THE GOSHAWK FLIER

RROC Goshawk Society
Serving the Small HP Community

Vol. 4 No. 2 ~ Winter 2012

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What's Inside

Greetings Fellow Goshawk members!!

Barb & I send warm Holiday Greetings to you and yours. We also send wishes for a 2013 that will see you and your beloved Proper Motor Car on the road many times!

Here in the upper half of the Planet, we are enduring cold, snow and rain....about all I can do is to go out to my shop & see Old Wraith snug with a cover over him and a heater inside. I can only envy those of you in the lower half of the Planet....motoring through balmy breezes with old Sol overhead.

As you may know, the Goshawk Society is a sub-group of RROC. The Society encompasses those who own, have an interest in or covet the Rolls-Royce 20, 20-25, 25-30 and Wraith. If you have a question about a technical article contained therein, I urge you to contact the author. We all mean well, but sometimes what works for one may not work for another.

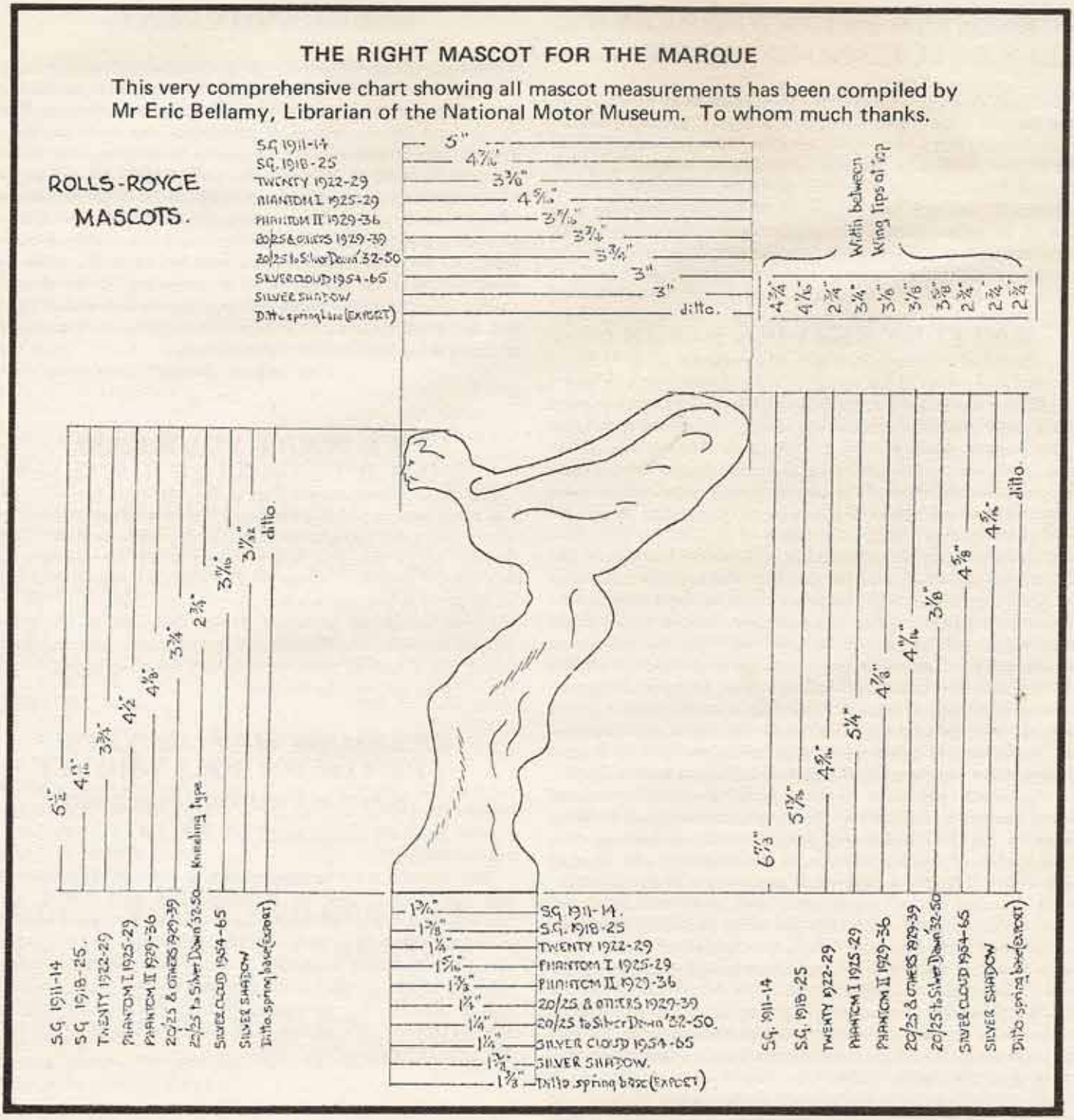
Once your eager fingers open this missive on your monitor, I'll start work on our Directory... .a hard copy, of course. I'll use the information contained in the 2012 RROC Directory, including your PMC owned, unless I hear different from you.....and speaking of hearing from you.

The next issue of the Goshawk Flyer is scheduled to arrive on your monitor in the Spring. Tell me about your motorcar, tell me about your dog, your parrot....and the ride they took with you. Tell me about the Tours you take & the trips to the grocer where people gather around your car. Tell me about your mechanical adventures (misadventures??) What did you take apart....could you put it back together....correctly?? Don't forget to include any PMC related items you want to buy/sell/trade. Send me material.....you don't want me to feel rejected....do you??

Barb, Terry & Old Wraith

THE RIGHT MASCOT FOR THE MARQUE

This very comprehensive chart showing all mascot measurements has been compiled by Mr Eric Bellamy, Librarian of the National Motor Museum. To whom much thanks.



Courtesy,
THE INTERNATIONAL LADY

PRODUCT AND PARTS RECOMMENDATIONS

from Rubin Jurman (courtesy Northern California Newsletter 12/77)

Tip #1: A new polish to try (actually, it's a wadding that has been around for some time) might be "Never Dull". This polish can be purchased in a can for around $2 from antique shops and some auto supply stores. It is particularly effective on aluminum and, according to Rubin, does a fantastic job.

Tip #2: If you are planning to purchase a battery disconnect switch, consider using the switch made by Caterpillar Tractor Company. This switch is used on the heavy Cat. equipment and looks nearly the same as the ones made for your car; however, it has a key instead of a handle. The key can only be removed when the switch is off, so you not only prevent fire and battery drain, but theft as well. The switch is part #7N0718-8-77 and can be ordered at a reasonable cost from any Caterpillar agency.

Electronic ignition conversion on a 1924 3-Litre Bentley.

Michael and Lynn Attwood, Portland, Oregon.

First, many thanks to Dick and Ann Tilden for permission to use images of their glorious 1924 Speed Model Red Label 3-Litre to illustrate this article. We should make clear that all the modifications to the magneto are easily and quickly reversible.

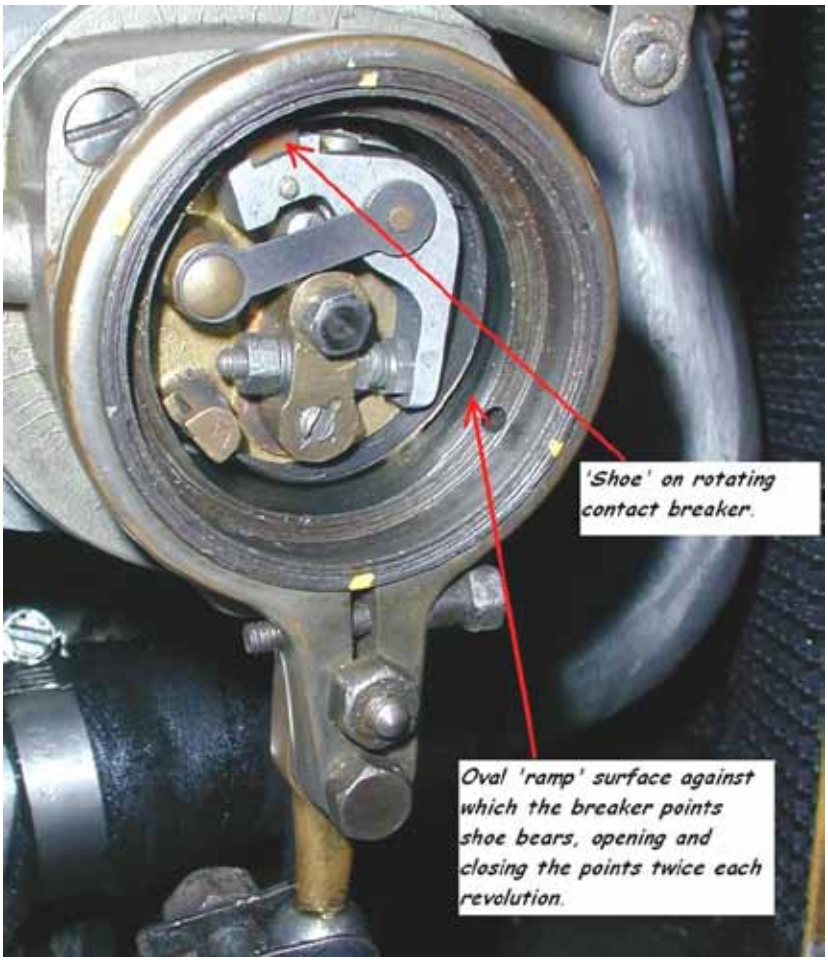
During the major rebuild of car 491's engine a few years ago, the decision was taken to push the compression ratio up, taking advantage of the conversion to modern shell bearings and the installation of a very robust counterbalanced billet crankshaft. Dick *drives* this car extensively (witness the early 2012 RROC tours of Virginia and the recent drive up to Maine from Richmond, VA to join another RROC tour of Nova Scotia, plus the return trip to Richmond after the tour), so with the difficulties sometimes encountered these days in obtaining consistent results from white metal bearings, the move to modern thin-wall shells for mains and rods was a positive one. The car now has new rods, pistons and crankshaft, a complete valve train refresh, and a re-engineered clutch release mechanism which greatly reduces the amount of oil thrown into the area of the clutch. (If anyone is interested in the way we achieved this, I can supply an overview.)

Michael checks the generator drive on the newly-rebuilt and installed engine. Right side magneto shown prior to modification.

Two magnetos are the original source for ignition on this car, each feeding a set of four plugs on each side of the engine. (The engine is a long stroke four cylinder, five main bearing design, with shaft-driven overhead camshaft and four valves per cylinder. Head and block are cast in one piece, making valve jobs "interesting".)

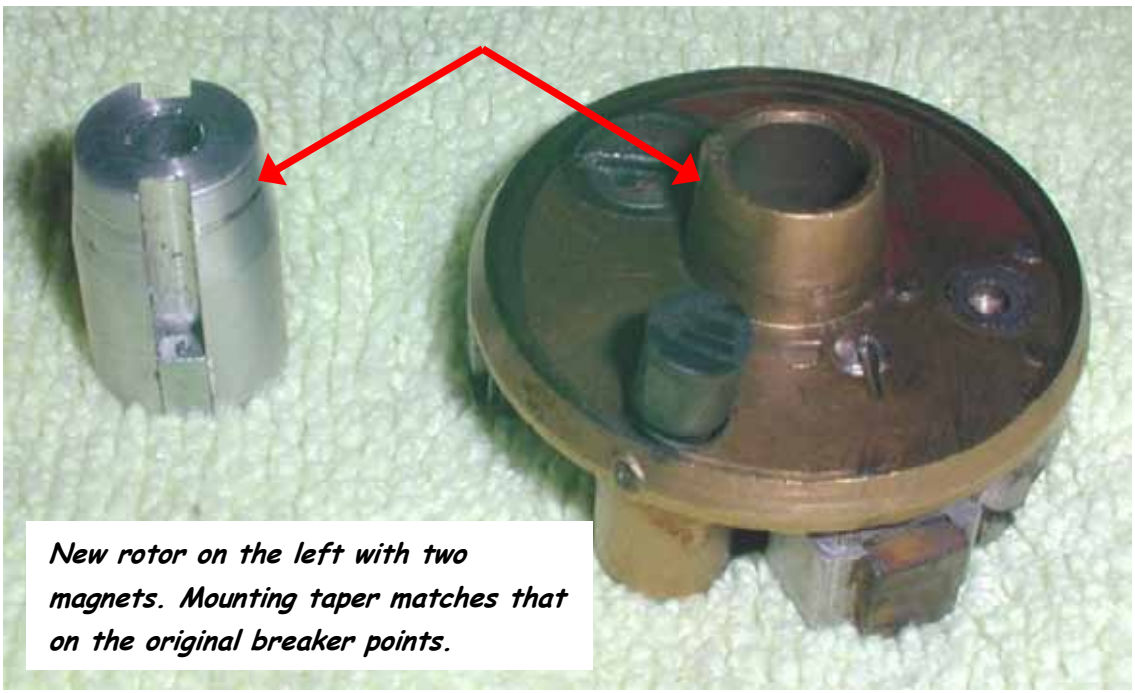
For those unfamiliar, magnetos are a self-contained source of high voltage for the spark plugs – unlike a coil-fired system, they do not require a low-voltage connection (i.e. battery voltage) to produce the high tension necessary for spark generation. They also have very different characteristics from a coil-based system: where coil ignitions in general produce progressively weaker sparks as the engine speed increases, the magneto has the opposite property. It has its own low voltage source from an integral generator to feed the "transformation" circuit which

produces the high voltage, so the faster it turns, the "hotter" the spark. Great for when the engine is running, but not so good for starting in the winter with thick oil and higher compression – just when you would like a hot spark to fire the mixture, the starter motor is working its hardest to push the engine through maximum compression, so the magneto is turning at its slowest rate, giving a marginal spark.



As many of you know, Dick drives this car all year round. Reliable winter starting is essential, so we made a move to convert one of the two magnetos to an electronically triggered coil-based system. There are plenty of conversion kits for distributors – Pertronix makes them for most of the coil-ignition Rolls-Royces and Bentleys – but, at least at the time we did this, we could not find a ready-made replacement kit for the ML CG4 magnetos on Dick's car.

The principle is relatively straightforward: the magneto spins a contact breaker plate inside a slightly oval-shaped 'ramp' aperture, such that the contact breaker points are opened and closed twice per revolution of the magneto shaft by the breaker shoe following the ramp's cam action. In order to convert to an electronically fired coil system, we needed to substitute a rotor with two magnets mounted at 180 degrees to each other for the contact breaker plate. The breaker plate mounts into a tapered hole in the end of the magneto shaft, so a duplicate taper was necessary on the new rotor.



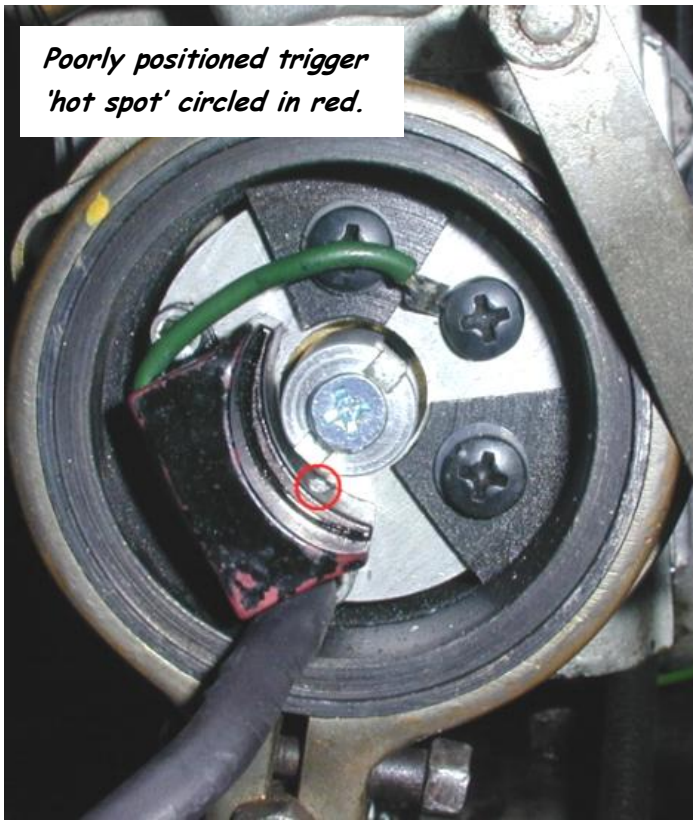
New rotor on the left with two magnets. Mounting taper matches that on the original breaker points.

Next we needed to spec a plate upon which to mount the electronic trigger. This would replace the internal cam

surface component, which on the CG4 is clamped into place within a ring connected to the advance retard control linkage. We took careful measurements of all the critical dimensions and began a search for solutions.

After much research, we found a motorcycle shop in the U.K. who had actually machined a 'one-off' magnet rotor with a matching electronic trigger mounting plate for a CG4, and had fortunately retained the drawings. They provided us with a rotor with the correct taper to mount to the mag shaft, and a plate with a "Pertronix-like" trigger, but life is never that simple. For one thing, we had to carefully measure the range of motion necessary on the new plate support ring, and cut the appropriate section out, thus controlling the advance and retard range. The ends of the resulting notch encounter the existing stop in the original body of the magneto. We also found that the trigger provided had its 'hot spot' (the point where the magnet triggers the spark) located in a position away from the center of the trigger housing – which positioned it too far from the magnets for reliable firing. This, of course, is the result of using a component not designed for the confined space inside this magneto – you can see from the adjacent photograph that the arc on the trigger is not suited to the much smaller arc described by the magnet rotor in this application. We went through an interim solution where we carefully cut down the casing on a Pertronix trigger we happened to have in the shop. Once trimmed, we resealed it with some ABS plastic cement as a 'proof of concept' and found that it worked well with the repositioned hot spot. (Not pretty, but we wanted to confirm function before searching for another, smaller trigger.) We have subsequently mounted a Pertronix trigger for a Jaguar 6 cylinder distributor, which, once the mounting ears were trimmed down, was a good fit. (Fortunately I have an S1 E-Type with Pertronix, so the trial fit was easy!)

Cutting the notch in the new trigger plate mounting ring for advance / retard control.



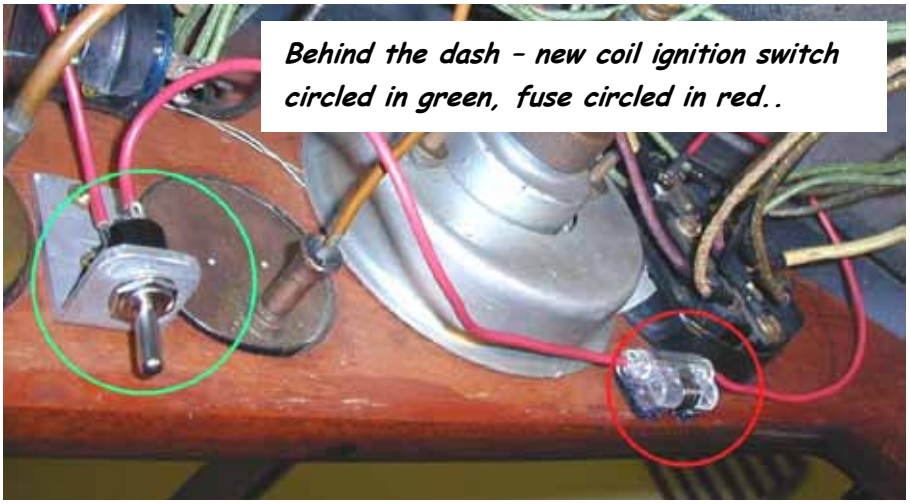
Poorly positioned trigger 'hot spot' circled in red.

Before we could call the physical modifications to the mag complete, we had to decide how to address the need for a cap over the rotor and trigger housing. We needed to connect battery voltage to the trigger, and provide a ground wire, which would involve modifying the original cap. This we were loathe to do, as original CG4 end caps are not thick on the ground.

ABS plumbing cap, "refinished" and installed on mag.

My wife, Lynn, who is an invaluable resource in assisting with all our projects and also thinking outside the box, was accompanying me around a local hardware store and picked up an ABS cap for a 2" pipe. "What about using the end of this?" she said. A near perfect fit, once cut down with a small piece of ABS pipe cemented in and the identification lettering removed. We purposely left it a bit 'used' looking, to not stand out. Dick much prefers proper patina to polishing for concours!

The wiring to the mag is routed through rubber tubing and shrink tubing to make it as inconspicuous as possible in the engine compartment. Most people don't notice the modification unless it is pointed out to them. We mounted the switch for the coil ignition on a bracket behind the dash board out of sight. The battery voltage was taken from the back of the ammeter, through a fuse in a holder velcro'd to the back of the dash. It is arranged so that one moves the switch forward to go, and back to shut off. Just in case there is any high voltage floating around from the original HT winding in the mag (most unlikely, but we like to be safe) we have provided a path for stray voltage from the slip ring to ground.



Behind the dash – new coil ignition switch circled in green, fuse circled in red..

Jaguar Pertronix trigger is a good solution.

The coil is clamped to the inside of the steering column, out of the normal sight line of someone looking at the engine, with the HT output lead routed back to the distributor cap on the converted mag.

This system has had a pretty thorough testing and we can say "So far, so good". The system, and indeed the car, have survived very rough roads on the latest 3,000+ mile trip and we look forward to more road trips when it returns at last to Oregon – or perhaps even ventures to other destinations as it expands its experiences and those of its owners!

Return to Original...

the saga of repairing a 1938 Wraith exhaust expansion box.

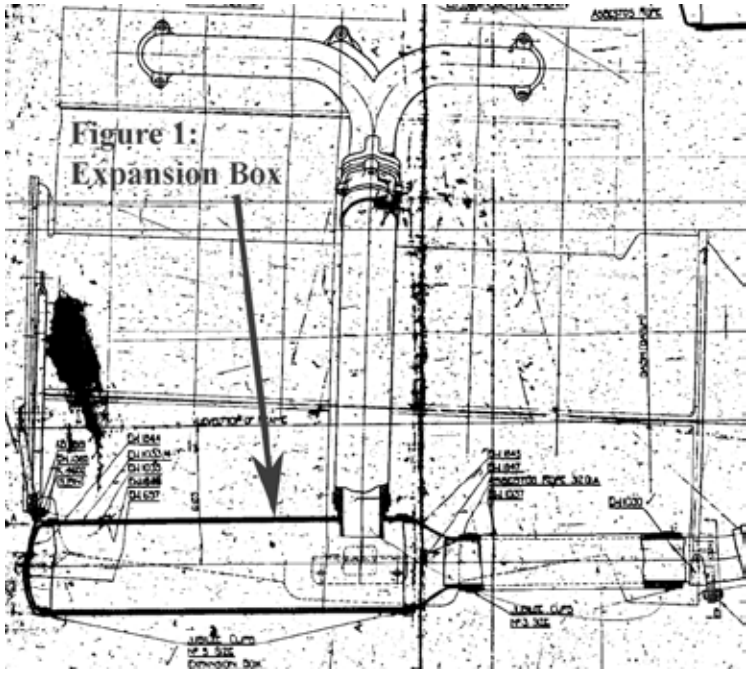
Gary S. Phipps
Albuquerque, NM

THE PROBLEM AND MARGINAL REPLACEMENT

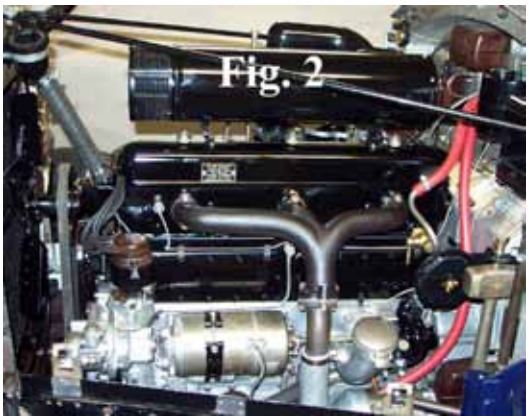
When we acquired WMB16 she had not run since 1979. When we returned her to the road in November 1999 we took a couple of our best friends for a brief ride about town in the new conveyance which generated some comments about the 'exhaust aromas' presented to the back seat passengers. Not surprisingly, the mostly original exhaust system was no longer leak free. Even the rearmost portions which had been replaced at least once were not in good condition. It was so bad that I ordered a complete new system in stainless steel from Borla East in the summer of 2000. It wasn't *exactly* like the original system but it seemed pretty close. Not one to throw away anything, I stored the original system and installed the new. Out of the box the front section didn't fit quite right but a slight bend of the vertical downpipe seemed to cure that problem. Onward and upward. The silencer, i.e. muffler, under the driver's seat quickly developed an annoying rattle, but that section was re-made under warranty to cure the problem before our first out-of-town trip to the 2004 Monterey National Meet. All went fairly well for our first long trip.

Such was not the case for subsequent years. Our trip to the Chicago meet in 2006 was plagued with exhaust manifold gasket leaks as well as a crack that developed in the expansion box after 6k miles on the new system. TFL had a picture of me hand fitting an exhaust gasket in the parking lot of the Oak Brook Marriott, but made no mention of all the noise generated by the crack on our Saturday night drive-by. *(Hint: Muffler Putty will NOT solve such a problem for more than a few hours!)* Once home we had the crack welded at a local muffler shop, but it broke again in nearly the same spot on our trip home from Skamania in 2007 although we didn't realize that for a while afterward.

Before driving to Squaw Valley in 2011, I decided it was time to look closer at the downpipe/expansion box. It seemed to be the weak point of the system and I wanted to see if there was some way to make an improvement. Consulting with a neighbor who does welding, we decided that the stainless box might be repairable but that repairing the original one from 1938 might be a better solution. In the end we repaired both, but only the original has been used since then.



So that you know what part is being discussed, a portion of the R-R GA drawing EW1726 (Fig. 1) shows the exhaust manifold and its expansion box. The box attaches to the manifold with a near vertical pipe section (the downpipe). That pipe then Tee's into a larger, horizontal chamber (the expansion box) near the base of the engine. The rearmost section is a pipe of smaller diameter that heads off towards the rear. As the name implies, there is nothing inside the expansion box, it's just a hollow cylinder to allow the exhaust gases to expand and cool. It was originally wrapped with both asbestos sheet and rope insulation and clad with an assembly of stamped steel sheet metal covers. The next photo (FIG 2) shows the



top end of the Borla downpipe bolted to the exhaust manifold of our newly overhauled engine in the spring of 2007: post-Chicago. The Borla system used fiberglass sheet as insulation and sheet aluminum instead of steel for the lagging covers.

The next close-up photo of the two boxes (FIG 3) compares the Borla to the R-R one. The Borla (as first repaired by a local shop, arguably not very well) is on top and the R-R original is on the bottom. The R-R box was made of Imperial 14 gauge steel (0.080" thick) while the newer stainless one is much thinner. Where the larger expansion box connects to the smaller rear-going pipe, the original had a conical adapter section; the Borla just welded a pipe onto the end of the cylindrical chamber; a much weaker means of attachment. With heat-induced expansion and contraction cycles the end of the Borla chamber had repeatedly deformed like a drumhead and eventually fatigue cracked. The issue is made worse since stainless steel expands more than plain steel with temperature making the flex angles larger on a stainless version. Of course, the R-R one was not without its own problems. You can see four open holes where missing rivets once held an attaching tab. Although there were several other such problems, the 1938 box still maintained its basic integrity. There was no problem with the internals having rusted away; as the expansion chamber never had any internals.

ROOT CAUSE OF THE FAILURE AND THE REPAIR

What to do? We decided to re-fabricate/repair the various attaching bits and return the original, heavy steel box to use. Since it weighed in at 12 pounds (bare) compared to 7 for the Borla we were hopeful that it could withstand the rigors of use a bit better, which brings me to a comment about usage. For many owners, the Borla system would likely not have presented these problems. Puttering around town or even going for a moderate freeway jaunt is unlikely to have damaged it. But we believe that for a car to be worthwhile, it has to driven. We often log upwards of 600 miles a day in cross country travel at 65 MPH.

Since pre-war low compression engines are less efficient, they unavoidably have a higher exhaust gas temperature. As we shall see shortly, after a full day of freeway cruising, a 6:1 compression ratio Wraith engine can produce exhaust temperatures near the melting point of aluminum: ~1200^{o}F. Even around town I have measured as much as 900^{o}F with my IR gun. Such temperatures take a toll on the exhaust and its gaskets. In fact, the temperatures are well above the rated temperature of "Nitroseal"; a Victor Reinz, steel-cored, exhaust gasket material (no longer available?) which Borla used for their system. It took me a while to realize it, but this explains why we regularly burned out the manifold-to-downpipe gaskets on EVERY road trip. Only the R-R gaskets made of corrugated brass are capable of surviving such temperatures for long. Likewise for brass nuts. If used on the manifold-to-downpipe flange they will soften with the heat and deform to an unusable shape. They won't melt, but become plastic enough to deform under pressure to a trapezoidal shape which loosens the joint in about 1,000 miles; i.e. Albuquerque to Boise, ID, 2007! Use only steel nuts on that connection as R-R did originally.

The following photos show a variety of repairs made to the original box with heavy gauge stainless steel stock. A new tab (FIG 4) was welded to the side of the expansion box after plugging four former rivet holes and another new end tab was added where the previous had broken away; repairs were made to a pipe supporting tab (FIG 5) which had started to crack on both sides; as well as some general crack repairs (FIG 6) on the chamber body. Once all the steel problems were solved, it was on to making it look as authentic as possible.

Since the original steel lagging covers were perforated with rust, they were not deemed reusable. Instead, the aluminum lagging from the Borla system was generally transferred to the old box. Borla had welded the sheet aluminum to form a cover. After grinding the welds free with a Dremel tool, I used large hose clamps to reattach the aluminum sheets in a manner that looked similar to the original No 3 and 5 Jubilee clips. Even if I had wanted to, I could not reuse the original asbestos sheet since it fell apart when unwrapped from the old box. In some spots I used the Borla sheet fiberglass and for others, such as the downpipe, I did not use any insulation because of space constraints. I never dreamed there would be a problem from that and assumed, if anything, it would make the downpipe run cooler. It wasn't a perfect job, but except for being aluminum instead of steel, the lagging which I produced looked close to original (FIG 7). To make it fit the car I had to remake a couple of the attaching bits that were missing or broken since 1979 (FIG 8). I had remade those for the Borla system, but there was enough difference in the way the two systems fit that the first set of 'new' brackets would not work with the original expansion box.

RESULTS AND CONCULSIONS

How did it work? Once remounted onto the car it did not disappoint. Because the thicker metal does not transmit noise as easily, it was somewhat quieter than the stainless reproductions. This was an advantage that had not been considered beforehand. Driving to Lake Tahoe we were having vapor lock problems (for which I hopefully will someday be able to describe a solution), but that meant that on this trip we were testing an auxiliary fuel pump to make sure it could deliver ample petrol to the engine. As such, I was often putting the pedal to the metal in the mountains of western Arizona to see if any fuel delivery limits had been reached. No fuel delivery problems were evident, but at the end of the day *the exhaust heat from my exuberant driving had melted the aluminum lagging on the hottest part of the system*: *the vertical downpipe section.* (I need to find some insulation, and new lagging for that spot!) The exhaust temperatures may well have been higher than normal also because of a lean mixture due to the nascent vapor lock problem. In any case, the Nitroseal gaskets on the downpipe burnt through, TWICE, before arriving in Squaw Valley, CA, 1400 miles from home. From our previous experience I was expecting gasket problems and had carried a set of spares, but ONLY one set. Not to worry, Greg Albers was able to have some of the original style **brass gaskets** delivered to his vendors table for parking lot installation prior to judging day. Those same gaskets were still working when we arrived home from the meet after a total trip of 2700 miles.

The silencers and pipes further to the rear run cooler and the originals back there were consumed with rust inside and out making then unsuitable for reuse. But apparently the hotter temperatures in the expansion box had protected it from rust allowing us to repair and return it to commendable service once again. It wasn't as difficult as first feared and might be something for other Goshawk owners to also consider.

Bottom line = It's difficult to find a better part than a serviceable, factory original.

The New Addition

Gary Rock, RROC – Motor Region

Frequently, I am asked how I find my cars and I promptly reply that they find me. Such was the case with my most recent acquisition, a 1924 Rolls-Royce Twenty 4 passenger open touring car.

It all started simply enough, on June 4, 2009, I received the following Email from a lady who I had never heard of.

> *Hello –*
> *We have a 1924 20 hp. Rolls Royce Touring Car with an Australian Smith & Waddington body, serial #GLK2. We would like to sell this car, have no idea how much it might be worth, or if anybody is really interested in something this old. My phone number is ***-***-***. Any assistance would be appreciated.*
>
> *Susan ****

Well, a note like this one is really a collectors dream. One never passes up an opportunity to at least look at such a vehicle and so I tried to make arrangements to examine it. However, the sellers seemed to lose interest in selling it and after six months I sent them a note to see exactly what their plans were. I ended up examining it in January, 2010. What I found was a vehicle stored in a garage for many years with an engine that was seized. However, under all of the dust and debris I could see a jewel with great potential. After a great deal of research (and a great deal of guidance from Todd Nagler and Roy Margenau) I made the decision to place an offer to purchase which I did, and then waited for a response. After several weeks the owner responded that he decided to not sell the car.

Case closed -----, or so I thought. Early March 2011, I received a note from the owner indicating his desire and urgency to sell. After further negotiations, we arrived at a purchase price and I became the owner of a 1924 Rolls-Royce Twenty.

Now, I cannot begin to explain what a pleasure it is to locate a "Barn Find", understand its historical significance and finally seeing it in your garage ready to bring back to operating condition. A person can spend years searching for the special car and acquiring it. I could not begin to express the satisfaction I felt when it all came together. Plus, the fact that this car wears an open touring coach (and a very pretty one at that) makes the entire experience one to remember.

GLR

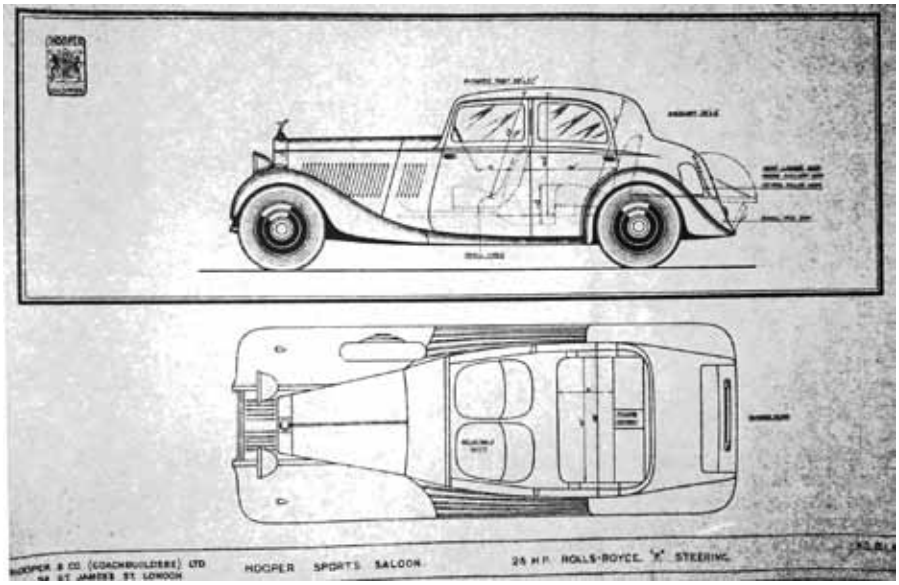

HENRY FORD ACADEMY

Hooper Sports Saloon Coachwork
Design No 6110.

Greg Johnston, Victoria, Australia

PART I, THE DESIGN

This particular design ran from 18th March to 2nd September 1935, the first example being mounted on chassis GPG23, includes Hives' own GEH 14, and the last on chassis GBJ 64 with a total of 9 examples in all. It appears to have superseded Design 5790 which ran from 4th September 1934 to 15th March 1935 with no less than 22 examples being commissioned, including chassis GSF 4 which was the subject of a Road Test in "*The Autocar*", published on 7 June 1935.



Original Hooper Coachbuilders Blueprint for Design 6110

An examination of both the design sketch and blueprint shows that design 6110 was specifically created for F rake steering and as such implied a very efficient close-coupled configuration together with an unusually low roof line and shallow windscreen. These features, together with louvres angled at 16 deg carried through to include the scuttle and reflecting the angle of the windscreen, combine to present a pleasingly low silhouette.

Original Hooper coachbuilders photograph of GPG23 showing the low roofline and continuation of the louvres through the scuttle, matching the windscreen angle, all combining to create an attractive low-slung profile.

Inside the car, the timber used for the dashboard and door fillets is described on the chassis card as "Curl" walnut as opposed to the more commonly seen 'Burr" walnut. I quote (with thanks to Wise Owl Peter (GAE29) Willcox's library) *"a very dramatic veneer cut from the point in the trunk where it divides into two main boughs. Since this only occurs at specific sites in the tree a relatively small number of curl veneers is produced. This makes the veneer expensive..*

The adjustable front seats cater for the tallest of drivers whilst to the rear the clever placement of the full-length armrests on the doors, rather than being fixed to the rear seat, allow ease of passenger access. Naturally footwells are a necessity in such a design. **Note the thoughtfully-placed locker under the armrest**

Other attractive design specifications embodied in Design 6110 include a sliding sunroof (specifically excluded from GPG23's order by the first owner), opening front screen, "lazy tong" windscreen visors rear window blind, fold-out leather covered picnic tables to the front seat backs (below)

"as arranged by Mr. Vaughan" according to the chassis cards. **Note the beautifully crafted latch detail on GPG23's opening windscreen shown above.**

Other features include fixed front quarters with the chrome finishers attached to the window glass instead of the quarters and a delightful backlit rear number plate box, designed to illuminate the first of the plastic number plates via clever fix-and-clamp arrangement which ensures a waterproof seal.

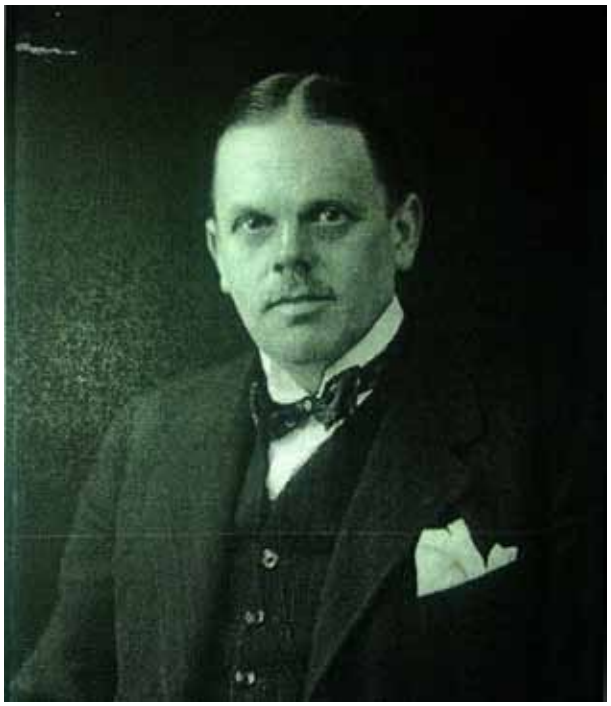
Small tool storage is provided under the two front seats whilst larger tools are held in a separate secure storage locker under the boot. The boot lid opens to reveal a weather protector second lid to ensure protection of the contents from the elements should the external lid be folded flat to accommodate extra luggage.

All in all, a wonderfully "tight" design from one of England's most respected Coachbuilders.

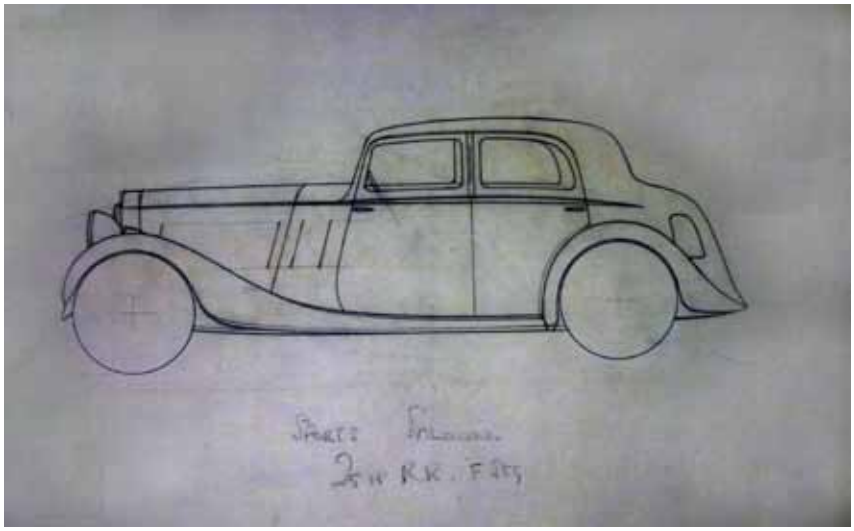
PART II, GPG23's HISTORY An Addition to Australia's Pre-War Rolls Royce Ranks.

Recently arrived in Melbourne, 1935 Rolls Royce 20/25 HP GPG23, a Hooper bodied Sports Saloon, has covered a mileage of just over 105,000 miles in the hands of five owners. Most recent custodian has been Phil Birkeland, a retired engineer of Fircrest in Washington State, who is the Prewar Technical Advisor to the Pacific Northwest Region of the RROC and a regular member of the judging panel over the last decade or so. It goes without saying that the car could not have been in better hands. During his 8 year period of ownership this car, albeit in sound original condition, has been returned to fine cosmetic and mechanical condition with its owner adhering strictly to the original specifications both inside and out. Indeed a very detailed accompanying log sheet of work carried out on the car is a testament to his utter perfectionism. Such documentation was of great comfort to a new owner.

Delivered new to Reginald Charles Vaughan **(National Portrait Gallery, London)** in May 1935 with registration no BXV333, GPG23 is the first of nine 20/25 RR chassis' to be crafted to a new Hooper Sports Saloon design No. 6110. As with so many of these pre-war cars, the purchaser configured his chosen design with a number of individual appointments. In this instance, Vaughan deleted the sunroof and rear cigar lighter from the coachbuilder's original design specification, but added leather-covered picnic tables to the rear compartment.



An interesting footnote is that Ernest Hives (Head of RR's Experimental Department) also took delivery of an identical Hooper body on his 20/25 GEH14 in July of the same year. Unlike GLG5 ordered by Rolls Royce for Wormald's use, GEH14 is shown as being ordered by Hives himself, rather than the company. It is not unreasonable to assume in Hives' case that, as head of the Experimental Department, he was active in the selection and specification of the body for his car and, given his well-known obsession with body and chassis weight, it may be presumed that design 6110 was certainly one of the lighter- bodied designs available at the time. The coachwork remains in marvelously sound condition after 7 decades.



Hooper Coachbuilders sketch for Rolls – Royce 20/25
Sports Saloon with F steering, design 6110

For those readers who may own a Hooper-bodied pre-war Rolls Royce, an enquiry to the Science Museum in the United Kingdom may possibly unearth the original coachbuilder's sketches, blueprints and photographs, as was the fortunate outcome in my case. (Thank you, Tom Clarke!)

GPG23 was not Vaughan's first Rolls Royce. He had previously ordered 20HP GAK 44, a Hooper bodied limousine (how's that for a contrast!). Vaughan was an interesting character. He died less than 7 months after taking delivery of the car and his obituary in the Times of December 30, 1935 listed the many executive positions he held in the national and international hotel industry at the time of his death. They included Directorships of the Ritz, Carlton, De Vere, Grand Pump Room, Queens, Angel and Honeywood hotels, receiving along the way an Order of Civil Merit from King Alfonso of Spain and being for 12 years Controller of the Refreshment Department of the House of Lords. He was the author of two books: *"British Hotels After the War"* and *"British Hotels for the British*". If anyone has either of these volumes (especially the latter) on their bedside table I would love to hear from them.

Vaughan's widow sold the car in 1945 to Henry Herbert Leven (1891 – 1951) of the White Hart Hotel in Lincoln, an early 18th Century Listed hostelry. Like Vaughan, Harry Leven was well-known; being a prominent (and successful) racehorse owner whose successful chargers included *Golden Fizz* and *Port of Call*. He too was a Rolls Royce customer and currently owned a flamboyant Hooper – bodied PIII Sedanca de Ville which he ordered in 1936. Perhaps the limited availability of fuel in the dour Stafford Cripps regimen of post – war Britain influenced his 20/25 purchase decision. In any event he did not retain GPG23 for long, passing it to the Rev E.M Bernard of St Wilfred's Lodge, Chelsea in 1949. Perhaps ownership of such a car endowed the Rev Bernard with a little more clout when preaching the Sunday sermon to his well-heeled parishioners.

In 1963, Paddon Bros – Britain's longest-established firm of specialist second-hand Rolls-Royce dealers and still run by the redoubtable Commander Hugh Keller – sold GPG23 with 87,912 miles on the odometer to Mr. Robert Dunn, an attorney from Seattle, Washington in the USA. Dunn was to become a car dealer shortly afterwards and became well-known and much admired for his long service in local government and charitable fundraising. It must have been quite a shopping trip for Mr. Dunn as he purchased a 1949 Silver Wraith James Young Saloon WFC 31 at the same time. Mr. Dunn was a barely-active member of the RROC in the USA and in his hands GPG23 led a very sheltered

existence, covering only about 4,000 miles over the next 40 years. In recent correspondence, a long-standing member of the RROC in Washington State recalls both of Dunn's cars being used very sparingly and usually driven by his son-in-law. Sadly, I have no pictures of the car or of Mr. Dunn taken during his 40 years of ownership. Any help from any Pacific Northwest Region members would be very much appreciated.

In 2003, Phil Birkeland purchased GPG23, then showing 91,043 miles, from well-known specialist dealer Peter Hageman. The motor was not installed in the car and it appears that Dunn had had an altercation with his mechanic over the faulty installation of a new clutch and consequently the motor had been out of the car since 1991. A condition of purchase was that Phil could *"observe the installation of the new clutch"*. The subsequent technical article penned by Phil for the March/April 2004 Flying Lady magazine is available for any who wish it. Phil set about a staged programme of gentle, thorough, and correct mechanical and cosmetic refurbishment and improvement, showing the car at numerous RROC National Meets and winning several awards in the process. Phil also used the car regularly, racking up almost 13,000 miles in his 8 years of ownership. As an example of their adventures here is GPG23, Phil, and wife, Jean, at Oregon's Yaquina Head Lighthouse on a foggy day a third of the way through the 900 mile Oregon Experience RROC tour in October of 2010**.**

The car, now in its third continent and in the hands of its sixth custodian, shows all the signs of Phil's meticulous stewardship and, still having covered less than 105,000 miles from new, is ready for many more years of pleasurable motoring. May I at this point acknowledge the wonderful assistance given me by Tom Clarke in guiding me in my research?

Greg Johnston.

Footnote:
Immediately upon its arrival, Denis Deasey (122EU) exercised *Droit de Seigneur* and pronounced the car as *"sweet to drive"* and then, as penance, treated GPG23 to a wash and brush-up after six weeks at sea. On Easter Sunday GPG23 traveled from Rye to Smeaton and return -a distance of some 330 miles – at 50mph, 25lbs of oil pressure and 75deg C water temperature. Wonderful! Shown above is the writer with redoubtable Rolls-Royce and Bentley enthusiast Peter Crauford and GPG23 at rest at Smeaton after its first outing.

Treasurers Report

As of the last bank deposit on 21 Sept 2012, Goshawk funds were $5,909.14. My unofficial count of current members is 71, similar to what it was last year. The Goshawk bank keeps saying we need to change our basic account setup but they never seem to know how to make that change, so.....account details remain unchanged.

Regards,
GSP

Heard on the Road.....

A mechanic was removing a cylinder head from the motor of a Harley motorcycle when he spotted a well known heart surgeon in his shop.

The Surgeon was there waiting for the service manager to come and look at his bike.

The Mechanic shouted across the garage: "Hey Doc, can I ask you a question?"

The surgeon, a bit surprised, walked over to the mechanic working on the motorcycle. The mechanic straightened up, wiped his hands on a rag and asked: "So, Doc, look at this engine. I open its heart, take the valves out, fix 'em, put 'em back in and when I finish, it works just like new. So how come I get such a small salary and you get the really big bucks when you and I are doing basically the same work?"

The Surgeon paused, smiled and leaned over and whispered to the mechanic: "Try doing it with the engine running."

An older fellow was on the operating table awaiting surgery and insisted that his son, a well known surgeon, perform the operation. As he was about to get the anesthesia, he asked to speak to his son. "Yes, dad, what is it", the surgeon asked. "Don't be nervous, son; do your best and just remember, if it doesn't go well, if something happens to me, your mother will come to live with you and your wife".

RROC Low Country Tour 2013

Itinerary:

Arrival Day:

Arrive Fernandina Beach daytime, park tow vehicle, drive to host hotel.

Go to registration desk and check in. Our host hotel will be the Hampton Inn and Suites in downtown Fernandina Beach, FL.

Arrival dinner at LuLu's at the Thompson House.(walking distance from hotel)

Drive Day 1:

Breakfast at Hampton Inn before departure.

Drive at leisure to Savannah, Ga. Host hotel is Hampton Inn Historic District on Bay St. in downtown Savannah.
Drive time is approximately 3 hours 20 minutes and is approximately 140 miles. Covered parking for our beauties will be available at the hotel.

The rest of the day is at your leisure. Visit one (or more) of the lovely downtown attractions and shops up and down Bay St. and the River Walk.

We will organize an afternoon pub meet at Churchill's Pub mid afternoon for a pint for those so inclined.

You are on your own for dinner tonight at one of the fine eateries in downtown Savannah. Don't forget to head to the River Walk for some fresh made pralines for dessert. (by the way, it's pronounced PRAH-leens by the natives here).

Drive Day 2:

Breakfast at the hotel or restaurant of your choice. Take a horse drawn carriage ride around town or just explore this beautiful city.

Stop for a leisurely, early lunch but be ready to roll on to Charleston SC no later than 2:00 PM.

Drive to Charleston SC. The trip is 112 miles and will take about 2 hours 30 minutes. Covered parking is available for our cars in the structure directly behind and attached to the hotel. Cost is $20.00 daily.

Drinks will be at our hotel, The Mills House, in their lovely bar on Meeting St. This will be a cash bar.

Dine at one of the fine restaurants, most within easy walking distance from our hotel.

You are on your own for lunch, drinks and dinner tonight.

Day 3:

Sleep in.

Start the day with the best Sunday brunch in Charleston. This is a fabulous feast fit for royalty.

Bar service is available for those lovely brunch drinks like Mimosas and Sazeracs.

After brunch take a tour of Charleston. You may want to tour Ft. Sumter, the site of the beginning of the Civil War. The fort was bravely defended by the cadets of The Citadel Military College, Charleston's oldest college. This military college is still in the heart of Charleston, graduating some of the finest officers and business leaders in the country. Also based in Charleston are the Medical University of South Carolina and the College of Charleston.

Most shops are open on Sunday here and the City Market is not to be missed. Browse the stalls of the local craftsmen, skilled in the art of basket weaving as well as many other decorative arts. All within walking distance from our hotel. If you haven't been to Charleston before make sure to do a horse drawn "bus" ride. It will give you a great overview of America's greatest Colonial port.

Driving Day 4:

Rise and shine with a quick breakfast and pack up as we head to Wilmington NC and a tour of the U.S.S. North Carolina. First in her class, the great battleship's keel was laid in 1937. She was the model of things to come including the Washington, the South Dakota as well as the "Mighty Mo", the Missouri.

Marvel at her 16” cannons mounted in the turrets of this mighty fighting machine. See how the crew slept in shifts, sharing bunk space with their fellow “swabbies”. See the beautiful sterling silver presented to the captain on her maiden voyage. This is an experience you will not soon forget.

Drive distance is approximately 170 miles with a drive time of 3 hours and 40 minutes. We will drive directly to the USS North Carolina for our tour. Our host hotel for the evening is the Staybridge Suites located near the shipyard.

Dinner tonight is on your own in beautiful Wilmington.

Driving Day 5:

Leaving Wilmington we head to a quaint little town on the edge of the low country, Summerville. Steeped in colonial American history, Summerville offers us a chance to relax with a late afternoon picnic featuring a South Carolina favorite, Frogmore Stew. Also known as a low country boil, this dish, along with the BBQ pulled pork and sides will greet us in Summerville. Have a light lunch or a heavy breakfast as we will be dining “Al Fresco” picnic style at the Colonial Dorchester State Historical site. Have a wander around the ruins of the old St. George Anglican Church bell tower and see the remains of the fort built from a construction material unique to the south called “Tabby”. This material consists of a concrete type mixture that includes old oyster shells. Pretty amazing stuff, not only did it hold up well to the rains and wind it had the unique property of being able to “swallow” cannon balls and gun fire.

Dinner, if you really need it is on your own. I would be hard pressed to think it would be necessary after our Low Country feast. Maybe a pint at the pub and a wing or two would suffice tonight. Our host hotel will be the Hampton Inn in Summerville.

Driving Day 6:

A nice drive through the country awaits us as we head to Hilton Head Island and our last hotel of this adventure. As many are aware, Hilton Head Island is a mecca for golfers around the world. Home to Harbor Town golf course and the PGA Tour event held there every year, it represents the crown jewel of courses around the island. If you are a golfer, today is your chance to knock the ball around. You will need to make your own tee time if you so desire but you will have time for a round today if you leave fairly early from Summerville.

Driving distance today will be 104 miles and take about 2 hours and 20 minutes.

If golf isn't your thing then take the day to have a look around the island. There are many shops and restaurants for lunch.

Gather tonight for our final farewell as we wrap up the tour with a wonderful banquet. Our final gathering will be a time to share our experiences with our fellow travellers. Enjoy a wonderful meal with our awards ceremony to follow. Our host hotel for the evening and banquet will be the Omni Hilton on Hilton Head Island.

Driving Day 7:

Today we head back to lovely Fernandina Beach FL. Our driving distance will be 182 miles and take approximately 4 hours and 20 minutes. If it is more convenient for you to head home from Hilton Head you are welcome to start from there today. Those of us from further south and those who left their tow vehicles will head for Fernandina. For those leaving the tour in another direction you will need to pack your luggage back in your car as the chase vehicle and baggage trailer will head back to Fernandina as well.

Farewell and God speed.

Your tour host,

Chip Wright
GSY 79

727-514-9652

BEFORE ORDERING THE ROLLS FOR YOUR BIRTHDAY
I Shall Require Certain Information...

...WOULD YOU PREFER CINNAMON ROLLS OR JELLY ROLLS?

HAPPY BIRTHDAY