

# The Goshawk Society

## *Flier*



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### *A drive in a Kellner bodied 20/25*

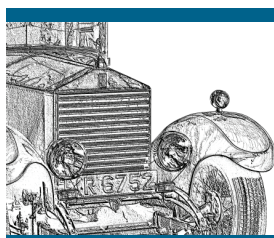
*Doug and Mary White*



*GGP 47, a Kellner (Paris) bodied 20/25 on the back roads of Vermont*

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# Flier

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



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## Chairman's Message

Summer has gone, and now mid-way into Fall and approaching the Holiday Season one more year is about over. This year has been a year of challenges and also of getting to be with our friends once again. It was great to see the Post War cars that attended the Annual Meet in Lake George.

I am looking to the 2021 Holiday Season with much anticipation. We started to resume our normal lives this year and I hope this continues even more for 2022.

A friendly reminder that Simon and Ralph Curzon have planed a mini-meet and judging school to coincide with the Board of Director's Annual Meeting which will be in Charleston, South Carolina. The activities start on January 19, 2022. A flyer is posted on the RROC website with details. I encourage all our society members to bring their cars and participate in the mini-meet. Hopefully the weather will cooperate.

Al Briseno, Jr.  
Chairman



## 2022 Calendar of Events

2022 will be a milestone year for the Twenty HP cars. Plans are already underway to celebrate the model's 100th anniversary. We hope that you will be able to participate in some of the activities.

A commemorative badge for the Centenary of the Twenty HP is being produced and will be available in January 2022. The badge was designed as a joint project between Mary White of the Goshawk Society (RROC affiliate) and with Tom Jones of the RREC 20HP Register. The badge features John Fasal's 1922 Twenty HP Barker tourer, 42GO. A promotion for the badge is on the next page. **You must pre-order a badge for your car by Dec 1, 2021 by sending a check or using PayPal to Mary White (or Tom Jones if you live outside the US or CN.**

### Events & Tours

#### April 8-15 ~ Phantom I Society Tour

The PI Society is offering a hub tour in eastern Pennsylvania. It will be based in Chadds Ford, PA. They invite all vintage RR/B owners to participate. Contact Henry Hensley for more information - [henrylhensley@comcast.net](mailto:henrylhensley@comcast.net)

#### June 8-11 ~ Small Horsepower Seminar

To be held at the Vintage Garage in Stowe, VT. Hosted by Pierce Reid. More details in the next issue, but mark your calendar now.

#### June 21-24 ~ RROC Annual Meet in San Diego

The Goshawk Society will offer special events in conjunction with the RROC Meet. Please try to bring your small hp RR's to the meet. The Wednesday evening Fiesta will feature all Twenty RR's at the meet. Of course, we'll have our annual meeting as well as a tech session. If you live too far to drive to the meet, Steve Capra of McCollister's Auto Transport (they are partnering with the RROC and supporting the annual meets) is offering a RROC discount for shipping a single car and a higher discount for 4+ cars from the same location. Costs will vary depending on pickup location.

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

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



*John Peirson's 1927 Twenty Barker tourer GRJ41*

In the 1970s Horsfields made several replica Barker tourers like this. They all seem to be cream and red! I bought this one in March 2019.

I've added turn signals and brake lights and a rear trunk. I've replaced all six brake ropes, and relined all brake shoes, so now the car both goes really well and stops really well – it is of course a four speed, four wheel brakes car.

Unfortunately all the roads around where I live (West Vancouver, B.C., Canada) are fast, busy, main roads. We don't have any quiet rural roads suitable for 45 mph Twenties, so the car is currently for sale. The car completed a 150 mile tour on Vancouver Island in September.

N.B. my first car was also a 1927 Twenty, back in 1962. That's almost sixty years ago! Cheers – John



## Centenary of the Rolls-Royce 20HP

**Celebrate the 100th Anniversary with this limited edition Badge  
designed by the RREC Twenty Register and the RROC Goshawk Society**

The 20hp car was launched in London on 6 October 1922, after a four-year development programme under very difficult economic conditions. Industry was still suffering the aftermath of the Great War and there were large stocks of unsold Silver Ghost chassis. Rolls-Royce were at the same time developing the Phantom (to replace the Silver Ghost) as well as their aero engines, especially the Eagle and Kestrel. Perhaps because of this, the new 20hp was said to have been not well promoted. Nevertheless, it proved to be a most popular car.

This popularity arose because of the supreme build quality of the 20hp. It was designed for reliability, longevity, plus comfort and quietness when driving. Remember that the speed limit throughout the UK during the whole of the 1920s was only 20mph, so there was no need for the car to be capable of more than 60mph! The car was subject to constant improvement throughout its (nearly) seven years of production life, following customer feedback and rigorous testing to destruction at the Derby factory.

The 20hp went on to be the parent of all Rolls-Royce and Bentley cars (except the Phantoms) up to the end of Silver Cloud I production in 1957. The engine was progressively developed such that its power output increased from 40-50 bhp (20hp) to 155 bhp (Silver Cloud I).

The badge features John Fasal's 1922 42G0, one of the earliest 20hp cars still with its original body. The image is reproduced with John's kind permission from his monumental book of *The Rolls-Royce Twenty*.

**You must pre-order your badge by Dec 1, 2021. Shipments starting early January, 2022.**

**US and CN orders through Mary White, Goshawk Society, mcwhite@triad.rr.com, 336-408-0415.**

**1815 Virginia Rd. Winston-Salem, NC 27104, Price \$45 US plus postage - check or PayPal.**

**UK, European and worldwide orders through Tom Jones, 20hp Registrar: tomrsjones@gmail.com.**

**+44(0)1726 61180 Price is expected to be £35 per badge, including VAT, plus postage**

## GGP 47 ~ 1930 20/25 Brougham coupé by Kellner (Paris)

*Very French Lines*



*GGP47 in profile: The elegant line of the fenders contrasts with the upright passenger compartment.*

GGP47, a 1930 20/25 bodied by the French coachbuilding firm Kellner was brought to Pierce Reid for recommissioning after sitting unused for an unspecified period of time. When examined at the Vintage Garage it was found to be in need of both mechanical and cosmetic service but was, nevertheless, obviously a spectacular and important automobile. During its time in storage it had been home to squirrels or chipmunks which had destroyed the interior fabric and whose urine had corroded through the aluminum body skin in one small area.

On recommissioning it was decided to replace the interior fabric but because of the spectacular hand-painted cane work it was decided to preserve the original finish and do minimal work to the paneling. Interior wood was in good condition and only required cleaning. Interior brightwork needed only polishing. Fenders had been resprayed black in the past but were in good condition, though rusted where they joined the running boards. New metal was welded in and paint

carefully blended into the old finish. Overall, while the coach paint had aged, it had a delightful patina and was simply cleaned and waxed.

With an indicated mileage of 40,000 kilometers (probably 140,000) the car appeared to have been well serviced mechanically throughout its lifetime. The engine was disassembled and cleaned, bearings were in good condition but the pistons, rings, and cylinder head and rocker shaft required replacement. All engine peripherals were refurbished and maintenance attended to. The chassis required replacement of three worn shackle pins, spring re-arching and cleaning, but was otherwise in superb original condition.

After this sympathetic recommissioning the car was deemed fit for travel. Pierce was eager to display the car and kindly allowed us to “take the car out for a drive” around the Stowe area while we were attending a Rolls-Royce workshop at his Vintage Garage and it is an honor and privilege to describe our impressions.

## GGP 47 ~ 1930 20/25 Brougham coupé by Kellner (Paris)



*Lovely detail on Marchal side lamp.*



*Marchal headlight is finely detailed*



*Getting gas for the drive.*



*Original interior wood, new interior cloth due to damage by squirrels.*

First, as can be seen from the pictures the Kellner coachwork on GGP47 is a striking epitome of French design. Although listed variously as a saloon, fixed head coupe or open drive Brougham the body is best described as a Brougham coupe with dickey seat. In spite of some wear and damage the canework perfectly emphasizes the coach carriage style of the body. Opera lanterns add to the formality and the complex Marchal headlamps are incomparably French. The interior has been beautifully reupholstered in tan fabric which contrasts nicely with the dark finished wood trim.

The engine starts easily and runs evenly and silently. Clutch action is smooth and the gears shift easily with synchromesh in third and fourth gears. Servo-assisted

four-wheel brakes stop the car smoothly and quickly with minimal pedal pressure. With the large balloon tires the steering is less crisp and precise than with the larger, thinner tires of the Twenty HP but the ride is smoother and more luxurious.

The visual impact and elegance is undeniable and guests at the Trapp Family Resort were obviously delighted when we drove through the porte cochere of the hotel on our test run. In a way the coachwork is similar to that of the 1924 Twenty HP Kellner bodied GRK3 featured in the movie "Gosford Park" and to the Twenty HP GUJ57 with Hooper coachwork owned by David Morrison and Dianne Cervany shown in Flying Lady 20-6, both of which have open front Brougham

## GGP 47 ~ 1930 20/25 Brougham coupé by Kellner (Paris)



*The original paint can be seen on the bonnet.*



*Decorative step to get into the dickey seat.*

coachwork harking back to formal horse-drawn carriages.

We expect to see more of GGP47 in the near future as it participates in various Concours d'Elegance in the next year. Already in 2021 it has won several awards at New England Regional Concours events in New Hampshire and at Lime Rock, CT. It was a great pleasure to have the opportunity to see and drive this unique example of period coachwork and a superbly-conserved chassis that is essentially the way it left Rolls-Royce.



*Above and below: Views of the engine from both sides of the car.*



**GGP 47 ~ 1930 20/25 Brougham coupé by Kellner (Paris)**



*GGP 47 is great to drive on the back roads*

## GWN 76, a 1936 25/30 gets a new life in the Foundation seminars

In 2015, a life member of the RROC donated GWN76 a 1936 25/30 Rolls-Royce to the the Rolls-Royce Foundation. The car has a stylish five-passenger coupe body by John S. Woolley LTD of Nottingham, England, a typical British provincial coach builder having built high-class carriages for the local gentry. GWN76 appears to be one of the next to the last Rolls-Royces bodied by Woolley's, being delivered to F. C. W. Newman in January, 1937. In keeping with the latest styles from leading London coach builders, the car has a swept tail, gracefully projecting boot, and chrome side moulding spear. The door handles have their own Art Deco styling. The car has twin side mounts, it also has an "Auto-Altimeter" mounted on the fascia. It is painted black with dark green side panels, and the green is carried through the leather seats.



***GWN 76 with engine in place but without radiator and fenders***

Upon arrival, the car was partially disassembled, but was running (although overheating). It was a perfect candidate for a three part RRF technical seminars. First, it was taken down to the frame, which was then sandblasted and repainted. Then all the mechanics were gone through. As the engine was very tight and would not turn freely enough to run, it was dismantled in order to inspect and correct any other issues.

Although the car had gone through a recent rebuilding process, it had faults:

1. The connecting rod big end bearings were fitted too tightly and had thin shims that had become caught between the bearing and the crankshaft.
2. The Main bearings were also tight due to incorrectly placed shims, a slight bend in the crank shaft and some debris on the bearings
3. Pistons and bores were fine as well as everything else in the crankcase
4. There was a missing dowel pin on #4 upper main bearing

To correct these issues, the following was done:

1. Crankshaft was dismantled, cleansed, straightened, polished and re-assembled.
2. Replacement connecting rods were found with undersized bearings that were fitted
3. Connecting rod small end bushings were also replaced
4. All oil passageways and oil pipes were cleaned
5. Main bearings were inspected, cleaned, measured, and shims placed properly

On the following pages is a photo essay of the seminar accomplishments:..

## GWN 76, a 1936 25/30 gets a new life in the Foundation seminars

*Photos submitted by Mary Kate Beyer, Tim Jayne and Mary White*



*GWN 76 as it arrived at RRF.*



*Removing the engine from the chassis.*



*Placement of straps to lift and prevent damage.*

**GWN 76, a 1936 25/30 gets a new life in the Foundation seminars**



*Bolting the engine to stand.*



*Frame with engine removed.*



*Rocker shaft  
and rockers.*



*Rockers and push rods removed from cylinder head.*

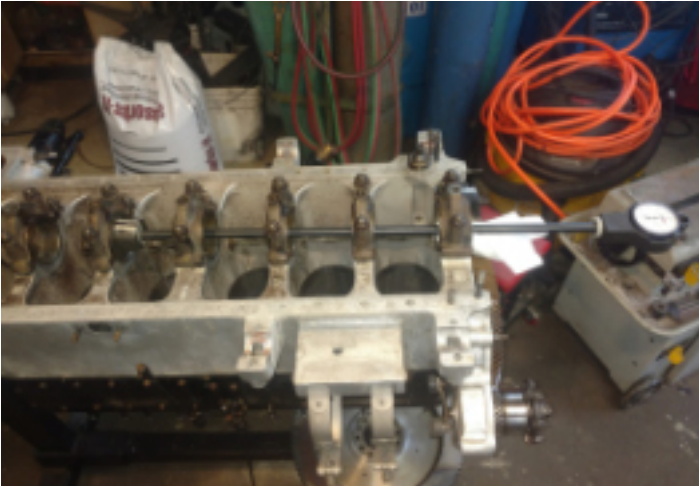


*Valve springs and keepers with rocker assemblies removed.*

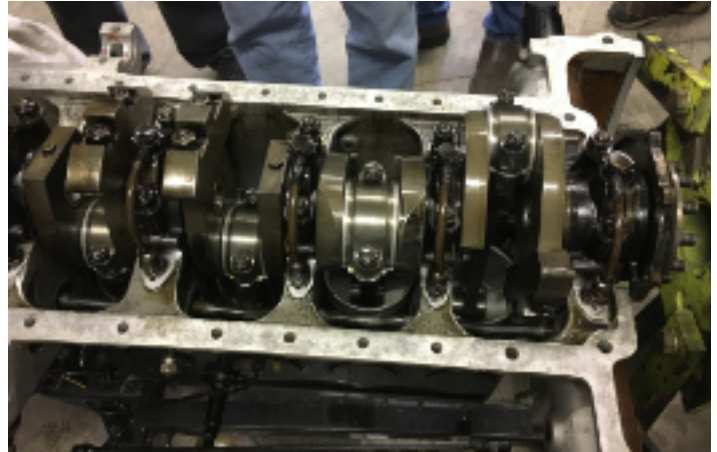
*Cylinder block  
with head  
removed, looking  
at pistons with  
lots of long thin  
studs.*



## GWN 76, a 1936 25/30 gets a new life in the Foundation seminars



*Measuring main bearings.*



*Above and Right:  
Measuring crankshaft  
main journals.*



*These incorrect thin steel shims had slipped and protruded past the bearing clearance and interfered with the crankshaft.*



*Left: Crankshaft  
straightened and  
polished.*

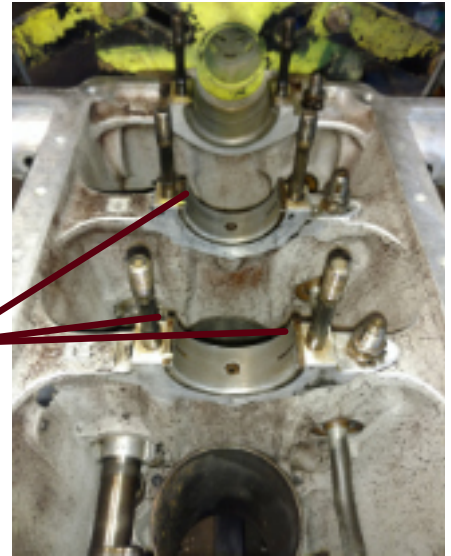


*Crankshaft - sludge traps cleaned.*

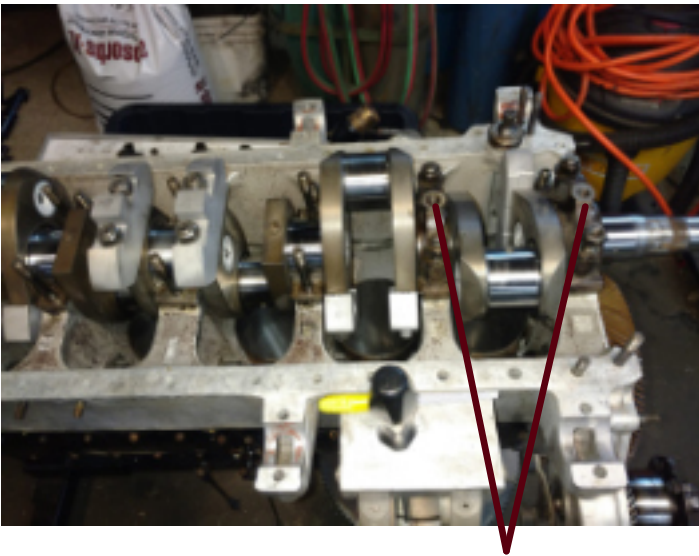
**GWN 76, a 1936 25/30 gets a new life in the Foundation seminars**



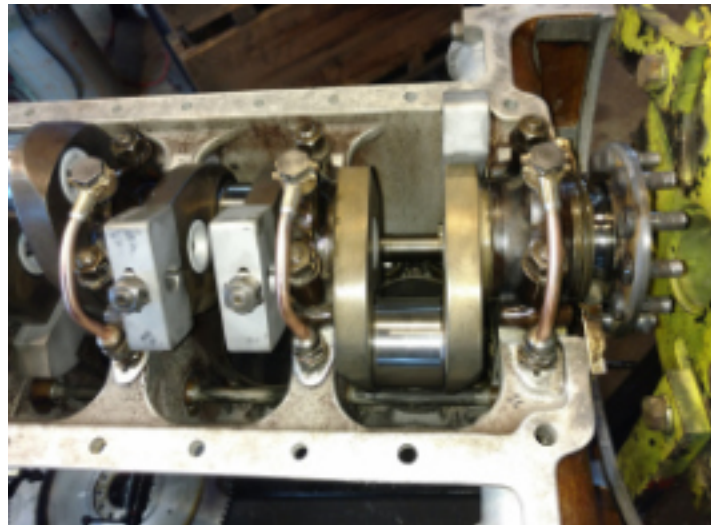
*All the  
aluminum plugs  
removed from  
crankshaft  
sludge traps.*



*Main bearings  
with shims.*



*Caps in place on front two main bearings.*



*All internals assembled.*



*Valve timing set.*



*Mary Kate and  
Peter Bayer  
installing the  
oil pan gasket.*

## GWN 76, a 1936 25/30 gets a new life in the Foundation seminars



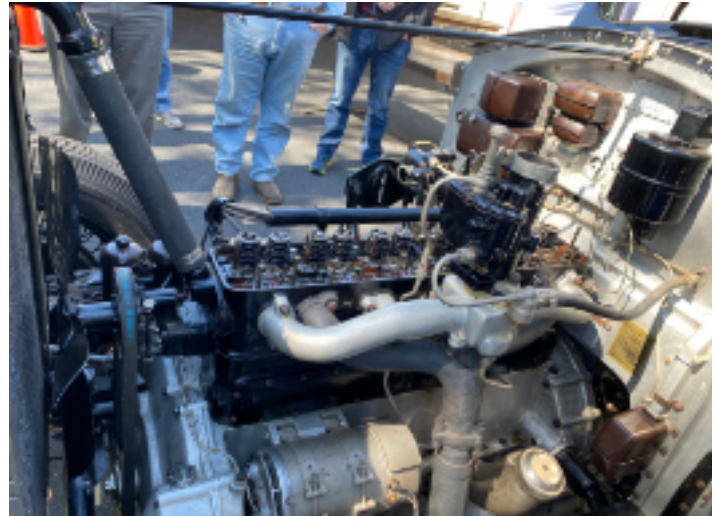
*Above and below: The complete reassembled engine for GWN 76 on the stand awaiting re-installation in the chassis.*

*Attending to finishing touches.*



## Seminar 3 : Finishing touches and ready to go

*By Doug White, NC*



***To re-torque the head, rocker assemblies are removed and the stud nuts are tightened in stages following the proper sequence. The rocker assemblies are then re-installed and valve clearances adjusted.***

The last restoration session was focused on final engine preparation and tuning. First, Phil Brooks reviewed the history of the car and Tim Jayne recapped the engine problems and solutions.

Since the engine had now been run in the chassis for an hour or so it was time to re-torque the head bolts. The rocker shafts with rockers were removed to permit access to all of the stud nuts. Torquing the nuts on the long, thin studs must be done carefully, gently, in stages and always adhering to the proper sequence. The rockers were then reinstalled and valve clearances adjusted, slightly on the loose side to compensate for further compression of the head gasket over time.

After starting the engine the carburettor was adjusted to a satisfactory idle speed. With the engine now running smoothly Tim and Phil took the fenderless, bonnetless car for a short spin. It looked like an elegant SoCal street rod but exhibited a quietly burbling exhaust note. Upon their return the engine refurbishment was acclaimed a

roaring, in a subdued RR fashion, success and all present enjoyed an al fresco picnic lunch with chocolate chip cookies for dessert.

Although some reassembly is still required, GWN76 is a strikingly handsome 25/30 and now, running smoothly, is a great addition to the rolling museum of the RROC Foundation. Congratulations to everyone for their hard work and dedication.



**Seminar 3 : On the road with Tim Jayne and Phil Brooks**



*Even absent fenders and bonnet, the striking lines of GWN 76 are evident.*