

The Goshawk Society

Flier



Issue # 22-1

January 2022

2022 - We Celebrate the 100th Anniversary Of the Rolls Royce Twenty



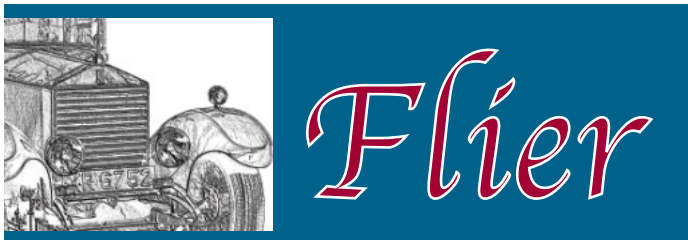
This 1924 20 H.P. chassis ,GRK27, was one of 3 or 4 completed chassis sold to Rolls-Royce of America to be fitted with American coach work in order to test the American market. It was finished with a Brewster Glass Panel Brougham Coachwork and sold to Mrs. H.M. Chisholm on 11/14/24. In 1964, Tom Batchelor's family acquired the car. Tom continues to drive it in Reno and Lake Tahoe. Read the story in the 21-2 issue of the Flier

Rolls-Royce Ltd introduced the Twenty HP car on October 6, 1922 after a four-year development program. After WWI, there was great economic hardship. Labor costs were rising, the 40/50 price was prohibitive to many of their past customers and there were unsold Silver Ghost chassis. The company needed a wider market and there had been a growing demand on the part of consumers for a car that was smaller and more economical, but still bore the coveted Rolls-Royce name. The company adopted the two model policy out of necessity and produced the smaller car at about 40% less than the Ghost, while still meeting the same exacting standards of design, materials and workmanship. The object was, as stated by Royce, "to spend as much money in the construction as can be done wisely, but not unnecessarily".

To be continued on page 4

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The Goshawk Society *Flier* is the official publication of the Goshawk Society, an affiliate of the Rolls-Royce Owners Club, Inc. (RROC). The RROC is dedicated to the maintenance and preservation of Rolls-Royce and Bentley automobiles and its 9,000 members who own or admire the marques. Member submissions are welcomed.



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Chairman's Message

Happy New Year! I hope everyone had a good holiday season. Even though we may be in the middle of winter, now is the time to go over our cars and start getting them ready for 2022 touring. If you haven't registered already, please register for the 2022 Annual Meet that will be held in San Diego. The typical SoCal weather is great for touring in our cars. It would be great to have as many Pre-War cars leading the morning breakfast runs every day.

As I stated in my last letter, 2022 is also the 100th Anniversary of the 20HP. Mary White has coordinated with Tom Jones for the ordering of special commemorative badges celebrating the anniversary. We still have some badges available so if you are interested, please contact Mary White. If you own a 20HP this would be the perfect badge to have on your car. Also, I encourage you to bring your 20hp to the Annual Meet so we can pay special attention to your car. Many of you are also members of the Twenty Horsepower Registry with the RREC, so you know how great these cars are for touring --Hint Hint.

In other news, Mary is also planning a RROC Fall Tour of the Hudson River Valley, NY on September 12-18. As many of you already are aware, the back roads of this region of the country are perfect for touring. I encourage each of you to consider participating in the tour. Hopefully if Ernestine is ready by then I will be one of the lucky ones to enjoy the fall in the Hudson River Valley. Be looking for more details in the *Flying Lady*.

I hope to see you in San Diego in 2022 and on the Fall Tour. Until then, Stay Safe and Keep Motoring On!

Al Briseno II



*The 100th Anniversary
Rolls-Royce Twenty HP
Commemorative badges
have been produced and
will soon be distributed
to those members who
pre-ordered.*

*A very limited supply is available for \$45 + \$5 tax
Order yours now from
Mary White
mcwhite@triad.rr.com*

Calendar of Events

April 8-15, PI Society YO-YO Tour based in Chadds Ford, PA

Open to all pre-war RR/B's. Contact Henry Hensley at Henry1hensley@comcast.net

June 8-11, Small HP Seminar 2022 – 100 Years of the Small Horsepower

Presented by The Vintage Garage, along with the RROC and the Goshawk Society

Place: The Vintage Garage, Stowe, VT USA

Seminar topic: “Getting to know you – Living with a Small HP Rolls-Royce or Derby Bentley”

See ad on page 15 for details.

June 21-24, RROC Annual Meet in San Diego

The Goshawk Society will offer special events in conjunction with the RROC Meet in San Diego June 21-24. Please try to bring your small hp RR's to the meet. The Wednesday evening Fiesta will feature all Twenty RR's at the meet, Tim Jayne will present a “History of the Twenty” on Wednesday at 3pm after our annual meeting. **Register for the meet now through the RROC.**

— If you live too far to drive to the meet, Steve Capra of McCollister's Auto Transport (they are partnering with the RROC and supporting the annual meets) is offering a RROC discount for shipping a single car and a higher discount for 4+ cars from the same location. Costs will vary depending on pickup location.

September 12-18, RROC Vintage Tour in the Hudson River Valley, New York.

This hub tour will be centered in Rhinebeck, NY. All pre-WWII Rolls-Royce or Bentley are eligible. The back roads around the Hudson Valley are ideal for the small HP cars, so mark your calendar now. Spaces are limited. This casual tour includes visits to many attractions of the Hudson Valley. The tour ends on Saturday at the Old Rhinebeck Aerodrome for the vintage airshow where our cars will be featured. Registration materials will be available from the RROC next Spring. **See ad on Page 16**



*Paul Anderson's 1928 Twenty Cockshoot Tickford, GYL55.
Read the story of it's history and restoration in the Flier 20-1*



*Bluebelle, GF15, a 1923 Twenty Sanderson and Holmes
tourer, was acquired by Mary & Doug White in 2016.
After the engine was rebuilt at the Vintage Garage,
it has been driven over 9000 miles.
Read its story in the Flier Nov, 2018 and 20-1*

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Gary Rock's 1925 Smith & Waddington tourer, GLK44



GRJ41, John Peirson's 1927 Twenty Horsfield Barker tourer



Above is Judd Gregory's recently acquired 20HP (72A4). Not much history is known yet but it supposedly spent the last 30 years in upstate New York. Rebodied, we're told, by Midland Motor Body Company in the UK at some point. "Monty" will be gone through this winter and then enjoyed frequently over the coming years in Manchester Center, VT.



GUJ57, a 1927 Hooper Sedan de ville is currently owned by Diane Cerveny and David Morrison. Ordered by Juan Pedro Barro of Cuba, this one of a kind coach work includes special leather fenders to make it appear like a formal horse-drawn carriage. When the car was completed, Pedro Barro did not take delivery, GUJ57 was sold by Hooper to Mrs E. F. Hutton. It was later owned by Doris Duke, then James Melton. It eventually became part of the Winthrop Rockefeller collection, and later to Harrah's where it was completely restored.

The Twenty was produced alongside the 40/50. Each week, twelve Twenty's and ten 40/50's were produced. While many of the newer buyers of the Twenty were owner/drivers like doctors, dentists and other successful businessmen, some were sold to customers with chauffeurs. The Twenty was a smaller car than the Silver Ghost (40/50) and was called "the Baby Rolls", "the light chassis", and the "gutless wonder" (if overbodied). The code name for the experimental models of the Twenty was "Goshawk".

Built on a shorter wheelbase than the Silver Ghost, the 20 HP was easily recognized by its horizontally arranged radiator shutters. The smaller 3-liter, 6-cylinder engine 20 HP was an excellent addition to the Rolls-Royce range. The Twenty contributed to the economic success of Rolls-Royce. John Fasal reported that in its first year

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*Daniel Akerman's 1924 tourer GMK3
Read the story in Flier 20-2*



Matt Moran's 1925 Melhuish tourer, GNK32

of production, the Twenty contributed £550,000 to the company turnover while the 40/50 contributed £660,000

A new inline-6 cylinder overhead valve engine of 3127 cc with a bore of 76 mm and stroke of 114 mm was designed. Unlike the Silver Ghost engine, the cylinders were cast in one block and the cylinder head was detachable. Initially only coil ignition with optional magneto was fitted. Later both were standard. The early cars had 3-speed manual gearboxes with the change lever in the centre of the car. This changed in mid 1925 to a four-speed unit with the gear change lever relocated to the right-hand side along with the hand-brake, much like the contemporary 40/50 made in the UK, and the earlier ones produced at Springfield. A torque tube was not used to transmit the power to the rear axle - as was the case with the 40/50 chassis. In the 20 hp, the power was transmitted through a standard propeller shaft connected by a universal joint at each end. The maximum power output was around 50 BHP with a compression ratio of 4.6 to 1.

The substantial chassis had rigid front and rear axles suspended by half-elliptic springs, with braking initially only on the rear wheels. Four-wheel brakes with mechanical servo were introduced in 1925. The famous Rolls-Royce radiator with triangular top was fitted, and early examples had enamel-finished horizontal slats, later changing to a nickel finish and finally becoming vertical. The 1922 chassis weighed 2020# . After the progression of fittings like the 4 speed gearbox and servo, front wheel brakes, a deeper radiator and hydraulic shock dampers, it weighed 2653# by 1929.



Jeff Minogue's 1926 Twenty Chapron saloon GYK66

In 1922, a chassis cost £1100 with, typically, a complete tourer-bodied car costing around £1600. With coachwork to the factory recommended weight, the car could reach 60 mph (97 km/h), but many owners had large limousine bodies fitted, with the inevitable detrimental effect on performance. Ongoing development of the car, a process the company used on most models, eventually upped the top speed to over 70 mph.

Between 1922 and 1929 a total of 2,885 Twenty's were produced. Only the chassis and mechanical parts were made by Rolls-Royce. They manufactured 90% of the chassis components - RR made everything but the batteries, wheels & tires, magneto, instruments, lamps,

Continued from page 5

gaiters and horns. The body was made and fitted by a coachbuilder selected by the owner. Some of the most famous coachbuilders who produced bodies for Rolls Royce cars are Barker, Park Ward, Thrupp & Maberly, Mulliner and Hooper. A completed chassis was sent to an approved coachbuilder by rail for mounting the body. During the 3 months at the coachbuilders, RR personnel made periodic visits to ensure that weight, clearances, and overhangs were maintained in accordance with the body mounting drawings.

While the 20HP may not have been all that the rich wanted it to be, it was more than enough for those who wanted to stay true to Rolls-Royce without going into the poor house. The Twenty cars remain popular and are coveted by many RR enthusiasts around the world. It's a delightful car to drive, quiet, delicate, and easy to maintain. Since relatively very few Twenties found their way to North America, the ones that are here are very special. We're fortunate to be their caretakers.

Mary White

References:

The Rolls-Royce Twenty, John Fasal, 1979

Motorsportmagazine.com, July & Sep, 1979, Bob Boddy, *Reviewing of The Rolls-Royce Twenty* by John Fasal

MoneyInc.com, *A closer Look at the Rolls-Royce Twenty*, Benjamin Smith

Wikipedia.com, *Rolls-Royce Twenty*



42G1, a 1922 Twenty has been with David Davis of Australia since 1959. Read the story in 20-3 of the Flier

To all Twenty owners: if you haven't already submitted a photo and paragraph of your car, do so now as we celebrate the Centennial of the Twenty this year. Send high resolution jpegs of the photo and word files for the descriptions. mcwhite@triad.rr.com



Paul Huckle's 1923, GA26, Reg. No. ND 3786 is an extremely correct, authentic-looking Barker barrel sided tourer re-body, completed about ten years ago to a very high standard. Unlike some 'replicas', this car is completely convincing in design, with lovely double curvature panels, correct down to the last detail, both in terms of proportions and period correctness, enhanced by a totally suitable windscreen, a fabulous rear 'Auster' screen, correct headlights and sidelights, all nickel plated, a nice set of instruments, and 23" wheels with straight-sided tires. The spare wheel is mounted on the rear, but has the option for side-mounting, or the fitting of an extra one. Being finished in black adds to this authenticity, being a pleasant contrast to less appropriate color schemes sometimes employed. Very smartly finished in all respects, including paintwork, upholstery and high quality, well executed hood with well-proportioned glass rear window, along with a tight-fitting tonneau cover. Aesthetically appealing from any angle, running nicely, and driving well. A delightful car.



Neil Fraser bought GEN 33, 1929 Twenty, as a barn find, shipped her to Ireland and did a home rebuild. See story in 20-4 issue of the Flier

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Originally, a "brake" was a large, bodiless timber-frame with wheels, used for breaking in young horses, and the term was extended to any large wagonette designed for country use. The term "shooting- brake" originated with custom built open, or 2 to 5 door luxury estate cars altered for use by hunters and other sportsmen who required easy access to a large area for the dogs and hunting or fishing gear. Most if not all shooting brake coachwork on PMC's is done as a re-body.

This 1929 "Goshawk" uses a Rolls Royce 20HP chassis with an in-line 6-cylinder overhead valve engine displacing 3127cc (191ci) mated to a four-speed manual transmission that transmits power to the rear axle through the drive line. This car's chassis is in the original factory configuration with the innovative RR 6 cylinder engine having a detachable head. "Gen 36" is numbers matching and period correct with respect to color, tools, the original handbook with it's chassis number, and spring gaiters, but with 1929 California plates.



The Gen in front of the Historic Rengstorff Mansion in Mt. View, CA.

This is the result of a personal full time eight-year ground up restoration completed in 2008. Most notable award was for the "best personal restoration" at the 2018 Rolls - Royce Owners Club National meet in Tahoe. "Gen" continues to delight folks who attend fine Concours events with over 50 awards since 2009.

The many important restoration steps are detailed at:<http://goshawksociety.com/technical/technical.html>
Included are such important facts like the service bulletin that corrects overheating in the "20" and other issues to address which will prevent the destruction of a very expensive engine.



This 1926 Twenty, GOK9 shooting brake was delivered to E. Sinclair, Esq. of London in May of 1927 as a black Windovers 4 door limousine. There are records of its owners until the trail ran out in Scotland just before WWII when it was rebodied as a "shooting brake", most probably to have it reclassified as a utility vehicle and thus escape Great Britain's wartime gas rationing restrictions. It is suspected that the work was done by a boat builder.

Current owner, David Dodge says his father acquired the car from Bill Harrah in the early 1960s, and it sat in a barn in Ohio until his death in 1989. David brought it out to Arizona and restored the engine, wood and canvass on top, rewired, resprung and "re-rugged" it, and presently use it for light errands around the Arcadia area in Phoenix. It runs like new, but because it is a "daily driver", it has never been shown competitively.

That View Down the Bonnet!

A story of passion, romance, and bringing a car back to life....

By Ian Bridgman, Massachusetts



1933 20/25 GDX41 Saloon by Connaught

In 1975, one of my father's colleagues was the owner of a 1937 25/30, a beautiful car. My eldest brother, Mike, was studying to be a mechanical engineer at the time and the Rolls needed a service and one or two issues looking at, and Mike agreed to help!

So, this car appeared at our house, and it was like nothing I had never seen before. Up to this point, we had been absorbed by old Minis, and the odd rusty Jaguar, as you did growing up in West London... This old Rolls Royce was something else. The wind-up partition, the passenger to driver communicator, the way floorboards fitted, the crazy solenoid dipping mechanism on the headlights, oh and that view down the bonnet.... This was a very special car, and had a lasting impact on me, but more about this car later!

Time goes by and I work my way through MGs and BMWs, and Jaguars, fast cars and then even faster cars.... to the point where I had a hankering for something a little different. My yearning for a vintage Rolls Royce was awakening once again! By now I had relocated to Boston Massachusetts, where the search for a car was to start. I contacted the RROC to see if they could help. I was a little concerned that they might want a bank reference before I could become a member, but it was ok Eileen was very friendly! I was introduced to Pierce Reid at the



Thrupp & Maberly 20/25 confined to a barn for 15 years! I suspect that there are many garages around the country with 20/25s in a state of 'awaiting restoration'! None of the cars I looked at on my search have ever appeared at an RROC meeting!

Then there was another in Connecticut, that was a bit better, but it was the same story, the father has passed away and the kids did not know what to do with the old car, lots of memories, but no skills or knowledge to maintain it properly, and it just sat deteriorating. By the time the kids came to their senses, it was too late, the paint was falling off, the termites had found the wood frame, the mice had feasted on the interior, engine seized, radiator blocked, everything need doing. After this, I even went to that dealer in Queens.... A very interesting experience!

After about 6 months I heard of a 1933 20/25 with a rather attractive saloon body by Connaught and it was a half-finished restoration project. This time it was in Northern Vermont, and it was December. So another road trip, but this time with my daughter, we have to spread the 'joy' around... (She had just got back from school in the UK for our family Christmas, and was very jet lagged, so I now added cold and bored to her misery!!).

The car had much good work already completed, a restored ash frame, most of the bodywork had been completed, the retrimmed interior that was almost complete, but a non-running engine, old wiring, seized chassis. There were boxes and boxes of parts that came with the car which had the assurance "everything was there" (well almost!!). The car had passed through a number of owners going back to the early 80s in a non-running state. The owner, at the time, had bought the car from a friend, as he adored the body style, but without the skills to work on the car himself, the restoration costs were prohibitive, even from this point forward.

The engine was already stripped down, the pistons were badly worn, the bearings had broken babbitt, the cylinder head had been repaired ... so the engine was well overdue for a rebuild, and more surprises were still to come.

We got GDX41 home, and we removed the engine which we took up to the Vintage Garage, who had agreed to help us with the project. So, while they worked on the engine, I could focus on everything else. The radiator was

Vintage Garage. Pierce was very helpful and set me on the right course "Remember you don't need a vintage Rolls Royce, so take your time!"

So, the search commenced, I wanted a non-runner, a bit of a project. This was a budget constraint rather than anything else, but I have always enjoyed working on cars and had developed a few basic skills over the years... The first car we went to see, 'yes' I dragged my 2 sons with me, for the now familiar concept of "Dad's road trip". We found a beautiful Thrupp & Maberly 20/25, well it was once beautiful before it spent 15 years in a barn in Ticonderoga after the father had died. It was just too far gone!



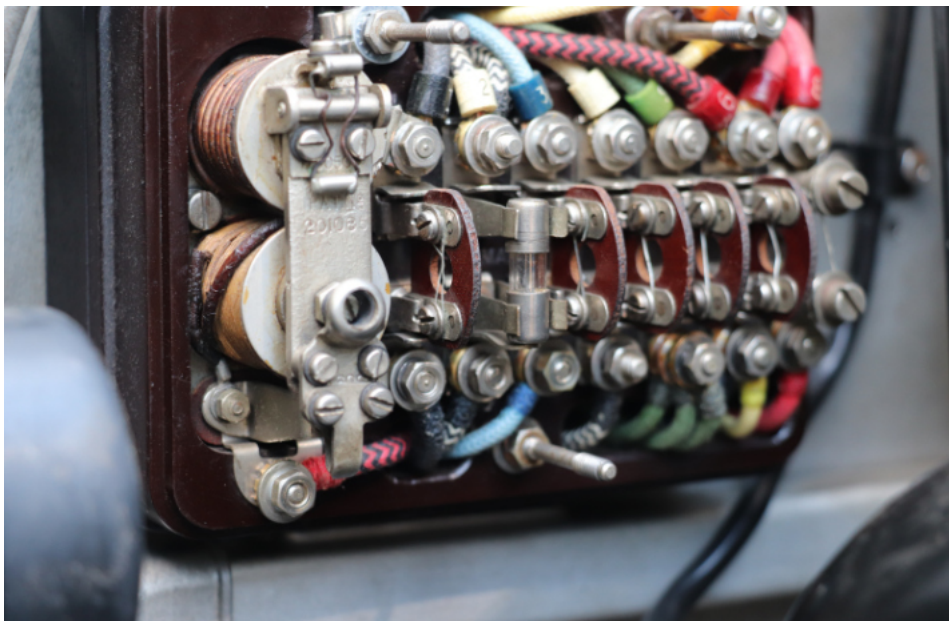
*What a grand way to present
the 'VIN' number!*

*Missing oil-feed pipes and
badly worn pistons*



sent to Honeycomb Radiators in Maine, I was advised to get them locked-in quickly, as they have a long waiting list! I started on the wiring, using that excellent article by Dick Frawley in the *Flying Lady* to guide me. I had the wiper motor re-built, and the trafficators, and that neat little Bosch clockwork indicator switch too...

Then the chassis, I had to remove and rebuild the springs, grinding and re-lube the leaves, and the replace all the shackle pins. The rear shackle springs on the rear springs were a particular challenge, but I used the skills I had learnt on the excellent Small HP seminars run by the club (one coming up in June this year, don't miss it!!!)



New wiring in the fuse-box

Our target was the annual meeting at Seven Springs in July 2014. It was in January of that year that I hit that low point. There was still so much to do, everywhere I looked there was stuff half-finished or not even started, the speedo cable was broken, the window winders were missing, I had just had a bill for £3,500 for the headlights from the UK (the reflectors were missing when I got the car, NOT in one of those boxes!!). Added to which, in January in



New England, an uninsulated barn is not the coziest environment to restore a car. When it's 15F-20F outside, what heat you put into the work area just gets sucked out by the cold. You can get the air temperature to 50F maybe even 55F, but the tools are cold, and the floor is still freezing. After a day of work in the barn, the snow from my boots when I came in that morning was still unmelted on the floor!

These projects are as much a mental challenge as they are about developing the right technical skills. Sometimes it can feel overwhelming. For me the decisions I made about what to do myself and what to get help with were also important. Some weeks before, I decided to send all the switches, ignition switch





The interior color complement the exterior paint work

panel, and steering column controls to Stan Scantlin at Frawley's to be re-painted, and about the 3rd week of January, they arrived back, and they were beautiful, stunning! Things started looking up again...

The engine rebuild also had its ups and downs, almost everything that could have been worn out was in a pretty poor state. The timing gears were so loose that it's amazing there had not been a catastrophe. Also, there were some corrosion holes on the block, which were not serious enough to warrant a replacement, but they needed to be repaired. Likewise, the cylinder head had evidence of a water jacket repair, probably from frost damage, but it pressure tested and was deemed to be serviceable (and still is). On the connecting rods, a couple of the lubrication pipes were missing, disappeared to who knows where.... Another lucky escape!

These engines can clearly take a tremendous amount of abuse before they explode, but the downside of that is that you can end up with engine that is horribly worn out.

Back home things were progressing well again, the new spring gaiters arrived, I cleaned out the Autovac, and fitted one of their long-range inner tanks, (which has worked very well). I finally managed to get the windscreen wipers working... just!

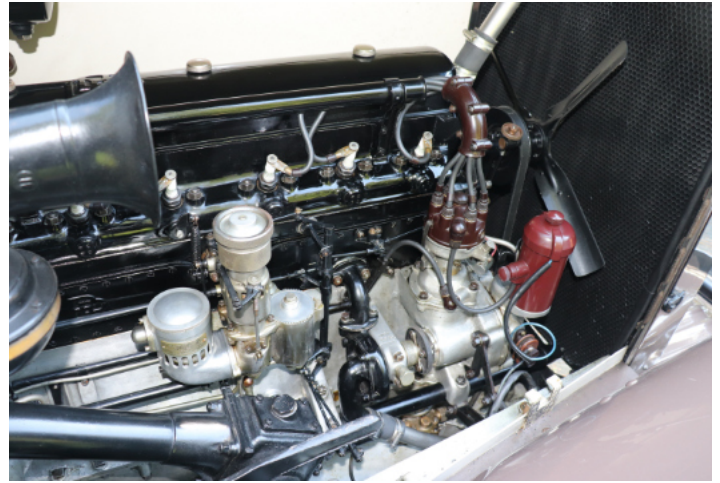
The deadline was approaching to get the car to the Vintage Garage for the engine to be fitted, and we were pretty much on track. It was at another Small HP seminar that we finally got the engine running. For the first time in 30 years GDX41 moved under its own power! We made it to Seven Springs and won first place in the Touring Car class.

The Goshawk Flier

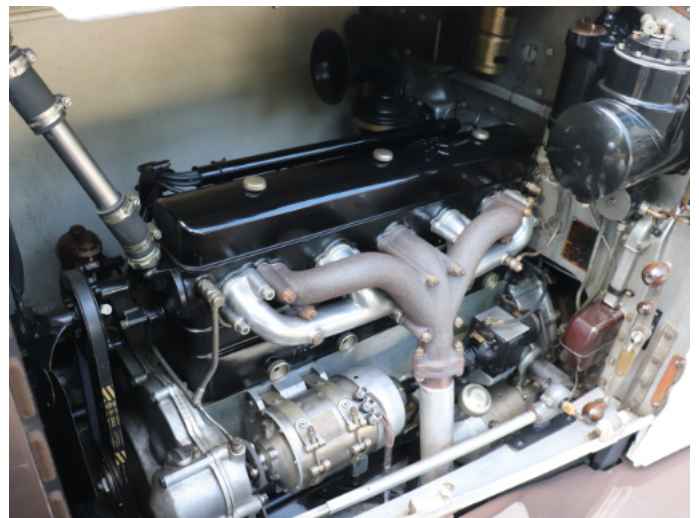
My objective when I started this project was to return the car to its original tolerances mechanically and gain an understanding what it would have been like to drive this car when it was new. I did not want a concours standard car. From the limited exposure I've had in entering GDX41 in club competitions, I would not recommend the concours route. When you are surrounded by judges with clip-boards, who know less about the cars than the 'hands-on' owners do, it can be frustrating. Much better to be enjoying a Gin & Tonic with like-minded owners!

For a vehicle that will be 90 years old next year, the car is amazing! I get a real buzz every time I drive it, the sweeping roads around Lake George, at the club meet last year, were the perfect environment for a Small HP Rolls Royce, a car that was meant for the "owner driver". While the 20hp cars may struggle a bit on the hills the 20/25 cars can be hustled along in a very satisfying manner, with a deep raspy engine note, and plenty of torque to pull you over even the steepest of hills, its great fun!

I am particularly looking forward to the Hudson Valley Tour in September this year, with more of those twisty country roads to enjoy. Let's see if we can get a healthy turnout of Small HP cars, GDX41 will be there!



The carburetor side...

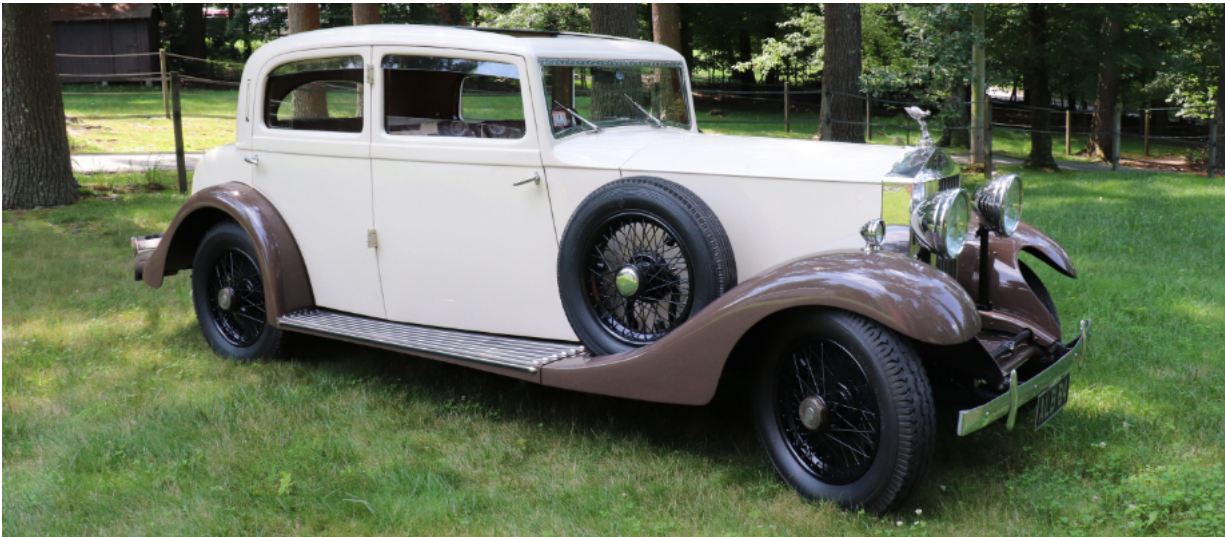


The 'hot' side of the engine...

Oh . . . And did I mention that view down the bonnet?



The Goshawk Flier



The Vintage Garage, along with the RROC & Goshawk Society present: Small HP Seminar 2022 – 100 Years of the Small Horsepower

Dates: Wed June 8, 2022 – June 11, 2022.

Place: The Vintage Garage, Stowe, VT USA

Seminar topic: “Getting to know you – Living with a Small HP Rolls-Royce or Derby Bentley”.

Cost: \$275 per attendee. \$60 for Pig Roast Dinner only

The Vintage Garage has scheduled its annual seminar for June, 2022 and will welcome Small HP Owners and those thinking about buying a small HP car to our facilities! This three-day seminar will help current (and future) owners keep their cars on the road and make good decisions when it comes to purchasing a car.

Because the Small HP spans such a great range of cars – from the earliest and simplest Two-Wheel Brake 20 HP through the all-powerful Derby Bentley and Wraith chassis, there is probably a small HP car out there that appeals to anyone! And Phantom 1 and Phantom II owners may also enjoy the seminar because of the similarities between all the Overhead Valve sixes. Understanding the mechanical systems, maintenance and rebuilding/recommission procedures of these pre-war cars will help any owner or prospective owner and is even an outstanding refresher for the long-term owner and touring enthusiast.

As always, we will hold the seminar at The Vintage Garage in Stowe, VT. Seminar will kick off on Wednesday evening June 8th with an optional get-together at a local Stowe pub and eatery (Location TBD) so folks can get to know each other before we begin the seminar on Thursday morning. Thursday and Friday we will address a number of topics and attendees should expect to get their hands dirty! Friday night will culminate with one of our famous Pig Roasts here at The Vintage Garage! Saturday morning will be devoted to wrapping up and Questions and Answers. Seminar will end by noon on Saturday the 11th, allowing folks plenty of time to travel home over the weekend.

We encourage owners to bring their cars (or project components) with them. We usually have a selection of cars available for classes, but student vehicles that attend give the whole class a chance to see some of the cars that are on the road... or sometimes, just out of storage or ready for recommissioning. For folks who bring cars, we can do diagnostics, brake testing and perform many other maintenance or demonstration items that will help everyone get to know their cars better. Please let us know if you plan on bringing a car or a component. Note that we have ample trailer parking available for those who want to trailer their cars up.

Location: Stowe Vermont is a resort town with numerous hotels and motels for all budgets. Two properties we recommend that have been used regularly by our attendees are The Golden Eagle Resort and Spa, which is an affordable motel within walking distance of several good restaurants and the Village itself. It is about 3 miles from The Vintage Garage. A somewhat more upscale property is The Green Mountain Inn, right in downtown Stowe. This historic hotel has both rooms and ‘apartment’ style suites available and is a common ‘meeting place’ for seminar attendees in The Whip Pub and restaurant. Last, the Trapp Family Lodge is an historic venue in the area, though is further removed from the Village and the Garage. We recommend booking your rooms early as June begins the tourist season in Vermont and properties can fill up fast. Unfortunately, none of our usual properties are offering group rates at this time or allowing us to reserve blocks of rooms.

Food: Seminar attendees will meet for dinner/drinks on Wednesday night at a location TBD. Thursday, Friday and Saturday morning, Coffee and pastries/donuts will be provided for attendees. And lunch is included on Thursday and Friday, typically pizza and sandwiches. Thursday night, folks are on their own for dinner. And on Friday night, the Pig Roast is included in the seminar fee – a BBQ with all the fixings! We will provide soft drinks and water, but “adult beverages” at the pig roast must be BYOB as we cannot supply any alcoholic beverages due to insurance and club regulations.

Travel: The Vintage Garage is located in Central Vermont, about 10 miles from Interstate 89, exit 10. It is 2 hours from Montreal, 4 hours from Boston, 5 Hours from Albany and about 10 hours drive from DC. Airports include Burlington (an hour away), Manchester, NH (3 hours) and Boston Logan airport.

Registration: To register, please contact Pierce at The Vintage Garage: rpreid@pshift.com. We can take payment by check or send a ‘Pay Now’ invoice via e-mail. If you have any questions (or want to talk about bringing your car or bringing a special project, part or have a request for a specific topic to be addressed) you can also call the shop

M-F 8:30–3 at (802) 253 9256. For more information about The Vintage Garage, visit us online at www.vintagegaragevt.com
We look forward to seeing everyone in June!



After almost 20 years, the RROC is bringing back the vintage tours for all owners of pre-WWII Rolls-Royce and Bentley motorcars. Start preparing yourself and your car now to enjoy this weeklong adventure.

The tour will be based in Rhinebeck, a charming, historic town nestled in New York's scenic Hudson Valley. Tree-lined streets beckon with fine and casual dining spots, specialty shops, galleries, museums and historic buildings. Our inn, adjacent to the town center, offers private parking and comfortable accommodations. The tour's itinerary will take you along the back roads on both sides of the river to the Catskills, Woodstock, West Point, visits to the homes of sculptor Harvey Fite's Opus 40 and the Hudson River School of Painting artists Thomas Cole and Frederick Church, FDR's house, library and museum, Innisfree Gardens, and possibly the Culinary Institute of America. On the tour's final day, the cars will be featured at the Old Rhinebeck Aerodrome as we watch the vintage airshow.

Registration information and forms will be available in early spring. Sign up right away since space is limited. For more information, contact Mary White, 336-408-0415.
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