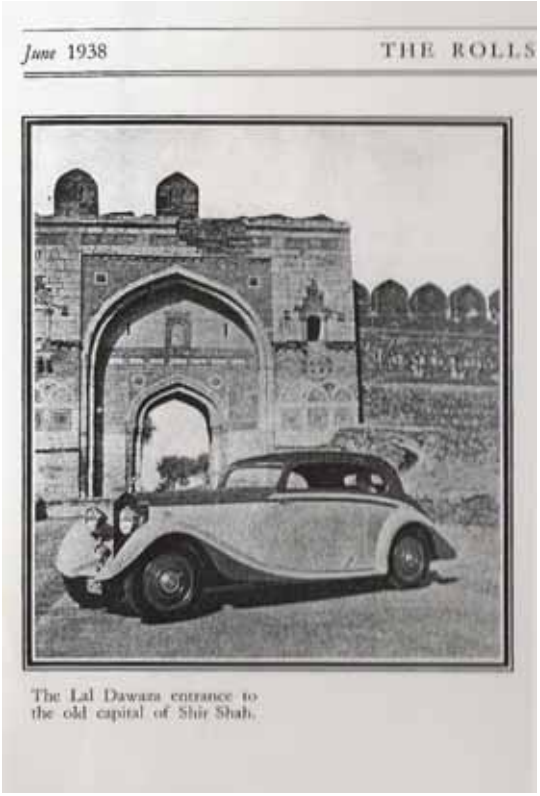
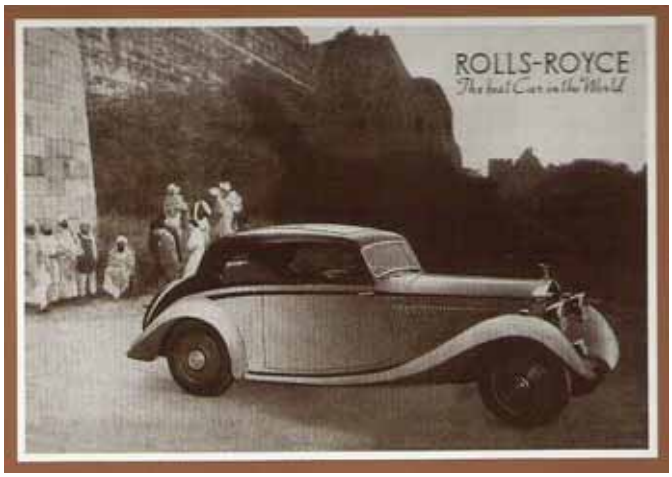
Stig Fagerstedt 2004-11-04

The 1936-2003 history of a museum vehicle

Rolls-Royce 25/30HP 2D Fixed Head Coupe



GUL80 photographed outside Lal Dazawa town gate of Shir Shah in India.
(source: *Rolls-Royce Bulletin, June 1938*)



GUL80 in a brochure selling Rolls-Royces to maharajas.
(source: *The Automobiles of the Maharajas* 2003)

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TECHNICAL DATA

Year of manufacture:	1936
Chassis number:	GUL80
Engine number:	P27M
Coachbuilder:	J.Gurney Nutting & Co. Ltd
Original registration:	EYX-366 /England
Finnish Registration:	RR-36 / Finland, September 19th 2002

The kneeling
Spirit Of Ecstasy

GENERAL

Rolls- Royce Manufactured a total of 1203 25/30 HP modeled cars between 1936-1939, including two converted 20/25 model. (Bernard L. King : *The Rolls Royce 25/30 HP and Wraith* 1998) . The model designation 25/30 HP derives from the so called tax horsepowers . The vehicles actual horsepower, when asked was always "sufficient " as the people at Rolls-Royce aptly describe it. Generally Rolls-Royce manufactured only the rolling chassis of the vehicle which included the chassis frame, axles with springs, engine with gearbox, universal shaft, radiator with pipings and Firewall to which the steering wheel and components were attached , and the pedals. Essentially the car was in drivable condition, minus the body.

Body factory's plate at doorstep.

This chassis was a foundation for several coachbuilders to build several different coach designs. J.Gurney Nutting , builder of this particular body, did in fact manufacture this type or several very similar bodies onto Bentley chassis, however as far as we know this specimen is the only one made onto a Rolls-Royce 25/30 HP chassis. Altogether they manufactured 39 different bodies onto the 25/30 HP chassis (*Bernard L.King: The Rolls-Royce 25/30HP and Wraith 1998*). J.Gurney Nutting specialized in sports- and sedanca style bodies, where the driver space was fitted with a removable roof and the rear passengers space was enclosed. What makes this vehicle special is that is completely devoid of the B-Pillars (pillarless coupe) , a subject matter that strongly divides opinions, some for and some against. In addition this vehicle has a sunroof, which at that time was a rare accessory.

TECHNOLOGY

Engine and transmission

The engine is an inline, six cylinder, cubic capacity 4,257 litres. Stroke 114,3mm (4½ inches) with a bore of 88,9mm (3½ inches) . Overhead valves are controlled by pushrods and rockers. The engine block is aluminium , cylinder group and head are cast-iron. The engine is liquid cooled and the circulation is ensured by a water pump. There is no thermostat in the circulation system, instead the vertical radiator shutters are controlled by a thermostat by which the engine temperature is maintained at optimum.

The gear box is aluminum cased, 4 gears in a H- pattern guided with a gear shifting gate. The clutch is a single dry-plate type made by Borg & Beck.

The engine room photographed in spring 2004.

Axles and suspension

Front and rear axles are attached to chassis by semi elliptic leaf springs. Drumbrakes are mechanical, cable-controlled and have a mechanical servo. It works via friction disc servo driven by the gearbox, which increases pressure onto brake levers as the brake pedal is pressed. Into this same construction is incorporated a feature that releases the front wheel brakes if the rear wheels are locked. This enables steering control of the front wheels no matter how hard one actuates the brakes. In effect this vehicle hadnon-lockable ABS-type brakes already in 1936!

Both axles have hydraulic shock absorbers which are controlled by a lever located on the center of the steering wheel. The flexibility of the system is based on an oil pump in conjunction of the gears and in turn the lever type pressure valves of the shock absorber . This oil is separately located from the actual shock absorber oilreservoire

Lubrication system.

Because sports models were usually made for ”owner drivers”, more attention was paid to the ease of maintenance of the vehicle. So as to negate the need for the owner to scramble under the car with a grease gun, an oil pump and reservoir is attached onto the firewall, which could be operated from inside the vehicle during regular periods as stated in the users manual . Via thin metal tubes and several nozzles the oil was distributed to all required points, This operation could be performed even while driving!

Fixed Jack system

The fixed jack system is also aimed to ease maintenance. The quality of the car tyres in the 30’s along with the condition of the roads made it possible only to travel tens, rarely as much as a hundred kilometers in between tyre flats. So in order to make the changing of tyres easier, the vehicle was incorporated with a system of three fixed mechanical jacks. One is located cross-wise under the front axle, the other two lengthwise under the rear springs. The required crank handle devise, with (“wormgear”) is stored in the engine compartment. Each steel wire wheel is attached with one large nut with an ingenious locking mechanism. This requires a specialized nutwrench and rubber mallet, which are both stored in the engine compartment.

Chassis

Because this vehicle is a lightweight coupe the profile of the chassis siderail is lower than usual U-profile. However it has been reinforced with a trussed steel rod located approximately 130mm below the beam itself. Acting very much like the steel rods seen on bridges, this design brought forth much needed rigidity without increasing the weight too much.

The firewall is not sheet metal, instead it is thick aluminum casting, which enabled the independent attaching of the steering column as well as the pedals, independent of the body/coachwork. Additionally this acts as an massive noise dampener between the engine compartment and cab.

Coach/body

The coachwork consisted of ash and oak frame which is coated with a aluminum sheet;1.25 – 1,5 mm in thickness. The aluminum is almost pure, with only about 4% of silicon. Even after decades, the signs of first class workmanship is clearly evident, just as much as the label of “handmade” . This came clear during the reconstruction of the car: the sides

were surprisingly different: example. There is as much as 10-15mm differences between the left and right side doors. This made the reconstruction of the new parts very difficult as the original part was completely missing. The only way to progress was to somehow use the opposite side as a model. The fitting of the aluminum sheet on the door frame was especially difficult.

Electric system

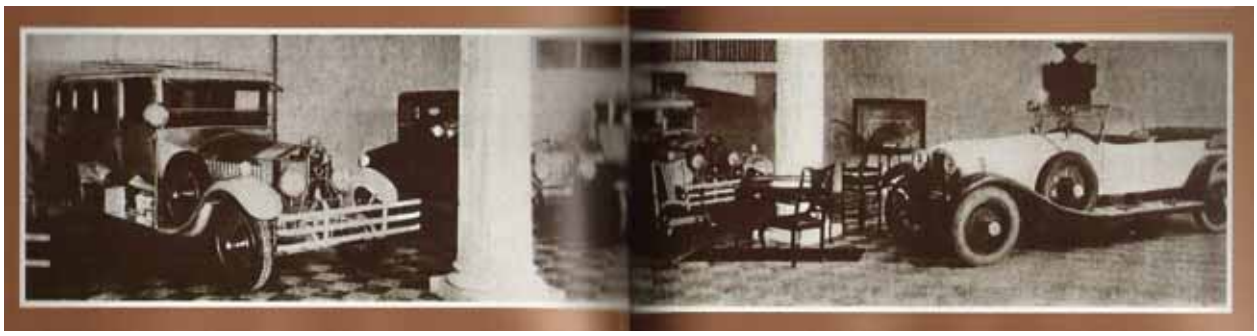
The car has a 12 V negative ground electrical system. It has a dynamo and the ignition is operated by a coil. The ignition system includes a spare coil, which can easily be connected in case the main coil fails to operate. The ignition timing is adjusted manually from a lever on the centre of the steering wheel. When starting the engine with the electrically operated starter, the lever is placed on medium. The lever´s position has to be fully retard ife the car is started from the manual crank pulley to avoid backfiring.

When the engine cranks, the ignition lever is moved to more advance.

The car was originally fitted only with trafficators, but during the restoration, indicators and a brake lamp were fitted for safety reasons. The head lamps are the famous Lucas P100 lamps, which operate with single bulbs of 30 watts. The switching of low beams to high beams is operated by a floor switch. The floor switch activates the electrically operated reflectors, moving the beam either upwards or downwards.

MANUFACTURING AND TESTING OF VEHICLE

The vehicle was originally made for the local Rolls-Royce representative for display and demonstration in India. The engine was finished and tested on the 18th of May 1936. According to the test report, it produced 74 max Hp at 3500 RPM. The chassis was finished on the 22nd of May 1936 and was delivered to J.Gurney Nutting for the coachwork on 5th of June 1936. The price with chassis only was £ 1.100,- and with coachwork £ 1.575,- . Originally the vehicle lacked bumpers and ACE discs,, these were added on later. On the 1st of August 1936 the vehicle was ready for delivery and on the 22nd of August 1936 it was shipped aboard the SS Sondan to Bombay, India.



Allied Motors Limited Display room, Hughes Road, Bombay, India 1928.
Here GUL80 was on display for some ten years after the taking of this picture
(source: *The Automobiles of the Maharajas* 2003)

OWNERS OF THE VEHICLE

1936-1939	Allied Motors Limited, Hughes Road, Bombay India (display/demo) Before 1939 the car at least has been in the use of (if not owned?) the Maharadza of Kotah, Sir Umed II Singhji Bahadur (born 1873-d. 1941) He also owned a R-R Phantom III chassis number 3CM37
1939-19??	Captain C.N. Hague, Castle Dyke, Ecclesall, Sheffield, England
19??-19??	Owner(s) unknown (if any)
1953-19??	Mr. A.G. Kaye, Longwood , Barnston Road, Heswall, Cheshire, England
19??-19??	Owner(s) unknown (if any)
19??-19??	Mr. McCullough, Hillsborough, California USA (vehicle bought from UK)
1979-1994	Mr. Robert (Bob) Cole Snr. , Hillsborough, California USA
1994-2001	Mr. Douglas Nixon, Stubbles Farm, Cressing, Braintree, Essex CM 7 8NU, England (bought vehicle from USA)
2001→today	Mr. Stig Fagerstedt, Terijoentie 13B, 02130 Espoo, Finland

CURRENT OWNER, ACQUISITION, REPAIRS AND RESTORATIONS

Throughout my whole life I have been tinkering any vehicle fitted with some kind of motor: mopeds to motorcycles, unlicensed "yard cars" to finally licensed (DMV:ed) cars. Of late I have been interested in American made cars for example a 1972 Chevrolet Corvette Stingray, which I renovated /customized in 1998-1999.

When my brother brought a 1939 model Rolls-Royce 25/30HP Wraith Limousine into our shared garage, that was July 2001, my taste for automobiles began to change. After watching him tinker with it for a couple months, I began to eye my brothers Rolls Royce Enthusiast Club Advertiser- magazine with the question in mind :"Would I find something suitable" to work with during the evenings?

"Would the *right one* be one of these?"

I found three candidates worth serious consideration, and so I began to plan a survey trip to England. All of the vehicles were about inside a 200 km radius from London, so I could go see them during a free weekend. The first of these was in a perfectly drivable condition, 1939 model and £17,500 , Wraith fitted with a Thrupp&Maberly body. The second one was a1929 model 20HP Sedanca de Ville with an Arthur Mulliner coach. The owner called it and renovaters real challenge, and that it was! Though the prices was a measly £9,000,-.

1939 Wraith.

1929 20HP Sedanca De Ville.

Rolls-Royce 25/30 1936 2 door lightweight coupé by Gurney Nutting~ (Above) Very attractive, chassis and trim restored but still needs some ash framing and bodywork, runs and drives. £11.500. **Tel: 01376 584080**

The "for sale" notice that started it all.

The third candidate then was the main character of this article: 1936 model 25/30HP Fixed head Coupe J.Gurney Nutting coach. I believed that these three represented a fairly good choice of price range/condition, even if I would not find "my own yet"

Trip to England

In November I embarked on my survey. The owner of the last mentioned car called me, while I was at the airport, and informed me that someone from Spain had already said to have paid the down payment for the car, and that I need not come over. I asked that if I could come visit just the same, if not to buy, then at least to see it for curiosity , and get some idea of the condition / price range and incase the deal would fall through. This was fine. The first 20HP did not arouse my interest at all. Its renovation would have taken years to accomplish and the cost would have been unreasonable. The Wraith left me cold as well, I felt none of the customary symptoms of the "car fever" . The car was in such superb condition that it would have left me with nothing to work on, and this reflected on the price, it was at the upper limits of my budget.

As soon as I saw the beautiful rear end of the coupe styled coach in the dimly lit barn, I was sold. Immediately I was annoyed by the fact that it was not to be mine and it would belong to another. The car had been standing in the barn for seven years, on its wheels, but with all of the coachwork dismantled. The restoration work by its previous owner in the US was incomplete, however a lot had been done and it was all superbly accomplished. The workmanship and materials were both of high quality. All of the interior woodpaneling as well as dashboard had been rebuilt. The walnut surface shone like the top lid of a grand piano. The seats we re-upholstered with red leather. All of the larger metal parts like the lanterns, bumpers etc, had been re-chrome plated . The Chassis had been given attention as well. The Brake shoes as well as cables were replaced as well as the brake drums had been machined. Also the radiator system had been rebuilt, starting from a new radiator and hoses. Most of the wooden frame had been rebuilt skillfully, but then it seems that either money or interest had run out. Quite obviously someone less skilled had made an attempt to force the left hand door into its opening, this operation had clearly gone awry. The coachwork was in the worst condition which was missing of its A-pillars, theash framing as well as the aluminum sheet plating, so much so that the forward portion of the roof was badly sagging. Of the right door, was left only the outer sheeting. Its frame was missing the rear portion and both doors were lacking the sills, with sheet plating. The rear of the coachwork was missing portions of important ashframing and some sheet plating was partially rebuilt but only placed approximately in its place. The cover of the spare wheel compartment was completely missing and the running boards and front wings were so badly corroded that at parts the sheeting looked like lacework, with the texture of a potato field. Apart the paint work, which would require outside (expensive) professional help, all of the other shortages I could fix on my own with hard work and sweat. The

seller of the car queried, more than once, if I realized the magnitude of the work required for a complete restoration? I reassured him that I had previously worked and built all sorts of things and that I had a fairly good idea of what was to be done and ahead of me. I was so excited by the car that I was able to make a deal with the seller that incase the deal with the Spanish buyer would fall through, I would buy the car for the asking price.

Through the whole trip back to Finland I was annoyed that wasn't able to find the car of my dreams, and that I must begin my search anew. However on the way back home from the airport the seller of car called, informing me that the prospective buyer in Spain hadn't paid anything yet, and had begun to haggle for the transportation of the car to Spain, to be included in the whole price. To this the seller had replied that unfortunately the car had already been sold. Upon hearing this good news I immediately began to arrange the details of the sale, as well as the practical side with the dealer. After the finalizing of the deal, the seller promised to give me a list of about 20 persons who had also expressed interest towards the car, incase I wanted to sell the car onwards.

Getting the car

Just before Christmas of 2001 I went to fetch the car with a lorry. The car and ten odd large cardboard boxes, filled with parts belonging to the car, and some not, pretty much filled the back of the lorry. Packing all of it took the better part of a day, but nothing was damaged on the long trip back. Fetching the car myself with a lorry was in the end the cheapest option, especially when I was able to borrow a suitable sized vehicle from my workplace. Additionally this way I had full control in the packing and the actual driving back. I was conscious not to make any sudden stops, or swerves if I could avoid it. The actual trip back went without any incidents. The other viable option was to freight it via sea routes back home, but this option raised some doubt when I heard from a bidder question "if the sea cargo really was the only option?". Apparently the North Sea during the winter time is quite unpredictable, and it is difficult to tie down a car securely enough so that it wouldn't move in case of heavy seas. However the trip was uneventful , actually everything worked out a lot easier than I had anticipated. At the borders there were no problems at all. The only time I had to open the doors of the back of the lorry. was in Calais, on the way there as the officials wanted to ascertain that there were no illegal immigrants attempting to cross into England.

GUL80 in a barn in Essex 2001, preparing to leave for Tapiola, Finland.

Jigsaw Puzzle

Arriving home, I was able to unpack it all, and so during the Christmas holidays began a intense arranging of all parts and figuring out game of "what belongs and where?". In all of my earlier projects I had dismantled all the cars myself and painstakingly written down of what part belongs and where, taken photographs, made sketches. All small parts like nuts and bolts were stored into little tins to await the assembly of it all at some later date. Now all the parts were in a random jumble, after all the car had been taken apart in USA some years back, shipped back to England, stored in the back of a barn haphazardly along with parts of other cars. Slowly I was able to make sense of it all, and it started to look like I had most of the important parts.

Earlier 1970-1994 made repairs and restorations.

Originally when it left the coachbuilders, the car was painted in two-tone grey (like the chassis GBJ53, but colours in reverse). Seat upholstery was green leather, while roof was was a light brown West of England cloth. There is no reliable information remaining about the mats or their colour. In 1939, when the car was sold to its first private owner, it had been painted black already but the interior had remained the same. I didn't like the original grey coloration, so I decided the black was a safe option and perfectly appropriate for a car of this age.

Interior wood parts as seen in a barn in Essex 2001, and Tapiola 2002

In February 1984, Mr. Cole had had the interior woodpaneling and dashboard made by Donald R. Steinert in Grants Pass, Oregon, USA. Steinert is a RR certified manufacturer of wooden parts and also makes Grand Pianos.

Apparently during that time Mr. Cole had the upholstery redone with red leather as well as new red wool carpets made by Jack's Auto Upholstery in San Mateo California.

Skillfully crafted doors and upholstery parts made in USA..

As well as the parts for the cooling and the brake-system were replaced. In 1991 new windows have been placed on the doors as well as the side windows at Carltel in the U.S.A. large part of the car's wooden frame had been repaired in the 1980's and the 1990's in the U.S.A. The bumpers and (head and tail) lights were re-chromed in the U.S.

Some chrome parts potographed in Tapiola 2002.

The reasons are unknown why the car restoration was abandoned and left to stand in a barn in England 1995..2001.

In 2001 and prospective buyer had made an appraisal of the cars condition by an impartial Rolls-Royce expert, A.H. James, whose report is attached.

Car in England, seats, lamps, and mats “in place” for sales purposes.

Right hand door, or what is left of it. Presented by the person who sold the car to me, Douglas “Doug” Nixon, a life long Rolls-Royce enthusiast who with his son still arrange wedding etc. rides,.

Left hand door in its proper place, wooden sticks acts as A-pillars.

Bodywork, rear end and spare wheel carrier.

When the loose parts were in order, I began to chart all the work involved to the body more thoroughly as well as remove some last remaining parts that would hinder the renovation and painting of the coachwork. The loosely hanging spare tyre carrier in the rear was in such a sad condition that I began my work from it. First I rebuilt and replaced the old unchanged oak beams, spare tyre supports, and the main beams joining to the sills after I had glued and screwed them in place, the foundation for the aluminum sheet plating was in place. Since I had never welded aluminum, and had heard it as very difficult to do, I thought of leaving it to a professional I know. It was my intention to prefabricate the needed parts to their final form and shape (or close to it) and then have them all welded when the professional was at hand. However I came to another conclusion when I realized that the parts needed to be temporarily welded every so often so that they could be shaped properly. So then I got to thinking about welding aluminum myself, after all I have had some experience in welding steel; acetylene, MIG, for example a steel boat hull, so TIG welding aluminum cannot be “that hard”!? People do it all over ? So I rented the equipment, asked everything I could from “professionals” and received a crash course of TIG welding under skilled supervision.
And so I started out by welding the back portion of my car. After it was back together, and with my first couple meters of aluminum welding behind me, I began to believe that this project might work out after all.

The spare tyre compartment bottom part, which was completely off, here welded back on. The completely missing spare tyre compartment cover was made according to a template by Spinning Lathe Workshop Johansson in Helsinki..

At this point I want to stress the fact that I have no affiliation, commercial or otherwise, to the business’s mentioned herein. I have mentioned them because I want to remember myself who did and what and that all the work done on my car went smoothly with no complaint.

After this I was only missing the spare tyre cover, which had been missing when I received the car. Apparently it was lost in one of its earlier moves. Based on photographs and the profile of the spare tyre, I hade a template made of the profile of the cover. Johansson’s Spinning Lathe Workshop made a really good cover from 1.5mm aluminum sheeting. After I made the locking handle out of stainless steel for the cover, tear drop shaped like the door and petrol tank handles, and the outer ring around it, the rear end was ready for priming and painting.

A-pillars, windscreen opening, and windscreen frame.

After the doors were in their place it was easy to determine at what height the front edge of the roof should be. Now it was possible to make the ash frame for the A-pillars and attach it to the roof parts that had been rebuilt earlier and the forward part of the coach. Since the metal frame around the windscreen was completely missing, and due to the rarity of the model of the car I knew it was impossible to find a readymade replacement. So I began to make all sorts of backup plans. Apparently the original framing had been made of brass T-profile. The outer surface was rounded, and the windscreen glass had been affixed to the frame with an L-shaped profile/rail. At least the T-profile had been nickel plated. Due to the fairly large dimensions of the T-profile and the sharpness of the corner filleting/radius, it seemed a fairly difficult operation to fabricate, so I began to consider using a rubber strip which would be covered with a polished stainless steel frame, which for its appearance would look very much like the original.

However I did call the seller of the car if he had any tips to offer regarding the windscreen framing. He replied that he had pondered over the same question since he knew the frame was missing. He had researched the matter some and, and had found out that the Bentley Mk VI windscreen framing might be a very close fit in shape and size to the original, and that one might be able to use it as a blank / model for a new one. He promised to ask around and see if he could find one from England as he realized it would be unlikely to find one in Finland. A suitable candidate was found and I bought it outright. The seller informed us that the frame would need re-chroming, but as I was bound to remodel it, re-chroming was to be an eventuality in any case. When I received the framing, it was a sorry sight to see. The black, tarry, splotchy framing after its first test fitting gave way to new hope. It seemed to be a close fit. All that was needed was lower the height of the frame, shorten the lower beam and tighten the corner radius. When I began to clean the frame for the alteration to my surprise I found a clean chrome surface under the grime. After a brief polishing with Autosol the surface looked so good that re-chroming would not be required after all.

So I decided to cover the cuts that came of the alteration with stainless steel T-profile pieces. These pieces would be located on the vertical sides and one on the center of the lower beam, three in total. The result was satisfactory, as a matter a fact a lot better than I initially had hoped for before I had found this frame. After the windscreen framing was in place I could make the wooden parts and sheeting of the A-pillars. At this point the vehicle began to look like a car. The windscreen and rear windows were made according to patterns at *EslaLasi Ltd*, in Espoo Finland.

The making of the framework of the right hand door, its frames and fitting in place.

Doors

Then on to the left hand door.As I earlier mentioned , a very poor attempt had been made to restore it and fit it in place. Approximately a10mm wide additional metal strip had been welded onto the rear edge of the door because the hinge beam had been set a little bit too far aft. The only correct solution was to rebuild the door framework again, by extending the rear edge, so the hinges could be attached at their ‘proper’ location and that the door size would correspond the size of the door opening. At the same time the casing of the traficatorswould have to be built onto its proper place, and make its opening on the outer sheeting the correct size. Fitting the door into its final place proved to be tight and difficult. The reason for this was that there was no possibility for adjustment in the hinges themselves. Attached with woodscrews on to the framing through round holes, meant that attaching the door would have to work spot-on with the first try. Only slight filling under the hinge was possible as an after remedy.

Finally when the door was in place, it was time for the door sill and its sheet plating. This plating was pretty interesting to do as well. The sheeting has to have a specific curve in two directions and it has, within some 20mm four 90 degree bends. But after enough practice and a couple models, it worked out. Then on to the right side door: This turned out to be a real challenge as there was practically nothing left of the door, just the sheeting and some badly rotted and pulverized parts of the wooden framework. The only thing to do was to look at the opposite side door and try to copy the framework,as much as was visible, as the side and outer sheeting was already in place. When I measured the left site door to get dimensions to make the parts, I soon realized that the two doors were clearly different size. Even thought the chassis was made by Rolls-Royce the marks of "one of a kind" handiwork was evident. On the other hand, in the case of the doors, it doesn't matter. Even if one needs a new door, it will in any case be made to order, absolutely no chance that RR would carry in stock spare parts like this. With the aid of the outer sheet and inner panel I was able to make the framework to its correct size, machine the recesses for the lock and hinges and fit them in place. Also I had to fit the door window with "sliding strips" and lifting mechanism. Then it was the matter of attaching the steel edging guides with wood screws onto the framework. Then it was the making of the side sheet". After this I could bend the outer sheet around the "steel edging guides and side sheeting. Now finally the construction showed a strong resemblance of a door. The lack of the B-Pillar (Pillarless coupe) makes the handling of the door difficult and it feels "soggy", until it is on its hinges. The "window frame" is actually just a hinged beam that is loose/free until it is attached onto the roof. This is then followed by fitting of the door to the body of the car, making of the hinge beam, its sheeting, and the making of the door sill just as I had practiced with the left side door previously.

The left sill welded ready

Wheels and rims.

The previous owner had already bought new Dunlop 19 x 6.5 tyres, so they needed to be removed from the rims, for the sandblasting and painting of the rims. I was slightly hesitant about sandblasting the wire-spoked rims, but I decided to go forth with it because otherwise it would be very difficult to clean the rims without dismantling them completely. I did however give specific instructions to sandblast the rims very carefully. The paintwork was well done and after the first couple thousand kilometres I have yet to find fault in it. The sandblasting and painting was done by " Gabriel's Paintshop" located in Karjaa.
The only incident involving the rims was that the body was painted while the wheels were still on. Even they were well covered, some fine paint spray/mist found its way onto the rims, which essentially 'removed' the finest sheen. In retrospect, the body should be painted while standing on jacks, with the wheels removed, or equipped with temporary wheels. I did not have suitable spare wheels , other than the one, and using jacks in this case would have been difficult this case as the "painting workhop" had only one "" chamber, and the car needed to be moved frequently in and out.

Sunroof and gutters

What was left to work on the coach, was the sunroof, mainly the water gutter and the water removal components. The gutters on the sunroof were made of wood, possible treated by some chemical, but time, all 70 years of it, had done its work, and the wood texture was that of balsawood. So these parts needed to be rebuild, and as a precaution I made tight aluminium liners in them, so that water wouldn't gather inside, eventhough it is not my intention to drive in the rain. In the front, water removal pipes ran out the gutters above the doors, in the rear hoses came though the inner rear wings just as they did in the original.

Painting and priming.

At this point I had done all I could and deemed the body ready for painting. Finding a suitable painter bodyshop was more difficult that I had envisioned. Many firms were initially interested, but when they heard the make, year and model, they gracefully bowed out. Apparently the undertaking would be so big, that no one was ready or willing to pay for what it costs. Finally after tens of choices I found one that was interested in the job and who also had been recommended to me as a firm that specialized specifically in painting old cars. The firm was "AutoTanskanen" from Klaukkala. Their offer did go over my planned budget, but I decided to go along with it as I would not compromise all my hard work for a poor paint job. That really wasn't what I was looking for. So I moved the car with a truck to the painter. Now I had space in my garage to begin work on the front wings and running boards.

Coach ready to be moved to the paint shop

Front wings and running boards

Unattached and without wooden frameworks the three meter long runningboard/wing combinations were very flimsy and thus hard to work on. I made a temporary wooden framework for them, to which they were attached with screws. Now they were sturdy, easy to handle, easy to work on, they could be painted 'as is', I would remove them when it was time to attach the running board/ wings back onto the body. The running boards were very badly corroded, almost lace –like. This probably due to the five 'protective' strips on the running boards, water had made its way in between the strips and running board and caused its customary damage-corrosion. In addition the running boards were badly dinged. After much welding, patching, straightening, they were finally ready for painting. And so I took them to Klaukkala

Painted body coming back home

The chassis was painted completely black, starting from a clean/polished metal surface. When the day to pick up the chassis from the paintshop finally came, the result was far better than I could have imagined, although I had visited a couple times to review the progressing work on the chassis.

Back at home, as I was lowering the truck bed, which at the time was at about an 45 degree angle, I heard a loud snap! One of the two 2-ton tie-down lines, bought from Biltema, had snapped in the middle. Fortunately I had two of these lines in each direction, as well as a couple extra safety ropes, so that the car just moved a "nudge". It still turns me cold as I imagine what it would have looked like if it would have fallen from the height of two meters , rear first onto the asphalt! It would have made a grown man cry. I find it inconceivable that a "2-ton" line would snap under the strain of a 1.5 ton car at an incline of 45 degrees with parking brake on.

Assembly begins

All's well that ends well! Now the furnishing and assembly of the body could begin. I decided to start from the aft, which I knew would give visible results quickly. I needed encouragement as I had 'lived' in my garage for over a half year, what I could from my work. When the spare wheel carrier was in its place, spare wheel and its coverings, trimmings, rear bumpers petrol tank filling cap, and rear lights, myself and others began to believe again that it could someday, be an automobile, proudly carrying the name of Rolls-Royce.
.

Some smaller parts eg. hinges, door lock pins, lock frames were re-chromed at this time at "Car restoration workshop Kalliokorpi" in Noormarkku. All the bigger chrome parts, bumpers, lamps were at this point in good chrome , despite a long storage in a barn.

The roof lining was accomplished with a cloth of a similar red colour as the leather of the seats. The completely missing hand rests in the back seats were made and upholstered with leather tinted corresponding with the seats

.

The electric wiring was redone with modern plastic covered wires, however in such manner that all of the visible wiring in the engine compartment were of the original textile covered type.

After the reconstruction the cars roadworthiness was inspected (DMV.ed), and registered in the normal registry on August 27th 2002, black plate, number RR-36, which had been reserved earlier for museum registration. The car was then museum registry inspected and accepted without remarks into museum registry on September 19th 2002.

Spring gaiters

Spring bags and tools

During the winter of 2002-2003 I made new leather spring gaiters according to the original design. None of the originals were left. Before the installation of the gaiters I dismantled and greased the springs. The only change I had made in the gaiters were small openings on the topside, through these I could oil the springs without having to remove the gaiters in case the central lubrication would not do it's job properly.

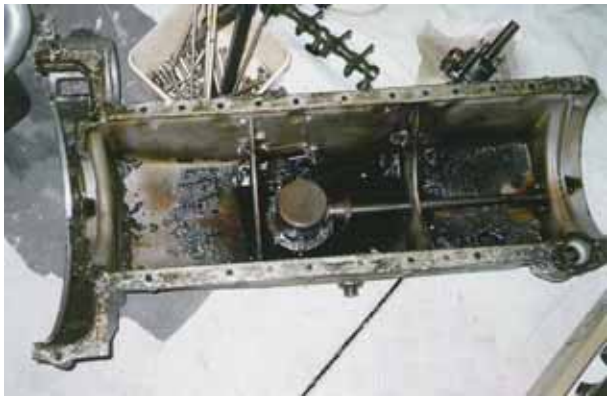
At this time the leather covers for the "steering rods and track rod ends" were also made.

During that winter the carburettor was dismantled and cleaned. A new spring for the choke flapper was made as well as the screw for the "idle mixture", which at some point had been completely removed and the remaining hole had been soldered shut with tin. The levers, throttle piston, choke and fuel levels were all adjusted according to factory default values

The tool box is still empty but help is on its way. At the time of purchase none of the tools remained. I 've had to collect all of the tools from around the world, mainly UK and USA. Fortunately I found a complete list of the original tools with RR numbers from Bernard L. King's book, so I knew what I was looking for..

Engine rebuild

Spring of 2003, on the way to Borgvik of Siuntio to an old cars gathering, loud knocking, which increased in intensity, compounded with the loss of oil pressure forced me to abandon the trip and have the car towed back to the garage. The damage was in the lower bearing of the 5th cylinder connecting rod . At first I believed I could fix it from the oilpan side , but when I saw what was inside the oil pan, and the poor state the neck of the crankshaft , I opened up a couple other connecting rod bearings and realized I had to do a much larger repair , even if it was in the middle of the prime driving season.



The lower bearing of the 5th cylinder connecting rod and oil sump removed

After I had taken the engine apart, I realized that the 5th cylinder had been a problem before, because it had a different connectingrod than the other pistons. It was not "diamond grinding " shape like the others , the cross-section of the connecting rod at the oil channel of the upper bearing was round. In addition the lower end bearing had no oil hole. Book by R.Haynes and M.A. Grigsby *"Rolls-Royce Small Horsepower Engines"* – 1977 was a great help in the process of taking the engine apart. It had listed all the types of threads, the direction of the threads, the required dimensions and thread information of specialized tools like pullers . Without the information in this book I probably would not have been able to take the engine apart without damaging it. Especially notable is the time when I first had to build up by welding one tooth of the feeding gear of my home workshop lathe before I could make left hand inside English pitch thread to the crankshaft damper puller. I was very sceptical myself when starting but finally it proved to be a very operational puller afteral.

Connecting rods with new bearings waiting for engine assy. At the bottom home made fixtures to make sure that white metal bearings at the both ends of connecting rods were machined parallelly .

The cylinder block, crankshaft and cylinder head prepared for reconditioning at Lohjan moottorikoneistamo. The cylinders were not visibly worn and had only small marks of corrosion due to long term storage. The cylinders had been machined to the maximum oversize earlier, so this time they were just honed and new pistonrings were mounted. New valve seats were prepared for all exhaust valves.

The main bearings are in their place and are on their way to machining at the Kerava R-Koneisto

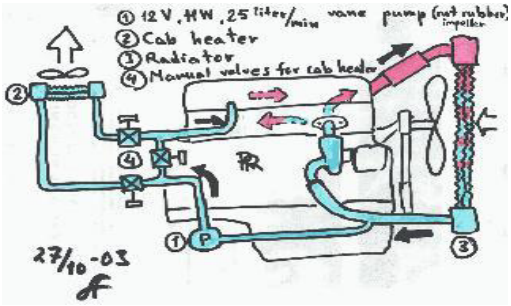
Engine parts more or less ”apart”.

Pistons, rods and “lifters” all in military order

Head, and cylinder group after machining

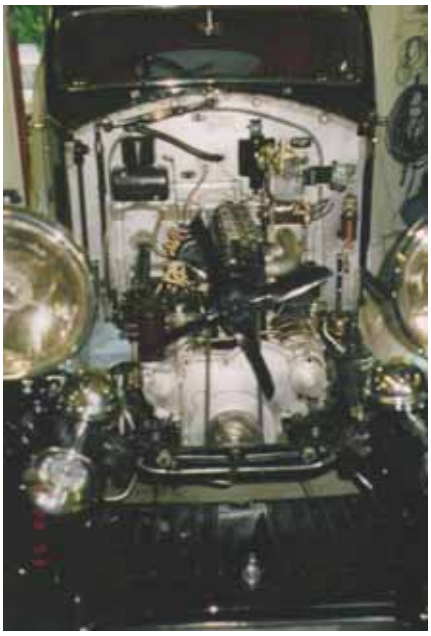
In this image the water channels in the cylinder group and cylinderheadare clearly visible. RR recommends to block the three forward pairs, because the inherent flaw of the engine is that aft portion of the cylinder group runs hot. I did not do this, instead I added a small electric driven water pump in the circulation system (27 l/min) which injects water towards the rear. According to an infrared thermometer, I was able to achieve the same end result without decreasing water circulation in the forward portion, which would have been the case had I done otherwise.

Schematics of the cooling system, with the additional pump. The pump is located inside the chassis beam, so that it is not visible unless viewed from under.



Due to the large size of the engine. I made a handling rack, where the assembly and handling in general would be easier and safer! Here is the test pressurization of the oil channels (with pressurized oil) before the final assembly of the engine.

New bearings for the timing gears and oil plugs for the crankshaft journal drillings, machined by “Turning shop Lehtola” in Karjaa. The old plugs had ‘evaporated’ due to oxidation due to the years of accumulation of oil sludge..



The engine ,ready for installation onto the chassis, and on its own place.

Epilogue

Eventhough the whole project seems like a huge undertaking, especially written like this, it was worth it. Words cannot describe the feeling of rolling the car out of the garage on a sunny summer morning, sedately driving along a road in a park, seeing the expressions along the side of the road, reading from the lips of little boys to grannies, looking in awe and saying “Look! Its a Rolls!” Particularly when it all started out of a pile of junk that no other than a mobilist would have given a second thought.

REGISTRATION NUMBER:—

CHASSIS No. GUL-80

Engine No. P-27-M H.P. 25/30
Off Test 3.6.36 D.I. Issued 22.5.36
Axle Ratio 9.4:1 Despatched 5.6.36

BODY.

2 Door Light Coupé (Close Coupled)
Drawing No. Design 185 (Dwg 1731)
Makers Gurney Nutting & Co
Order No. 11304 Date 16.6.36
Copy Dwg. to ..... on .....

CHASSIS.

Price - £1100 : . : -
30%

Date of Sale .....
Sold to Allied Motors Ltd
Hughes Road, Bombay
Demonstration

For delivery Chassis mid June
Car mid August

TRIMMING & PAINTING.

Colours 2 Shades Grey as approved coloured drawing at GBJ.53
only reversed
Upholstery Leather - dark green as GBJ.53

Coachbuilders Instructed 22.5.36 To C/D 22.5.36

CAR ORDER FORM No. .....
DRAWING BOOK No. .....
DEPOSIT PAID ... ... £ : : : DATE .....
BALANCE OF CHASSIS PRICE PAID £ : : : DATE .....
BALANCE OF CAR PRICE PAID ... £ : : : DATE .....
INVOICE No. 6559 £1371 : 6 : 4 DATE 1.8.36
for 1081 dated 26.8.36. £1371. 6. 4. Withdrawn
~~Off 90 dated 26.8.36 £1,375 14.10~~ Cancelled 15/12/37.
~~R/L 90.194 dated 26.8.36. £1,376 14.10.~~ - Cancelled 27/11/38.
CHASSIS DELIVERED ON 5.6.36 TO Gurney Nutting BY Road-run
CAR DELIVERED ON ..... TO ..... BY .....
SHIPPING PARTICULARS To Bombay S/S "London" 22.5.36

LILLIE HALL ADVISED 22/5/36 JC

CHASSIS DRAWING SENT TO Advised 22.5.36
GUARANTEE No. ..... DATED ..... SENT ..... TO .....
INSTRUCTION BOOK ISSUED TO India 7.7.36
ERECTION SHEET No. A 8925 DATED 22.5.36 SENT TO W. 22.5.36
~~SUB-FRAME~~ .....
STEERING COLUMN F
SPRINGS FOR BODY WEIGHING:— 11 cwts
PASSENGERS: MAX. 4/5 USUAL 2/3
LUGGAGE: MAX. usual USUAL usual
CAR TO BE USED IN India

		Order No.	£	s.	d.	Disc.	Invoice Folio
	Body		-	-	-	£375 net	6559
							o/c 90
Chassis	Wheel Base 9'3						
Chassis Fittings	unremarkable						
Radiator Shutters	Standard						
Speedometer	Standard						
Bonnet	Louvres @ 16° and carried right through to end		-	-	-		
Wheels 5	- Dunlop 19"x4½"	11372	-	-	-		
			-	-	-		
Tyres 5	- Dunlop 21x6.00 90 pattern	11372	-	-	-		
Spare Wheel Carrier	- dummy hub at rear	11372	-	-	-		
~~Luggage Grid Type~~			-	-	-		
Mascot	Yes	"	3	-	-	25%	6559
							90

» P.T.O. «

ATTACHMENT: ROLLS-ROYCE FACTORY DOCUMENT 1

~~INSPECTION DEPT~~ ~~Used Car~~ (In use by Sr: delivered 18/11/38 in place of GWN.2) & Co., Ltd. Q69371.

HAGUE USED CAR

CHASSIS No. GUL.80	BODY.	~~CHASSIS~~ Car
H.P. .... Eng. No.	Sedanca Saloon	Sale Price ... £ 925
Battery	Drawing No.	Date of Sale 24th January 1939.
Off Test .... D.I. Issued	Makers	Sold to Capt. C. N. Hague.
Axle Ratio .... Despatched	Order No. .... Date	Castle Dyke.
		Ecclesall.
	TRIMMING & PAINTING.	Sheffield. 11.
TYRES	Colours Black	
	Upholstery Green leather	
		For delivery { Chassis .... Car ....
Date of Order .... No.	Coachbuilders Instructed	

CAR ORDER FORM BOOK No. 38. Page 112. DRAWING BOOK No. ....

DEPOSIT PAID ... £925: — DATE 24:1:39.

BALANCE OF CAR PRICE PAID ... £ 29: 8: 2: DATE 9:2:39.

CHASSIS DELIVERED ON .... TO .... BY ....

CAR DELIVERED ON 4th February 1939 TO Customer BY 7/2/39.

INVOICE No. 8831. DATE 3/2/39 – £954. 8. 2.

CHASSIS DRAWING ADVICE SENT .... TO ....

INSTRUCTION BOOK ISSUED 27/1/39. TO Customer No. XVII

GUARANTEE SLIP ISSUED .... from 19/9/36 G&C advised 9/2/39.

	Order No.	£	s.	d.	Invoice Folio
~~FITTINGS~~ Complete car sold as it stands ~~COLUMN~~ the whole in used condition ~~PRICE OF BODY AND EQUIPMENT~~ for the sum of	}	925	—	—	8831
Two tyres to replace worn ones	S05297				
Cost of licence from 1/2/39 – 31/12/39		21	13	2	8831
Pair bonnet locks. K767.		4	10	–	8831
... aluminium Number plates R-601 / EYX-366					
C.P. ... Fire extinguisher		3	5	–	8831.

Car Cri... Vir ... ot ... E No. ... 7/2/39 ... 7/2/39 ... 4/2/39 ... 20:1:39 ...

Do: 172/73 – 137.11.5 E 32/37 – 169.11.11

Interior driving mirror RY454, ~~R464~~ 12/4/39 ...

Front & rear bumpers RY67. 12/ ... 3/2/39 ... 8/2/39 S06620. R588. } Included.

... for Second-hand Car – late Indian trials.

To Road No. EYX366

Sheet No.

P.T.O.

ATTACHMENT: ROLLS-ROYCE FACTORY DOCUMENT 2

GOODS SUPPLIED CHASSIS NO. GUL-80

15-1-34. 1-F 61205a. Petrol pipe Allied Motors
1. DY4509. SU Pump. 43264/25.

9-6-39. 1. DY250 2. Coil Y558/56. G. H. Hague.

Frame Drilling	D.R.G.	F61068/9	
Front Axle	L.O.P.	G56392	No. P27M.
,, Brakes	L.O.P.	G56807	
,, Hubs	L.O.P.	G56808	
Gear-box	L.O.P.	G54794	No. P27M.
,, 1st & 3rd Mot. Shft.	L.O.P.	G54796	
,, 2nd Motion Shaft	L.O.P.	G54798	
,, Reverse Shaft	L.O.P.	G54799	
Governor Drive	L.O.P.	E50880	No. P29M.
Governor Control for S/A's	L.O.P.	F60294	No. P23M.
Lamps and Fittings	L.O.P.	D54406	
Ignition Coil	L.O.P.	D72503	No. L23Q.
Idler Gear	L.O.P.	EB311	No. P27M.
Inlet Pipes	L.O.P.	E60698	No. P24M.
Instrument Board	L.O.P.	D54784	
Junction Box (Body Lighting)	L.O.P.	D50833	
Horn Switch	L.O.P.	F80482	
Lucas Horn and Fittings	L.O.P.	F84405	Type H F.733
Luggage Grid	L.O.P.	D52410	Not fitted.
Mascot and Cap	L.O.P.	E56364	
Oil and Petrol Fittings	L.O.P.	E60941	
,, Pump	L.O.P.	E53658	No. P27M.
,, ,, on Dash, etc.	L.O.P.	F861083	
,, Filter	L.O.P.	E60112	No. P27M.
,, Filler	L.O.P.	E60872	No. K25R.
,, Sump Indicator	L.O.P.	EB1196	No. P27M.
Oil Pipes & Fittings (Cnt. Lub.)	L.O.P.	F60650	
Petrol Tank	L.O.P.	F61082	No. L23Q.
,, Piping	L.O.P.	F61079	
,, Pump (Elec.)	L.O.P.	D54792	
Pedals	L.O.P.	F61066	Type F. No. L26Q.
Pistons	L.O.P.	E60761	Av. W. 20. ozs. No. P27M.
Pressure Piping for Gov. Control	L.O.P.	F60075	
Prop. Shaft	L.O.P.	G57096	No. L24Q.
Push Button Switch	L.O.P.	D73228	
Radiator	L.O.P.	E56831	No. D28Y.
Rad. Shutters and Controls	L.O.P.	E56828	No. D28Y. Finish, Staybrite.
Regulator Unit	L.O.P.	DB901	No. L24Q.
Rear Axle	L.O.P.	G57114	Ratio. 9X41 No. P28M.
,, Hubs	L.O.P.	G54619	
,, Brakes	L.O.P.	G56534	
Rear Brake Inter. Shaft	L.O.P.	G56102	
Spring Drive	L.O.P.	E54745	No. P27M.
Speedometer R.5K637	No.	Q247	Type. Smith.
,, Drive	L.O.P.	G54795	No. P27M.
Shock Absorbers (Ft.)	L.O.P.	F60247	No. o/s Q26L N/s Q26L
Anchorage for ditto	L.O.P.	F59645	No. o/s L29Q N/s L29Q
Shock Absorbers (R.)	L.O.P.	F60246	No. o/s P23M N/s P23M
Side Lever Mech.	L.O.P.	G57067	No. P27M. Type. F.
Side Steering Tube	L.O.P.	F61087	Cent 26·750 No. P26M.
Starting Handle	L.O.P.	E59975	
Servo Mechanism	L.O.P.	G56588	No. P27M.
,, Drive	L.O.P.	G54797	No. P27M.
,, Countershaft	L.O.P.	G54806	No. P27M.
Sp. Wh. C. (R.)	L.O.P.	D51845	
,, (Side)	L.O.P.	D54452	Not Fitted
Self Starter	Gen. Argt.	DB1098	No. L25Q
Self Starter Drive	L.O.P.	DB1070	
Starter Switch (Main)	L.O.P.	D100208	No. L24Q. W23G
Steering Column	L.O.P.	F61081	Rake F. No.
Stop Lamp Switch	L.O.P.	DB419	
Switchboard	L.O.P.	D54757	Key 100V94 No. K27R.
Thermometer	DRG.	D74793	Type. Smith.
Tie Rods	L.O.P.	F60120	No. P27M.
Torque Reaction Dampers	L.O.P.	E60774	No. L26Q.
Undersheet	L.O.P.	G54571	No. P27M.
Valves and Fittings	L.O.P.	E60760	
Wiring (Ignition)	L.O.P.	E60691	
,, (Installation)	L.O.P.	D54787	
Water Pump	L.O.P.	E58437	No. B27Z.
Water Connections	L.O.P.	E60327	
Wheelcase and Fittings	L.O.P.	EB2707	No. P27M.
Wing Stays	L.O.P.	F60512	No. P27M.
Wheels (Road)	Size. 19" Rim.		Type G54809.

GUL-80

Type LONG. Date on Test 14. 5. 36 Customer Indian States INDIA Capt. C. N. Hague

Date	PARTICULARS OF ORDER	O/No.	O.K.
17.4.36	~~F Steering~~	7660	X
"	[illegible] 2 Door Coupe [illegible]		
"	[illegible] Lugg [illegible]		
20.4.36	D/O Specif. 2 Door Coupe 10 1/2 cwts.		HR
"	Pass. 6. Lugg lest. Untarnish No. 8.		HR
"	Springs - ~~[illegible]~~ 800+ 1100 1100 Intermediate type		HR
"	Spring test 70lbs. ea front + 100lbs. ea rear.		HR
"	Dunlop Wire Wellbase Wheels 5.		HR
17.4.36	5.25x6 Dunlop 90 pattern Tyres.		HR
21.4.36	~~[illegible]~~		X
23.5.36	Change Steering to "F" position.		HR
26.5.36	Change Front L.H. Spring to:- 800+ Intermediate type		HR
"	Spring test 30% - 70% Loading.		HR
"	Chromium Mascot + Cap.		HR

C.H Cards by Wilson Date 4-6-36 Remarks Coupé

Guarantee effective from 19-9-36. Date Despd. 5. 6. 36 Recorded by B.H.

RR316 (10) (11015 13-2-36) C&P

P.T.O.

P27M

9X41

Date	PARTICULARS OF ORDER	O/No.	O.K.
23.5.36	Lowered Bonnet - lowered rear end sloped at angle	7660	HR
	of 16°, lowering carried right through to scuttle end.		HR
"	Dummy Hub Rear Carrier.		HR
"	Bonnet mouldings suitable for painting.		HR
30-11-38	In Works for atten. to Bear. Shock Absor. & minor adjts.	2-12-38	44270
3-5-39	" " for atten. to Brakes.	3-5-39	42144

ATTACHMENT: ROLLS-ROYCE FACTORY DOCUMENT 5

RR 299C/1 (10M) (97633. 1-1-36) BM 3.3661/2

Chassis No. G-W-L 80

DYNAMOMETER TEST. 25 H.P.

CHASSIS TESTED FOR ACCELERATION, ETC., AT FULL LOAD ON ALL GEARS AS BELOW.

Max. Torque... 155 ...lbs. at... 1250 ...r.p.m.

Gear		Time		R.p.m.		Result
3rd Gear		10 min.		2000 revs.		
2nd	"	10	"	"	"	285 lbs.
1st	"	10	"	"	"	285
Top	"	5	"	500	"	
"	"	5	"	750	"	150 lbs
"	"	5	"	1000	"	154
"	"	5	"	1500	"	153
"	"	10	"	2000	"	147
"	"	5	"	2500	"	136
"	"	10	"	2750	"	129
3rd	"	3	"	3000	"	162
"	"	2	"	3250	"	150
"	"	2	"	3500	"	141
"	"	2	"	3750	"	
"	"	2	"	4000	"	
Top	"	Mag. at		750	"	
"	"	"	"	2750	"	

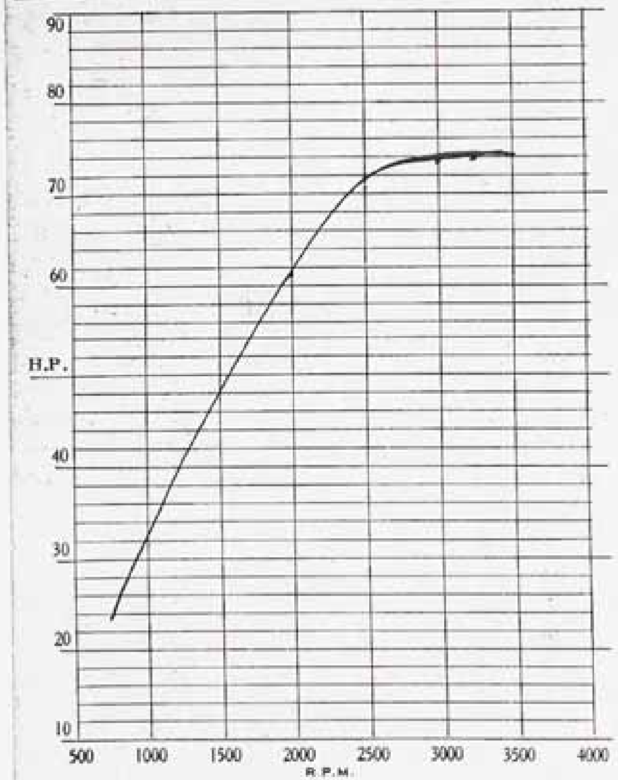
Petrol Consumption.... 28 ....pints per hour.
Water Flow at 80° C.. 5 ....gals. in.. 3 ...min.... 52 ...sec.
Timing Battery.... BAL ....Magneto..........
Consumption and Radiation, Top Gear, Full Power, 2000 r.p.m.
Radiator... 23 ....° C. Air Inlet.. 28.5 ....° C.
Oil Pressure... 25 ....lb./sq. in.
Cylinder Lubrication...............Bar. ok ..... 761 ...m/m
Condition of Plug after Test... Test Plugs ....
Diameter of Test Wheels... 31½ ....ins.
Axle No.. P28M ......Ratio. 9X41 ......Heating...........
Engine No. P27M ....Gear Box No.. P27M ....
REMARKS :— Engine Freedom... Good ....

1st Gear full load 455 lbs.

Tests taken by... [signature] ...Date 18-5-36
Accepted by.......... R.H. Hulley ..Date 18.5.36

TIMING. DEGREES FROM STD.

CYL.	I. O.	I. C.	E. O.	E. C.
1.	1E	0K	1L	1L
6.	0K	1E	1L	2L



ATTACHMENT: ROLLS-ROYCE FACTORY DOCUMENT 6

GUL-80

GUL80

R.R. 399a (10H) (92164 15-10-35) J.H., Ltd.

Series "L" Country Indian Engine No P-27-17 E.S No A2925

Steering "F" Fittings Autocar No 8 Speedo. No A.T.N. Q.747

Body 2 Door Coupé Weight 11 cwts Passengers H/S A.2/3 Luggage Hamleys Limit

Springs—Front O.S. 810 lbs N.S. 810 lbs Rear O.S. 1108 lbs N.S. 1100 lbs Gaiters Jeavons

Key Nos 109 x 94 Ammeter No. — Axle Ratio 9x41

On Test 14.5.36. Delivered 5.6.36 To J. Gurney Nutting Ltd

Customer Indian Trials

Complete Car D/D 1.8.36. Guaranteed Effective from 19.9.36 No 9552

11372	22.5.36	Long type chassis	1660
		5. Dunlop Wellbase Wire Wheels	"
		5. Dunlop Fort 90 tread tyres	"
		Dummy hub rear carrier	"
		R.R. Mascot c.cap.	"

GUL80

Louvred Bonnet with louvres at 16° with the louvres carried right through to end with aluminium mouldings.

Spare Coil fitted on Engine

Spare Contact points fitted on Dash.

D.W.S Jack handle packed in spares.

Intermediate type springs

14/6/36 Chassis despatched per L.M.S Lyddes train

15/7/36 1-12v 6XHR9/11L type Exide Battery sent to Gurney Nutting Ltd by Chloride Elect. Ltd

Finally tested at Gurney Nutting Ltd 1.8.36

Shipped per s.s. Soudan 22.8.36 from London to Bombay via Port Said per TR/LST/29-9-36

ATTACHMENT: ROLLS-ROYCE FACTORY DOCUMENT 8

ACCESSORIES, SPARES & EQUIPMENT.

Particulars.	Ordered. From.	Order No.	Date.	Charged Customer. £	s.	d.	Invoice Folio.
Registration No.							
Number Plates							
Licence Holder							
Wind Horn							
Windscreen Wiper							
To be Fitted by							
Head Lamps							
Side Lamps							
Stop and Tail Lamp							
Fog Lamp							
Wiring by							
Driving Mirror							
Inside Electric Lights							
Tool Accommodation							
Heraldry							
Width of Rear Seat							
Interior Height							
Ventilators	1st Test by JKE 29/12/28.						
Windows to drop	2nd Test. Mid Feb						
Windows to slide							
Floor Coverings—Front							
Do. —Rear							
Direction Indicators							
Sun Visors							
Reinforced Glass							
Bumpers—Front							
Do. —Rear							
To be Fitted by							
Door locks to pass the same key as ignition switch Ref. No.							
One Kismet Type Pressure Gauge. X3294		R3401	29-12-28				
One pass for FT37. foglamp.		s/o 6602	5-1-29.				

ATTACHMENT: ROLLS-ROYCE FACTORY DOCUMENT 9

@ Dynamo Breaker fitted in 2nd Expt

REMARKS.

× Modified Steering E Lillie Hall R/S.22382. 6.8.26 (W23G)
15-1-24 1. D44509. S.U. Pump.
30-4-38 In Works – to modify S/A tube
0394 ·004 Bab washer to back shock abs valves
3-5-39 In Works – to reline front brakes
modify rear brake lub.
9-6-39 1. D42503 Bal

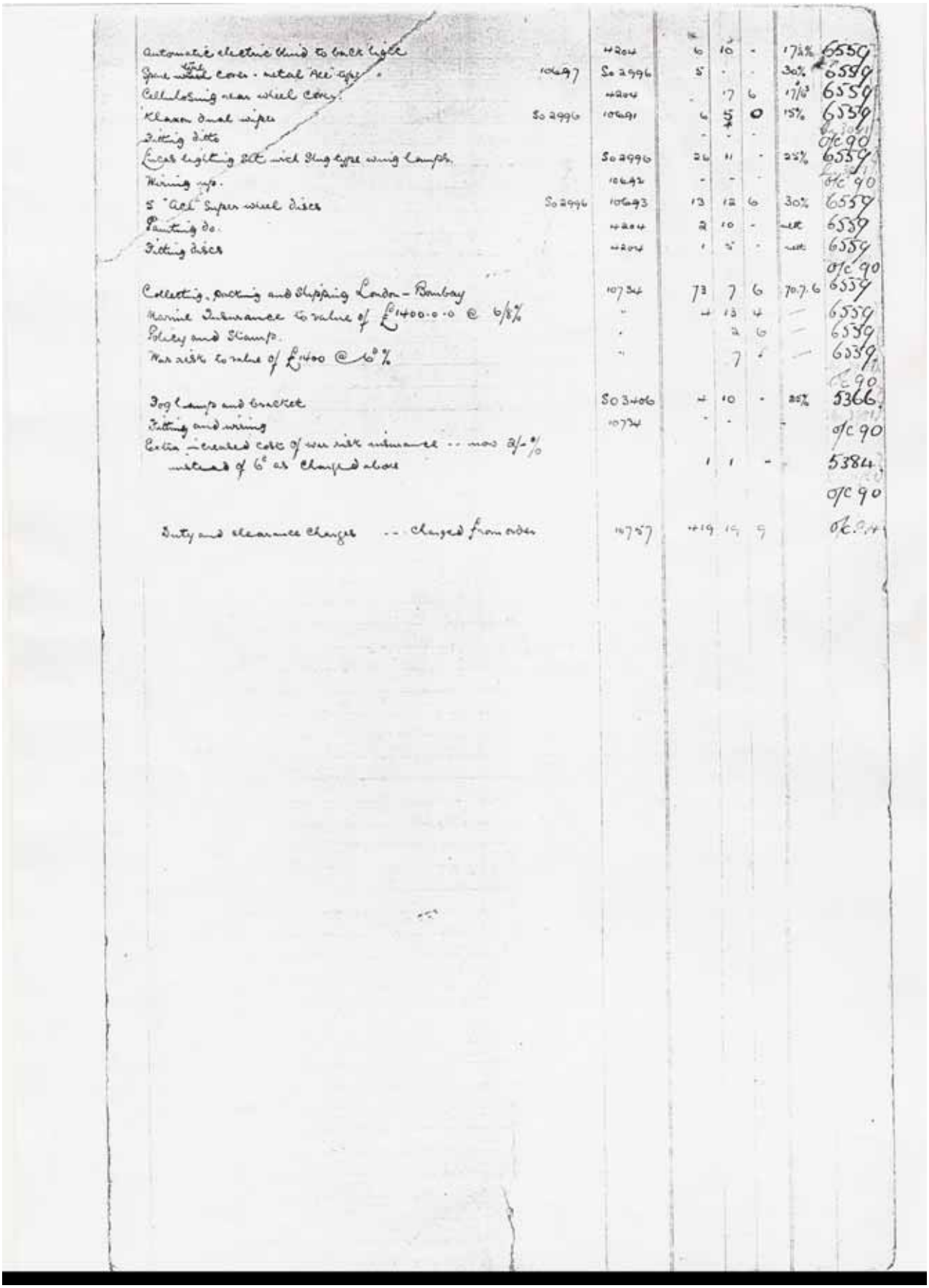
RH 648a. (211) 1480. 31/3/26. J.W.S.

Chassis No. GUL 80. Series L2.

Finish :—No. 8, Untarnishable. Type :—Long.

Ammeter	No.	D74874	Type Weston
Ballast Resistance	L.O.P.	D70843	
Battery Box and Fittings	L.O.P.	D54401	Type. EXIDE
Bonnet	L.O.P.	E60963	No. P24M.
,, Type LOUVRES & REAR END SLOPED 16° / ,, RIGHT THROUGH			LOP E60991.
Carburetter	L.O.P.	E60819	No. O 964
Carburetter Air Silencer	L.O.P.	E60740	
Controls	L.O.P.	E60815	
Cylinders	L.O.P.	E60766	No. P27M
Cylinder Bore Sizes	1 5 / 2 5 / 3 5 / 4 5 / 5 5 / 6 5		
Crankcase	L.O.P.	E60757	No. P27M
Crankshaft	L.O.P	E60245	No. P27M.
Camshaft	L.O.P.	E59709	No. P27M
Clutch and Flywheel	L.O.P.	G57097	No. P27M
Conn. Rods	L.O.P.	EB2704	No. P27M
Cross Steering Tube	L.O.P.	G55683	Cent 49-690 No. P27M
Dash. Brkts., Footb'rds, etc.	L.O.P.	F61065	No. L24Q Type. F
Distributor & Condenser	L.O.P.	D54392	No. P29M
,, & W.P. Drive	L.O.P.	E50308	
Dist. Board and Cut-out	L.O.P.	D54348	No. L24Q
Dynamo	Gen. Argt.	D54769	No. Y29D
Dynamo Suspension	L.O.P.	D50610	
@ ,, Drive	L.O.P.	EB2724	
Engine	No. P27M.		
Equalising Mechanism—			
Rear Brake, Foot	L.O.P.	G56597	No. L22Q
,, Hand	L.O.P.	G56596	No. L22Q
Front Brake, Foot	L.O.P.	G54805	No. Q27L
Exhaust Fittings	L.O.P.	E60882	No. P29M DOWN PIPE. J255 SILENCER.
Front Apron	L.O.P.	F60577	
Fan	L.O.P.	E60391	No. L22Q
Frame and Fittings	L.O.P.	F61086	No. P27M.

ATTACHMENT: ROLLS-ROYCE FACTORY DOCUMENT 10



Automatic electric Unit to back light		H204	6	10	-	17½%	6559
Spare wheel cover - metal Ace type	10697	So 2996	5	-	-	30%	6559
Celluloiding rear wheel cover		H204	-	17	6	17½	6559
Klaxon dual wipes	So 2996	10691	6	5	0	15%	6559
Fitting ditto			-	-	-		o/c 90
Lucas lighting kit incl Stop tyre wing lamps		So 2996	26	11	-	25%	6559
Wiring up		10692	-	-	-		o/c 90
5 "Ace" Super wheel discs	So 2996	10693	13	12	6	30%	6559
Painting do		H204	2	10	-	net	6559
Fitting discs		H204	1	5	-	net	6559
							o/c 90
Collecting, packing and Shipping London - Bombay		10734	73	7	6	70.7.6	6559
Marine Insurance to value of £1400.0.0 @ 6/8%		"	"	13	4	—	6559
Policy and Stamps		"		2	6	—	6559
War risk to value of £1400 @ 10%		"		7	6	—	6559
							o/c 90
Fog Lamps and bracket		So 3406	4	10	-	25%	5366
Fitting and wiring		10734	-	-		-	o/c 90
Extra increased cost of war risk insurance -- now 2/-% instead of 6° as charged above			1	1	-		5384
							o/c 90
Duty and clearance charges -- charged from order		10757	19	19	9		o/c 90

ATTACHMENT: ROLLS-ROYCE FACTORY DOCUMENT 11

~~Capt. Cain Hague,~~ GUL-80

~~Castle Dyke,~~
~~Ecclesall,~~
~~Sheffield 11.~~
~~Asyl 9/NP. 26.1.39.~~

A.G. Kaye,
Longwood,
Barnston Road,
Heswall,
Cheshire.

Rcds/EM. 20.5.53.

AS NOTIFIED OF OWNERSHIP

GUL80

D. NIXON ESQ
STUBBLES FARM
CRESSING
BRAINTREE
ESSEX
CM7 8NU

ATTACMENT: ROLLS-ROYCE FACTORY DOCUMENT 12

INSPECTION REPORT

On

1936 Rolls-Royce 25/30

Regn No.: EYX 366

Chassis No: GUL80

Body: Sports Saloon Gurney Nutting

A H James

November 2001

ATTACHMENT: Vehicle Inspection report page 1

2. CONDITION

2.1 Interior

- All interior wood present was restored in 1984 in America according to the label
- Ignition switch panel has been rewired but requires installation and connection
- Interior has been re-trimmed in leather but requires installation
- Many components in cardboard boxes including dip switch & semaphores
- Dashboard detached - requires re-wiring and installation
- Carpets renewed in 1984
- Seats in reasonable condition with s few scuffs
- New interior panels have been made and are partially covered in leather
- All leather dry and in need of hide food
- Starter switch, oil pressure and temperatures gauges temporarily connected
- All other dials available nut not connected or installed in dashboard
- Seats and carpets loosely positioned in interior
- Boot floor missing
- No trim was available for the boot
- Headlining is completely missing

2.2 Bodywork

- Bodywork and wings are aluminium stripped bare of paint
- Right hand door is just a panel. The wood framework has been removed but is available
- Wooden framework has been partially replaced inside panels
- Framework missing around windscreen and top of A-posts. Some pieces available
- Mudguards and running boards have been patch-welded but there are still some holes to be repaired
- Window glasses not in car but are available
- Rear window broken but available for a pattern
- Rear bumpers dismantled and stored in the barn
- Petrol filler door hinge not attached
- Sliding roof panels present but require restoration
- Bonnet locks missing but said to be available
- Remains of green paint on bonnet, scuttle and rear left quarter of body
- Mudguards temporarily fitted to body and require proper installation
- Ash frame under right hand running board rotten and broken but useful as a pattern
- Bonnet centre hinge front bracket missing
- Front side lamp bodies missing - interior and lenses available
- Rear lamps inappropriate - need replacing
- Windscreen frame missing
- Spare wheel cover missing
- ACE wheel discs originally fitted - now missing
- Spare wheel centre nut missing
- Coachbuilder's plates missing but said to be available

ATTACHMENT: Vehicle Inspection report page 2

2.3 Engine

- All undertrays missing
- Modern coils have been installed but original ones present
- Incorrect terminals to plugs
- Carburettor faulty - car runs with a temporary replacement
- Surface corrosion on water pump
- Timing gears noisy - noise is a howl
- Some tappet noise
- Ignition timing is retarded
- Wheel spanner bracket removed but available
- Post-war windscreen washer bottle fitted and incomplete
- Surface corrosion on dynamo and starter
- Windscreen wiper motor and complete mechanism missing but was said to be available
- Part of electrical conduit not fitted but available
- Engine runs roughly, probably due to incorrect timing
- The top of one of the original coils is missing but is said to be available
- Oil pressure 7 psi at tick-over. Very slow to respond on increasing engine speed, settling at 15 psi at fast engine speed
- Temperature up to 70°C under test and radiator shutters operated
- No spare fuse wire on bobbin in fuse box
- Silver Shadow fuse in fuse box cover
- Car has been partially re-wired - wiring needs to be completed
- Ducting from air cleaner to carburettor missing but is available

2.4 Tools

- Wheel spanner has missing springs
- Wheel mallet missing but stated to be available
- A starting handle was present but not original
- No hand tools were present

2.5 Chassis

- All spring gaiters missing
- Rear of chassis covered in surface corrosion
- Brake cables have been renewed
- Surface corrosion on rear axle
- Rear axle driving dogs worn
- 650-700-19 tyres fitted - unworn but old
- Four wheel balance weight covers missing
- Chassis lubrication system empty - needs checking and commissioning
- Several leather covers for track rod ends, shock absorber and brake linkages missing
- Rear of silencer system in stainless steel, front in mild steel but in good condition
- Caps missing from Enots oil nipples on propeller shaft

2.6 Electrical

Since electric wiring is mostly not connected, it was not possible to ascertain the condition of

- charging circuit
- dynamo
- lamps
- brake lamps
- dash lamps
- instruments

2.7 General

- Small components were stored in cardboard boxes. Headlamps, bumpers, handles, wheel nuts and catches have been re-chromed in the past and are in reasonable condition.
- Dashboard instruments not installed but were available
- Carburettor requires overhaul
- English registration number is EYX 366but has lapsed. It could be re-issued but would not be transferable. Hence it has no resale value

2.8 Driving

In view of the fragile nature of the body and poor running of the engine, it was not possible to properly test-drive the car. However, it was driven for a few metres on a private drive. It ran and the brakes were operational but of unknown condition.

3 GENERAL CONCLUSIONS AND ESTIMATE

The car was an abandoned restoration project which, from its condition and evidence such as labels which were found on some components, has been in storage for a least 18 years.

The engine ran roughly which may be due to incorrect timing. The ignition timing was too far retarded. The original carburettor was inoperative above tick-over speed and had been temporarily replaced with a carburettor from another car. The carburettor needs overhaul.

The timing gears emitted a howling noise. This can be due to incorrect meshing of the gears as a result of replacement of their bearings. Thus this may be evidence in support of the claim by the vendor that the engine has been overhauled. However, the low oil pressure at normal operating temperature needs further investigation. The vendor stated that the engine oil had not been changed while in his ownership and therefore is of unknown viscosity. The interior of the engine oil filler and rocker area were clean indicating that work has been carried out on the engine at some time in the past.

The chassis has been cleaned some years ago and mild corrosion has developed as a result of the storage conditions.

From its condition, the rear axle has not been overhauled and the condition of the gearbox could not be ascertained. The clutch was operational but it was not possible to ascertain if it had a tendency to slip since a suitable test drive could not be carried out.

The chassis lubrication system was empty. Thus it was not possible to confirm that it is leak free and operating correctly.

Although the engine coolant contained antifreeze and there was no physical evidence of cracks in the cylinder head and block, it was not possible to confirm if a tendency to overheating was present. However, the engine was run at a fast idle for 20 minutes and there was no sign of overheating or coolant loss.

There was no sign of oil fumes in the exhaust but the fuel mixture was too rich.

The bodywork seemed to be all present but the interior ash framework was incomplete in the roof and around the windscreen. It was missing completely under the right hand running board and the right hand door frame was completely dismantled. While the panels of the sunroof were present, the underlying framework was incomplete.

The interior trim and carpets were in generally good condition considering the years in storage. However, all the leather needs treatment with hide food and some treatment of the scuffed areas is required. However, the scuffed areas are not extensive. The interior carpets are all available. The interior of the boot needs re-trimming and a complete headlining is required.

A new windscreen frame would have to be made although a frame from a Bentley Mk VI could possibly be cut down and brazed together to fit. It would then need to be chrome plated.

ATTACHMENT: Vehicle Inspection report page 5

SOURCES AND REFERENCES

- Rolls-Royce 25/30HP car owners manual
- RREC archives, The Hunt House , Paulersbury England
- RREC Bulletin June 1938
- Sharada Dwivedi and Manvendra Singh Barwani: *The Automobiles Of The Maharajas* 2003
- R.Haynes ja M.A.Grigsby: *Rolls-Royce Small Horsepower Engines* 1977
- Rolls-Royce Pre-war 1939 Cars, service instruction leaflets
- Bernard L.King: *The Rolls-Royce 25/30HP and Wraith* 1998
- Technical Seminar 25/30HP and Wraith, Paulersbury RREC 2003
- Countless friends and experts, as well Rolls-Royce Enthusiasts Club RREC and Rolls-Royce Owners RROC clubs from England, France, Italy, Germany, United States, India and Australia.

