THE
GOSHAWK
FLIER

RROC Goshawk Society
Serving the Small HP Community

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Inside this Issue

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The Goshawk Society

This is the fourth issue of the Society's newsletter, which is published electronically. The Society is an affiliate of the Rolls-Royce Owners' Club, and was formed to address the interests of enthusiasts and owners of the prewar R-R series of cars. These models are the Twenty, 20/25, 25/30, and Wraith, and were built from 1922 to 1939.

Members are encouraged to submit articles and photos to the Editor (see email address at left). MSWord (DOC) text and separate JPG photos please. The Society and its editor seek to publish complete and accurate information, but neither assumes responsibility in the event of loss or damage. Articles published here reflect the opinion of the authors, and do not necessarily reflect Society or Club policy.

Officers, as listed in the current ballot out for election, are:

Chair	Tim Jayne
Secretary	John Carey
Treasurer	Gary Phipps
Editor	Phil Birkeland
Technical Director	Wally Donoghue

Richard Coombs' 1934 Freestone & Webb Fixed Head Coupe

FROM THE CHAIR'S CHAIR

By Tim Jayne, Kirkwood PA, Chair, Goshawk Society

Finances: Gary Phipps, Treasurer, reports that our finances are stable and increasing, although the bank where the majority of the money is deposited has not fared as well. At the end of 2010 the Feds seized the assets of 1st Community Bank of New Mexico and turned them over to US Bank. Bummer; we had only used 2 of our 150 1st Community checks!! The good news: the branch office just gets new signs and we get to keep using our old checks – at least for now. Then in May 2011 a local lady decided to rob our bank, as well as the credit union across the street (which has Gary's personal account). A brief high-speed chase brought her, and our money stuffed in her open purse, into police custody. As of 28 July 2011, our total assets were $4,225, as compared with $2,630 a year ago.

Membership: Gary Phipps (former Secretary) reports that Goshawk membership continues to hover in the region of 60 to70. At year-end we had a substantial decrease, as it seems several of you were a little late paying your renewal dues. We began in 2009 with 61 members. By the end of 2010 we had grown to 70. As, as July 2011, we have 63 members.

Bylaws: Gary Phipps (former Secretary) summarized last winter's changes, which were initiated to conform to new requirements from National. The Bylaws are still one page of 12-point type, so they are short enough to find something. The Chair is now limited to two one-year terms, but may be reelected after a one-term absence. No limits for the other officers. Election procedures were greatly simplified, to allow nominations and election completely by email.

Secretary: Tim Jayne has appointed John Carey (1929 Twenty, GEN36, San Jose CA, jbcarey@sbcglobal.net) as Secretary, succeeding Gary Phipps.

Elections: John Carey (our new Secretary) is in process of conducting this year's elections. He anticipates the election will be complete and results reported to the membership and to National by the beginning of the Annual Meet, later this month.

Newsletter Editor: Phil Birkeland is resigning as of this issue of the Goshawk Flier, as he feels it is time to pass the torch to someone who has the necessary energy and aggressiveness that he no longer has, and that is needed to get the Flier out on time. He has very good memories and no regrets about being Editor for the past three years. Tim Jayne is now looking for a qualified someone to appoint to the job. Some facility with MSWord and an elementary knowledge of PhotoShop Elements are the only technical requirements. We have a good, fast, cooperative, and very inexpensive printer who puts it all together for email publication, and formats it to make it look professional. She works well by telephone and email, so if the new Editor wishes to continue with her, there is no need to break in a new printer. Eileen at HQ emails it all to the membership. So, the principal job of the Editor is to find the authors and articles, in our Society a real pleasure. Phil thanks you all.

A BIOGRAPHY OF WMB16
A CORSICA-BODIED 1939 WRAITH
By Gary Phipps, Treasurer, Goshawk Society

WMB16 on Judging Field, 2006 Chicago Annual Meet

Wraith chassis WMB16 was off test on 19 December 1938, and was sold, via Car Mart of London, to Mrs. Marion Horner Crispe, age 48, of Shurlock Row, near Waltham St. Lawrence in Berkshire, England. Marion and her husband, L.H. (Leslie) Crispe owned a variety of R-R/B, as did Leslie's father James H. Crispe of Purley Hall near Pangbourne, Berks. Her father must have liked the Wraith since he bought one of his own, WLB41, a sedanca de ville by H. J. Mulliner. The two Crispe families at one time owned nearly every model from Silver Ghost to R-type. Marion and her sister-in-law Kathleen Crispe were somewhat automotive rivals with unique tastes in their cars. Marion's son, Robert, recalled in 2008 that Marion was possibly the first woman to order just a R-R chassis and received no warranty for the completed car because she chose Corsica for her coachwork. (Robert was not totally correct: The chassis cards indicate warranty was effective from 13 May 1939.)

Corsica bodied only four R-R as new cars and Marion Crispe commissioned two of them. Her first was a 20/25, GRW34, which survives but was re-bodied in 1950 as a shooting brake: see TFL 8652 & 9499. Her second was WMB16, which was registered to her on 12 May 1939 as FXK878. The Car Mart sales paperwork describes WMB16 as simply a Saloon.

although Sports Saloon is the label used by the first US owner who had met and talked with Marion Crispe in 1972. As an elderly lady, Marion told how she chose Corsica for her cars because they were the only builder who would hinge the windscreen from the bottom, not from the top as was customary. (It wasn't the best of ideas if you are concerned about keeping dry inside while driving in the rain! Gravity is definitely not your friend in this instance.} The following photo (taken at the Chicago 2006 annual meet) shows the bottom-hinged windscreen (straight chrome bar just above the wipers).

WMB16 was originally dark blue with a somewhat unusual divided rear window but an even more unusual sun visor or peak as it was called in the UK. Both of Ms Crispe's Corsicas had similar visors over their bottom hinged windscreens.

The preceding photo from the 2004 Monterey annual meet shows Pat Phipps (the lady standing by the right hand end of the bumper). Note the sun visor, bottom hinged windscreen and hanger for the grocery net above and to the rear of the trafficator.

The WMB16 seats and door panels were brown leather but the remaining interior, headliner and tophat space included, were trimmed in a leather-matching, dark-brown-mottled-with-black Rexine, an oil-cloth and an unusual trim for a R-R. The interior wood was solid walnut, not veneer, which explains why several of the panels had dried and split completely apart after reaching dry NM. You might guess that WMB16 was an owner/driver by the squarish hanger installed above each rear door which was to suspend Marion's grocery net above the back seat as she drove home. Both mother (1972) and son (2008) confirmed that WMB16 spent WWII on blocks in the garage along with their 4 1/4L Bentley.

Before Jan 1955 WMB16 was resprayed black and the individual front seats were swapped for a bench seat probably from a Silver Dawn or Mk VI.

When the Crispes ordered a new R-type Countryman, WMB16 with ~29k on the clock was part of the trade with Harold Radford who replaced the Wraith's Car Mart sill plates with his own.

After Radford the car had a series of owners: Dixon and Partners, Ltd (Feb '55), The Dux Chemical Solutions Co, Ltd (C. John Healey, director, Jun '56) and Algernon Sewell Wells (Dec '62). Wells traded the car to Mascot Motors, London, for yet another R-type although this time not a Countryman. From Mascot Motors she came by cargo ship in the spring of 1966 to

New Orleans, where her new owner, physicist Ron Hill was attending a technical conference. His only FTP on the drive home to New Mexico was from a rain-induced, blown fuse. The windscreen opening mechanism had been removed and the glass taped shut, probably by Mascot Motors. By May, Mascot 'discovered' the unique mechanism and sent it to NM to be reunited with the car.

Years later Ron Hill was my engineering supervisor, which is how I learned of the R-R on blocks in his garage. When Ron retired and planned a move to Idaho he had no means to easily transport WMB16. At my wife Pat's suggestion I asked Ron if he wanted to sell the Rolls. He had never considered such and it took him several weeks to realize he could part with her. It was possible to strike a deal only because Ron had worked with me for years and considered that I could/would take good care of his baby.

Pat and I became the 2nd USA owners in November 1999 at a mileage of 90,722; the engine had not run in 20 years. Having been garage stored in a desert, the engine was quickly revived, mainly with parts stored in the boot years earlier by Ron. Upon hearing of our quick success Ron asked if he could buy his car back! He grudgingly understood when I told him with a smile: No.

The pre-war Wraith was the last and most refined of the small HP cars. Being designed shortly after the Phantom III, it shared several details with its larger brother. Although its water pump was similar to other Goshawks, its cylinder block cooling was more streamlined with coolant entering behind cylinder #6 and flowing straight forward to exit in front of cylinder #1. It also incorporated the dual-point Delco distributor (A&B series only) that was used on many of the later EPW cars. The Wraith independent front suspension makes it the only prewar R-R/B other than the PIII without a solid front axle. The DWS, 4-wheel, hydraulic jacking system was sometimes found on other pre-war R-R but it was standard equipment on the Wraith and PIII. In its day the Wraith was touted as capable of speeds above 80 MPH although I have never felt the urge to test such a limit. A rare push to 70 MPH for passing and a single, inadvertent 75 MPH are our personal limits.

Just making her run was not our only effort. The damper was overhauled, a 100% re-wire with new conduit, modern signals integrated with original lamps/hardware, new tyres, new kingpins, re-chromed brightwork, re-paint to original blue colour, rebuilt and filled tool box, replaced Radford sill plates with Car Mart, gearbox and brake servo overhaul, new brake linings all around, dynamo re-furbished, new differential pinion bearing, repairs to rotted ash framing, complete sunroof rebuild to solve drainage problems, interior wood restored with new walnut trim fabricated where needed, interior re-trim preserving existing Rexine, jack overhaul/conversion to hydraulic fluid, re-worked windscreen mounting & miscellaneous repair and/or remaking of hardware. Although work was not complete, her first major outing was to the 2004 Monterey meet (2500 miles). She was more complete by 2006 when the Chicago meet added another 3200 miles.

An overheating problem on the return from Chicago was only a clogged radiator, but… After radiator repairs and then cleaning the crankshaft sludge traps, one thing lead to another and a complete engine teardown and overhaul took most of the next year. At my machinist's suggestion we converted both white metal main and Halls metal rod

bearings to modern shell bearing inserts. Instead of doing a 'conventional' swap to Mk VI rods, we fitted Waukesha bearings directly into the original Wraith rods. After a custom align bore of the R-R bearing shells (to remove all poured babbit) various GM engines provided crankshaft bearing inserts: Chevy 409 V8, Olds 350 V8 and a more mundane V6. The idea was to remove the fatigue-failure-prone factory bearings (all of which had started to fail) to allow us to more reliably cruise at 65 MPH. Other details of the overhaul included a new fibre timing gear, new pistons, machining the flywheel for an overhauled clutch and adding a custom designed full-flow oil filter hidden in the sump. The following photo shows the engine bay just after engine overhaul.

Note the several differences from the earlier 25/30 and 20/25 engines. The head is a crossflow type with the intake manifold and carburetor on the side opposite to the exhaust manifold, to promote better breathing and heat management. As stated earlier, the water pump is relocated to the rear of the engine for better water circulation.

With fresh engine internals and a newly upholstered front seat she did 3200 miles for the 2007 Skamania meet. We were proud to bring home from the meet both the Ken Karger and her second, consecutive Dudley award.

Future plans? More of the same. We have not yet finished the restoration and, since we drive this car, we doubt that we will ever 'finish'. If possible, we do all the work ourselves. There have been many skills to learn and a few new tools to acquire such as a metal lathe. What would we do for fun if we were ever to finish?

This photo of WMB16, looking out over the Columbia River near Skamania, during the 2007 Annual Meet, epitomizes the memories of our many long-distance travels to national meets.

THE LOOSE SCREW

By Wally Donoghue, Technical Director, Goshawk Society

BEARING ALTERNATIVES

While a lot of ball bearings used in pre war Rolls-Royce and Bentleys are standard sizes and are available off the shelf, there are quite a few bearings that are no longer available. Some dealers still have stock of these obsolete bearings but usually ask an extremely high price. And, occasionally, an individual might have one or two and offer it for sale through the Flying Lady or at a mart.

However, there are a lot of standard bearings that are very close to an original bearing in size. In some cases 2 of the 3 dimensions, OD, ID and Width will be the same. For example, you might find a bearing whose OD and width are the same but the ID is too large. In this case the bearing can be used by simply making a sleeve whose ID is the same as the bearing that is no longer available and make the OD the correct size to be a light press fit into the new bearing's ID.

Or, for another no longer available bearing you may find a new standard bearing whose ID is correct but the OD is too small. In this case a sleeve can be made whose ID is the same as the OD of the new bearing and make the OD the same as the old non-available bearing.

In some cases you may have to make sleeves for both the OD and the ID in order to match an old bearing. In almost all cases you will be able to find these modern bearings that can be used available in the correct width.

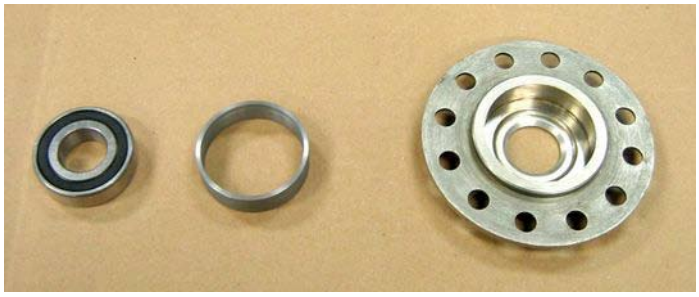
As a specific example, consider a clutch pilot bearing (also called the flywheel center bearing) for a 25/30 or a 4-1/4 Bentley. The R-R part number is GB2149. It is not a standard bearing and is generally not available.

However, there are at least 2 dealers in the UK that have this bearing available in the range of $200.00. That's right, Two Hundred Dollars! There may be some dealers here that have it, such as Albers but wherever you can find it you can be sure the price is much higher than my solution.

This bearing is very close to a standard bearing available here in the US, part number 60355K707. The ID is the same as the R-R bearing at 7/8" and the width is the same at 1/2". Its price from McMaster-Carr (http://www.mcmaster.com) is currently $11.31, and this is for the permanently lubricated version with a double lip seal.

The original version is an open bearing, lubricated with a dab of grease at original assembly, and which by this time has long been running dry. Please refer to the following photo, which shows the new

bearing, its OD sleeve, and the housing that attaches to the flywheel that the sleeved bearing fits into. The sleeve was easily made on a lathe.



It should be noted that this bearing receives very little wear. It is loaded and rotates only when the clutch is disengaged. So, it is often found in very good condition, but since you already have this area of the car apart anyway, probably to replace a clutch driven disc, it can be replaced so easily with a superior sealed bearing that it is a good idea to replace it.

This is just one example of how a modern standard bearing can be adapted to replace a non standard bearing in almost any application. And getting back to McMaster Carr, they have practically every standard ball bearing in the world available as well as a massive inventory of practically anything you can think of. You will love their website.

Editor's Note: Older British cars use ball bearings made to inch standards (OD, ID, and width measured in inches and fractions). Newer ones are made to metric standards (OD, ID, and width measured in millimeters) . Ball bearings in most US cars are made to metric standards. Only one manufacturer in the UK still makes bearings to inch standards, and he no longer makes many of the old sizes. Wally uses the term "modern" or "standard" to refer to inch standard bearings still being made. He uses "obsolete" or "non standard" to refer to inch standard bearings no longer being made. If you prefer to deal with a local bearing supply house, most are happy to special order any inch sized bearing that is currently manufactured.

DRIVING TO THE GHOST TOWN OF BODIE, CA
SCOUTING A DAY TOUR FOR THE 2011 ANNUAL MEET
By David Clover, Oakland CA, Goshawk Society

While members of the Northern California Region were planning the various driving events for the 2011 Roll-Royce Owners' Club National Meet at Squaw Valley, several of us made the suggestion about having a drive to the ghost town of Bodie, California.

Bodie, which is about 140 miles South of Squaw Valley, is on the East (dry) side of the Sierras, near the Northeast corner of Yosemite National Park. It is an old mining town left in a state of arrested decay, featuring over 100 buildings made from redwood (the colors alone are a photographer's dream). When the last storeowners left, they simply locked the doors and left their goods behind as if they were going the return in a few weeks (they never did and the goods are still on the shelves gathering dust).

From a quick look at various maps the idea seemed feasible but I said that the only way to make sure was to drive our 25/30 (GGM24, a 1937 James Young sports saloon) over the entire route at the same time of the year as the Meet. By doing this I had hoped to show that time wise it as feasible and to attract as many prewar PMCs as possible.

In early August 2010 Kristi and I drove up to Squaw Valley (elev approx 6200') to begin our scouting trip. We proceeded south on CA89. There is a glorious view from a vista point on the south side of Emerald Bay that gives the best views of Lake Tahoe.

At the south end of the Lake, Highway 89 joins US50 for a short distance, after which it continues south, and over Luther Pass (elev 7740'). The pass is named after Ira M. Luther, one of the "Irish Brigade" described by Mark Twain in *Roughing It.* The thick forest then gives way to the large alpine meadows of Hope Valley. At the end of the Luther Pass Road our route joined CA88 for a short distance and then rejoined CA89.

Up until now the route had been regular paved highway, meant to be kept open in the snow season. Now the road narrowed and speeds decreased. We made a short stop for soft drinks in the tiny town of Markleeville (the county seat of Alpine County. total population 1,200, the least populated county in California).

Nearby Grover Hot Springs is the first of many that we encountered on our trip. Ancient volcanic activity east of the Sierra Nevada has left its mark on thr area with inactive volcano cones, lava flows and a string of hot springs stretching for nearly two hundred miles.

After a smooth drive through the forest along side the South Fork of the Carson River, the road begins a steady climb with nice sweeping turns up to Monitor Pass (elev 8314' and closed in winter). This pass marks the crest of the Sierras, and the route now is on the East or dry side. The reason for "dry" is that most of the rain and snow is intercepted on the West side

The views change dramatically. The route is now on the western edge of the Great Basin that stretches eastward across Nevada into Utah; gone are the meadows, replaced by rolling mounds of rock and scrub brush. Even the air temperature increases and the cool mountain breezes are gone.

The descent into the valley includes two nasty hairpin turns and a real test of the brakes. CA89 ends on the valley floor and the route turns south at the junction with US395.

We finally reach Bridgeport, county seat of Mono County (elev 6463'). The most photographed building in this town is the wonderful Italianate style County Court House, built in 1880 and still in regular use.

Playing it safe we stopped at the only major gas station we have seen since leaving the Lake Tahoe area. To the west is a grand sweeping view of the eastern slopes of the Sierra Nevada, still with snow at the upper elevations.

Seven miles south of Bridgeport we finally reach the turn off to Bodie. The following photo shows "Edward" at the beginning of the climb up the East (dry) side of the High Sierras into Bodie (elev 8379').

The first three miles of this road are smooth and paved, but the remaining 9 miles are dirt

Bodie, now registered as a National Historical Landmark by the US Department of the Interior and a State Historical Park, really got going as a Wild West boomtown in 1876 with the

discovery of a major lode of gold. Wikipedia has a nice article about Bodie (en.wikipedia.org/wike/Bodie,_California), so there is no need to say too much more here.

One of the features we were planning if we brought a tour here was to get the park to allow us to bring the prewar PMCs onto the streets of Bodie. This was so that the cars could be photographed against the backdrop of the remains of the old buildings.

Since this scouting trip had been planned with letters well in advance, we were allowed by the park rangers to take 'Edward' (the name we gave our Rolls-Royce, since the chassis was completed about the time King Edward VIII abdicated the throne of England) and park on Main Street. The church in the following photo is one of Bodie's more impressive structures.

The return trip back to Squaw Valley was uneventful. Monitor Pass required two shifts into second gear at the hairpin turns but no other problems.

We stopped at the Cutthroat Saloon in Markleeville for a hamburger and suffered our first big disappointment. For years the Cutthroat Saloon was a real roadside landmark, a biker's bar with the ceiling covered with hundreds of bras (long story). The owner Mario Generelli was a 5'-5" Italian with a huge handlebar moustache, who held court behind the bar, and made everyone feel welcomed and at home. Alas, the new owners have cleaned up the place and its unique character is gone.

There was heavy traffic around the southern end of Lake Tahoe, so it was 7:30 pm (well after cocktail hour) before we finally parked at the Resort at Squaw Creek.

The route and Bodie itself were wonderful. However, we had to evaluate the tour to make sure it was suitable for a day trip from Squaw Valley.

We had left the Resort at Squaw Valley at 8 a.m. With a 20-minute construction delay on Luther Pass, two short stops for soda and petrol, it took more than 4-1/2 hours to get the 145 road miles to Bodie from Squaw Valley. We spent two hours sightseeing in Bodie itself. We stopped for a hamburger on the return to Squaw Valley. The winding mountain roads took up most of the time.

We took 11-1/2 hours by ourselves. There was no way it could be done by a group in less than twelve hours unless you skipped sightseeing altogether. We had to conclude that this trip was not feasible as a one-day driving tour for the 2011 National Meet.

However, it would make a really nice part of a future RROC National Fall Tour (not Spring, because of snow). Roads were good (except for the final 6 miles into Bodie), views spectacular, and lots of places to stop.

AN UNUSUAL BRAKE PROBLEM

(First published in *Phantoms #74*, the journal of the Phantom III Technical Society)

By Stephe Boddice, Worcestershire (UK), Goshawk Society

The following problem occurred with my 20/25 but the symptoms can easily happen on any pre-war or EPW Rolls-Royce or Bentley. Although the answer is simple, like any diagnosis, the cause can take a great deal of investigation. Inside the brake drums, unlike many other designs, the brake shoes have one fixed pivot with the brake expansion onto the drums being effected by a cam interposed at the two shoe ends that are opposite the fixed pivots.

When the brake shoes were replaced, the R-R workshops used a special cutting tool that was fixed to the stub axle of that wheel, which then removed any excess brake lining material such that the brake linings would always be concentric with both the axle datum and the drum. If the shoe friction surface did not expand far enough to engage with the drum, the shoe was adjusted, using threaded toggles that can be wound out, to compensate for any discrepancy of the friction material thickness, which then allowed for the material to be cut back to concentricity.

There are several problems that arise during latter day brake replacement:

1) Most brake workshops assume that the shoes are automatically concentric with the drum and axle.

2) Very few workshops have access to the friction-lining cutter.

3) Most modern drum brake systems have a sliding pivot to compensate for inaccurate concentricity, which does not apply in this case. Many mechanics will overlook this difference in design.

4) When replacing one set of shoes with another it is expected that the shoe displacement will reflect the performance of the previous set.

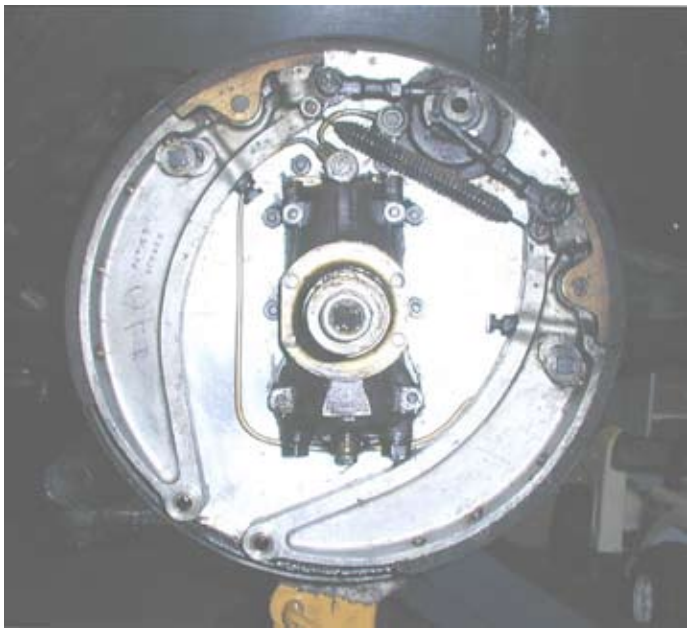
This is where my problem arose. The brakes on my 20/25 needed replacing. But, due to a recent shoulder operation, I was unable to undertake any mechanical work on my car. So I engaged a reputable and trusted company to do the work for me. The mechanic must have assumed that the brakes were accurately set up previously and therefore installed the newly resurfaced units without further thought.

Under normal driving conditions the car stopped reasonably well and square on. During the subsequent few thousand miles it became apparent that, under emergency braking, the car would pull slightly to the right but without any pull on the steering wheel.

Various tests were implemented. The suspicion arose that maybe there was oil contamination on the rear left brake, which would account for the right hand pull without any steering wheel pull. The rear brakes drums were removed only to reveal that everything was exactly as it should be. The next hypothesis was that the front left hand drum was oil contaminated: so the drum was pulled. What was revealed was most unsettling. The shoe adjusting toggles had evidently been maladjusted at some time in the past and the

concentric cutter used to correct the alignment. When the new shoes were installed, though concentric with the drum, the adjusting yokes were out of alignment and the lower shoe did not make contact with the drum wall when the brakes were applied.

Editor's Note: Stephe was unable to provide an illustrative photo from his own 20/25. Goshawk member Dick Tilden kindly provided the following photo from his 25/30, which except for the bronze auxiliary shoes is similar in operating principle to Stephe's 20/25.



The stub axle is viewed end-on and is the circle at the center. The fixed pivots for the two shoes are at the bottom left. The actuating cam and the two yokes that push the two shoes outward against the drum (removed to show these parts) are at the upper right, just above the long release spring.

Correction was achieved by the simple expedient of removing the yoke pivot, winding out the yoke and refitting its pin. The friction surfaces were covered in chalk, the drum attached, drum rotated with the brakes applied by depressing the brake toggle, then the drum removed to check the wear pattern in the chalk. It took four attempts, i.e. two full turns of the yoke, to get proper shoe engagement, which equates to 0.091" (about $^{3}/_{32}$") on a $^{5}/_{16}$ BSF thread. No wonder the brake shoe was missing the drum!

The lesson, here, is that one cannot take anything for granted – measure everything!

Editor's Commentary: The US best practice of arc grinding the linings to match the drum curvature assumes that the shoes can move up or down via the self-adjusting pivots, so the linings can engage the drum evenly. As the R-R brake shoe pivots are fixed and not self-adjusting, the shoes cannot do this, and arc-grinding is useless. Goshawk Chair Tim Jayne uses a "Brake Doctor", which works like the lining cutting machine used by the R-R workshops. If such a machine is not available, then Stephe's chalk method as described above is the only way to go.

TRIP TO NORTHERN CALIFORNIA'S "LOST COAST" REGIONAL TOUR TO EUREKA, JUNE 2010

By David Clover, Oakland CA, Goshawk Society

Editor's Intro: This article illustrates how Small HP owners participate in their own Region's activities, similarly to how Goshawk owners have and are participating in the Phantom I Society's tours on the East Coast. Because Goshawk members are so scattered, this kind of participation is encouraged.

Each year the Northern California Region of the RROC holds a picnic at the Holbrook Mitchell vineyard in the Napa Wine Country (Patricia Mitchell, a Director in the Region is his daughter-in-law). My wife Kristi and I used this event as the start of a week-long adventure which included a four-day tour of the Northern California put on by our Region. We drove our 1936 25/30 "Edward" (GGM24, a James Young sports saloon). The name comes from King Edward VIII, who abdicated just about the time GGM24's chassis was completed.

We spent the Sunday between the picnic and the Tour bicycling, visiting California's version of "Old Faithful" geyser, and sampling the hot springs, wine, and food of the Calistoga area.

The touring adventure started Monday in Ukiah. Taking back roads northwest of Calistoga, we passed The Geysers, the largest group of geothermal energy plants in the world. After an hour's drive on pleasant two-lane roads through the wine growing region of Alexander Valley, we finally pulled onto Highway 101. Traffic was light, so our typical cruising speed of 55 mph was not a problem.

Arriving at a member's house in Ukiah, we were surrounded by all sorts of Rolls-Royces and Bentleys, but to our dismay, no other prewar PMCs. One couple did come in their early postwar 1949 Silver Wraith, so at least we had someone we could cruise along with on the freeway stretches.

After lunch at the Ukiah Brewing Co. & Restaurant, (this pattern of eating with occasional bouts of driving was going to be the pattern for the next few days), we headed north from Ukiah. Highway 101 climbs and descends as it goes from an agricultural region to the costal forest region. It is a drive of more than 90 miles of mostly freeway until we reached the turnoff for the 'Avenue of the Giants'.

This 31 mile portion of Old Highway 101, with its outstanding display of giant redwoods, runs through the heart of Humboldt Redwoods State Park, the largest stand of virgin Redwoods in the world. There are portions of this drive that you are literally encased in strands of giant redwoods so closed together that you need your headlights even on a clear sunny day.

We arrived in Ferndale and the Victorian Inn, our tour home base for the next three nights. Ferndale, with a population of 1400, has been described as the best-preserved Victorian village in California, and its Main Street is a photographer's paradise (the entire town is a California Historical Landmark). Several restored Victorian mansions exist, a testimonial to the wealth generated by the dairy industry in the late 19th century.

Then we were off to Eureka and the Carson Mansion, built in 1885 by the lumber baron William Carson.

Wednesday (June 8th) greeted us with blue skies as we set off on a short excursion to Fern Cottage, historical home of Joseph and Zipporah Russ. Fern Cottage, started in 1866 and expanded numerous times, is one of the few pioneer homes in California still containing the original furniture and furnishings.

Leaving Fern Cottage, it was off to Samoa. Not really a major trip since this Samoa is on the northern peninsula of Humboldt Bay, location of several major lumber mills and home to the Samoan Cookhouse, opened in 1890 and one of the last remaining lumberjack style cookhouses. Then came the Harvey Harper collection in downtown Eureka, with everything from a brass era car, many excellent classics from the 20s and 30s right up to several "modern" cars.

My favorite was a beautiful 1928 Packard Six four-door Phaeton.

Then it was back to Ferndale with plenty of time to stroll around town and do some shopping. We parked 'Edward' on Main Street and then watched at a distance as various tourists photographed it using the Victorian buildings as a back-drop. The locals have gotten use to seeing classical cars since many car clubs tour there and each August the Pebble Beach Tour pays a visit (in fact two shops were selling photographs of several different Phantom IIs.

After packing up for our journey home, the rain abated long enough for our last big adventure – a drive along Mattole Road, better known as the "Lost Coast Highway". This road runs right through the heart of the Lost Coast region, and is the longest stretch of undeveloped coastline in the lower 48.

The winding and twisting road climbed up into the fog, mist and then rain, and then plunged back down to the edge of the sea. These were English style country roads at their very best and ideally suited for a prewar small HP car. Heavy, softly sprung modern PMCs left drivers with white knuckles and passengers rather green in the face. We stopped along the beach as our first planned stop and had plenty of time to get out and photograph the rest of the PMCs as they slowly arrived. The lead photo for this article shows some of this beach. If you look closely at the two women at Edward's left rear fender, you will see Kristi talking to Helen Heath (co-chair for the 2011 Annual Meet).

Then is was back to climbing up to the town of Petrolia, site of the first oil well in California in 1865, then a brief pit stop before we reached Honeydew, where we turned onto the road between Highway 101 and Shelter Cove. Then, onward with more winding climbs and then down a step grade filled with hairpin turns into the Rockefeller Grove in the Humboldt Redwoods State Park. I must say that with a light body and a tight suspension, our old car really enjoyed being back on these roads.

Perfect weather awaited us as we began the final drive home on Friday (June 10th). The Coastal Highway is not for the faint of heart – step cliffs and sheer drops to the ocean. Heading south in a right-hand drive vehicle, I got the ocean side. Not many straight portions along this road since at every inlet or cove the road winds down to the level of the creek or beach and then reverses direction as you climb back up to the cliff level. Then it was back into the redwoods as we climbed over the costal range and into the Russian River wine growing region. Back on Highway 101, we endured our final drive home.

The final tally of our trip was 890 miles and at least ten times as many smiles from the people we encountered. The comments that have stuck with us are the many thanks we get from people 'glad to see a car like ours out on the road and not gathering dust in a garage or museum. My greatest pleasure is just the view from the perspective of looking down the bonnet and past the Flying Lady.

Our only mechanical trouble was one wiper blade slipping on its shaft, cured by going back to Rain-X. Because of my lead foot, Edward averaged only 14.9 mpg (Imperial).

SUBSTITUTE COIL FOR ORIGINAL HELMET COIL 1935 20/25 GPG23 "CERDIC OF WESSEX"

By Phil Birkeland, Editor, Goshawk Society

When I first purchased Cerdic in 2003, he came with a standard modern coil that was held in a very nice R-R supplied bracket that attached on the same pad as the original helmet coil. It appears that this bracket, along with a modern coil, is what R-R furnished as spares for prewar cars in the late 50's and early 60's. It did not look original, and I wanted to impress the Touring judges. So I bought a Charles Tobin helmet reproduction coil, which after several years decided to fail. Coils do that. Charles very kindly recored it, free of charge. However, increasing the value of the ballast resistor to get the coil input voltage at running speed down to Charles' specs resulted in so low a voltage at starting that it was doubtful the coil could fire the engine when starting in cold weather. The choice was either to burn out the new coil at highway speeds or to risk not firing the engine on a cold start.

So, I took a different tack. A PIII Technical Society member told me that an Echlin IC676 epoxy coil (12V, negative ground, for use with a ballast resistor) was likely the one used as cores in reproduction helmet coils. He had successfully used a 676, set upright and epoxied into an aluminum cup that attached with 2BA studs to the original mounting pad. I bought a 676 from NAPA and used the new 2 ohm ballast resistor I had previously bought from Charles Tobin. I did not have a lathe to make a cup, so I decided against all advice to just epoxy the end of the coil to a large heavy washer with #10-32 studs screwed into the bottom. This way, I did not have to screw the studs into the bottom of the coil itself, likely shorting out the primary windings.

The following photo shows my first attempt at studs. The idea was to thread flat head screws into the washer from the top, so that the heads were flush with the washer. My countersink drill fit the US flat heads on the 10-32 screws perfectly, which it would not have done for the steeper countersink angles on BA flat head screws. It worked, except that I forgot that the threads on the shank do not go quite all the way up into the head, which meant the heads would not screw down flush with the top of the washer, as shown at the left of the photo.

Time to punt. I cut off the heads of the 10-32 screws to make #10-32x1-1/4" L studs. I drilled new holes and tapped them to fit the studs, and, using Red LocTite, threaded the studs in flush with the top of the washer, and epoxied the washer with studs to the bottom of the coil.

The next photo shows the washer and studs epoxied to the bottom of the coil. Note that the bottom of the 676 coil is heavily chamfered, and that for appearance reasons the OD of the

washer (7/8 x 1-11/16 x 0.10) was chosen to match the minor diameter of the chamfer. The washer at the bottom right of the photo is a spacer. To cover the hole in the mounting pad, a washer 7/8 x 2-1/2 x 0.10 was chosen.

The last photo shows the completed installation, which is far neater and more shipshape than the early postwar R-R bracket. However, it still doesn't look as good as the original helmet coil. The installation should be electrically durable, as both the ballast resistor and the direct air cooling are what the coil is designed for.

The question is whether the coil will remain attached to the washer. So far all is well, and the mounting has survived several months and seven hundred miles of freeway and country road driving.

PAT AND GARY PHIPPS' 1939 CORSICA-BODIED WRAITH, WMB16
Alongside the Columbia River Near Skamania During the 2007 Annual Meet