THE
# GOSHAWK
FLIER

RROC Goshawk Society
Serving the Small HP Community

Vol. 3 No. 2 ~ Fall 2011

**Inside this Issue**



**Editor**

Phil Birkeland
1041 Berkeley Ave
Tacoma WA 98466
253.564.9109 (h)
253.279.9724 (c)
philbirkeland@gmail.com

## The Goshawk Society

This is the fifth issue of the Society's newsletter, which is published electronically. The previous issue was Vol. 3 No. 1 (Summer 2011). The Society is an affiliate of the Rolls-Royce Owners' Club, and was formed to address the interest of enthusiasts and owners of the prewar R-R Small Horsepower cars. These models are the Twenty, 20/25, 25/30, and Wraith, and were built from 1922 to 1939.

The Society, its editor, and authors seek to publish accurate and complete information, but, in the event of damage, do not assume responsibility for errors or omissions.

Members are encouraged to submit articles and photos to the Editor (see email address at left). MSWord (or Apple Pages) text with separate JPG photos please.

## Officers

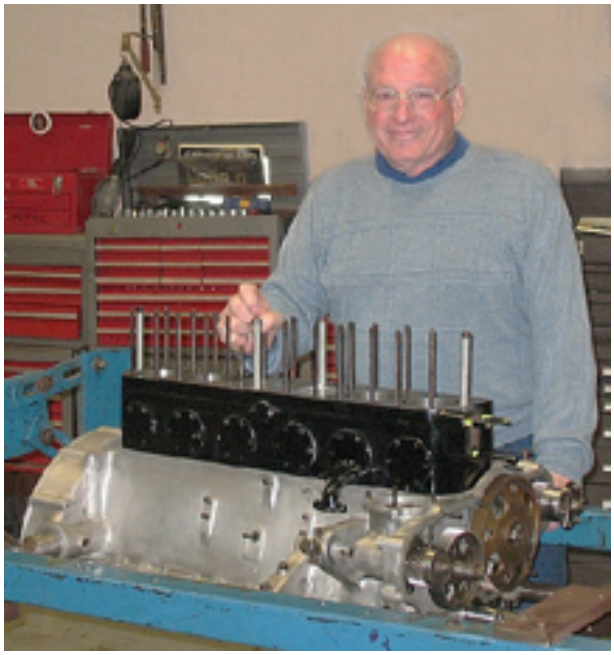
| | |
|---|---|
| Chair | Tim Jayne |
| Secretary | John Carey |
| Treasurer | Gary Phipps |
| Editor | Phil Birkeland |
| Technical Director | Wally Donoghue |

*(Note: Phil has "unresigned" and is once again Editor)*

**Terry Saxe's 1939 Park Ward Wraith, WHC37, As Delivered to Tahoe**

# THE LOOSE SCREW

**By Wally Donoghue, Technical Director, Goshawk Society**



## VAPOR LOCK, A CONTINUING STORY

*Editor's Note: You may think this is a repeat of Wally's article in the Winter 2010 Flier. It isn't. There is considerable new material inserted, and, besides, it won't hurt any of us to read the previous material again. The problem hasn't gone away, and in fact is getting worse. Back to Wally's story.....*

What has prompted this article and the previous one was an experience I had with vapor lock when returning from the Classic Car Tour in Columbiana County Ohio in our 1931 Lincoln, in October of 2010. While some of the story relates to my 1931 Lincoln, the topic and conclusions are applicable to all pre-war cars, including the Phantom III.

We had been driving several days on the Caravan, trouble free, with no vapor lock problems. Long ago I had added an auxiliary electric fuel pump to boost pressure in the event vapor lock should occur, which it often does on hot days with modern fuels and with just the mechanical fuel pump. Whenever vapor lock reared its ugly head, turning on the electric pump cured it.

On the return trip home, when the fuel level reached about 1/4, we spotted a gas station with the price about 10 cents lower than the going rate in the area. Although it was a shabby run down station, with a Porta Potty outside and no restrooms inside, I had no misgivings and filled it up, being pleased at finding gas at a bargain price. Within 15 miles the car started to vapor lock, and I switched on the electric fuel pump. While this improved things for a short while, the missing and backfiring of the engine got worse, and we pulled into the first filling station we came to, just barely making it.

Upon opening the hood, I found I could actually hear the gas boiling in the carburetor float bowl, and gas and vapor were sputtering out of the idle air bleed holes on the top of the carb. These external air bleed holes are not common to most carbs but are a feature of the Stromberg DD-3 carb. This was obviously some gas with a very low boiling point and high vapor pressure. I let the car cool for about 20 minutes and resumed the trip.

Unfortunately, the problem repeated itself in about 10 – 15 minutes. This time, after again letting it cool, I propped open the bonnet shutters to the wide open position, hoping the extra air would lower the under hood temperature. Again, within about 10 minutes the car vapor locked again. Against common sense I tried 3 more times to nurse the car home. Finally, when it started to get dark, I gave up and decided to have the car flat bedded home.

I became curious about the gas and decided to run a little test. I siphoned it all out, about 20 gallons, into 5 gallon gas containers. I had about 15 gallons of gas on hand that we use in

our lawnmowers and decided to compare the boiling point between the two. So, outside with a hot plate, kitchen pot and meat thermometer I put the bad gas in the pot and watched the temperature as it heated up. (Don't try this inside, and make sure the vapor can't get to an ignition source, or you will get a serious explosion). The gas started to bubble at the bottom surface of the pot at about 90 deg. F., much lower than I anticipated. I thought the temperature would stabilize as it reached a full boil just as water does when it boils at 212F. But it did not. The temperature kept rising as the gas boiled and the level dropped. I stopped the test when it reached 130F and by this point the level was about 2/3rds of what it was when I started the test, and it occurred in a very short period of time.

It suddenly occurred to me that gas does not behave the same as water as it boils. Water is pure $H_2O$ and thus remains at the same temperature as it boils off. I realized that gas, being made of many components or fractions, each of a different boiling point, would not behave the same as water. The more volatile fractions would boil off first leaving less volatile components which would result in a higher boiling temperature. WE BLAME ETHANOL (WHICH BOILS AT 173F) FOR MANY OF OUR ILLS, BUT IT IS THE LOWER BOILING POINT VOLATILES MANDATED BY EPA TO REDUCE SMOG THAT LIKELY CAUSE OUR VAPOR LOCK PROBLEMS.

So, knowing this, I decided to repeat the test and record the temperature at just the point where bubbling at the bottom surface of the pot first occurred. With a fresh batch of the gas that had been drained from the Lincoln I repeated the test and noted the same 90F temperature at the point where bubbles just started to appear on the bottom of the pan.

Then I performed the test with the gas I had stored for lawn mowers, performing it exactly the same as I did with the gas from the Lincoln. It did not start to bubble until it reached 120F. This meant that there was a 30F difference between the bad gas that was causing the vapor lock problem and the good gas. I have no idea why the bad gas had a lower initial boiling point, and such a great difference at that. Perhaps it was simply out-of-spec, with more volatiles than allowed by the EPA, the refinery dumped it for whatever price it could get, and my "Porta-Potty" gas station picked it up at a bargain price.

It should be pointed out that the temperatures of 90F and 120F are not the actual initial boiling temperatures of the fuels I tested. It was the temperature measured with the thermometer held in the middle of the fuel when bubbles just started to form at the bottom of the pan. The temperature on the surface of the pan bottom is higher than the temperature in the middle of the fuel in the pan. We have all noticed when boiling a pan of water that bubbles start to rise from the bottom well before the water actually reaches a full boil. So these temperatures are valid only for the purpose of comparison of the initial boiling point between the bad and good fuels. Because the more volatile fractions continue to bubble off it was impossible to measure any actual boiling point with my crude setup, but it was sufficient to determine that there was a significant difference, 30 deg F., between the good and bad gas. Another confirmation that it was bad gas is that when I put in 5 gallons of my lawnmower gas in my now empty gas tank and drove to a gas station to fill it up vapor lock did not occur and did not occur on the return trip after filling it up.

What has happened in general with all gasoline today is that over the years the vapor pressure has gradually and steadily increased. This has had little effect on newer cars which have been operating at progressively higher fuel pump pressures over the years. But with all older cars, particularly those with vacuum tanks, and even including our beloved P-IIIs and Wraiths, which have SU fuel pumps, this increase in vapor pressure can cause a vapor lock problem at higher temperatures and altitudes. Many

owners of cars built before the war have added supplementary electric fuel pumps that produce higher fuel pressures. And even with these higher fuel pressures some owners still experience vapor lock when driving hard at high outside temperatures or at high altitudes.

I started collecting antique cars in 1952 while a junior in high school, with the purchase of a 1920 Model T Ford, and purchased my first classic in 1954, a 1929 Packard 640 Convertible Coupe (for $75.00) while a sophomore in college. With the gas available then vapor lock just did not occur on these cars, and the Model T had only gravity feed from the under seat gas tank and the Packard still had its original vacuum tank. I purchased my Phantom III, 3AZ194, in 1958, driving it to Pittsburg from Newport News, VA, without a hint of vapor lock and just the original SU fuel pump. On up to the early 1970s I never experienced vapor lock on any old car and none had an auxiliary fuel pump and most owners I knew up to then did not have them and did not experience vapor lock.

However, by the mid 1970s the fuel had worsened and many owners of prewar cars were starting to have vapor lock problems in hot weather and started adding auxiliary electric fuel pumps. The trend is continuing to worsen today, with vapor pressures increasing and more ethanol being added.

At this point in time I recommend 20, 20/25, 25/30 and Wraith owners install an auxiliary fuel pump with a separate on-off switch. The procedure will be different for Wraith and 25/30 which have SU electric fuel pumps than for 20 and 20/25 which use vacuum tanks. I will discuss the Wraith and 25/30 first.

On Wraiths and 25/30's, the pump should be located towards the rear of the car, close to the fuel tank, and as low as possible. The original SU fuel pump up on the firewall can remain in place, and when the auxiliary fuel pump is on, the SU pump will not operate due to the higher pressure on the diaphragms keeping the points open. When the weather is cool you can leave the auxiliary pump off and just exercise the SU pump. The second you experience vapor lock turn the pump on.

On the 20 and 20/25 with vacuum tanks the first impulse might be to bypass the vacuum tank but it is desirable to keep the under hood appearance original, and a fuel line bypassing the vacuum tank would be highly visible. However, the fuel from the new auxiliary fuel pump can be pumped right through the vacuum tank if proper modifications are made.

There are some problems in boosting fuel pressure in cars with vacuum tanks. One concerns the vacuum tank itself and the other, the carburetor. First, the float and its mechanism in the top compartment of the vacuum tank will shut off the incoming fuel line when the fuel is high enough to raise the float to the shut off point. So, this float and its mechanism must be removed. Save the parts. Next, there is a vent in the top of the tank which is opened and closed by the float mechanism that you have removed. As fuel is pumped into the tank by the auxiliary electric pump and the tank fills up, fuel will come out this vent and likely start a fire. So, this vent needs to be plugged. The next operation will be to plug the vacuum line that goes from the intake manifold to the vacuum tank Otherwise, fuel from the head of the vacuum tank will be sucked into the intake manifold, flooding the engine. Finally, because the vacuum tank will now be under pressure, you need to be sure everything is tight and leak proof, to keep fuel off the exhaust manifold with the consequent risk of fire. Note that some vacuum tanks have pot metal tops that have deteriorated and developed cracks. If the top of your tank is pot metal, I recommend obtaining a new top or making one.

The next problem on vacuum tank equipped cars is the carburetor. Because the fuel flow into the carburetor from a vacuum tank is just by gravity there is virtually no pressure. So, to ensure that fuel flow is adequate the needle and

seat are larger in diameter than on the typical carb fed by fuel pump pressure. This means, with the larger area on the needle seat, the float may not be able to exert enough pressure on the needle to ensure positive fuel shut off even with the float set lower to compensate. So, the needle seat needs to be made with a smaller diameter. This combined with a lower float setting will ensure that the fuel is shut off when the fuel reaches the proper level in the float bowl.

On Wraiths and 25/30s with original equipment SU electric fuel pumps, the auxiliary pump must be of a type that the SUs can pull fuel through. Some auxiliary fuel pumps are positive displacement gear types and fuel cannot be drawn through them by the SUs, unless a one-way bypass valve (check valve) is installed around them. The alternative is an impulse type pump, which does not need the bypass. Gear type pumps also dsraw more current than impulse type pumps. So, I do not recommend them. There are a number of suitable impulse type pumps, some that produce pressures up to 8 psi. In most cases the higher pump pressure will not affect the carb other than it is possible that the float level will be very slightly higher and, if so, on 25/30 and Wraith the float can simply be adjusted lower. On 20s and 20/25s the modifications as explained above can be made. Unless the diaphragms in your SU pump have recently been replaced I recommend installing new ones at the same time you install the auxiliary fuel pump since, with old deteriorated diaphragms, there is a chance the higher pressure on them may cause a leakage failure. Also, be sure the flex fuel line going to the engine is in good shape.

The trend in gasoline has been getting worse and no one knows what the future holds. Those at the Annual Meet in Lake Tahoe know of the vapor lock problems both Matt Boyd and Gary Phipps experienced with their cars when driving to the meet. Then, as those who have read Mermie Karger's account of her trip last year know, she had to give up on the return trip home due to vapor lock problems and have her car shipped home. So, I think it is good insurance to install an auxiliary pump now if you have not already done so. Now is the time. Do it before your next trip. There are several suitable pumps available but I recommend the Airtex model number E8012S.

My recommendation is to only buy fuel from major brand stations and avoid gas with ethanol added if possible. It is becoming more and more difficult to find stations that sell ethanol free gas. However, there are some websites you can go to find these stations throughout the US. Here are some:
http://pure-gas.org/
http://www.buyrealgas.com/ http://www.fueltestkit.com/find_ethanol_free_gasoline.html

Finally, avoid stations that look run down and have an outside Porta-Potty (smile).

*Editor's Endnote: On his return home from the Tahoe Meet to Albuquerque, Goshawk member Gary Phipps noted several occasions when the gas in his Wraith's fuel tank actually came to a hard boil, creating vapor lock before the gas even had a chance to get out of the tank! I hope to persuade him to write an article on his experience. I also hope to see his thoughts on why modern fuel injection cars with the fuel pump right inside the tank do not have our vapor lock problems, and what we may have to do to get our cars to run on EPA-mandated modern high-volatiles fuel. With luck, the Spring issue of the Flier will have a continuation article on vapor lock.*

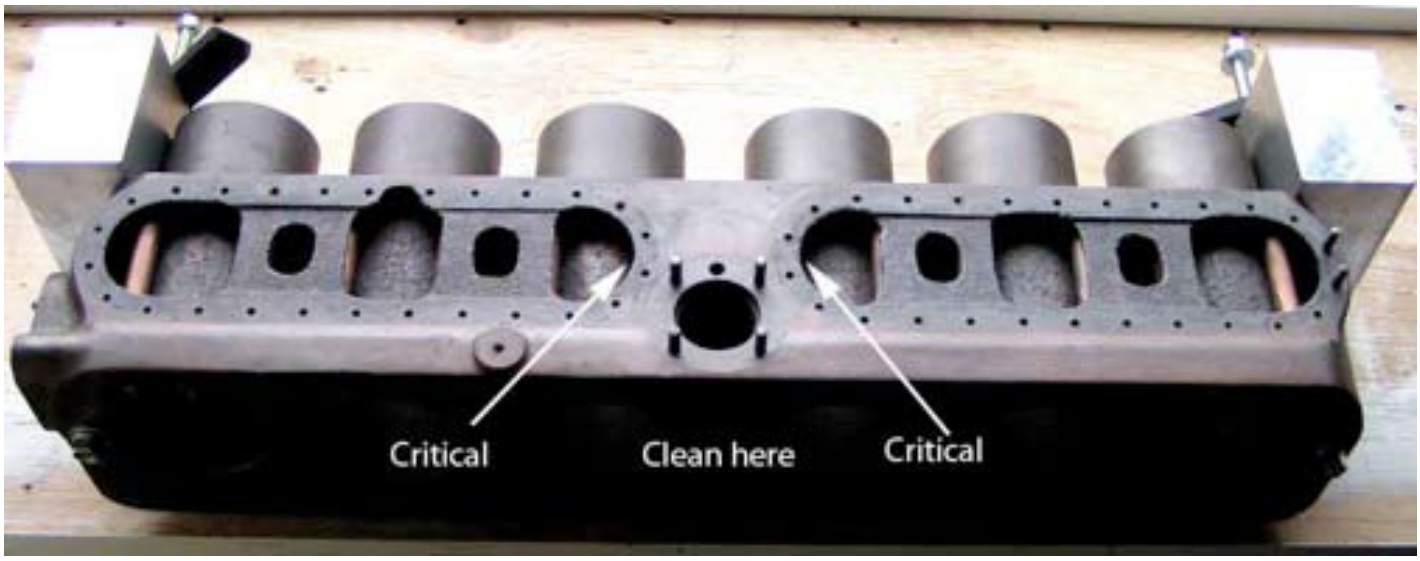
# PASSAGES IN THE LIFE OF A 1929 TWENTY
## (Cleaning Clogged Engine Coolant and Oil Passages)
### by John Carey, San Jose CA, Secretary, Goshawk Society

When "Gen", a Rolls-Royce 20 HP, shooting brake (chassis GEN36), came my way all those years ago in 1978, she was made to run well. In fact, I drove her home the first time. The engine did overheat, which I thought would be solved with a reconditioning of the water pump.

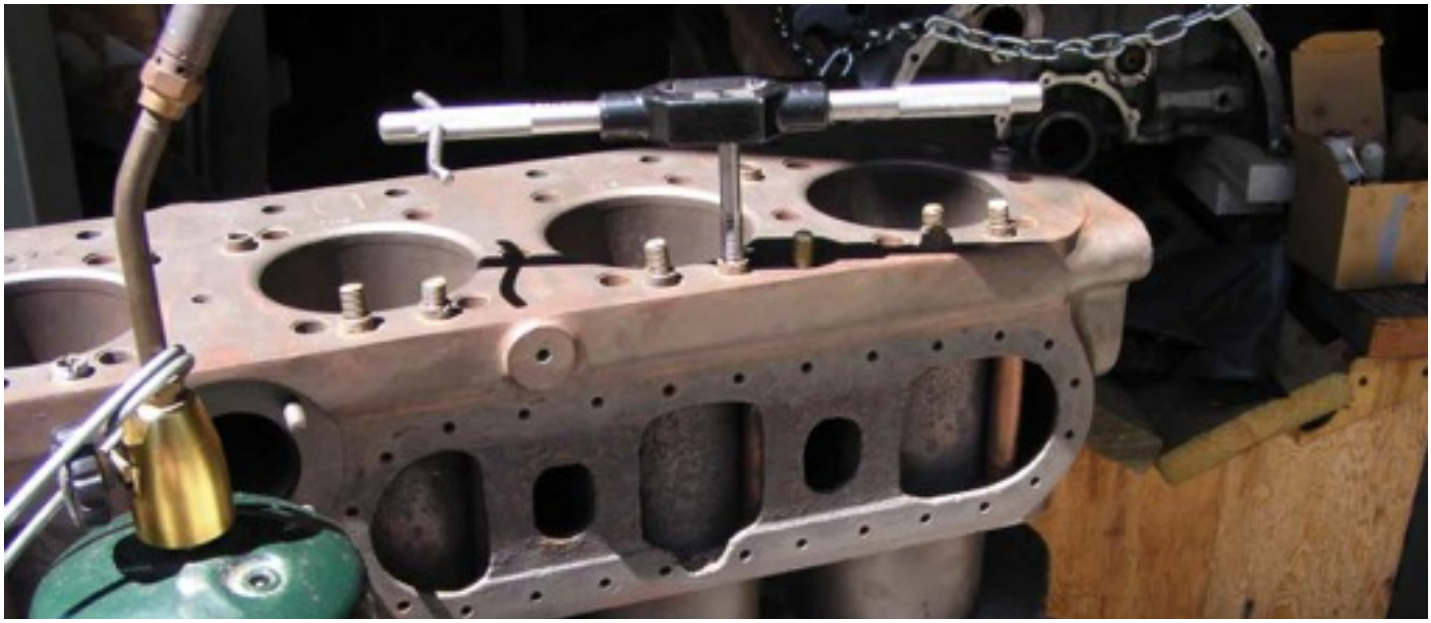
In the early tinkering, a push rod bent. By this time, I was only doing short test runs as the car was obviously not touring-ready. The push rod bent because the rocker arm froze to the rocker shaft, because the oil holes and rocker shaft were blocked with sludge. Now, mind you, this was an engine that had had pistons replaced professionally. OK, so I clean that out, get a replacement pushrod, adjust the valves, and VOILA! a properly running 20HP (or so I thought).

However, fast-forward to around year 2000. I am doing recommissioning and testing for what was to become an 8 year full time personal ground-up restoration. Alas, the previous water pump fix was not enough to prevent overheating in some situations (like idling over two minutes. after reaching operating temperature). Sooo, the engine needs more than just cosmetics, it has to come apart. Lucky that, as it turns out. Sure, I did find rusted deposits blocking both large and small cooling passages (see photo below), but there turns out to have been four more critical reasons requiring a rebuild.

But first, the water passages. Flushing with diluted muriatic acid (driveway cleaner), poking and prodding with every shape and form of blade, wire, and pick did the trick. One has to concentrate attention on the area in the middle of the block around where the fuel-air mixture from the carburetor passes through the block between the #3 and #4 cylinders, where the fuel-air mixture from the carburetor passes through on its way to the intake manifold. That is a restricted area that impedes water flow even when clean.




I had often read technical articles that suggested having the water pump input to the front and back water jacket covers because of this restricting design. That fix always seemed to come with a plumbing nightmare that never looked "Rolls-Royce". Then I found reference to a technical bulletin around 1930 that called for holes in the front of the head to be blocked to prevent coolant from entering the front of the block and then promptly going straight up into the head and returning to the radiator without cooling the rear of the engine. (taking the least path of resistance and avoiding the restriction) So I made the mod by drilling and tapping the brass fittings in the block that acted as guide pins mating with the head. Then I screwed in brass plugs and soldered them in place



That's two fixes for cooling. Next, it must be stated that driving what seemed to be a smooth and properly accelerating (one cannot say powerful of a 20) engine is risky if the oil passages are not also investigated. The most obvious concern is plugging of the crankshaft galleries and oil passages with sludge. Remember that these cars were not fitted with oil filters. The practice of the day (inexpensive labor) was what was called "lower decoking". Periodically, the pan was dropped, crankshaft gallery plugs pulled, and everything was then flushed. What happened was that the spinning crankshaft centrifuged out the sludge particles in the oil and deposited them in the galleries as solid sludge. In my case the sludge was so compacted that it took a wooden dowel turned to the correct diameter and a mallet so as to drive out the sandy, tar-like substance.


That takes care of one potential hazard to the rod and main bearings. You need to test that the gallery plugs don't leak and also take care to observe that the oil pipes in the crankcase webbing that deliver oil to the crankshaft are not leaking (mine were). One should also check the connecting rod oil pipes that go up to the wrist pins.

Now I can't go into everything here, but just let me say that the pistons that were professionally replaced were in cylinder bores that were tapered 40 thousandths. from top to bottom. Needless to say, the shop didn't do right by Gen or her custodian at that time.

Lesson.....? Be it man made or by the ravages of time, you don't know what is inside of your new purchase without investigating. Needless to say, I now am proud to (safely) drive Gen who I know is as pure inside as out.

*Editor's Note: Gen in all her-restored glory is shown on the back cover of this issue of the Flier.*

# ENGINE TEMPERATURE REGULATION

## By Stephe Boddice, Member Goshawk Society, Worcestershire UK

At the time of writing the Rolls-Royce Small Horse Power cars falls into the age range of 72 to 88 years old. As with many of their owners the cars suffer from a number of ailments including that of erratic temperature control.

Engine temperature management in the 20HP cars was left to the careful mercies of the driver who was expected to manually adjust the radiator shutters. This system was perpetuated for nine years until 1932 when, at chassis number GBT1 in series TA for the 20/25, the company introduced thermostatically controlled radiator shutters. The Calorstat had arrived and, for the next six decades, manfully twisted the shutters to and fro in a vain attempt to maintain a steady engine temperature. Giving due where it is deserved, the Calorstat works pretty well under normal driving conditions as long as the engine, radiator and fuel supply system are in good working order. Its weakness becomes apparent when the car is driven at the extremes: sedate local trips then long fast runs at highway speeds; blistering summers or freezing winters. Yes, there are some owners who drive all year round as well as hard and fast.

A recent product is the Valstat developed by Vintage Accessories Ltd in the UK. This neat casting replaces the front outlet pipe on the cylinder head with a two-piece casting that contains a modern thermostat. A bypass hose allows coolant circulation within the engine during warm up and is then closed off as the thermostat opens to allow the feed into the radiator header tank. The Calorstat can be left connected and normally adjusted, the shutters acting in the usual manner at all temperatures. The advantage is rapid engine heating combined with controlled and constant engine temperature under all driving conditions, which ensures efficient petrol usage as well as prolonged engine life as the oil is running at its design specification. GGA27 was used to test the prototype of this accessory along with 7 other UK owners of 20HP, 20/25 and 25/30 cars. Other than being thoroughly satisfied with the results the author has no connection with the manufacturer but can recommend this product as a worthwhile amendment for all SHP owners.

In the case of GGA27, a 1933 20/25, difficulties were being experienced with low engine temperatures after fitting a new engine block in 2007. To reach 80ºC, for town driving, it was necessary to close the shutters and half blank the radiator, which would lead to overheating on the open road. Adjusting for high speed driving would mean an engine temperature, eventually, of 65ºC at town speeds. The following information describes the fitting procedure for the Valstat as well as a useful method for one-man bonnet and radiator removal, the whole operation taking $5^1/_2$ hours.

*Top to bottom: top hose; bypass hose and clips; thermostat and housing; bottom hoses with 'T' connection.*

The first job is to remove the bonnet. Remove the saddle from the front of the centre hinge and the nut from the rear hinge bracket. Place a thick cloth onto the roof above the windscreen and another over the top of the radiator. Partially lift one side of the bonnet and slide a length of 2"x1" timber along the hinge line, from the front, onto the roof and rest the other end on the covered radiator. Repeat on the other side of the bonnet. Use string or a luggage strap around the rear ends of the two timbers to prevent them slipping outwards. Attach a third piece of timber between the front ends of the other two and fix in place with clamps. Another strap around the cross-timber can be used to lift the bonnet up and away from the radiator – attach to a secure overhead support or skyhook..

*Bonnet resting securely on timber frame and ready to be lifted up and out of the way.*

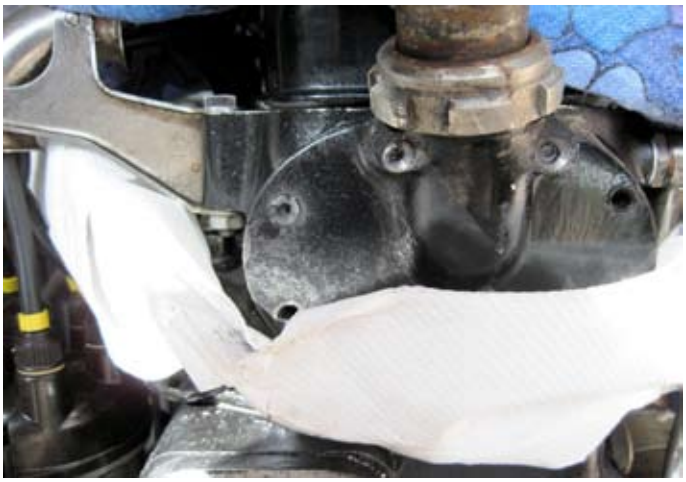
Drain off the coolant, remove the top and bottom hoses and release the front of the radiator steady rod. On later 20/25 chassis it will be necessary to remove the drain tap from the lower, driver's side of the radiator. Remove the split pins, nuts, washers and springs from the two locating studs in the base of the radiator. Take care to remove the two brass trunnions *and note which side they fit*. One trunnion is hemispherical and the other barrel shaped – each fitting into an appropriately shaped socket on the base of the radiator. Make sure they are replaced on the correct side and in the proper orientation to the sockets. Lift out the radiator, taking care not to damage the lights or paintwork. It should take only about 30 minutes to reach this point.


*An engine hoist is probably the safest method for removing the radiator.*

Slacken the fan belt by releasing the lock nut and undoing the thumbscrew. Remove the belt. Remove the fan mounting nuts and withdraw the unit from its studs.

*Fan removed to reveal the front end plate and water outlet pipe.*

The next operation is where some delay might be encountered. Remove the 6 short and 2 long machine screws that secure the end plate to the front of the cylinder head. It is probable that the inner threaded ends will have corroded and bonded to the cylinder head. The only option is to carefully drill out the recalcitrant fasteners.



*Seized machine screws drilled out. The white paper shroud under the plate is to catch the swarf.*

Clean out the threads in the cylinder head and clean off the mating surface. Make sure that there are replacement 2BA machine screws in stock to replace any that have been damaged during removal. Apply gasket and thread sealant to the mating faces and fasteners and attach the base of the Valstat to the cylinder head. Inset the thermostat, sealing ring, gasket upper casting and bolt everything together. Install the bypass hose and the two clips that fix it to the timing case studs: ensure that the bypass hose is clear of the fan belt.

*Valstat in place and bypass hose connected.*

*Bypass hose routed around the front of the engine and away from moving parts.*

Install the new top and bottom hoses and connect the other end of the bypass hose to the new 'T' connection in the bottom tube. Replace the radiator, making sure that the brass trunnions are in the right place. Refit the radiator tap if previously removed. Refit the two sets of radiator fasteners, remembering that the springs are there to absorb shocks so do not wind the nuts up to fully compress them. Re-attach the radiator steady rod, lower the bonnet into position, refit the rear nut and front saddle and fill the system with coolant and antifreeze.

Use the old-style silicate type (IAT or inorganic acid technology) antifreeze. The newer extended life types (OAT - organic acid technology or HOAT - hybrid organic acid technology) antifreezes put the older o-ring and gasket materials at risk. You do not want antifreeze in the engine oil. Antifreeze type is especially important with wet-sleeve engines such as the Phantom III and the postwar V-8s. See my article in the Spring 2010 Flier for a complete discussion of antifreezes. In the UK, you can't go by color, as green has and is used in all three types. In the US, you are fairly safe if you look for the word "silicate" on the label and for a green color. If the color is yellow (Ford) or orange (GM) or if the product is described as "long life" or "extended life", don't use it. The only really safe approach is to look up the product technical data sheet or to contact the manufacturer.

Check for leaks, run the engine and re-check for leaks.

*Vintage Accessories Ltd can be contacted by e-mail at alan@vintageaccessoriesltd.co.uk*

# ME AND "WRAITH"

## FOR BETTER OR FOR WORSE, IN SICKNESS AND IN HEALTH .....

## (THE STORY OF A MAN AND HIS WRAITH, A 1939 PARK WARD SALOON, WHC37)

**by Terry Saxe, Member Goshawk Society, Basset Hollow Farm, Rochester WA**

*(Editor's Note: I told Terry to use his own words, and he did. This is vintage Terry!)*

I have this recurrent dream……I was going to check into a nursing home without owning a prewar PMC…..how ghastly!! Up to this point I had owned EPW Bentleys….which wasn't too bad. I then consulted my automotive adviser, a Goshawk member, who shall remain nameless. He counseled against a prewar noting that they require a bit more tinkering than an EPW….and charitably noted that my mechanical skills weren't the best……actually I'm on a par with a 10 year old! Against all reason & logic, I sallied forth to find a prewar.

I "reasoned"….actually I like that word….that I needed a car that could cruise comfortably at 60….or thereabouts. I settled on a 25/30 or Wraith. I did discount Derbys 'cuz they are a bit more expensive….after all, I'm a senior living on a fixed income! I looked high and low, perused various car publications and called around. Did find a couple of 25/30s in England, but they were a bit pricy….must be the fact that they were on an Island. I finally settled on a 1939 Wraith in Vancouver, BC. I did fantasize that this Wraith belonged to General Montgomery during the War…but the chassis #s did not match up…I figured I had a reasonable chance with only 400 or so built. Barb & I drove up to Vancouver, and took it for a spin in the driving wind & rain….the day was supposed to be dry. I got the car up to 60 and the owner turned white….of course the car was hopping around a bit….flat spots on the tires the owner told me. In any event, I liked the Park Ward body so a deal was struck. I figured how many repairs could the car need…how many indeed!! Oh yes, the clutch shuddered when I engaged first.

I had Wraith (by now the name of the car) shipped to a shop in Kirkland, WA where new tires/tubes were fitted along with a rebuild of the front end (the Bijur had not been operable since forever, and kingpin play showed it), clutch plate & disc relined & flywheel resurfaced, fuel pump replaced, wiring corrected, etc, etc…….but was I discouraged??...well, maybe a little. Actually the car had traveled about 600 miles in the 30 years prior to my watch.

The saga continues…… We retook possession of Wraith about 3 weeks before we were to leave for the 2011 RROC National Meet in Lake Tahoe. Wraith had been doing well, so we were optimistic….naive fellow that I am! The big day arrived and we joined a caravan of like minded souls in a caravan to the Meet. Our first night was to be spent in Eugene, OR….So we motored south…ever southward. Wraith was running well and lesser motorcars cast envious glances his way…when the LF tire began to hop…rats!! We pulled off I-5 and jacked the wheel up in an apartment parking lot… actually this whole episode was entertaining for the urchins that lived there. We quickly discovered the wheel did not rotate…we backed off on the brake adjuster knob & we were on our way again.

We left Eugene the next morning and headed SE to cross the 5,300 foot Willamette Pass…without incident I might add. We dropped down into the desolate (high desert) Eastern Oregon Territory and headed for Klamath Falls….temp about 100F at this point. We filled up with ethanol laced petrol in KF and continued south…ever southward. We opened the front window so we could have the cooling 100 degree breeze, but the Old Boy was running well… when he started to misfire, stumble & die!! Our

group stopped with us and pondered Wraith's innards…the verdict was vapor lock & we limped into our next night's lodging in Alturas, CA…can you say desolate?? We were going to beat the heat & vapor lock so we left early the next morning and headed south. We got a few miles down the road when poor Wraith stumbled & died again in…are you ready for this?…Likely, CA. We looked around & saw a defunct gas station, a general store and a volunteer fire department….was this really happening?? We waved the others on, and called AAA….who carried us into Truckee, CA and our hotel for the meet.

Photo showing Barb calling AAA from the teeming metropolis of Likely CA.

Photo of Wraith being loaded onto the AAA flatbed, with me giving the Queen Elizabeth wave.

After registering at the Meet Hotel, our first order of business was to find some help for Wraith or we could be stranded in Truckee forever…and we had a farm to get back to. I asked the more knowledgeable members and got various answers: bad ignition parts, bad petrol, bad carb parts, the position of the moon & stars. etc….what to do?? We replaced the points & condenser…Wraith still died. We replaced the ballast resistor…he seemed to do better…we might get home yet! We did get a new coil…just in case.

Photo showing yours truly, Rob Manderson (Calgary, Alberta), and Ralph Curzon (Hyphen Repairs, Shelburne, Ontario) cogitating over Wraith.

The Big Day (the day after judging) arrived & our Merry Band assembled for the trip home….and we were off. We climbed the 6,200' Donner Pass without incident….our spirits soared!!

We then dropped down into the 100+ degrees F of Central California….yippee!! We stopped for petrol in Red Bluff and headed north towards Redding… when Wraith stumbled & died…again.

It was now 110F…no worry about frostbite here… we called for a tow. No less than six cars stopped to give us water & wet towels…they told us people die in these temps. A California Highway Patrol officer stopped & stayed with us until the flatbed arrived and brought us to our next lodging in Mt Shasta. This flatbed driver was the most interesting…he swore at the other cars and spit sunflower seeds into a cup on the dash with uncanny accuracy!

In the air conditioned comfort of our hotel room in Mt Shasta, a thought entered my feeble brain. Why not call for a flatbed before we break down again along the road?….since we don't know why Wraith is having problems…Terry, you are a genius!! So we did.

We got a flatbed from Mt Shasta to Eugene and another from Eugene to Portland (Oregon, not Maine)….where Wraith entered another garage. I suspect Wraith is more comfortable in a garage rather than on the road with lesser motorcars.

All told we had four separate tows…over half the trip. The upside?? Well, all but one of the flatbeds had AC…….and we did get over 100 miles to the gallon. Did we find out what caused Wraith's problem?? No…but we're working on it!!

Is there a lesson to be learned here? Absolutely. Trailer your prewar to a Meet!!

*(Editor's Note: I admire Terry. He has guts. I trailer my own 20/25 to all Meets and Tours I attend that are more than a day's drive away)*

# CLASSIFIED ADVERTISEMENTS


## Car for Sale

20/25 (GPG23) 1935 Hooper sports saloon, light gray-green over black exterior, with black interior (original colors). A very pretty and graceful Small HP car. Purchased 2003 as unspoiled original and restored accordingly. Solid Hooper body. Mechanicals in the 90th percentile. Five 2nd Places in Touring at National Meets, eligible for 1st Place. Two Hooper awards for best preserved/restored Hooper body. Seven National tours. Very reliable. Additional photos and descriptions as requested. Professionally appraised at $42K, offered at $39K. **Phil Birkeland** WA 253-564-9109 or email : philbirkeland@gmail.com

*Editor's Note: Any Goshawk member may submit an ad to be placed in the Flier. The ad should be suitable. As long as the ad is of reasonable length, there is no charge. Hopefully, more of our members will submit ads.*

**JOHN CAREY'S 1929 "TWENTY" SHOOTING BRAKE, GEN36**