



THE

GOSHAWK



FLIER



RROC GOSHAWK SOCIETY
SERVING THE SMALL HP COMMUNITY

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As always, I warmly welcome
your articles! and
thanks!!

Terry

Fellow Goshawk Society Members:

Greetings, once again, from Satsop River Farm. The hay is in, the wood cut, split and stacked in the woodshed....so it must be time for the not-yet-famous Goshawk Flier.

Thanks go out to John Carey, Steve Sherrif, Bill Osbourne, Michael Attwood and Laurel Gurnsey for their contributions to this Flier. You, too, can have your name immortalized in this yet-to-be-famous Publication. Tell me what you have been doing, the work you have done to your PMC, investment advice and trips you took.

Trust you have been out on the road with your PMC steed. I know it can be disconcerting to share the road with lesser motorcars....but we Goshawk members are made of strong fabric! It's good to share the oil drips with the surrounding area, rather than just in your garage.

I'll look forward to your missives with wild anticipation.....



Terry,

A member (Alan Talkington) has passed and the Family is in the process of moving a 1929 20 HP Touring to a new home. It is mechanically sound and in original condition with all of the parts to the chassis and coachwork but not fully restored. It even has the original tool kit.

If possible, I would like to represent it in this newsletter. Attached is a .pdf. of the car.

If a full spread of it cannot be in the newsletter, a blurb, picture and a link to it on our website seems the best way to get this news out to our members. I stand ready to represent it for a prospective buyer and arrange the ship as necessary. It is in the Bay Area of California.

Contact info is as follows: 1929 RR 20 HP (GEN 18) a Windovers Cabriolet.

Victoria Talkington (home) 415-383-4049 (office) 415-773-5762
or John Carey (408-264-9256) or JBCarey@sbcglobal.net

If you decide a link to the webpage is best, I will be putting it up soon. Please advise on how to proceed.

CC: Vistoria Talkington

John B. Carey
1929 RR 20HP (GEN36) and more at:
<http://jbcarey.net/>



Greetings.....

An update from DEER RUN FARMS..... GTK-46.... My 1936 20/25.... Freestone and Webb Sports salon is still sitting on standards in my shop.... It is a totally original, un messed with car that really needs to be messed with.... I did mount a new set of tires this winter but mostly I sit in my rocker, enjoying Â a G&T and looking at it.... Andre Blaze found a photo of this car taken in France in 1936... It still carries its original plate... Car has been sitting since 1964 so the engine is soaking.... Dr Finnes did locate a starting handle and it is on its way to DRF.... I will turn the engine by hand... Shows 32000 miles on the clock.... My 1956 S-1 is just out of a year long refresh... Drove her 200 miles on the Texas RROC spring tour last weekend and she performed flawlessly.... There were several outstanding pre war cars on the tour and no one failed to proceed so i guess the car season is off to a good start here in Texas.....

Best Regards,

Â Bill Osborne



MIGHT BE OF INTEREST WITH THE HOTTER WEATHER ARRIVING!

Have had some issues in the last few years, what with the reformulation of petrol and the addition of ethanol, with vaporisation in the fuel injection rail on warm days after our 300,000+ mile 1979 XJ6 has sat for a while following a run. It gets hard to restart, and runs roughly for quite a while until the fuel rail cools down. This also happens on some of our friends' cars and we have had some problems with fuel boiling in carbs, too - may try a similar setup to this on Dick's MkVI??? (Newer cars seem to run a higher fuel injection pressure, so are less susceptible to the problem.)



So - time to move cooler air across the fuel injection rail in the engine. First tried two computer fans with a "manual" hookup from an alligator clip. I would hook the fans to the battery when parking the car after a run to see if the airflow would help at all - and it did indeed allow much easier starting - still with a bit of misfiring on really hot days, but much improved.

Mounted one fan at the front right bottom of the engine compartment below the power steering pump on a convenient brake pipe bracket - this to pull cooler air from under the car up into the engine compartment. (Picture is



taken straight down, radiator to the right.) Added another, smaller, fan just in front of, and above, the upper radiator hose to push the resultant cooler air across the fuel rail towards the back of the engine. Current draw for both fans is only about 0.7 amps, so not a major battery drain, but wanted to find a way to automate the system so it would switch on and off dependent on engine temperature.

Found some bi-metallic disk switches used in commercial heating systems and tried one at first which switches on at 120F and off, on the way back down, at about 80F. Worked fine, but the engine stays warm on an XJ for a long time so the fans took hours and hours to switch off, and anyway, the ambient temp can be about 80+F fairly often. A little more digging found another switch which closes at



140F and opens on the way back down at 120F. This one is working very nicely, mounted with a home-made bracket in contact with the water passage integral with the inlet manifold, right side of the engine - right side cam cover shows at the top of the picture. Power at present is simply pulled off a dedicated 12v source fused in line at 5A, so the fans switch on when the engine warms up and run until the water passage next to the fuel rail drops to 120F.

I am thinking of refining the system so the switch only receives power when the ignition is off, but the fuel rail may benefit from the extra cooling from the airflow even when stuck in traffic, the current draw is negligible, and computer fans are designed to run for years constantly anyway, so may leave as is.

With 100-ishF weather expected soon, more testing will be in order!

Cheers -
Michael

LUGGAGE FOR CLASSIC ERA CARS

Story: Laurel Gurnsey
2010 Louisville Concours/L. Gurnsey

When I was asked to write an article about luggage for Classic Era cars including the Rolls-Royce, I first checked for definitions of luggage and came across this from the Oxford English Dictionary:

*"luggage- 16thC. from lug (v.) "to drag....
what has to be lugged about".*

Having been on vacations involving planes, trains and automobiles, Colin and I have lugged our own share of luggage and now travel with as little as possible. Too many bags make my chiropractor happy, and me distressed.



Historically, luggage (baggage) has carried clothing, army battle supplies, food, medical needs for triage teams, treasures, souvenirs, umbrellas, bug spray, safari pith helmets, tropical holiday mosquito netting, etc. Early luggage pieces (usually chests or trunks) were made of wood or leather. Beautifully embossed gilt and metal chests sit in many museum displays.

People carried belongings West on the Oregon Trail in Conestoga wagons. Stagecoaches, camels, paddle wheelers and trains carted people's baggage. Saddlebags or duffle bags helped early explorers carry maps and hardtack and a change of clothes. Immigrants from Europe brought steamer trunks if they had money and carried carpetbags if they didn't. During the Great Depression,



refugees from the Dust Bowl in both Canada and the U.S. headed west, loading everything they owned on whatever vehicle they had. Or wrapped belongings in cloth they carried on a long stick and hoisted it on their shoulders as they



hopped box cars and rode the rails. The photo at left comes from the University of California 'Dust Bowl Migration' study. Worth reading: *'Riding the Rails, Teenagers On the Move During the Great Depression'* by Errol Lincoln and *'1930sjomc240'sBlog'* for the hobo photo.

With the advent of cars and road trips of various lengths, the problem arose that many early cars didn't have enclosed trunks, so manufacturers simply mounted luggage racks on the roof and the back of the cars. For those with soft-top cars without a boot, like the '26 Bentley 3 L VDP owned by Robin Hines below, a tonneau cover protected luggage stowed in the back seat. Bill Fane's '37 Rolls-Royce Phantom III, with the hard-top and enclosed trunk had a different kind of luggage-carrying ability.



Robin Hines' '26 Bentley



Bill Fane's '37 Rolls-Royce

Brian Park, of *Carryology.com*, has produced some interesting information and photography to show how car companies have created luggage that supplemented the ability of classic cars to transport our 'stuff'. Designers made luggage such as the touring trunk (on the Rolls-Royce below left) that includes storage drawers that fit both clothing and cigars (photos from *carryology.com*)



By the 1920's there were thousands of miles of surfaced roads. More people were touring by car. Luggage strapped on the back of the car was not convenient and when enclosed trunks became possible, designers then had to come up with complex fitted luggage to slide into the new spaces. Brian Park has some negative comments about fitted luggage, in that it wasn't practical (*"too many buckles and straps to undo and too big to haul into a hotel without three porters and several maids to help"*).

In the 1920's and 30's, custom-made luggage was for *"young men who traveled to finish off their educations...and women who travelled to get relaxation from their straining social schedules."* Luggage was wooden and covered in cowhide. Trims were hand stitched and the



interior lined with silk. Suitcases would cost several hundred dollars and be specific to what was packed in them. Hence, hatboxes, toiletry boxes, suit boxes, shoeboxes, etc. Luggage bought as part of a bridal trousseau would last a lifetime.



1920s/30s bag (l) 1940s bags (r)
Google Images

In 1933 America Luggage Works opened up and for car owners who wanted something a little less expensive than custom made, fitted pieces of luggage, they could buy two sizes of suitcases, one for two dollars and one for three. This company is still in business as American Tourister.

On a recent trip to New Zealand, Colin and I found this wonderful stack of vintage luggage in an antique store in a small North Island town.

Happy travelling for the next Rolls-Royce event you undertake.

And remember
.....**don't take what
you can't 'lug'.**

Article originally written by Laurel for the 'Bumper Guardian' magazine of the Classic Car Club of America (Pacific Northwest Region) and updated to include information for the 'B.C. Spirit' newsletter. Other research source material on request.



"Seen on the Road"

Sign over a Gynecologist's Office:
"Dr. Jones, at your cervix."

In a Podiatrist's office:
"Time wounds all heels."

On a Septic Tank Truck:
Yesterday's Meals on Wheels

At an Optometrist's Office:
"If you don't see what you're looking for,
you've come to the right place."



On a Plumber's truck:
"We repair what your husband fixed."

On another Plumber's truck:
"Don't sleep with a drip. Call your plumber."

At a Tire Shop in Milwaukee :
"Invite us to your next blowout."



On an Electrician's truck:
"Let us remove your shorts."



In a Non-smoking Area:
"If we see smoke, we will assume you are on fire and take appropriate action."



On a Maternity Room door:
"Push. Push. Push."

At a Car Dealership:
"The best way to get back on your feet -miss a car payment."

Outside a Muffler Shop:
"No appointment necessary. We hear you coming."

In a Veterinarian's waiting room:
"Be back in 5 minutes. Sit! Stay!"



At the Electric Company
"We would be delighted if you send in your payment.
However, if you don't, you will be."

In a Restaurant window:
“Don’t stand there and be hungry;
come on in and get fed up.”

In the front yard of a Funeral Home:
“Drive carefully. We’ll wait.”

At a Propane Filling Station:
“Thank heaven for little grills.”

And don’t forget the sign at a

CHICAGO RADIATOR SHOP:
“Best place in town to take a leak.”

And the best one for last.....

Sign on the back of another Septic Tank Truck:
“Caution - This Truck is full of Political Promises”



Dear Terry :

I have been working on a comprehensive Owner's Guide for the Small Horsepower Models for some time now with the assistance of Tim Jayne. This will be a free manual available to all Goshawk Society members and any others who are interested. I have been sidetracked recently as retirement has proven busier than I expected. Nevertheless, I want to resume and carry on. I will make time if the interest is there.

I am the proud owner of 1937 RR 25/30 GHO-1 a razor edged Hooper Sports Saloon which has done very well in RROC, Invitational , and CCCA Concours. I have owned this fine car for 23 years. After years of trailering, I am now returning to the road. My total road use exceeds 25,000 miles on this car and an earlier 20/25.

I am enclosing the draft as it now exists for you to publish portions in order that members may critique it and advise what they would like to see. This is simply my gift to fellow owners. Please use it as you see fit. If you want perhaps you could publish chapter by chapter. The index remains a work in progress, but much of the content is near final form. It already contains plenty of practical advice. You can also distribute the entire product electronically if you wish.

My goal as is yours is to inspire more enthusiasts to own and operate these delightfully strong cars by dispelling myths and offering support. Tim Jayne has a wealth of technical and practical knowledge, and is ready to share it.

Kindest regards and thanks for taking on your task with zeal,

Regards,

Steve Sherriff

PS : Please stress that feedback to me will make our final product great. I undertake never to publish for remuneration. My work will always remain free of charge. As a career criminal prosecutor, I treat my word as my bond.

RESTORATION and OWNERS' GUIDE

SMALL HORSEPOWER ROLLS - ROYCE

TWENTY, 20/25, 25/30 and WRAITH MODELS

1922-1939

March 2014

Includes Restoration, Authenticity, Concours, Touring, and Operating Advice

***Caution : Reading May Lead to Incurable Addiction to
Small Horsepower Rolls-Royces !!***

First Edition 2013/14

Available from The Goshawk Society

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Steve Sherriff - sesherriff@gmail.com

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INTRODUCTION

i) Our Objectives

We want to encourage you to acquire, restore, preserve, and drive these superb and delightful small horsepower Rolls-Royces. We also want you to convince your enthusiast friends to do so, especially since **these cars are far too nice to be wasted on your enemies**. By beginning to read this Guide, you have already experienced small horsepower curiosity. **We want to develop that curiosity into a lifelong addiction to small horsepower Rolls – Royces !!!**

Don't let the uninspiring model names (Twenty, 20/25, and 25/30) deter you. These were merely references to brake horsepower for taxation purposes (no resemblance to actual horsepower numbers) in this era. Small horsepower Rolls – Royces offer almost everything that the larger Phantoms offer, but at far lower cost. Indeed a 25/30 can accelerate to 60 mph. within a fraction of a second of a Phantom II. The late small horsepower Wraith (which finally received a proper model name), even looks like a Phantom pending close inspection.

The small horsepower cars are surprisingly agile which matters more to-day than in the past, since at this point in history, you are invariably your own chauffeur, sometimes operating in congested places. These cars will keep up with modern traffic on secondary roads and, except for the Twenty, can comfortably cruise at 55- 60 mph. The Twenty is a delightful vintage motorcar happiest cruising at 40 - 45 mph. Overdrives which are allowed without deduction in Rolls-Royce Owners Club (RROC) judging ,will nudge those numbers up into the range of comfortable touring speeds for most roads.

Over the nearly two decades we are concerned with (1922-1939), there was an evolution from vintage motoring , usually with open cars, to classic motoring more often with closed cars. As a result, Rolls - Royce enthusiasts have a wide variety of choices. There is a small horsepower car right for every Rolls-Royce enthusiast, except those demanding speed, automatic, power steering and air conditioning. The charm with these cars is in the recapture of a golden age of motoring.

Those who have a serious need for speed will never satisfy that need with a small horsepower Rolls – Royce, or Derby Bentley in any event. These cars simply cannot accelerate like modern cars, and can't be cruised sensibly at 75 mph, even with overdrive. There is of course no air conditioning although you can fit it if you

must. In doing so you would miss the point and shouldn't dare go near a Concours judging field. These are not transportation shortcomings because these are no longer transportation cars. They are owned and operated for enjoyment. All small horsepower owners own other transportation cars.

Most of the 20/25's, and all the 25/30's ride on a 132 inch wheelbase (Wraith 136 inch) making for a surprisingly comfortable ride for passengers within the wheelbase when compared directly with modern cars. The small horsepower cars are relatively simple and straightforward. They can be maintained and repaired by careful back yard mechanics without wizard electronic equipment and knowledge. Their servo assisted brakes were ahead of their time, and inspire confidence (except perhaps for the two wheel brakes of the early Twenties which can be retrofitted to the later four wheel system) .

Once sorted and properly maintained, small horsepower cars are tough, reliable, durable, and most of all, fun. They are equally at home touring, or being judged, or simply being enjoyed in good weather on weekends. We would lose all credibility if we suggested they qualify as daily drivers. They have always been special and many weren't daily drivers even from new. You are interested because they are special.

The primary purpose of this Guide is to provide detailed information on authenticity in an effort to accurately describe these cars as they appeared when delivered new to their original owners so long ago. Repair, maintenance, operational, and judging tips are also included.

As far as we know, there is no comprehensive Guide like this one in existence anywhere for small horsepower Rolls - Royces. There are excellent reference books noted in the bibliography at the end. There is an excellent Derby Bentley Guide authored by Steve Steyer and his team and available through the Derby Bentley Society. Their work has inspired and encouraged us.

The Goshawk Society is a section of the Rolls Royce Owners Club headquartered in the United States with numerous international members. Ownership of a Rolls-Royce or Bentley is not required. The Goshawk Society is aptly named because the small horsepower cars we will deal with were all codenamed 'Goshawk' by Rolls-Royce. The word 'Goshawk' is a combination of "goose hawk" and is the umbrella name for about fifteen species of hawks. Rolls-Royce first started using the names of birds of prey for development projects in World War One.

This Goshawk Society Guide draws on every published source we are aware of, as well as our own research and long term experience with these cars. Experts have given freely of their knowledge. Our objective was to bring a vast amount of existing information into one organized document in the lofty (yet inevitably futile) hope that everything worth knowing about these cars would eventually find it's way here.

All of the voluminous published source and reference material we have used is listed at the end of this Guide. We are indebted and grateful for these sources. It is not our intention to plagiarize material, but inevitably there are only so many ways to describe automobiles already written about for seventy five or more years. Accordingly, if you recognize a thought or idea or a few words from another published work, please have mercy on our journalistic souls because we are not professional journalists. We have not introduced any significant portions of text from other sources without placing that text in quotations and identifying the source. Readers are encouraged to build their own libraries from the list at the end of this Guide and to alert us to any publications we have overlooked.

ii)“Guiding” Principles

“We owners are a mature lot mostly. So mature that our cars will outlast us. We do not completely own them. We have a sort of life tenancy. It follows that we have an ethical obligation to preserve them.”

(Oft quoted remarks of the late John W. McFarlane past RROC President and longtime RROC Flying Lady editor.)

“Whatever I do, however humble the job is, if I do it as well as I can, it is noble.” (Henry Royce said this to Eric Gill in 1924. Gill translated it into Latin. RROC Flying Lady (F.L. Issue 74-2 at p. 1640.) On this premise we implore readers to cut us some slack, when our inevitable mistakes are discovered. However, if we wait for perfection, that elusive lady may never arrive. Meanwhile these cars are getting older and so are we.

“The quality remains long after the price is forgotten.” The high survival rate of these cars is proof positive of Henry Royce's well known maxim.

Readers are encouraged to report corrections, additional information, and suggestions to either of the authors.

Author Tim Jayne Jr. has professionally restored, repaired, serviced and judged small horsepower cars and the pre-war Phantoms for over twenty-five years. He can be reached at Dennison - Jayne Motors, 322 South Concord Rd., West Chester, Pennsylvania 19382 (610) 436-8668 or tim@dennisonjaynemotors.com. Tim owns and tours a 1934 Thrupp and Maberly 20/25 saloon GRC 50.

Author Steve Sherriff can be reached at sesherriff@gmail.com or via ordinary mail to 2206 Fifth Line West, Mississauga, Ontario, Canada L5K1V5. Steve has owned small horsepower cars (20/25 and 25/30) for over forty years and is Concours obsessed with his 1937 Hooper 25/30 full razor edged sports saloon GHO-1.

There are no guarantees or warranties as to accuracy express or implied, which should come as no surprise since this Guide is offered free of charge.

We want to spare readers from making restoration mistakes and subsequently rectifying those mistakes in frustration at needless expense. We hope to inspire owners and would be owners to acquire and correctly restore and preserve these fine automobiles. If we can save the reader countless hours of research plowing already tilled ground there will be more time and energy available for the cars. We want to see more small horsepower cars on the road, on tour, and at Concours events.

Author Steve Sherriff has an additional purpose. He seeks to atone for his sins in installing a Chevrolet six cylinder engine and automatic transmission into a 20/25 in the seventies. It is no defense that a connecting rod had air conditioned the Rolls-Royce crankcase. Steve neither expects nor deserves forgiveness for earlier ignoring significant quantities of glycol in the oil. This poor car was thereafter reduced to driving ladies in white dresses to churches and was sold when Steve couldn't live with constant reminder of his folly.

In the aftermath of this terrible sin , Steve has tried to redeem himself over the past twenty - two years with his second Rolls - Royce, a 1937 25/30 Sports Saloon by Hooper, GHO -1, which continues to fare very well in major invitational Concours events in the United States, as well as RROC Annual Meets. Steve's stricken conscience caused him to become obsessed with authenticity this time. Many of the 25/30 photographs in this Guide are of GHO -1. Steve's quest for perfection

continues, and is unlikely to ever end. The reader need not follow in these obsessive footsteps to derive plenty of benefit from this Guide.

By this point in history there has been plenty of time for deviations from authenticity to occur because of the personal taste of previous owners, or due to downright neglect, and “whatever works” attitudes of previous owners. By now there have usually been plenty of previous owners. We have avoided simply accepting glossy photos in modern books as authentic, and have delved much deeper. For example, you will commonly see the raised RR letters on the black engine valve cover highlighted in silver without comment in apparently authoritative books. This was never correct. The raised RR letters should always be gloss black on the gloss black valve cover (unlike the Derby Bentleys).

iii) Financial Considerations

No doubt any vehicle, or a collection of parts which once was a vehicle, can be completely restored to pristine condition with enough patience, diligence, effort, and money. However, a total frame off professional restoration will usually cost a great deal more than the market value of a small horsepower car these days. These cars can readily go “upside down”(ie : cost far exceeds market value). A famous original owner or an open car may contain the bleeding of a sale after a professional restoration, but don't ever count on a profit unless you can restore the car economically yourself.

For those who can afford it, want the very best, and are confident that they won't be selling the car in the short term (eg. sentimental attachment, great and long fondness for the particular model and body style) it may be wise to hire a proven professional with experience with pre-war Rolls-Royces who has the time to see the project through to completion in a reasonable time frame (eg. two years for a major restoration). One must be careful as months can easily stretch into years, and the restorer's life circumstances can change if the project goes on too long. Periodic invoicing for tangible work done seems to work best for both customer and professional restorer. Beware the American muscle car restorer who tells you all cars are equal and he would like to try his hand at a Rolls - Royce.

For those on a budget, experience has proven that completely dismantling a car with a view to total restoration greatly increases the chances that it will never be put back together. Quite a few cars have been lost forever to such good intentions. Dismantled cars, even with well restored components included, usually sell for a fraction of an assembled car. It is natural and indeed wise for the buyer of a

dismantled car to worry whether all the parts are included and to discount the price to allow for anticipated parts sourcing.

A total restoration is a daunting project. If the car is not a “basket case”, a wiser move may be to restore a major section at a time (eg. one axle at a time; rebuild the engine) and then install the component back into the car and get some driving pleasure. Gradual improvement with some use in between as resources permit is frequently the best recipe for satisfaction for many owners who are not destined for Concours.

However, if Concours is one of the objectives the equation changes. You don't want to be continually installing and removing the same items. Detailing never gets easier than when things are apart. It is helpful to decide early on if possible, whether your objective is Concours, touring, or a mixture. This will not only influence decisions as to whether radial tires and an overdrive will be fitted, but will also impact the level of restoration. Some cars which will make credible tourers and local Cruise Night attendees will require too much expense to show at major Concours events. A realistic assessment of the bodywork and supporting wood framework is wise before plunging off the full restoration high diving board.

Owners have been known to rebuild engines which gather dust while the rest of the car is being restored over years. Unless the whole car is a “basket case”, if the engine requires a rebuild, it is probably more sensible to just do that, get the car operational, and take stock before tackling the next major project.

It is always wise to rewire with the correct herringbone wire and Ross Courtney terminals since the cost of correct material is small and it is the labor which matters. A proper rewiring involves considerable disassembly to enable entry into hard to reach places. You only want to do that once. It is wise to properly rewire an area whenever it is opened up for some other reason.

For those not mechanically inclined, buying a properly running car close to the condition the owner ultimately seeks usually remains the best bet. Making small cosmetic improvements from that base point can provide satisfaction without wallet shock.

iv)The Importance of Maintaining Authenticity

Authenticity is vitally important for not just the Concours entrant, but for all owners and would be owners of small horsepower cars, even those who want nothing to do with Concours. Authenticity is an important valuation factor.

For example, although it might sound like a great idea to install an available Wraith engine into a 20/25 for increased performance, the car's value would plummet and potential purchasers would likely flee, muttering that a good Wraith engine has been wasted. Selling the Wraith engine and finding a correct 20/25 engine could not only help another Wraith owner, but would put the 20/25 owner many dollars ahead, if she were to sell the 20/25.

On the other hand, there does not seem to be any significant decrease in value if the small horsepower car is not “numbers matching”, providing the correct engine and transmission model are used. The obsession with numbers matching is more of a muscle car phenomenon. There were no performance engine options for small horsepower Rolls-Royces. In other words, an engine from another 20/25 can be substituted into a 20/25 if necessary without a valuation penalty. Indeed, a number of the cars in our group will have been re bodied by now. Providing this work has been done to a high standard to a period correct design, the value will usually not be diminished unless a less desirable body type has been chosen.

Prudent buyers deduct the cost of returning the car to authentic condition. To use extreme examples, what would otherwise be useful operational modifications such as installing a five speed manual transmission, disc brakes, or even air conditioning are in fact worse than a total waste of money on these cars. There is no market bonus for cars with such significant mechanical modifications. The cost of removal of the rogue items, correcting related butchery, then buying and installing the correct parts must be deducted from the fair market value.

On the other hand, an overdrive may appeal to buyers seeking a car for extended tours and is generally viewed by all but extreme purists as an asset since these cars were understandably not geared for modern highways. Quite rightly, there is no deduction for the workmanlike installation of an overdrive in RROC Concours judging. You can expect that an overdrive will be capable of reducing engine speed from 20% to 25% typically meaning that instead of achieving 50 mph. at 2500 rpm, the car will now do sixty at that rpm. More about ‘Tim Payne’ overdrives in a later chapter.

Likewise other items that contribute to the safety (subsequent installation of four wheel brakes by the factory or a RR dealer on early Twenties, seat belts, Autovac shields, directional signals beyond the trafficators) or items contributing to long life of the car (eg. oil filter where none existed originally, overdrive as mentioned) will not result in RROC Concours judging deductions.

However, installing an alternator will lead to grief in a Concours and will adversely impact value. This is not a safety item, and the original dynamos in these cars can do the job. Some butchery will likely be required to effect the installation of an alternator. A five or even ten ampere discharge at night isn't going to flatten a 500 amp/hr. battery in good condition. Moreover, you are not likely to do much night driving in these chariots. For one thing the period tail lights are pathetic for modern night driving.

However, it is fair to say that if an item or items can be bolted on and off so that a subsequent expert buyer could never know it had been there, value is not diminished, providing that the original item is retained and preferably re-installed or at least available at the time of the sale. Don't rush out to bolt on aftermarket air to these cars, since even though value may not be diminished, the cost of the bolt on parts will likely never be recovered.

So please focus on authenticity for the sake of your pocketbook and future owners. This Guide is intended to be of great assistance in the quest for authenticity.

Always Remember These are Special Cars Made at a Special Time

Throughout all of the pre - war era we are considering, continuing after Henry Royce's death in 1933, the mission of Rolls-Royce in his immortal words was to : *“ Strive for perfection in everything you do. Take the best and make it better. When it does not exist, design it.”* There are many stories of Royce taking the quest for perfection to monumental levels, including terrorizing the workforce at the Derby works when the product fell even slightly below his lofty standards, and scrapping batches of parts when one defective part was detected. It has even been frequently said that keeping Rolls away from the works in France (as was the norm) was good for worker morale. However, no – one disputes that Royce could personally design and then construct to his own stratospheric standards which loomed large over the entire enterprise.

Rolls-Royce appears to have been one of the very few automobile manufacturers in this era which strove for perfection with minimal regard for production costs. We owners remain the beneficiaries of this obsessive quest for quality. Economic reality set in during the post war era and the inevitable standardization led to a rationalized range of vehicles. Pre-war Rolls-Royces belong to a very special chapter in Rolls-Royce history when engineering completely overshadowed the bean counters.

Although rivalled and perhaps surpassed by Duesenberg and a very few others, all of our small horsepower cars were truly world class automobiles. Despite Henry Royce's famous thought provoking remarks: "*Whatever is rightly done, however humble is noble*", there was nothing humble about our cars.

FOR SALE

1939 Rolls-Royce Wraith Park Ward Saloon WHC37



"Old Wraith" as he is affectionately known in the PNWR is a veteran of many RROC Tours and outings. He runs well and cruises nicely at 55-60. All gauges & controls work correctly...except the clock. Original heater works fine also. Original owner's manual & set of Ace wheel discs included.

Much work has been done to the Old Boy in the last 2-3 years. Some examples include: clutch, front end, and exhaust system rebuilt. New calorstat, SU fuel pump, fuel tank and 6:50 X17 radial tires. Receipts for all....a nice, thick file! Happy to answer your questions.

Terry Saxe: Montesano, WA
360-249-2217 wraith39@centurylink.net
\$65,000 USD / offer.