



The

Goshawk



RROC GOSHAWK SOCIETY
SERVING THE SMALL HP COMMUNITY

Flier

FALL 2009

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Editor's Comments

This is the first issue of the Goshawk Society's newsletter, published electronically.

The Society is an affiliate of the Rolls-Royce Owners' Club (RROC). It is a non-profit organization formed to address the interest of owners and enthusiasts of the pre-war Small Horsepower series of Rolls-Royce (R-R) cars. These were built from 1922 to 1939, and comprised the Twenty, 20/25, 25/30, and Wraith models. "Goshawk" was the internal code name originally used by R-R in developing the first Twenty. Ownership of a Small HP car is not required for membership in the Society, but membership in the RROC is required.

Until nominations are completed and elections held, the temporary officers of the Society are:

Chair:	Tim Jayne
Secretary:	Phil Birkeland
Treasurer:	Phil Birkeland
Editor:	Phil Birkeland
Technical Director:	Open



"Dick and Lynn Coombs' Gorgeous 1934 20/25 GYD44 Freestone & Webb Fixed Head Coupe".

KICKOFF MEETING AT NEW ORLEANS

By Tim Jayne, Chair Protem

The newly established Goshawk Society got off to a proper and long awaited start by making its first appearance at this year's RROC National Meet in New Orleans. The highlight for the Goshawk Society was a luncheon at the world famous original Emeril's Restaurant. This was organized by Laura Borchert, a Goshawk Society member, Twenty (20 hp) car owner, and also the National Meet organizer. The meal was splendid as was the entire National Meet. We were extremely fortunate to have had such a capable and thoughtful hostess pulling together a wonderful lunch in such short notice.

Approximately fourteen people attended the lunch and enjoyed the fabulous food. One could choose from a pork chop, shrimp, of gumbo entrees. Lunch ended with a proper New Orleans dessert. It was quickly agreed upon that The Goshawk Society should plan to have a luncheon at the next national meet. It was also suggested that the Society should have a seminar/meeting at future national meets.



Courtney and Tim Jayne, Laura Borchert (Meet Hostess), Thomas Murray, Dale and Marsha Powers,



Sue and Phil Brooks, Don Crane, Peter Neilson, Al Kroemer.

If you noticed a few people in the two photos above have no names, you're correct! Memory failed, and both your author and editor apologize. If you have been slighted, please email your editor, and your name will be included in the next issue's errata.

In attendance at the meet were seven small-horsepower cars exhibiting the full range of coachwork. There was a sample of each model, from Twenty to Wraith. All cars were given a police escort from the meet hotel into the Superdome. Riding into the entrance of the Superdome was a once-in-a-life-time experience. Exhibiting our cars in the Superdome was unforgettable.



The procession of PMC's leaving the meet hotel en route to the Superdome.



PMC's entering the Superdome.



Al Kroemer's WRB 5, a stately Cockshoot limousine on a Wraith chassis, the end of the small HP series of cars.



Inside the Superdome, the Early Small-Horsepower area (Judges on left). GSR 37 (20/25), GBM 5 (20), GTZ 28 (20/25), WRB 5 (Wraith), and GWN 32 (25/30).



Could this be Rolls-Royce Motor Cars' new compact model (Editor's corny joke)?



Norman Hibbard's GBM73, a Windovers doctor's coupe on a Twenty chassis, the beginning of the small HP series of cars.

PHANTOM I SOCIETY AUGUST 2009 PENNSYLVANIA TOUR

by Phil Birkeland, Goshawk Society

The Phantom I Society invited all prewar owners to participate in this tour, and a number of our people did. Hence this report. The tour was magnificent, and we missed all of you who could not come.

Several months ago, a couple of Phantom I owners realized they were about to get their cars out of mechanical restoration, and decided they wanted to drive their cars around in celebration. Thus was born this “unorganized” tour. They invited other Phantom I owners and then other prewar car owners to participate. The tour was not formally sanctioned by the RROC , therefore there was:

- no designated tour leader,
- no registration fee,
- no tour book,
- no prerun and little scouting of routes, and
- no requirement that participants had to drive the whole tour.

There was only a bunch of guys (and one gal) who wanted to drive their cars. It was very different from a typical full-blown National Tour. The principal unorganized organizers were Ned and Mayumi Numata, Tim and Courtney Jayne, Henry Hensley, and Jon Leimkuehler. Despite protestations by the organizers to the contrary, the tour was very well organized.

The itinerary (largely developed from Hawaii by Ned Numata, using Google) started from Chadd’s Ford near Philadelphia on Sunday August 9th, and eventually wound up in Harrisburg on Friday August 14th. High points included:

- Harry Tucci’s carriage and car collection,
- a working Amish farm,
- the Strasburg Rail Road Museum,
- Dick Frawley’s restoration shop,
- the Dupont Winterthur Museum,
- Tim Jayne’s restoration shop (Dennison-Jayne Motors),
- the Rolls-Royce Foundation and RROC Headquarters in Mechanicsburg,
- lunch at the Hershey Hotel,
- Bob Shaffner’s car collection.

Plus, of course, the lush farm and horse country and the back roads of SE Pennsylvania.

Participants at various times during the tour were:

Name	Year/Model	Description
Ed & Lori Ardis	1931 PII	H J Mulliner Coupe
Bob Burr	1930 SPI	Recreation of Period Roadster (car not on tour)
Phil Birkeland	1935 20/25	Hooper Saloon (car not on tour)
Dick & Lynn Coombs	1934 20/25	Freestone & Webb Coupe
Henry Hensley	1929 SPI	Brewster Tourer

Tim & Courtney Jayne	1934 20/25	Thrupp & Maberly Saloon
Mermie Karger	1913 SG	Saoutchik Tourer
Howard & Andrea Krimko	1938 Wraith	Hooper Limousine
Tim & Joan Kelly	1928 SPI	Brewster Ascot Tourer
Jon Leimkuehler	1931 SPI	Brewster Derby Phaeton
Ned & Mayumi Numata	1929 PI	Barker Tourer
Harry Tucci (and grandsons)	1936 PIII	Hooper Limousine

Goshawk Society members participating were Dick & Lynn Coombs with their gorgeous 20/25 fixed head coupe, Tim & Courtney Jayne with their 20/25 saloon, Howard & Andrea Krimko with their impressive preservation class Wraith limousine, and Phil Birkeland (a rider). Phil flew in from Tacoma, Washington. The Krimkos drove down from Long Island. PI Society member Bob Burr drove up from South Carolina in his decidedly non-PMC diesel pickup. We were all pleased that Silver Ghost Association member Mermie Karger, together with her 1913 Silver Ghost tourer, squeezed in a day with us just before leaving for the UK for her wedding.

For the author, the entire tour comprised an extended giant technical seminar on vapor lock difficulties with both Springfield and Derby Phantom I's. Daytime temperatures ran up to 100F, and the gasoline was all oxygenated with ethanol (which boils at a very low temperature), neither of which was within the world view of the original English designers. The original problem for the designers was to get the 1920's English gasoline to vaporize, not to keep it from boiling! For those not familiar with PI's, the Autovac, fuel lines, and carburetor are all located next to the exhaust manifold! Further, the bonnet side has no louvers or vent doors, which is good for keeping engine noise away from the passengers, but means the only escape route for all the hot air was down through the undersheets. One of the PI's was seen to have the fuel in the carburetor float bowl actually boiling! Phantom I's are truly magnificent cars, and dealing with this foible showed the mettle and camaraderie of the PI Society members, which was a pleasure to watch.



PI Society members Ned and Mayumi Numata and their 1921 Phantom I Tourer. Ned was the lead “organizer” of the “unorganized” tour.



Goshawk Society members Tim and Courtney Jayne, with PI Society member Ned Numata. Tim is Goshawk Society President.



Tim Kelley with Goshawk Society member Phil Birkeland admiring Tim's PI.



Goshawk Society members Dick and Lynn Coombs enjoying the sunroof on their magnificent 1934 20/25 Freestone and Webb fixed head coupe.



Mayumi Numata incognito.



Goshawk Society members Howard and Andrea Krimko with their unrestored original 1938 Wraith.



SGA member Mermie Karger in her 1913 Silver Ghost, with Goshawk Society member Phil Birkeland looking on after his ride with Mermie.

Society News

Personals

This is the place to announce newly purchased PMC's, progress on restorations, new grandchildren, and the like. This being the first Goshawk Flier, there were no submittals for the Editor to include. In the future, please submit briefly worded items that you feel would be of interest to the membership.

Bylaws and Certification

Aided by Howard Krimko (VP Regions and Societies for National), and after a lengthy internal review process, we submitted our draft bylaws to National for the Board's review and approval. At the 4-5 October 2009 Board meeting, our bylaws were reviewed, and approved with two minor typo-type changes. We succeeded in holding the Bylaws down to 2 pages, a major accomplishment. Society members should have the final version of the Bylaws in an electronic file with the name "061009ApprovedBylaws(v8).pdf", which is dated 6 October 2009. The "pdf" is the clue. Please discard all previous "doc" versions. With their approval, National officially sanctioned our Society, and we are fully legal.

Nominations and Elections

Nominations for Officers close at COB PST 20 October 2009. Nominations must be made by email to either Tim Jayne or Phil Birkeland. Currently we have nominations for Chair (Tim), Phil (Treasurer), and Richard Coombs (Technical Director). There are none for Secretary or Editor. Duties of the offices are outlined in our Bylaws. Secretary and Technical Director involve relatively minor effort. Editor requires a lot of effort, plus the ability to get social and technical articles from the membership. Please do not accept a nomination unless you are ready and willing to do the work. However, these jobs can be both fulfilling and a lot of fun. You get to know a lot of good people you would not otherwise meet. As Chair Protem, Tim is managing the nominations process.

Elections will be held as soon as practicable after close of nominations. We will need a secretary to conduct the election and to certify the results to National. As Secretary Protem, Phil will manage the election and will certify the results to National. The newly elected officers will officially take office on 1 August 2010 (the first of the month following the 2010 Annual Meet in Toronto), when their official terms of office will begin. They will serve on a temporary basis from the time the Secretary certifies the election results until that date.

Plans for Future Newsletters

This issue is published in electronic form. Does this work for you? It's much less effort, and a lot cheaper than printing and mailing. We do have one member who does not have email, and his copy will be printed on Phil's printer and mailed.



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