

The Goshawk Society

Flier



Issue #21-2

May 2021

The Batchelor Rolls-Royce "Twenty" GRK27

Story & Photos by Tom Batchelor, Nevada



Tom Batchelor's 1924 Twenty HP chassis #GRK27 was one of a very small number of small HP chassis sent to the USA and fitted with American coach work. Originally a Brewster Glass panel Brougham, it was later fitted with this handsome roadster body designed by Ray Dietrich and built by Packard.

The Twenty was introduced in 1922 and found it's place quickly in England, but what about other countries especially the USA? In 1924 eighty 20 H.P. chassis were built including our GRK27. It was one of 3 or 4 completed chassis sold to Rolls-Royce of America to be fitted with American coach work in order to test the American market. GRK27 was finished with a Brewster Glass Panel Brougham Coachwork and sold to Mrs. H.M. Chisholm on 11/14/24. She was the first owner.

In the early 30's, the second owner, John W. Beatty Jr. an accountant in Pittsburgh, PA. responded to an ad in the New York Times offering a driveable Rolls-Royce Twenty Chassis GRK27. It's unknown why the coachwork was removed. Mr. Beatty went to New York purchased the chassis and proceeded to drive it back to Pittsburgh in the dead of winter. Mr. Beatty's

Continued on page 4

The Goshawk Society of the Rolls-Royce Owners' Club

Goshawk Society Officers

Chairman: All Briseno - abtxrroc@gmail.com
Technical Director: Tim Jayne, Jr. - tim@royceparts.com
Secretary: John Carey - jbcarey@sbcglobal.net
Treasurer: Gary Phipps - gshipps05@comcast.net
Goshawk Society Newsletter Co-Editors:
US Editor: Mary White - mcwhite@triad.rr.com
UK Editor: Elliott Anderson - elliottgdanderson@aol.co.uk
Activities Chair: Mary White - mcwhite@triad.rr.com
Website: www.goshawksociety.com



Flier

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



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

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

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

Copyright (Goshawk Society & RROC) 2021
All rights reserved.

Chairman's Message

Spring is here and the Annual Meet is just around the corner. As America is opening up and people are starting to move around, now is a good time to exercise your auto in preparation for the tour Mary is planning. I hope to see you in Lake George for our Annual Meet. Our Society lunch is scheduled for Thursday, June 24th at 10:00 am. We will have our traditional lunch that same day at noon. Please make plans to attend both events. During our meeting I would like to discuss some additional regional tours in addition to the annual meet tours and perhaps some regional technical sessions as well.

I would like to thank Mary White for all her efforts in arranging this year's tour. I encourage each of you to plan local tours with fellow Society members. Lake George will be a very special place to conduct our tour.

This last year was a tough year for all of us, let us start 2021 with renewed hope that we will be touring soon and be able to be with our fellow RROC members.

Be safe touring this year and look forward to see each of you in Lake George.

Cheers! Keep Motoring On!

Al Briseno II



Calendar of Events

2021

June 23-26

Annual Meet, Lake George NY
Thursday, June 24 10:30 Goshawk & PI tech meeting, followed by lunch as a group (register on the RROC meet form, order and pay on your own) 30 mile mini-tour to follow (any pre-war RR/B's welcome)

June 27-29

Goshawk post meet tour to Saranac Lake and Lake Placid (all vintage RR/B's welcome)
If you want to stay longer in the Adirondack Mountain, join us on a laid back tour of the area. Because of Covid 19 the tour will be simple and flexible - no registrations or fees will be collected and any admission fees or meals will be paid for at the time. Directions and places of interest and restaurants will be provided by email before the meet, then "you're on your own" to plan your days and enjoy the scenery. We just need to know if you intend to join us so we can project head counts.

The 115 mile route from Lake George to Saranac Lake departs Sunday morning with an optional stop at the Adirondack Experience, then on through Long Lake and Tupper Lake to Saranac Lake for 2-3 nights.

We'll stay at a quaint inn, established in 1923 and fully a renovated as a GREEN vintage-sustainable property a few years ago. It has waterfront accommodations on Lake Flower and is one mile from the city center and 7 miles west from Lake Placid. Canoes, kayaks, paddle boats and bikes are available at the inn, one restaurant is across the street, more are 1 mile away in town. There are picnic tables and grills by the lake to make our own meals. The inn will take reservations with a credit card (not charged until we arrive). There's a 72 hour cancellation policy.

Day trips on Monday & Tuesday include driving to and up Whiteface Mountain, visiting Lake Placid - Olympic Museum, Olympic Center tour, Ski & Jump complex, John Brown's Farm, Uihlein Sugar Maple Research field station, and a visit to the Wild Center. Those needing to return to Lake George for their trailers can take Rt 9N.

For booking information at the inn, contact Mary White, mcwhite@triad.rr.com

July 31 - August 1

If you live in the northeast, mark your calendar now for the Vintage Racing Stable Charity Concours of New Hampshire. In its third year, the event is a fun day of beautiful cars and enthusiastic owners and spectators. This is a fund-raiser, having raised over \$120,000 in 2019 for the Boys and Girls Clubs of the Greater New Hampshire Lakes Region. In the past, the Concours has also supported several scholarships for young artisans and craftsmen studying to go into automotive restoration. The evening fund-raise Gala is scheduled for Saturday, July 31st and the Concours will be held Sunday, August 1st. The event takes place at Nick Grewals estate located at 200 March Road in Sanbornton, New Hampshire. Lodging in the area includes the Hampton Inn and Suites, Tilton 603-286-3400 and Holiday Inn Express Suites, Tilton 603-286-4550. For more information, contact Info@VintageRacingStable.com

September 10-12

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

September 20-26

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

2022

Plans are already underway to Celebrate the "100th Anniversary of the 20 HP." The Goshawk Society plans to offer special events in conjunction with the RROC Meet in San Diego June 21-24. We'll also host either a Goshawk or vintage tour (5 day hub) on the east coast in fall, probably in North Carolina. Everyone is encouraged to get their small horse power RR's ready for the road to participate in either events. To help in the planning, let Mary White know if you're interested in the fall east coast tour as soon as possible.

The Goshawk Flier



GRK27 is freed from its slumber in the two car deep garage behind the Beatty house.



Haverhill lamp placed between two Springfield Ghost headlamps

Batchelor Twenty GRK27 - Continued from page 1



Towing GRK27 from Beatty's old home in Pittsburgh. April 1964 (the car spent 30 years here)



Steam cleaning the car at home in Leechburg, PA

account of his trip through rain and snow was quite colorful! The chassis was complete with its original bonnet, instruments and dash board, Brewster Fenders, and Haverhill Lamps all of which are still on the car today. From the beginning GRK27 was fitted with single bar bumpers the same type used on early Springfield Ghosts. Bumpers were common in America but rare in England until much later. John Beatty then had the West Coach Works of Pittsburgh fit a 1924 Roadster body designed by Ray Dietrich and built by Packard. Note. The Haverhill lamps fitted to this "Americanized" Twenty are smaller than the ones normally fitted to Ghosts making them the rarest head lamps fitted to any automobile!

Mr. Beatty, a confirmed bachelor then drove his Twenty Roadster every day for the next 30 years parking the car at his favorite places around the city including the famous Duquesne Club, a private social club founded in 1873. (We found a bar fitted in the golf bag compartment with Duquesne shot glasses.)

At this very same time my father, K.S. Batchelor, was attending high school in Pittsburgh. Already having a keen interest in automobiles he became acquainted with Mr. Beatty's Rolls-Royce and where it might be parked at any given day and time! Dad was enamored with the car and never forgot the Rolls-Royce Roadster.

In 1964, our family was living about an hour away from Pittsburgh and somehow Dad found out that the Beatty Estate had the Rolls-Royce Twenty available to the highest "sealed bid". It turned out that they opened the auction to the two highest sealed bidders but Dad finally got the roadster. Of course, Dad was



Tom age 13 in the front passenger seat



Dad's 1954 Austin Healey BN2 next to GRK27 photographed in October 1964.

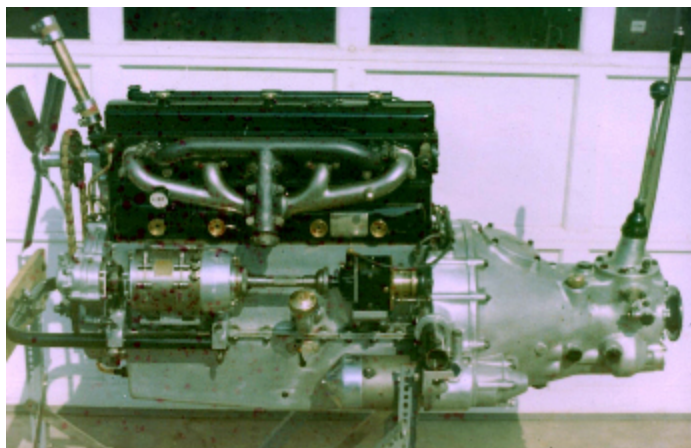
very happy when he came home with “The Flying Lady” in his hand! I was thrilled because at 13, I was already a Gear-Head, as well. This was April 16, 1964.

The next step was to get GRK27 home as no one in those days had car trailers. So Dad borrowed a tow bar and he and I had an adventure on our hands. See the photos of the roadster loaded up at the Beatty Estate and getting the car steam cleaned on the way home. Dad joined the RROC and our family became passionate about all things pre-war Rolls-Royce and attended all the National meets.

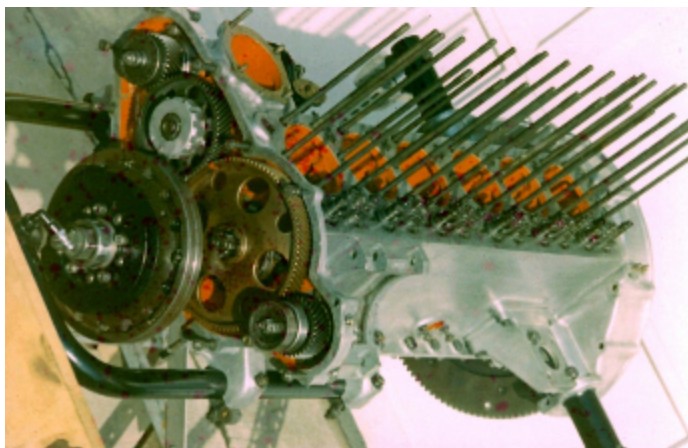
Dad already had a nice home shop and being an engineer and very organized, almost to a fault, he got the Twenty roadworthy and we drove the car on local tours and attended local car shows during the spring and summer of 1964.



Engine parts for GRK27 shown here ready for assembly.



Completed engine with clutch and gearbox ready for installation in the chassis.

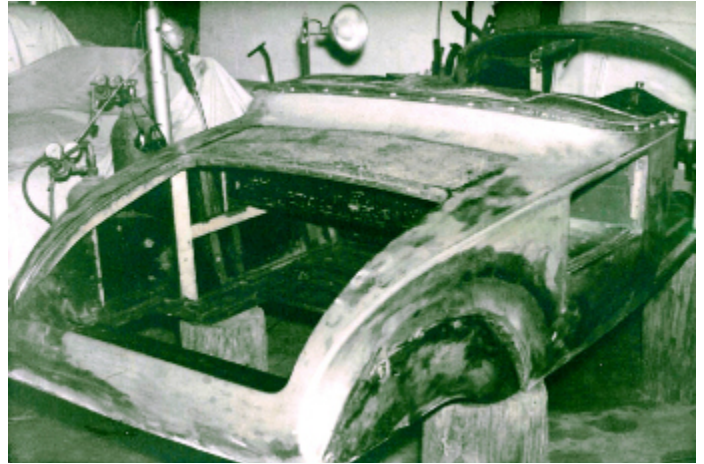


Partially completed engine during the assembly process.

The Goshawk Flier



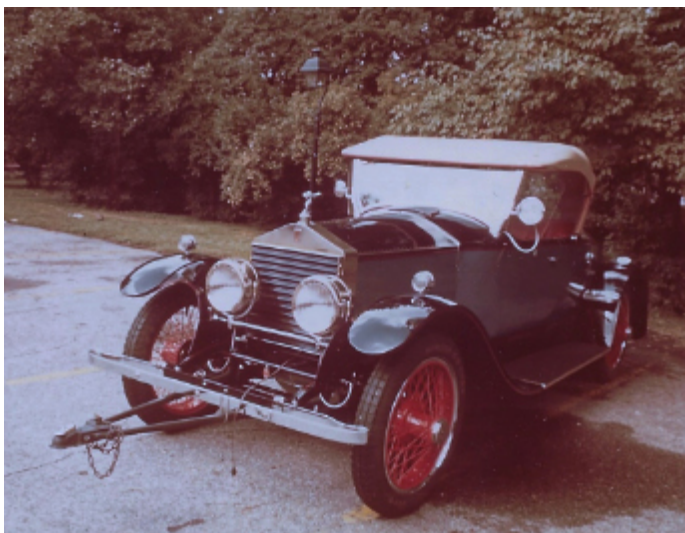
Dad working on restoration of the cowl section of the body.(1965)



New wood framing being fitted to the body (1965).



Dad and Tom work on painting the body (1965)



Arrived in Dearborn for the 1970 RROC National Meet. GRK27 still has the tow bar still attached.

In October, the frame-up restoration was underway. Every nut, bolt, washer, and part was disassembled and attended to. Every thing was restored at home except some engine machine work, upholstery, and the plating. In the next six years, I was with Dad all the way. We visited J.C. Inskip's in New York and even went to Adams and Oliver's, the Rolls-Royce junk yard in England. Dad taught me many things during the restoration including painting as we painted all the parts in our driveway!

While attending National meets, Dad learned about the award for the "Best Personal Restoration" and he worked toward that goal. In those days, the chief judge, Tony Guerrero, visited the people who wanted to compete for that award. Tony was interested in just how much work was actually done by the owner. I remember his visit to us very well. He was very cordial and thorough in his inspection and questions.

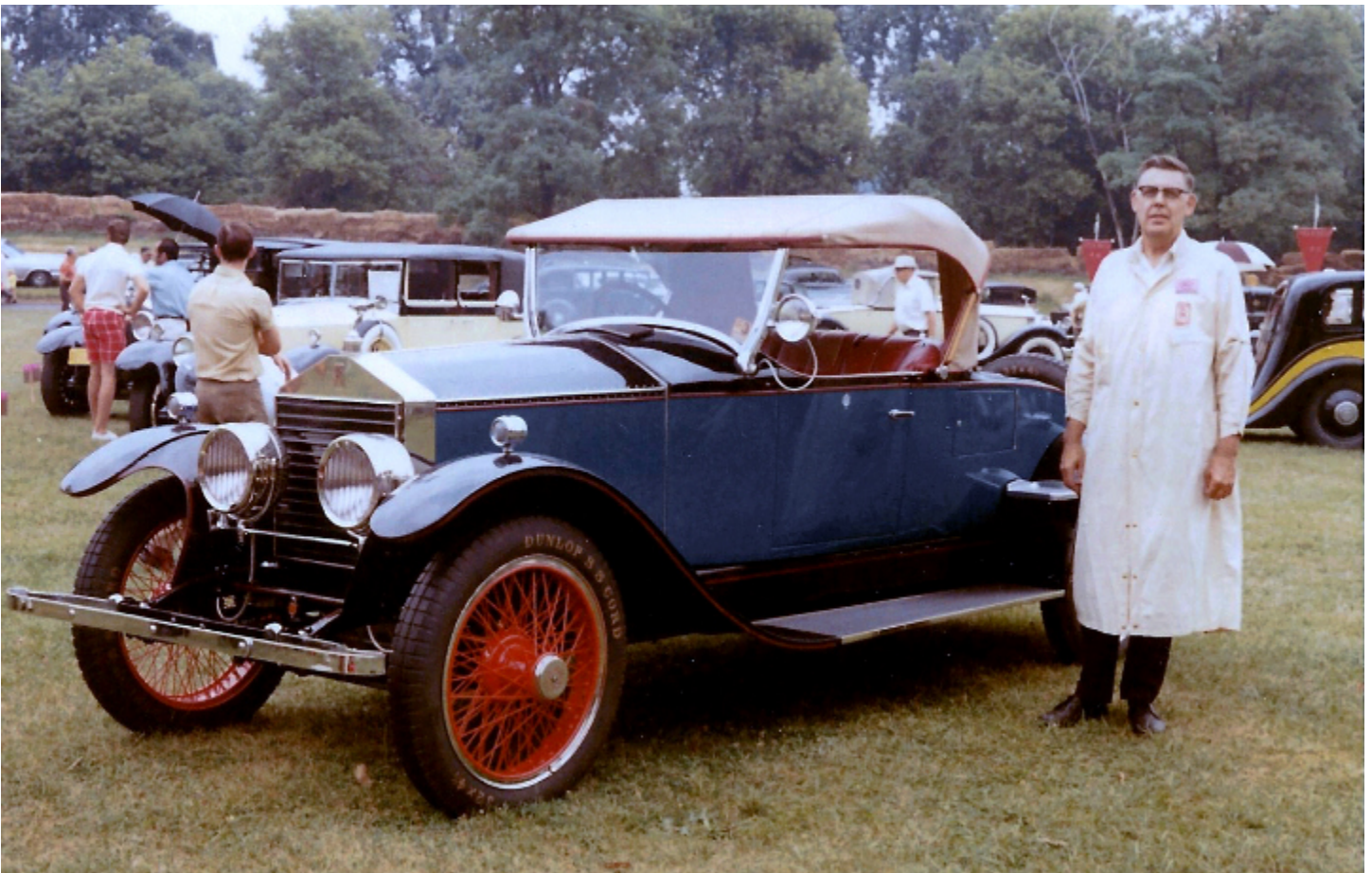
GRK27 slowly came together just in time for the 1970 RROC National Meet in Dearborn, Michigan, which was 300 miles away from where we lived. Again, with no trailer for our finished restoration, we hitched up our tow bar and, again, flat towed our Rolls behind our family car. Just as we got off the turnpike an hour away from Dearborn, a wheel lock ring departed. As luck would have it, we found it in the grass beside the exit and made it to Dearborn.

The show day was rainy after all the six years of hard work. Ann Klein was the Lead Judge for our class. The judging went well but Ann was determined to inspect the fluid level in the battery! So in the rain, we opened the rumble seat, unloaded rain gear, removed the bottom cushion and carpet, took out the floor board, and removed the battery box lid and the cell caps. Ann was finally satisfied. It was a long day but Dad won his Best Personal Restoration Award from the RROC.

The Goshawk Flier



Completed chassis ready for body in 1967



At RROC 1970 National Meet, Dad receives Guerrero Trophy for best personal restoration



GRK27 is shown here in front of a P-51 Mustang fighter. The connection, of course, is that both are powered by Rolls-Royce engines.



Twenty HP GRK27 shown in Lake Tahoe.

Since 1985 the Twenty has been with me in Reno, Nevada. For 24 years the car was kept at our second home at Lake Tahoe an hour away. On weekends we only used the Roadster for transportation around the Lake. We put many smiles on people visiting the Tahoe area from all over the world. We even got a great write up in a Japanese magazine about lifestyle in the U.S.A. Dad is gone now, but we still maintain the car in Reno and hope to attend the National RROC San Diego meet in May of 2022.

Growing up with Rolls-Royce Motorcars - Part 1

by Daniel Ackerman, Michigan



Daniel Ackerman and his 1924 Twenty HP Tourer chassis #GMK3 (Photo: Gates)

My first memory as a child was walking out of my parents' laundry room as my dad mentioned that an acquaintance of his acquired a Rolls-Royce. To be honest, I have no idea why this is my first memory. Although I know I spent my life since a newborn obsessed with cars (i.e., I would refuse to join meals at restaurants without a mini-lunch box full of 1:64 scale toy cars), I do not know why this single memory of hearing the name "Rolls-Royce" resonated with me in such a significant fashion – but it did.

Fast forward a handful of years to December of 2001: I was a newly-minted eight year old with little understanding of the world, but – still – an uncanny passion for cars. As I walked down the Worth Avenue with my parents (we were visiting Palm Beach, Florida at the time), my attention was caught by a particularly unique and elegant vehicle. I noticed the vehicle's bold grille and timeless design, all to realize that this car was, indeed, a Rolls-Royce. I spent the drive home asking my dad endless questions about the marque, even though he admitted he had limited

knowledge of the brand (although he is a Detroit native, he is far from a car fanatic). Nonetheless, I needed to know everything I could about the company.

After endless inquiries, my parents – who have always supported my obscure interests – drove me to the local Barnes & Noble, where they let me purchase nearly every book and magazine with even the slightest reference to Rolls-Royce. I went home and spent every waking moment learning about the brand. After almost a week of reading these books and magazines in my room, my parents began to further embrace my newfound passion and reached out to friends and friends-of-friends to see if they knew of any local Rolls-Royce owners. Within a few months, I was granted my first opportunity to ride in a Rolls-Royce: a relatively new Silver Seraph owned by the widow of a local RROC member. She entertained my interest and spent the day driving me around town in the vehicle as she ran errands and answered my countless questions about the car.



This photo was taken after my family test drove the 1953 Rolls-Royce Silver Dawn in Florida. This is the first classic Rolls-Royce that I ever sat or rode in. Photo: Ackerman.

I was blown away by every characteristic of the car and its brand: timeless styling, refined performance, impeccable build quality, attention to detail, historical pedigree, endless stories, and (at that time) nearly one hundred years of fascinating owners. At this point, I knew I would spend my life aspiring to own, drive, experience, and live a part of the Rolls-Royce story.

Over the next year, I failed to go more than an hour without discussing Rolls-Royce and Bentley vehicles. Eventually, my mom and dad caught (enough of) the bug and began to fully embrace my passion. In December 2002, we test drove and inspected the first of many, many Rolls-Royce and Bentley vehicles – a 1953 Rolls-Royce Silver Wraith for sale in West Palm Beach, Florida. As my dad drove the car around the block (with the salesman in the front passenger seat), I fell in love with the supple seats, ample legroom, and perfectly positioned “laptop tables” (the salesman thought this would be the best way to sell the idea to a nine-year-old). Needless to say, I was beyond disappointed when we returned to the showroom to hear that my dad had zero interest in acquiring the vehicle.

After another year of hearing about nothing besides Rolls-Royce, and after inspecting dozens of cars in the process, my family visited a Fort Lauderdale-based classic Rolls-Royce dealership. After test driving (as always) a handful of cars that I had given up hope on ever acquiring, my parents seemed to find interest in a beautifully presented 1978 Bentley T2 (SBX31673). As we went on a second test drive with the vehicle, I realized that this car could be the one. I was shocked – and enthused – when my parents agreed to put in a lowball offer on the car. Six weeks later, my dad and I



My older brother, Matthew, and I stand next to our 1978 Bentley T2 on the day our family purchased it. This photo was taken at Cars Internationale in Fort Lauderdale, Florida. Photo: Ackerman

spent an evening shoveling snow off our Michigan driveway to allow room for our newly-procured rear-wheel-drive baby to make it to the garage.

The next several years are a bit of a blur. I recall endlessly spending my free time before school, after school, on weekends, and on vacation with the T2. Whether I was reading about the vehicle, memorizing its dimensions, or learning about the countless hours Crewe spent tailoring its upholstery, I somehow always found a project to ensure that I would never leave the T2's side.

The T2 also came with countless memories. On one occasion in 2005, my dad and I spent a weekend in Windsor, Ontario, chauffeuring family friends between their wedding ceremony and reception. However, we got lost on our way and ended up at a McDonald's drive-thru (with the newlyweds in the backseat) as we asked for directions. My dad humorously briefly honked the car's horn on the drive home, but it ended up stuck in the on position from downtown Windsor, through the Windsor Tunnel, until we entered U.S. Customs (when it finally seemed to cease). Years later, in 2008, I obtained my driver's permit, and my dad finally understood the comfort and relaxation of riding in the backseat (a concept that, until then, he never experienced).

Learning how to drive on a 1970s car in the late 2000s was an interesting experience. While my driver's education teachers skipped over discussions of non-anti-locking brakes, I could not skip such lessons (but, to my credit, my driver's education teachers also failed to mention the discounted insurance rates that often come with classic cars).



Standing next to the Bentley T2 on the day we donated it to the RROC Foundation in 2013. Photo: Ackerman

As I began to drive my T2 more frequently, it became a staple with my family and friends. It seemed that the T2 would visit our local ice cream spot, Stroh's Ice Cream Parlour, every night with nice weather. I also had the privilege of getting to know the service department at Suburban Rolls-Royce; to this day, they are some of the greatest people I know.

However, the good times in the T2 did not last forever. In 2012, I moved to Williamsburg, Virginia, to attend college. I left the car in Michigan for the year and, when I returned in the spring, it was clear that such vehicles are not meant to be left sitting. By the end of the summer, my family agreed that it would be best to donate the car to the Rolls-Royce Foundation so that it could be looked after, appreciated, and – of course – driven. The T2 still lives at the Foundation.

While it was difficult giving up the car, I knew that my next Rolls-Royce/Bentley acquisition would be for my true dream car: a pre-war Rolls-Royce convertible. I expected to wait another decade or two before such a dream would be possible, but I knew that a pre-war vehicle would be the pinnacle of automotive fun. I spent my days and nights chatting with friends about the beauty and quality of the early Rolls-Royce vehicles. I think most got tired of my pre-

war car talk, but they kindly never told me that directly.

As the spring of 2015 approached, I moved for a few months to Boston to study for the LSAT law school admissions exam and for my new “job” (I spent my non-studying hours as an Uber driver). My dad, in his typical and supportive fashion, came with me for the drive. Of course, we rerouted our trip so that we could stop at the Wood Museum of Springfield History to see M. Allen Swift's Springfield-built 1928 Rolls-Royce Phantom I. This car is famous for M. Allen Swift's record-long 77-year ownership (his father gifted him the car when he was 26 years old). After nearly two hours of photographing and inspecting every detail of the car, we continued our drive to Boston. My dad enjoyed the cars and made a long-shot “bet” that we would acquire a pre-war Rolls-Royce if I received a law school scholarship equivalent to the cost of the car.

With that in mind, there was rarely a free moment over the next nine months in which I was not studying (or driving for Uber). I was beyond fortunate when the studying paid off and I learned of my admission – and scholarship – to attend Michigan Law School.

To be honest, I did not believe that we would actually acquire a pre-war car (or, at least, that we would acquire one before 2030). However, in December 2015, my parents and I visited my brother in London (he was enrolled at LSE at the time), and we thought it would be a perfect time to tour the countryside and check out a handful of the most reasonably-priced Small Horsepower open tourers for sale. At that point, I had spent over a decade tracking online advertisements for pre-war Rolls-Royce vehicles – but I never thought we would see any in person.

Given the age restrictions for rental cars, the only way I could rent a car was through Zipcar. So, we picked up our Volkswagen Golf Zipcar and spent the next 15 hours circling England in search of a Small Horsepower. After a few visits and test drives, the sun went down, and we were off to Cheshire for our last visit. As we pulled into the driveway of the owner's home, we laid eyes on a beautiful 1924 Twenty Open Tourer (GMK3) for the first time. Although it was dark outside, the car had a presence that seemed to illuminate the block. We were in awe and agreement of the car's beauty. At this point, we knew our job was to act unimpressed as soon as we exited our Zipcar.

The car's owner, Alexander Entwistle, had impeccable knowledge of pre-war Rolls-Royce



My mom, dad, brother, and sister join me for our weekly ice cream drive. Photo: Ackerman

vehicles (as well as just about everything else automotive), and he immediately made us feel at home. After I walked dozens of circles around the car – still in awe of its beauty – I was giddy, but of course, I tried my best to hide my excitement.

Alex offered for me the opportunity to drive the car, but I had to inform him that I did not know how to drive a stick shift (let alone a non-synchronized transmission). Accordingly, Alex took my mom, brother, and me for a ride down the street. Although I have experienced many convertibles, I never experienced a ride like this. The ride only lasted about fifteen minutes, but I remember every second like it was yesterday.

Suddenly, my family seemed to understand my passion for pre-war Rolls-Royce convertibles. Everyone was a fan, and everyone looked forward to our future drives to Stroh's Ice Cream Parlour in the car. We agreed to purchase the car the next week, and I began working to import the vehicle. I knew that it would be a complicated process to ship the car back to Michigan, but I had no idea how long it would take and the amount of paperwork required. After three months in transit (including a two-week detainment by Customs), the car arrived at Rod Sala's Park-Ward Motors near Chicago, where his team lubricated the Twenty's dozens of lubrication points and repaired the vehicle's starter.

With the car stateside and drivable, it was my turn to learn to drive it. However, I was afraid that the car would not be the best candidate for a first-timer to learn to drive a stick shift, so I purchased a questionable 1996 Chevrolet S10 on Craigslist for \$400. While the car was not the best option for perfecting stick shift driving (i.e., second and fourth

gear did not work), it was sufficient and had me comfortable enough to give my Twenty a try.

After dozens of hours of reading the 1920s-era owner's manual and watching countless YouTube videos, the car arrived at my parents' house in Michigan. It was the most exciting inaugural drive of my life.

I spent the day driving around with my brother. And that night. And the next day. And every beautiful summer day since.

When we first acquired our Twenty, it turned heads everywhere. While a 90+ year old Rolls-Royce is a rare sight in a car collector's air-conditioned garage, it is an even-rarer sight at Stroh's, CVS, the grocery store, and everywhere else I drive it. By the end of the summer, though, it became a sufficiently common sight around town that it almost started to "blend in."

It took me a few months to perfect my double-clutching abilities and nearly three years to perfect downshifting without grinding gears.

There is nothing like driving the car. However, it has a few shortfalls. For example, the front bench seat is positioned so far back that it is tough to drive for more than a few minutes without feeling like I ran a half-marathon. Also, because my family and friends are afraid to break anything, no one else (besides the experts at Classic & Exotic Service / Straight Eight Service) has ever taken up my offer to try driving it. Maybe one day...

The car has been pretty reliable, but it has had a handful of notable instances in which it "failed to proceed." The first failure occurred while I was driving down Woodward Avenue's right-hand lane during the Woodward Dream Cruise. As we passed dozens of bleachers full of onlookers and the stand for a local radio channel that was presenting live, the car experienced its inaugural failure. Luckily, my only passenger at the time was my sister's then-new boyfriend, who was a great sport about the incident (fortunately, the incident did not scare him off, as he has since become my brother-in-law).

While the Woodward Dream Cruise breakdown was a relatively simple fix (the fuel line disconnected itself) and did not require a tow truck to take us home, it may have been an outlier in that respect (I learned my lesson quickly and upgraded my AAA membership to the top tier).

Mechanically, the car's most frequent issues have involved the starter system. However, I prefer to count my blessing and appreciate the great times that I have had – and plan to continue having – once the car is



Instruments and driver's controls of GMK3. Note Study books for Michigan Bar Exam in footwell! Photo: Gates

running! The car drives fantastic for its age and rarely goes undriven for more than a day or two at a time during the summer. However, I am a bit geographically limited when driving it, given that it cruises best between 25 and 35 miles per hour.

Overall, the vehicle drives well and looks great, but its condition is closer to “survivor” than “concourse.” The car has its fair share of scratches, chips, and leather wrinkles. But these imperfections are perfectly suitable for the car’s use. It is not meant to be trailered to car shows. Instead, it is meant to be driven – and shared with others – as much as possible. In the pre-Covid days, the car would rarely embark on a simple drive from Point A to Point B without newfound fans getting a chance to take a photo or ride in the car.

Unfortunately, we know very little about the car’s history. However, I have experienced quite a bit of support and assistance from Rolls-Royce enthusiasts and historians in seeking relevant information. Mary White recommended for me to contact Tom Jones, who then reached out to John Fasal for information. From the information gathered, it appears that my Twenty’s chassis was tested on April 24, 1924, and was fitted with engine number G.920 and number plate FY 7023. The engine number and number plate are still with the car today. According to Tom Jones’ rare Company’s Guarantee Book, it appears that the car was sold to F.J. Walters Esq., whose address was “26 Waterloo Rd Birkdale.” Also, according to Tom Jones, the registration “FY” was issued by Southport County Borough Council between September 1905 and January 1927, keeping with the records of the Guarantee Book. Colin Hughes and Tom Clarke informed me that the body of the car was originally a 3/4 coupé by Taylors. A 3/4 coupé body has a window in both of the (two) doors and a small window behind



Mascot and radiator shell. Note that the shell has rounded edges, rather than sharp box edges. Photo: Gates

each door. Another RROC member, Al McEwan, searched RROC directories back to the late 1950s and was only able to find the following reference to GMK3: the 1978 Directory shows that the GMK3 chassis was owned by Terry Talbot in the UK. John Fasal’s book on the Twenty states that the chassis was owned by M R Cale at the time of the book (published in 1979).

If anyone reading this has any further information on the history of the vehicle (or the whereabouts of its prior owners), please let me know! I will make sure that all information gathered will never be lost again.

As Covid-19 shutdowns took the world by storm, I assumed that I would not have the opportunity to get the Twenty out of storage and serviced for the first time. Accordingly, I turned my attention to my dream daily driver (my daily drive entails far too much highway driving for the Twenty). After posting on the Rolls-Royce Owners Club forum to find a “low-priced” Corniche convertible, I received a message from Carlen Colgett (Acme Car Service in Hayward, California) about a customer’s 1982 Corniche. Roy Rasmussen, the Corniche’s owner (a longtime RROC member), could not have been friendlier and more helpful. He contributed incredible amounts of attention to maintaining his Corniche, and his efforts were quite evident.

Within a month, the Twenty’s new (well, 58 years newer) stablemate arrived and was ready to be driven away. A month after that, the Corniche already accumulated over 2,000 new miles. The Corniche, like the Twenty, is a crowd-favorite and it has been an absolute joy to drive and appreciate. Additionally, unlike the Twenty, the Corniche has served as the ceremonious first Rolls-Royce driven by many of my family and friends.



*Weathered trunk mounted on GMK3 speaks to its many years of service.
Photo: Gates*



Ready for touring at the 2019 National Meet in Detroit. Photo: Gates

I recently shipped the Corniche to Miami so that I could find new excuses to drive it while the wintry Michigan roads are full of snow and salt. Driving the Corniche around Miami is a fantastic time, but I look forward to shipping the Twenty there in the future. I can guarantee the Twenty will be one of the most unique vehicles to travel Collins Avenue in recent memory.

I am incredibly grateful for many people who have contributed time towards my passion (obsession) for Rolls-Royce and Bentley vehicles. In addition to the individuals mentioned above, I feel beyond fortunate for the time and assistance provided by local RROC members, including Roy Margenau, Gary Rock, Maryann Rock, Richard Vaughn, and countless others.

Similarly, I am unspeakably thankful for my grandparents and siblings who have patiently listened to me talking about these vehicles since I learned how to talk.

And, above all else, I am eternally grateful for my loving mom and dad ("Crazy Al"), who have always entertained, supported, and embraced my interest in Rolls-Royce and Bentley vehicles, even though neither of them has much of an interest in cars.



*GMK3 with its newer stablemate, 1982 Corniche dhc #DAC-05493.
Photo: Ackerman*



Family support has played a major role in the author's hobby. Here Daniel and his dad cruise Woodward Blvd. In the Corniche. Photo: Ackerman

A Tale of a 20/25 with “Fuel Troubles”

Story & Photos by Richard Coombs, North Carolina



Engine compartment of GYD44 showing the “Cat’s Back” carburettor arrangement.

The Saga of the hesitant 20/25, GYD44 begins in October 2020 when suddenly and without warning after 20 years of near total reliability she, “The Green Goddess” decided to stop running at the bottom of a long hill we had just descended. After pulling over to a grassy verge and the muttering of dire threats by all concerned, pressing the starter button had the usual result- she started and ran sufficiently well to take us the few miles needed to get home, albeit with two more unplanned stops along the way. As this was nearing the end of the year and with the expectation of cool weather arriving there was no panic to sort out the gremlins under the bonnet.

With the coming of Spring however it was deemed necessary to get into the garage and troubleshoot the engine to restore the normally reliable working. One push on the starter was all that was needed to get things moving, and for approximately 30 seconds all went well before spluttering to a stop. This became the pattern, the engine would run for a short time before stopping amid coughing and spluttering, and gave every indication that the fuel system was the source of the problem. The fuel filter on the firewall has long ago been upgraded from the comical brass discs provided by R-R to a replaceable paper element from NAPA #3038. GYD44 being a late 1934 car is fitted with a variable venturi carburettor along the lines of the SU carbs so popular on many British cars from the 1920’s until the advent of Fuel Injection. The carburettor does not look like an SU because the piston assembly is hidden by the air intake so it does not have the familiar cylindrical alloy cover found on



The author made this gauge to verify proper fuel level..

SU’s. It looks somewhat like a sitting cat- hence the colloquial name of ‘Cats Back’. However the operating principles are the same with a piston carrying a tapered needle which is inserted into the main jet, and the piston is positioned by intake manifold vacuum according to the load placed on the engine. Removing the float chamber cover shows the float and it is a simple matter to check the fuel level in the chamber with a home made gauge. The level is specified as 7/8” below the top surface of the float chamber, and it was found to be correct.

If the fuel level has to be adjusted it is necessary to change the shims which are placed between the main jet and the body of the carb. Reducing the thickness of the shims will lower the fuel level in the float chamber, with a change of 0.032” in the shim resulting in a change of 0.064” approx. in the fuel level. With the fuel level set as specified it is approx. 1/8” below the top of the main jet which can be seen when the piston is removed. Operating the choke lever causes the jet to lower and thereby deliver a rich mixture for cold starting, exactly as on an SU.

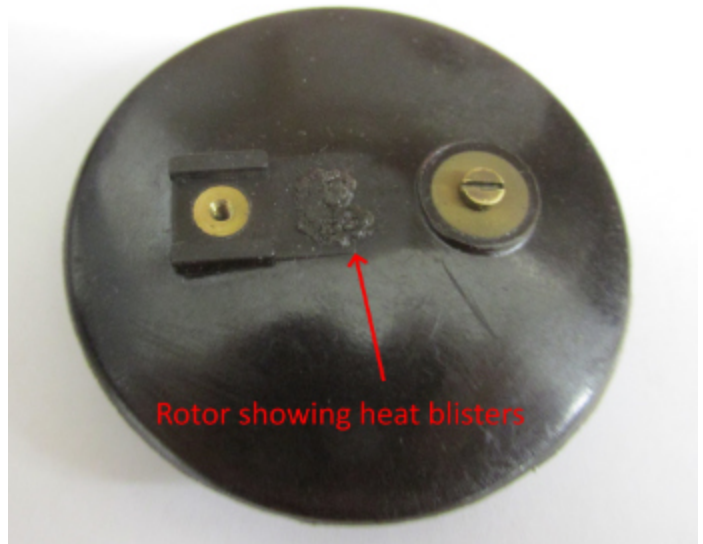
I spoke to Pierce Reid at The Vintage Garage in Stowe, Vermont and he said that in his experience more than 90% of supposed “Carburettor Problems” were in fact Ignition Problems! On his advice I ran the engine on the Magneto with the same result. The engine would run for a short time and then stop. By this time I had come to the conclusion that the trouble must lie elsewhere which of course points to the ignition being the culprit.

When the distributor cap and rotor were removed the central copper contact was seen to be against the rotor body instead of being raised off the surface. When the contact was removed the surface of the rotor showed blisters caused by heat generated at the contact. There was clearly a bad electrical connection at the point of contact between the rotor and the carbon brush attached to the distributor cap. The underside of the rotor also clearly showed blistering at the base of the mounting hole. It is known that these rotors have occasionally burnt through in this area which of course sends the HT straight to ground through the distributor shaft and results in an F.T.P. a 'Failure to Proceed'. The use of high output ignition coils will certainly make this more likely, and they should not be used, to avoid potential damage to cap and rotor. A new central contact was fabricated from 0.016" brass sheet and bent it so that it is now 1/8" approx. above the surface of the rotor.

When the new rotor arrives from Will Fiennes' emporium in England this repaired unit will serve as a spare.

"The Green Goddess" immediately started and ran without hesitation as she has for the past 87 years! The moral of this story is that most carburettor problems are in fact ignition problems.

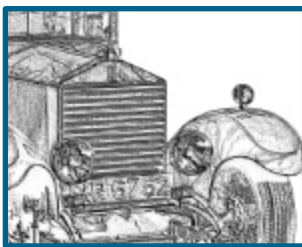
Thank you Pierce...



Top Photo: Blistered surface of the rotor beneath the contact.
Bottom Photo: New contact installed with 1/8" gap above rotor surface.

Wanted

Your ads for:



The Goshawk car or parts you want to sell.

Search for parts needed or cars available

All free of charge for Goshawk members.

Send ad and photo to Mary White, editor:
mcwhite@triad.rr.com

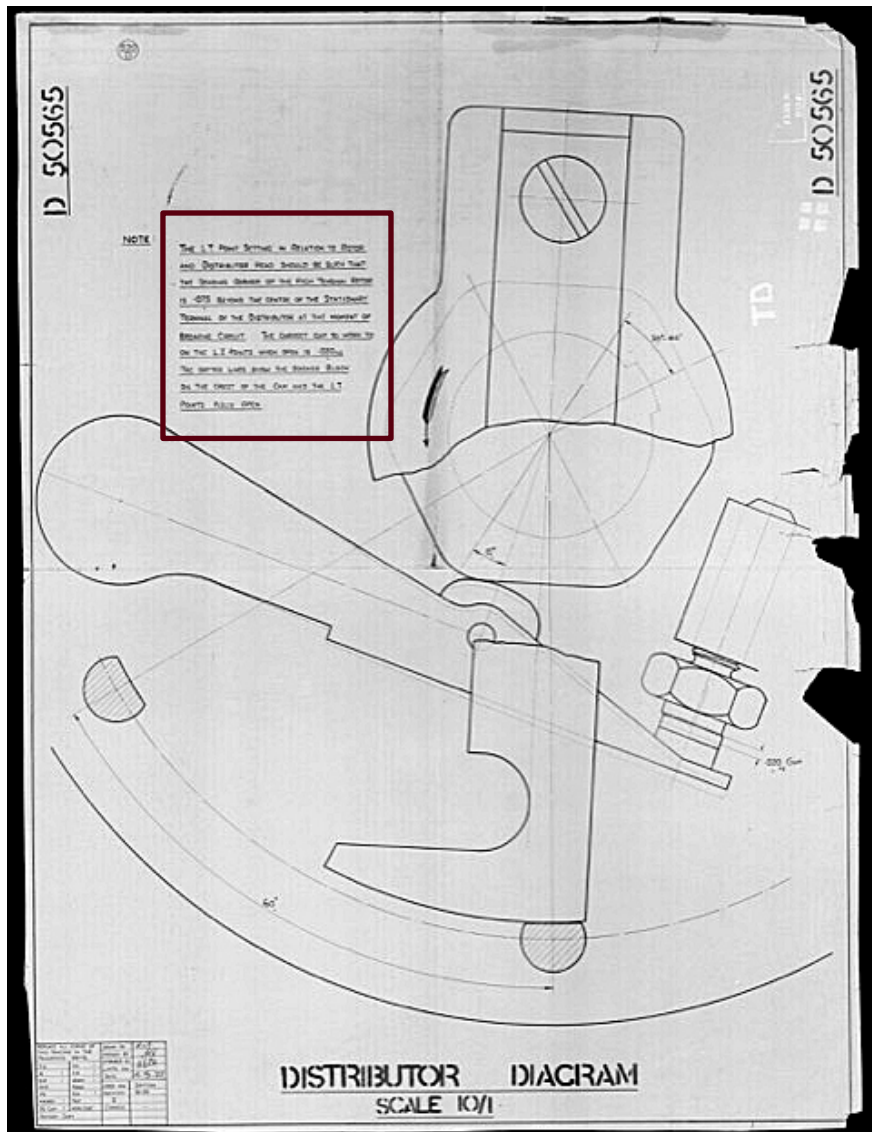
Technical Note: Fuel Level Gauge



If anyone is interested in making a fuel level gauge like the one in the photo, it is an easy project. The wooden base is a 4 inch piece of 1/2" x 1/2" hardwood dowel with a #10-24 screw 2" long threaded through the center. The hole should be drilled with a #25 drill, and the screw will cut the threads in the wood as it is installed. The screw is ground to a point and the wing nut makes it easy to use.

Further Commentary on Pierce Reid's Ignition Article from the Goshawk Flier #21-1

By Will Fiennes of Fiennes Group in Oxford, UK.



Will wrote in an e-mail to Pierce:

Thanks for sight of your article. It has always puzzled me why this has been such a contentious issue, when all the R-R drawings are unequivocal in showing the configuration. Admittedly, not everybody can access or locate the drawings so may not have had sight of them.

And yes, I was at the Seminar at Jefferson's, c. 1999, with John Hunt, but I don't have much memory of the Seminar itself.

One thing I would add in reference your analysis of the mechanical ignition governor. Something which we discovered recently, when looking at the ignition governor on a Wraith, is that there are two different springs against which the bob-weights react or bear. Initially, only one spring is under tension, and as the speed rises there comes a point when the second spring is brought into play. This gives a 'knee' in the centrifugal advance curve so the rate of change of advance against increasing rpm decreases at higher speed until maximum advance is reached.

Mr. Lucas achieved the same thing but with a much simpler governor, albeit not nearly so beautifully engineered! But it worked even so.

Best Regards,

Will

The LT Point setting in relation to rotor and distributor head should be such that the leading corner of the high tension rotor is .075 beyond the center of the stationary terminal of the distributor at the moment of breaking circuit. The correct gap to work to on the LT points when open is .020+2. The dotted lines show the rocker block on the crest of the cam and the LT points fully open.

Configuration of the distributor as shown in the original Rolls-Royce engineering drawings. Illustration courtesy of Fiennes Group.