



The Goshawk Society

Flier



Issue #23-2

May 2023



*Emily, a 1936 Rolls-Royce 25/30 (GUL 52) is currently owned by
John Ferguson of New Zealand.
She is parked at the entrance of her first home, Fernside
Read her story on pages 5-11.*

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Flier

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

SPRING IS HERE AND SUMMER IS FAST APPROACHING!

Greetings everyone. I hope you are having a great entry into 2023. As the caption says, spring is here, and summer is approaching. If you haven't already done so, get your PMC road ready. Check the fluids, brakes, Bijur System and fuel in preparation for the 2023 Annual Meet in Gettysburg, Pennsylvania and the Pre-War Tour to start after the annual meet. If you have not registered, I recommend that you go the RROC website and register.

It's bluebonnet season here in Texas and there is no better way to appreciate the State Flower than driving down county roads and seeing all of the natural wild flowers. Each state has its own unique natural beauty so why not enjoy driving down some county road or county lane and enjoy the trees, meadows, mountains, rivers or streams. Somehow enjoying the outdoors while driving a vintage Rolls-Royce or Bentley just makes the scenery more enjoyable. Thanks to our cars we can slow down and get off the express way to see the beauty along the roadside. Enjoy those small towns off the beaten path!

Also, don't forget Tim's YouTube Channel. Tim takes the viewer through many of the repair and restoration jobs that I am sure many of us would find very interesting. Go to YouTube and do a search for Timothy Jayne R-R. Support Tim by subscribing to his channel.

On the Ernestine front, things progressing, the headliner and sunroof are being installed.

As always check with your local region for upcoming tours and car shows. It is important that we show are cars to keep the interest going in these wonderful motorcars.

See you in Gettysburg.

Until then, Stay Safe and Keep Motoring On!
Al Briseno II



Calendar of Events

May 7-12

Phantom I Society

YOYO tour in Brasstown Valley, GA

Goshawk members and their small hp cars are invited to participate in this "You're On Your Own" tour in northern Georgia.

Contact Henry Hensley:

henry1hensley@comcast.net

EVENTS JUNE 13-17 ARE PART OF THE RROC NATIONAL MEET

Wednesday, June 14

Prewar Beginners Driving School

presented by VZ Cullen, Doug & Mary White. It is designed for spouses, family members and those who are interested in acquiring a prewar RR/B. The morning class will be a practical tutorial based on the Rolls Royce's original owners manuals. Those students who have access to a prewar car and are already able to drive stick-shift cars will get a driving lesson with one of our coaches in the afternoon.

Thursday, June 15

1:00PM Goshawk Society
Business Meeting

1:30-2:30 PM Goshawk Tech
session by Tim Jayne

Friday, June 16

10:30 Visit to the RRF

Owners of Goshawk and other vintage cars will depart at 10:30am to drive to the Rolls-Royce Foundation Openhouse

Saturday, June 17

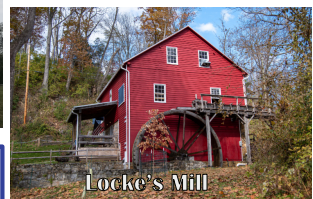
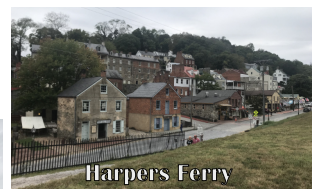
Show Day

SUNDAY, JUNE 18-20

Vintage Tour - See
announcement this page



Immediately following the Gettysburg Meet, the RROC is offering a 3 day vintage tour for cars from 1939 and earlier. It's a great way to travel the scenic back roads with fellow enthusiasts who offer camaraderie, knowledge and support. We'll gather Sunday morning for breakfast, then depart for two nights in Shepherdstown, the oldest town in WV. On the way we'll stop for lunch at Ayrshire Farms in Uppersville, VA then drive through Harpers Ferry to Shepherdstown. Next day, we visit Belle Grove Plantation and Cedar Creek Battlefield in Middletown, VA. and stop at Lockes Mill on our return. Tuesday morning begins with a guided tour of Antietam Battlefield, a visit to the House of Time, then we return to Gettysburg for a farewell dinner.



Registration closes May 12!! Sign up on the RROC Website

Space is limited to 30 cars. Hotel booking information will be sent once your registration is received.

Questions? Please contact

Mary and Doug White

336-408-0415(c); 336-724-3036(h)

mcwhite@triad.rr.com

Let's go together!

If you're attending the RROC Meet in Gettysburg, plan to drive to the Rolls-Royce Foundation Open House on Friday morning. They promise a back roads route, a tour of the Foundation, and food trucks. Those who are driving Goshawk and other pre-war RR/B are encouraged to bring riders. We plan to leave around 10:30 and should be back mid-afternoon.



Last October we held a rally at Mount Gambier in South Australia for the 20 Ghost Club where we had special celebrations for the Centenary of the 20 hp. We had nearly 50 prewar Rolls-Royces including many small horsepower ones. I drove GPK 42 nearly 3000 km for the round trip and thoroughly enjoyed the experience of driving nearly every day for 3 weeks. The only problem was losing a split rim which took a couple of hours to find in long grass, there was no damage to the wheel or tire and all was quickly reassembled the next morning at a local tire repair shop. Southern Australia has been experiencing very wet weather and floods and I'm proud to say GPK 42 sailed through 2 days of torrential downpour without missing a beat. Aren't we lucky to have the fun of driving our cars.

With best wishes

Geoff Harrison, Australia



Emily at Fernside

EMILY'S STORY (so far)

By John Furguson, NZ

The owners of our cars, their background and occupations is something I find particularly interesting. This is the story of Emily, a 1936 Rolls-Royce 25/30 H.P and in particular her first owner, Ella Elgar.

Ella Pharazyn was born in 1869. The Pharazyns were one of New Zealand's oldest and wealthiest colonial families with extensive land holdings in the Wairarapa District north of Wellington, New Zealand's capital city. Wellington is separated from the Wairarapa by a range of steep hills known as the Rimutaka Range and notorious for strong wind gusts. Ella and her twin sister Ida lived at "Longwood", one of the Pharazyn's farms which was located not far from the township of Featherston. In September 1880 the twins boarded the train in Featherston to travel to Wellington to stay with an Aunt. The N.Z. Times records that the train left Featherston at 9.05am and reached the bottom of the infamous Rimutaka incline at 9.30. Here the engine was detached and the Fell engine substituted. All went well until it emerged from a tunnel onto an embankment which had on one side a "steep declivity of over 100 feet running down to a creek". The train was moving slowly along the embankment when an enormous gust of wind caught it broadside and lifted the front two carriages and van off the rails and swung them around and down the embankment. Both carriages rolled onto their side, but the impact was such that the body of the rear carriage broke away and rolled down the embankment, disintegrating as it did so. Unfortunately, Ella and her sister were in this carriage. Ida died at the scene and Ella suffered serious head injuries. Three children died and a number of adults injured in this disaster. Remarkably, Ella survived her injuries and in 1890 married Charles Elgar.

Charles Elgar was born in 1854 in Deal, Kent and in 1873, immigrated to New Zealand and studied engineering at Canterbury University in Christchurch. It is interesting to note that the first European settlers arrived in Christchurch in 1850, yet just 20 years later they had a University. By 1880 he was managing Longwood for Charles Pharazyn and leasing "Fernside" another Pharazyn farm close by. Charles later purchased Fernside and also Awa Awaroa, Awhea and Clay Creek sheep stations. Charles became a director of the Wellington Meat Export Company, Director of the Bank of New Zealand. Fellow of the Royal Colonial Institute, Chairman of the Wairarapa South County Council, Vice President of the Wairarapa Agricultural and Pastoral Society and also served on local education and roads boards. At the outbreak of the First World War Charles and Ella were in England and stayed there for the duration. Charles was appointed Chairman of the International Red Cross

In the year following their marriage, the Elgar's only child Enid Awa was born. Awa, the Maori name for river, was given to commemorate the completion of a network of water races which Charles engineered from the Tauherenikau River to supply Fernside. The Elgar's travelled extensively and made several trips to England, Canada, the USA, Japan, China, Egypt, Ceylon and Australia. Ella was a socialite and enjoyed a busy round of high society engagements and



Enid Elgar in 1909, age 18



Ella Elgar with Emily, GUL52

entertained many guests at Fernside, including various Governor Generals and their staff. In 1909 following a trip overseas to stock up on the latest fashions Enid made her debut at a dance held in her honour in Wellington. A year later she was engaged to marry Capt. Gilbert Hamilton, aid-de-camp of the then Governor General, Lord Islington. Gilbert was the son and heir of Lord Claude Hamilton, younger brother of the Duke of Abercorn. It has been suggested by family members that Enid was pressured into the match by her mother and that Capt. Hamilton was only interested in Enid for her money! Enid died in England from Tuberculosis in 1916 at the age of 25. Gilbert Hamilton, now a Colonel in the Grenadier Guards, remarried six months later.

Shortly after the end of the war, the Elgar's returned to Fernside. In 1923 the house and all its contents caught fire and burnt to the ground. They promptly engaged a young architect, Heathcote Helmore to design a new house. While this was built, they travelled back to England to acquire antiques with which to furnish it. The house was designed in American Colonial Revival style, with a Georgian layout and interior. No expense was spared. The weather boards were heart Rimu (a New Zealand native timber) milled on the Fernside estate, the roof Welsh slate, the gutters cast iron, ground floors in American oak and first floors Australian Jarrah. It had the first elevator to be installed in a private house in New Zealand. Unusually for the time, it was built with four ensuite bathrooms. Total area was almost 10,000 square feet. Sixteen staff were employed to run the house and maintain the extensive gardens.

Charles Elgar was a keen but unsuccessful breeder of racehorses and died of a heart attack at the Tauherenikau races in 1930. Ella continued her lifestyle at Fernside and in 1936 sailed to England for yet another shopping expedition.

On the 15th of January 1936, H R Owen placed an order with Rolls-Royce for a 25/30 chassis. This was to be fitted with a Villa Sedan de Ville body by J Gurney Nutting & Co. for "Stock" Chassis GUL52 was built to fulfill this order and was delivered to Gurney Nutting on the 26th of May. At some time during construction of the coachwork, the order was changed from Sedan de Ville to Limousine, twin side mounted spare wheels were specified and the lighting changed from P100 headlamps to K-96-ED Headlamps with electric dipping reflectors. A small plaque on the left hand end of the instrument panel and inscribed "Beatonson" suggests that these changes were made late in the construction process. George Beaton & Son were suppliers of coachwork fittings such as the mechanism for a Sedan de Ville roof. The existence of the plaque suggests that the roof was in the process of being, or had already been fitted. It is thought that these changes may have been instigated to fulfill an order from Mrs Elgar and in order to do so in the time available, a car already partly constructed for stock was modified to Mrs Elgar's requirements. It is not known when she arrived in England, but she was booked to return to New Zealand on the SS Mataroa on the 30th of September and as the car was licensed in London, she presumably used it for the last month of her visit. She and her car arrived in Wellington on the 3rd of December 1936.

Mrs Elgar meticulously recorded the cost of purchasing her car as follows: London cost £1765-0-0, Excise Tax £441-5-0, Insurance £36-16-6, Freight to NZ £65-11-0, Monograms £1-15-0, Luggage Trunk £38-7-0, NZ Duty £346-3-10, Wharfage £2-17-8, Cartage £4-4-11. Total cost £2702-0-11.

Ella was president of the Wairarapa Automobile Association and in 1937 a photograph was published in the Rolls-Royce Bulletin



Ella Elgar with Muffy



Emily fording a river which was published in the Rolls-Royce Bulletin in 1939 Mrs Elgar must have sent the photograph which was taken during the Wairarapa Automobile Association's annual rally and picnic.

of Emily fording a river while participating on the AA's annual member's picnic. Her chauffeur Alf would have been at the wheel.

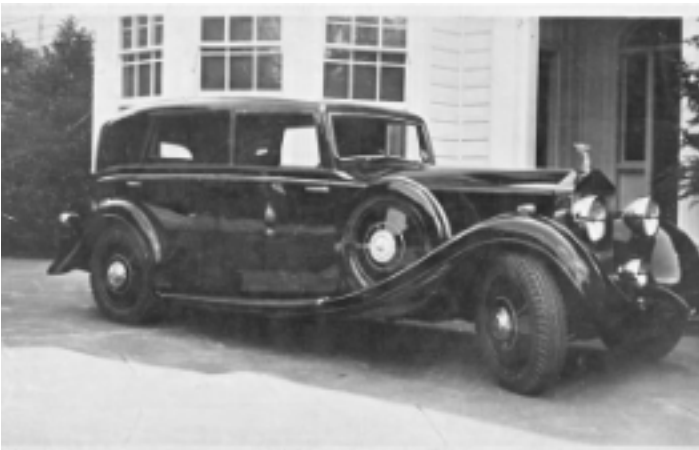
For many years, New Zealand had an independent police force whose sole duty was traffic management. Many years ago a friend told me of a conversation he had years earlier with a retired traffic officer who, in the late 1930's, patrolled the Wairarapa area. The officer described an incident that occurred when he was patrolling the road through the Rimutaka Range. He had just been issued with a new Ford V8 patrol car of which he was very proud. While parked in a lay-by he observed a large black Rolls-Royce traveling at what he considered to be an excessive speed up the hill road. He gave chase and after considerable difficulty managed to get close enough to observe that two elderly ladies in the back were obviously having an animated conversation and that the chauffeur was clearly an outstanding driver, cornering impeccably on the winding road. At this point he realized that the only dangerous driving taking place was his own! He abandoned the chase. There is no doubt that the car was Emily and the chauffeur, Alf.

When war was declared in 1939, Mrs. Elgar offered Fernside to the Red Cross to use as a convalescent home, but the offer was declined. She moved south to an apartment in Christchurch. She died there in 1945. Most of the staff were laid off when she moved south, including Alf, and Emily was sent to Dominion Motors (official R-R- agents) to be sold. Fernside was held in trust for 4 years and during this time leased to the U.S. Government. In 1949 the estate was carved up and the house and 50 acres sold to the U.S. Government for £12,000 as a residence for the American ambassador Robert M Scotten. On Scotten's departure in 1955, the embassy decided to sell Fernside and it was purchased at auction by William Marsden, a Wellington dentist who used it as a weekend home.

In 1941 Emily was purchased by Mrs. Stella Davis and she moved north to Auckland. Mrs. Davis had her repainted in a rather strange mid-blue colour. She also had the trunk mounting lowered (which made loading and unloading the trunk easier) and front and rear bumpers fitted. These seem to have been sourced locally, the rear from a Ford V8 and the front of unknown origin. Stella



The Scottens departing Fernside for the last time



*Emily at Fernside in 1936 (left) and
during our visit in 2013*

is said to have been a demanding and autocratic employer. This came to a head in 1948 when an argument with her chauffeur ended with the chauffeur stopping Emily in the middle of Queen Street (Auckland's main street), getting out, telling Mrs. Davis what he thought of her and walking off, leaving Stella marooned! As a result, Emily moved on to her next owner George Tremayne. He didn't keep her long and several more owners occurred in quick succession until she was acquired by Percy Allen in 1953. Percy Allen died in 1962 and Emily went south to Invercargill the southern-most town in New Zealand. Unfortunately, her new owner Dr. McMillan, found that his young children did not like riding in the back and after a rather unfortunate travel sickness episode which left stains on the West of England cloth, he purchased a Mk. VI Bentley and sold Emily to a car dealer from Christchurch. I still have the original advertisement which appeared

in the Christchurch Press in April 1963. My sister worked in Christchurch at the time and after reading the advertisement, I asked her if she would have a look at the car and let me know if it was worth traveling to Christchurch to inspect it. Her report was to the effect that I should get up there as soon as possible and buy it! I did as suggested and after a test drive opened negotiations with Don Marra, the salesman. After reaching a satisfactory conclusion, Emily officially became mine on 30th of April 1963.

Emily's odometer read 80,000 miles when I purchased her and it soon became evident that her engine was well worn and that the pinion bearing also needed attention. In 1958 the New Zealand government announced that the country was spending more than it was earning and introduced a complex licensing system for virtually all imports. These restrictions were continued by successive governments for over 20 years. Cars and car parts were at the top of this list and it took months before a license to import the various parts required was granted and reassembly could finally commence. Emily has now recorded 198,000 miles of virtually trouble free motoring. The only failure to proceed incident occurred when the rotor failed on a busy Christchurch street. Raising the bonnet immediately attracted a crowd of curious onlookers, one of whom emerged from an adjacent pub, clearly not in a state of sobriety and who insisted on helping. Inviting him to hold the end of the high tension lead to the distributor established that the coil was functioning and also seriously discouraged the would-be helper from offering any further assistance. Unfortunately I didn't have a spare rotor and decided that the sooner we were off the street the better, so called up the AA who very quickly came to the rescue. I have carried a spare rotor ever since!

Over the years Emily has participated in many events. She has presided at family weddings, several international car rallies organized by the NZ Vintage Car Club, transported our granddaughter from the maternity hospital and made many trips around the country. In 2023 the New Zealand Rolls-Royce and Bentley Club celebrate their 50th anniversary and it coincides with 60 years of ownership and also my eightieth birthday. The planned rally takes place in the Wairarapa, so a personal celebration is in order.



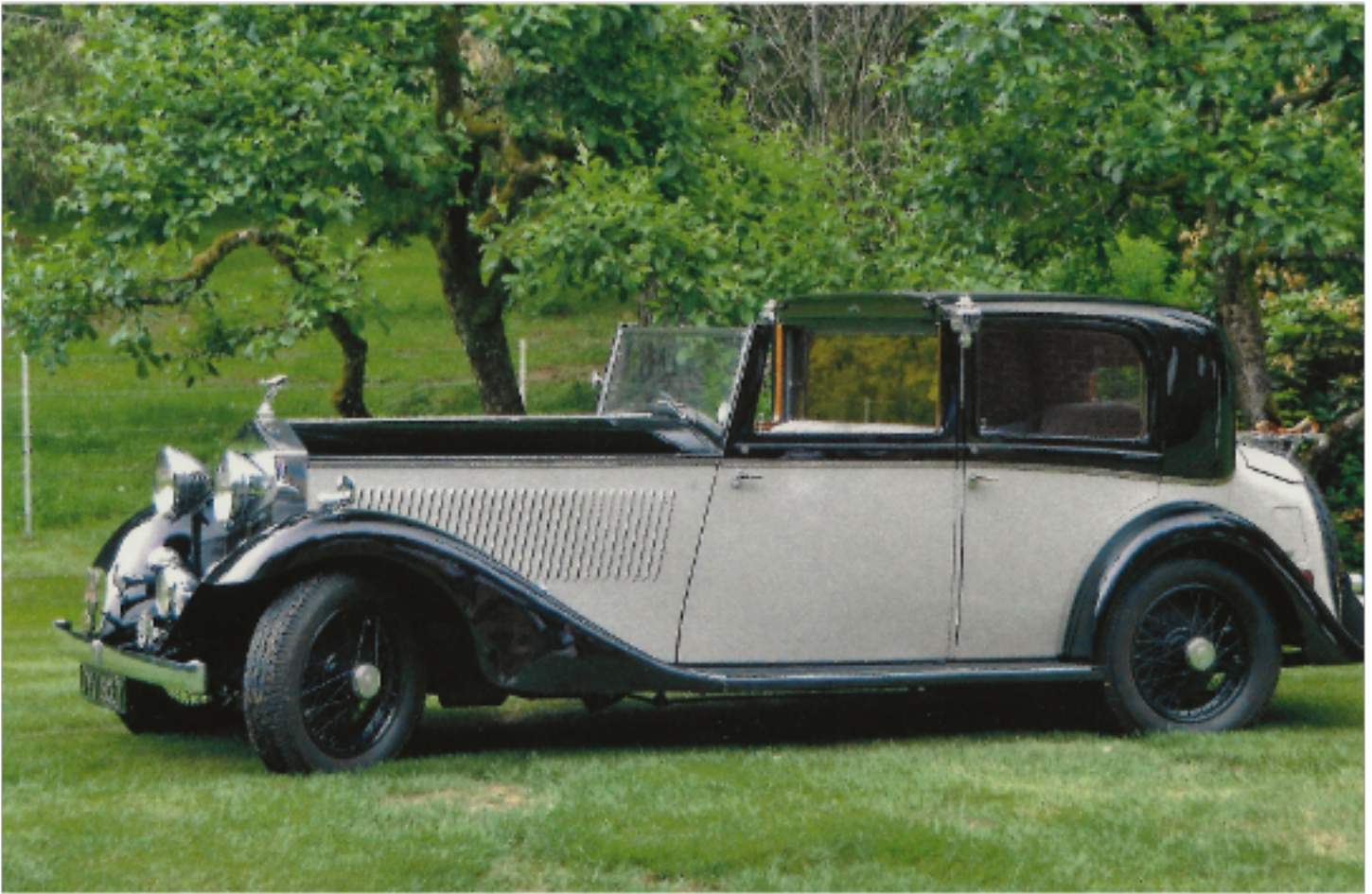
Emily has three chassis plates fixed to her - one in the usual place under the bonnet, one on the instrument panel (as shown in one of the photos) and one on the trunk. Mrs Elgar obviously attached great importance to Emily's identity!



The Goshawk Flier



Photos of the interior of Emily. The interior is original, so very tired. The rug on the rear seat is Mrs Elgars and has her monogram embroidered on a corner.



For Sale: 1934 Rolls-Royce 20/25 GRC12 Hooper bodied Sedan de Ville. A low appearance but a formal car with a division, opera lamps, picnic table and a most unusual special ordered long bonnet with a single line at the doors and windshield. It has pretty door handles and a rear luggage bracket on the trunk lid. It has had a complete engine overhaul with new cylinder head and all new wiring. The wheels are black coated and the interior wood refinished with new leather front seats and rug in the back. The tools are complete. First place in the touring class at the 2007 RROC National Meet. \$75,000.

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