland, Denmark. Reg UW 5525

GEN 33: Owned by the author, Neil Fraser, home restoration since Jan 2017, was NAF 935 in the 1950's. Reg UU 8608

GEN 34: Painstakingly restored at a suggested £80k, by Stefan Surowinski and kept in Devon for overseas owner, Reg UV 3354

GEN 35: Park Ward 3279 body car, currently being restored by Matt Strauss in Vermont.

GEN 36: Weymann- re-bodied to shooting brake, is owned by J.B. Carey in the USA who has done a full personal restoration, Reg VP 9823

GEN 37: No information on this car

GEN 38: No information on this car

GEN 39: Hooper 7165 body, ambulance in WW, coal van till 1970, renovated by James Black in 1990's, exported in 2011 to New Zealand, Reg WM 4068

GEN 40: Weymann body, louvres in all windows, supplied on 11 July 1929, Reg Possibly S – 2136

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## *List of GEN Series 20 HP Cars*

GEN 41: No information on this car

GEN 42: Owner by Fritz Spiegl, spotted rotting away in Yorkshire in 2002, with £70 asking price and duly purchased Reg VR 7755

GEN 43 7th May 1929, owned by T.S. Short, Sunderland, resold in 1949 by Paddon Brothers, London Reg BR 8238

GEN 44: Park Ward 3283 body, limousine, sold in 2006 by Tony Reg UU 7167

GEN 45: Stunning 4 door James Young Weymann saloon near London, now Black and Yellow, Reg UU 4905

GEN 46: Sold on 22nd March 1929 to S Philips, with Park Ward 3183 body

GEN 47: H. J. Mulliner drop head coupe supplied to Her Highness the Maharani of Cooch Behar, by his mother, as he was 14 when made Maharani.

GEN 48: Barker 5442 body with spotlight on A post, last spotted in France June 2016. Reg UV 6220

GEN 49: Beautiful Krolite Fabric saloon in the South of England, now owned by someone on the South Coast of England. Reg AV 3131

GEN 50: Registered to T Carter, was in the USA IN 1979, last owner K. Heiser. Reg FL 930

GEN 51: At RREC head office and used as a training car, windscreen heightened by 6", Reg UV 8794

GEN 52: Barker Limousine, sold to J. Paxon on 19TH March 1929. Reg CAX 983

GEN 53: Windover Cabriolet De Ville 5640 in the UK, Reg UV 6601

GEN 54: Lawton-Goodman, sold at auction in Wales to Mr A.W. Jones in 2017 for £32,000 believed still in Wales, DVLA taxed till July 2020 Reg RF 6376

GEN 55: Converted to a hearse, then was being restored in Germany by Rupert Stuhlemmer Berlin, who died, family unhelpful, no info now Reg KP 9505

GEN 56: Dickey seat, 1971 recorded R. Harrison and Sons Euston, Reg PN 6169

GEN 57: Mulliner body with tourer boat tail, with orange wheels, Reg TY 6355

GEN 58: Weymann body 575, delivered in 4th June 1929. Owner by Thomas in Denmark, Reg UU 5606

GEN 59: Park Ward 3221 body, carried the Prince of Wales in Yarmouth 1929, Reg VF 6215

GEN 60: Replacement 1931 Hooper body with Grebel wing lamps, found after 1966 barn storage in Suffolk, sold June 2020 Reg UU 6264

GEN 61: Hooper 7216 body, recorded delivery June 1929, instruction book for this car sold on eBay Nov 2008 for £49.50

GEN 62: Weymann 572 body, 2 doors in 2006, Pedro Filipe owned the car

*Continued on page 12*

## *List of GEN Series 20 HP Cars*

GEN 63: No information on this car, sold to Mrs Ownslow

GEN 64: No information on this car, Barker 6303 body, sold to A.A. Bendon

GEN 65: Mulliner saloon, horn in wing, black ebonized woodwork, pewter inlay, gold plated mascot, Reg UV 7427

GEN 66: Elite Motors works, Anderson of Adelaide, for sale in Melbourne April 2000

GEN 67: 4 door Weymann Addlestone 576 in a lovely green and white, 1939 Wraith engine, residing in Switzerland, Reg LU - 91001 – U

GEN 68: Sir Malcolm McAlpine bought this new in 1929, in 1992 Owned by R.J. Clevely, London. Reg UV180

GEN 69: Mulliner body. Sold to J.H. Abelson Reg UW 581

GEN 70: Thrupp & Maberly, then Southern Motor bodied in 1937, exported to US 1968, same owner Orrie for 43 years, for sale 125k, Reg MG 509

GEN 71: Sold on 4th April 1929, Reg TP 8080

GEN 72: Hooper 7221, rebuild 16 years ago by Ashton Keynes for £100k, sold recently for £80k and exported to Winter Garden Florida, Reg DGJ324

GEN 73: Body by Caffyns of Eastbourne, no information but probably scrapped as car reg transferred to Green Mazda Reg JK 55

GEN 74: Weymann, later converted to an ambulance, then breakdown truck, finally into a boat tail by Griffin, sold in 2013, last taxed 2013 Reg UV20

GEN 75: Original paint and fabric roof Weymann coupe, original throughout and won 3rd place in 1967 Blenheim Palace show, Reg UV 8557

GEN 76: Horse head mascot, for Miss Violet Putnam horse owner who had Navy and Maroon stripes, Reg DV 2196, some time in Alicante UU 7166

GEN 77: Mulliner Weymann body, then cut into a tourer, believed to be in USA, after valuation in Pennsylvania several years ago, Reg UV 2583

GEN 78: Park Ward 3290 body, 2 door, in 1979 owned by Juan Inigo in Eastern Spain. Reg UU 7166

GEN 79: Owned by Emile Mond, later converted to a hearse in 1979. Reg UV 5614

GEN 80: 2 door dickey Barker, was totally original in 1988, Grebel headlights, Reg 7270 – RF1

GEN 81: 4-seater Weymann coupe, purchased in 1968 by a gentleman in Nottingham, later started in 1997 and driven it 300 miles since then! Reg UU 20

GEN 82X: This was a rebodied Hooper Cabriolet 6693, earlier car from earlier chassis 10G111, which was rebadged, Reg GC 2341

## *Brake Noise on Pre-War Cars*

*Text and Photos by Tim Jayne, Technical Chairman*

From the onset, Henry Royce strived to engineer cars that were reliable, smooth running, and quiet. Every part and component had to be thoughtfully designed to achieve a task other manufacturers could not even come close to approaching. Rolls-Royce Motorcars set the standard. One area that would be challenging in this endeavor was brakes. Beautifully designed brakes with large steel drums, equally large brake shoes, well calculated linkage levers, and an ingeniously designed servo provided amazing stopping ability. These brakes were also capable of making noise like a fairly effective bell; one at each wheel. Rolls-Royce worked very diligently to retain the braking effectiveness without the noise. Reviewing depot sheets and letters from owners, one quickly realizes how much of a struggle this was. As improvements and models advanced, different design approaches were applied to prevent the noise.

In this article I will share some of my ideas to help make the noise go away, if this is a troublesome area with your car. First and foremost, one should be certain the braking system is in top condition. Pull off

all the brake drums and inspect the condition of the linings. Lining rivets that are contacting drums, oil soaked linings, stiff and rusted linkages, broken or weak springs are just some of the problems that can make noise, compromise braking effectiveness, and make it unsafe to drive your car. These issues must be corrected.

There are times when everything is proper and to Rolls-Royce standards but noise is still present when the brakes are applied. In some instances the noise is so intense it makes driving the car embarrassing and worrisome. People shouldn't be running for cover when you pull into a parking lot! So what does one do? First, make sure any noise suppressing components are present and properly adjusted. Some series have strong extension springs fitted to the outside of the drums. These springs need to be strong and properly fitted to do their job. Later models have a portion of the brake shoe that has a pivoting feature. This allows a small part of the brake shoe to come into contact, before the rest of the shoe, to dampen any possible noise. Be sure this auxiliary shoe is properly adjusted. Another issue can be the type of lining material that is being used. Lining material that has a high percentage of fiberglass (fiberglass's high level of hardness causes vibration) or linings that are bonded instead of riveted can be prone to be noisy. Also, be sure the trailing and leading edge of each shoe is properly chamfered.

Again, if all these issues are corrected and noise is still present; my theory is that the noise is from vibration caused by the brake shoes contacting the drum, causing a ringing effect, a vibration. If this vibration is dampened, similar to applying your hand to a ringing bell, then the noise should go away.

Recently, I had a Springfield Phantom I that needed new brake linings on all wheels. The lining was worn almost to the point of touching the rivet heads. After new lining was riveted on and was contoured, the front brakes made a terrible noise; loud enough to wake the entire neighborhood. After a bit of driving, the drums would heat up and the noise would diminish, so it was my belief that eventually the noise would fade away, as has happened in other instances. But in this case it did not. While it improved, it did not improve to anywhere near acceptable. I was able to determine that it was the front brakes making the noise by disconnecting the front brake cables and driving carefully with just rear brakes; no noise. Once



*Check brake linings for condition and wear. Even with linings in good condition, braking can produce excess noise!*

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## *Brake Noise on Pre-War Cars*

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reconnected the noise was back. I first removed the drums to see if anything with the shoes needed to be corrected. All was good. I fitted dampening springs, as would be found on later series, and the noise went away. The only problem was on hard left turns, the spring would rub steering linkage on the right side making for a different annoying noise. To be effective the spring had to be very close to the open end of the drum. To solve this problem I began experimenting with rubber straps to see if they would dampen the vibration and eliminate noise. I found that they did, but needed to be very tight and again near the very edge of the drum. I devised a way to have a thin rubber strap around the drum and secured it with a stainless steel band that would clear the steering linkage. Finally, at last success, the noise was gone once this was fitted. For the sake of curiosity, I removed the rubber strap and instantly the noise returned.

Later models have finned brake drums. They are less prone to noise, when all is right, and generally do not need a dampening spring. I believe the fins help to dampen the vibration that causes the noise. But if one has a persistent case, a dampening spring can be fitted between the fins to see if that helps.



*Installation of a thin rubber strap around the drum and secured with a stainless steel band that would clear the steering linkage resulted in elimination of noise.*

### Membership Renewal Reminder



It is easiest to renew your Goshawk Society membership at the same time you complete your RROC renewal. Look for the Goshawk Society renewal option in the Regions & Societies section.



*This device made up of a threaded rod and blocks that clamp the spring can make the installation and removal of the anti-noise springs much easier.*

## *Australian Small Horsepower Rolls-Royce*

*Text and Photos by David Davis. Australia*



*1923 Twenty chassis #77A5, a Waring Bros roadster made over by Martin and King in 1929 into a coupe. It has not had many owners but spent much of its life in the western Victoria whet country so was well worn. It is in good condition now.*

About 500 Rolls-Royce pre-WWII were sold in Australia. By 1922 when the Twenty was announced, Dalgety's, an English pastoral company, had been appointed agents in 5 of the 6 Australian States. Dalgety's ordered a Twenty as soon as the model was announced and my 1922, 42G1, arrived as a chassis in March 1923. Fitted with a box seat, it was used as a demonstrator. Chauffeurs favoured the Twenty, despite its lack of power as it was so much lighter and easier to service, than a Silver Ghost. 7 chassis were then ordered and local tourer bodies were fitted upon arrival. Sydney, especially, had a close connection with the Derby Factory. Rolls-Royce appointed Bertram Peat, from Derby, as its Australian Representative in 1914. He established a workshop in Sydney and apprenticed A.E.(Bert) Ward to Derby who remained with the successive agencies until his retirement in 1967. In 1924 Alfred Appleby, a co-worker with Ernest Hives, was sent from Derby to manage the Dalgety Agency in Sydney. Alf's son Don, joined the Agency after World War 11 as did Don's son Ralph.

Alf had first hand knowledge of the Twenty as a tester, in France. Despite that, it developed serious problems in Australia which had to be sorted out. These included differential failure due to the teeth of the gears being too fine, overheating, spring breakages and slow speed wheel wobble. Bert Ward maintained until his retirement that Rolls-Royce should send cars to Australia for testing before release to save costly modifications.

Shortly after World War 1, the Government imposed a substantial duty on imported cars to encourage a local body industry. At that time about 80% of local cars were American, largely sourced from Canada as part of the British Empire. They arrived with a bonnet, scuttle, mudguards and running boards and the rest was built locally, with both Ford and General Motors sponsoring volume production. Bespoke bodies were available from Smith and Waddington in Sydney, Waring Brothers in Melbourne and T.J.Richards in Adelaide as well as several other smaller companies. Often, the tradesmen were English, following English

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*1926 Twenty GZK12, a chassis imported from England in 1934 and rebodied in Australia by Martin and King, Melbourne*

methods. Due to wage increases, by 1926 English bodywork was competitive however it did not survive the rough roads. Competition and the onset of the Depression resulted in the collapse of several of the bespoke companies. The volume works mostly did survive and they rebodied earlier Twenty, Silver Ghost and Phantom 1 chassis as well as imported second hand English chassis. Martin and King in Melbourne rebodied many Rolls-Royce chassis in the 1930s. They were robust but staid in appearance. Many have been rebodied again in their original style.

Sold in Australia were 122 Twentys of which 75 were 3 speed and 71 were bodied locally, twenty-five 20/25s of which 11 were bodied locally, thirteen 25/30s of which 7 were bodied locally and five Wraiths of which 3 were bodied locally. The decline in sales was due to the Depression.

While the Twenty was challenged as to power, an owner commented, "one of 77A2's chief characteristics was its ability to make time over our then very rough country roads, as a 40/50 could be quite tiring in similar circumstances".

Royce complained about the Twenty being overbodied and most Australian Twentys were heavily constructed to cope with the rough roads. The Factory responded with the 11x50 differential ratio which spoiled the 3 speed gear box resulting in the car being tedious to drive, especially on hills. The four speed cars were designed for the 11x50 diff and so were better able to handle heavy bodywork. There were many Twentys still in service after World War 11 in Sydney, parts were available and of course the personnel who serviced them when new were still about.

Many of the small horse power cars have covered substantial mileages, appealing to the second hand market during the 1930s, 40s and 50s. They have



*A typical Smith & Waddington tourer on chassis # GA12, until recently in the family of the original purchaser.*

become more popular in recent years as enthusiasts age and find large horse power cars difficult to manage. A whole new generation of mechanics face repair and maintenance issues but the relatively straight forward design of the small horse power cars is an asset in that regard. Repair of the traditionally constructed bodywork is both a practical and financial challenge. A few small firms specialise in new construction and repairs. There is no shortage of talent.

Australia has long distances to cover to attend Tours and rallies. The small horse power cars are up to it provided they are not overdriven. Two hundred miles a day in a Twenty is enough at a cruising speed of 40-45 mph. The 20/25 and the 25/30s are capable of faster speeds but the springing of the cars and its effect on steering on all but highways, is the limiter really. While overdrives are popular on four speed cars, the early Twentys with 3 speeds are better with Royce's original ratio of 12x50, provided the weight of the whole car is not more than 30 cwt. Many have commented that the early 3 speed tourers are a delight to drive and have a charm that was gradually lost as the cars became heavier and faster.



*1925 Twenty, chassis #GLK48, which still wears its original Waring Bros. saloon body.*

## 1937 25/30 Wilkinson Shooting Brake GAN 30: The Prize of Persistence

*Text and Photos by Martin Mayer*

*I've known Terry Meredith for nearly 20 years and his magnificent Wilkinson bodied 25/30 shooting brake (GAN 30) has been a project for much of that time. As the restoration nears completion, only the painting remains, it felt like a good time to talk to Terry about the project. Martin Mayer*



*Terry Meredith pictured with GAN 30. The restoration is nearly complete, with paint being the last major project.*

**Martin:** *Where and how did you find the shooting brake?*

**Terry:** I always wanted a pre-war car, not a large horsepower...obvious problems with the PIII, but I wanted something from the late 30s. From local Club tours I knew of this car in Wetumpka. Dr. Dunn never could get it to run properly, let it sit for months so it needed more exercise. It was advertised as having an engine rebuilt by P&A Wood in England. I wasn't looking for a shooting brake, but I did not want a limousine. It was rebodied by Wilkinson, still a body

shop in England...can't tell when it was rebodied, but it was originally a limousine.

**Martin:** *Did you specifically want a 25/30)?*

**Terry:** The late 1930s large horsepower car would be the PIII but they seemed to have a reputation for engine problems. So, the 25/30 made sense. The advances to the engine, closer to being modern, with carburettor on the same side as the intake. The engine is much advanced compared to earlier engine designs.

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## The Prize of Persistence

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I did not want a formal car, but having the room for a lot of luggage was a plus with the shooting brake.

*Martin: What condition was it in when you bought it?*

Terry: The paint was cracked and all the varnish on the wood needed to be redone. It was claimed the engine was in good condition, but it turned out that the gas tank was full of corrosion and it could not be kept running. Wiring was bad...fuses kept blowing, the lights were dim, it appeared to be the original cloth insulated wiring. It ran well after I had the gas tank relined. It ran well until I took a trip with it.

*Martin: What happened on the trip? Was that the start of the restoration?*

Terry: I started the restoration process as soon as I found that the gas tank was full of corrosion. After the



*25/30 Wilkinson shooting brake as purchased by Terry Meredith.*

gas tank was relined, I took it on a Club state meet to Mt. Cheaha. On the way the engine turned a bearing and bent a rod, so it started knocking as the bearing material melted out. That was about three years after buying the car. The turned bearing happened because the oil distribution tubes to the crankshaft had gotten clogged.

*Martin: What projects have you done and in what order?*

Terry: The first project was the gas tank before it went anywhere. Then the turned bearing made it necessary to rebuild the engine. While the engine was being rebuilt I decided to rewire it. When I was tearing the engine down I discovered the head was cracked and overheating might have contributed to turning the bearing. You were here for the rewiring, remember?

*Martin: I remember I had the only fingers in Alabama small enough to work in places, like inside the switch box. Was any of the other work done locally?*

Terry: I took the block to a local machine shop. They were going to replace a tube in the block and they did not do the job right so water got into the oil when everything was reassembled. But we discovered that before any damage was done and repaired the tube itself with the guidance of Steve Lovett, at Ristes in England who supplied drawings of the tools needed



*The paint was heavily crazed and the finish on the wood had deteriorated to the point that it required a full refinish.*

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## The Prize of Persistence

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and the new tube. So the engine was rebuilt twice, except the crankshaft was left in the block while the second rebuild was done.

In the meantime I refinished all the wood, in sections. At first I thought it was too large a project and then I remembered about eating elephants and I decided to do one section at a time.

*Martin: It worked out well...the wood looks terrific. What about the rest of the interior?*

Terry: The interior was nice leather so I'm leaving it as it, conditioned it and kept it clean.

*Martin: What were some of the difficulties you ran into with the engine rebuild?*

Terry: Finding the coolant leak in the engine block and then finding the confidence to fix it myself...and as I said, Steve Lovett was terrific help. After the second rebuild there seemed to be oil pressure problem, but it was a clogged tube to the gage. The oil pump gears were worn, and Will Fiennes sent new ones. The engine was reassembled and ready to run and it wouldn't start. The fuel pump failed from years of no use, so before we could get gas to the engine I rebuilt the fuel pump with new points and diaphragms. There was a delay before I had the engine running.

*Martin: Who or what companies (specialists) were particularly helpful along the way?*



*Filing the surface of the new cylinder head.*



*Completed engine installed in the chassis.*

Terry: Ristes and Steve Lovett, as we said before. Then there was a problem with the distributor and Tim Jayne was able to talk me through taking the distributor apart and using a Pertronics ignition unit. Will Fiennes was the other who helped with advice and parts. The new head came from Fiennes. The local machine shop was fine boring out the cylinders but the new pistons came from Australia.

*Martin: What projects are still to complete?*

Terry: There's a few wiring things to do, like wiring the lights...all the wires are there. All the aluminum parts I took off and stripped down to the aluminum because the old paint was cracked. I found a paint shop I trust and I'm trying to schedule the painting now. It will go to the paint shop assembled but I'm using a paint shop where I can participate in the process in case there's disassembly and reassembly problems.

*Martin: What is your favorite part of the restoration process? Least favorite?*

Terry: Favorite? None of it! No, I like the mechanical work. The least favorite was having to do it over again because of the coolant leak. I don't like the body work but it had to be done.

*Martin: If you were starting over, would you do anything differently?*

Terry: I would not have bought that car. I would probably not buy a car locally because choices are so limited. I checked the car out thoroughly, as I would

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## The Prize of Persistence

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in any case, but there was no way to detect the clogged oil delivery tube, and unless you drained the gas tank and felt around in there, you wouldn't know about the corrosion. I guess I would have looked at more cars before making a decision.

*Martin: What would you look for if you were looking now?*

Terry: The Woodie was the nicest car of that era around. The other ones around weren't running back then and they are still not running 20 years later. If I looked now it would be a 25/30 or a Wraith, it would not be a limousine.

*Martin: What diagnosis would you use, what inspection?*

Terry: I would definitely do a compression test and I would want to talk to any of the vendors who the owner used for repairs. I would look at the condition of all the fluids as an indication of how well the car has been serviced. The first thing I'd do once I'd buy it is drop and clean the oil pan. All the sludge stays in the pan and you can also inspect the big end bearings and clean out the crank shaft. All things that will make the engine run the best it can. The compression test is about all you can do in the former owner's garage. You can't see the brakes or bearings without removing the hubs, but you can listen and feel them when you test drive the car. I would inspect the entire underneath for corrosion, wood frame rot, see that the Bijur system is working properly, the gaiters are intact. These are all standard inspection items. I would go through a checklist, such as the RROC judging checklist.

*Martin: What questions would you ask the sellers?*

Terry: Ask for documented history. The shooting brake had no written history but I knew the previous two owners. It is still hearsay information. I would want to see written things. Even if a previous owner did all the work themselves, there should be receipts for supplies and parts. What you really want are documents, even a log book, but not hearsay.

*Martin: What documents, invoices of restoration would you want to see?*

Terry: Everything available, even oil changes, log books, past restoration receipts.



*Finished wood and bare aluminum ready for paint.*



*Coachbuilders identification plate from Wilkinson & Son, Ltd.*

*Martin: What do you hope to do with the car when it is done?*

Terry: Sell it! No. We're going to drive it to get a Christmas tree...like Norman Rockwell. Did you ever see that Christmas card? Keep it running. There are not too many Club events to attend right now but hopefully in the future. The shooting brake has more luggage space than the usual Rolls-Royce for antique hunting and going on longer tours when they are available. Let's hope.



*Hoping to do this soon!. Photo: Martin Mayer*