

Reggie Fails to Proceed

By John McGary

My wife Anne and I were participants in the recent PNR CARavan into the wilds of British Columbia. This was Anne's first CARavan and she had some trepidation about taking a 1,000 mile journey in "Reggie," our 82 year old Rolls Royce 2530. I assured Anne that Reggie was very reliable having completed the 2015 PNR CARavan. I spent several days attending to the proper preparation of Reggie for the long journey. All systems seemed ready to go when the cars departed Kirkland for Winthrop Washington via the beautiful North Cascades Highway. I did notice a small amount of water consumption during the first travel day.

During the long drive from Winthrop to Kamloops, BC Reggie began spraying water out of the water pump shaft. The fine spray could not be stopped with a wrench to the shaft nut that was tight to the end of the threads. *Solution: Slow down and keep adding water.*

At Kamloops I was encouraged to introduce myself to National Board Member Steve Babinsky, renowned owner of an auto restoration shop in New Jersey. Steve graciously offered to provide the packing material and experience necessary to re-pack the water pump. Since the stay in Kamloops was very

short it was decided that adding water as needed was the solution until Reggie reached Whistler BC where the group had a two day lay over.

The following morning, with a large supply of water on board, Reggie left the hotel parking lot and began the long and steep climb out of Kamloops. I soon noticed that the oil pressure gauge was indicating just two lbs. rather than the normal 18 lbs. I immediately took the next exit and called Paul Murray who with his son Matt were driving the Trouble Truck. Paul, an auto restoration expert and super nice guy, arrived in short order and began an analysis of the situation. The Rolls engine has an external oil pump and several external oil lines giving Paul plenty of options to investigate. The oil line to the gauge was disconnected and a very small amount of oil appeared. Next the relief valve was disassembled and Paul could not find an issue. Bill Mote, a good friend of Reggie's, was called at his shop and the matter was discussed. *Advice: Put Reggie in the trailer until the oil problem can be solved. (Being driven by Paul & Matt through the mountains to Whistler in the pouring rain was a blessing in disguise.)*

In the Westin Hotel garage Paul began the tedious task of removing the oil pump for inspection. Neither Paul nor Steve at this point could detect a problem. The oil pump was reinstalled by Paul. Next the oil line from the crankcase to the



firewall was removed from the car. It was discovered to be plugged. Paul used a can of Carburetor Cleaner to clear the line. After installing the oil line the gauge still showed no pressure. After a brief debate a trip to the auto store was made to purchase an oil gauge. The new gauge was lashed onto the oil line and upon running the engine it indicated perfect pressure. Paul and Steve agreed "bad gauge", problem solved. *One solution: Just leave the new gauge under the bonnet and proceed on the journey.*

Neither Anne nor I were not satisfied with the prospect of not having a visible oil gauge at the dash so together we disconnected the oil line at the oil gauge and while I was under the dash Anne blew Carburetor cleaner into the line from the firewall. We reassembled both lines removing the store bought gauge. Upon starting the engine the oil gauge did not respond. As disappointment began to show on my face, Anne suggested that I speed up the engine whereupon the oil gauge immediately sprung to life.

Final solution: Clear the remaining lines so the original gauge works again!

Steve returned to disassemble and repack the water pump. Steve made it look easy and could have done the job in his sleep. That just might come from years of experience. The result was Reggie was able to proceed for the rest of the journey in fine fashion. Not a drop of water has been added to the radiator since Whistler.

Reggie, Anne and I are very grateful to Paul and Steve who together worked very hard to return Reggie to the road. We are also thankful for the support and advice from other Club members who visited the work station and shared their thoughts.

