



Issue: 19:1

# The Goshawk Society

## *Flier*



September 2019

## Goshawk Cars at the RROC Meet in Troy, MI

*by Mary White*



*Eight Small HP Rolls-Royces were on the judging field at the RROC National Meet in Troy, MI. Here, the judges review John Rogers' 1936 25/30 Park Ward Limousine GXM19 (Photo: Gates)*

The owners and guests of the eight small horsepower Rolls-Royces kept busy at the RROC Annual Meet in Troy, MI. As soon as Doug and I arrived at the Marriott in our '23 Twenty tourer, we were met by Mermie Karger and Colin Hughes. Colin, who has a 20/25 at home in the UK, was to get a quick driving lesson in Bluebelle so he could drive her on the scenic tour to Cranbrook Tour on Wednesday. Robert and Yvonne Webb were around, so Robert (who has a Twenty that lives in England) hopped into the back seat for the practice ride.

Some of our Goshawk cars participated in the morning breakfast runs on Tuesday and Friday. On these drives, owners take riders and share the joy and challenge of driving their cars. We went on Friday's drive with Richard Otis and Anthony Santucci in our back seat. Richard inherited his father's Twenty, 20/25 and a Silver Ghost at home. We hope to see one of them next year at Gettysburg.

*Story and pictures continued on page 4*

# The Goshawk Society

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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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## Are You a Member of The Goshawk Society?

This issue of the Goshawk Flier is being sent to all RROC members who are owners of a small horsepower Rolls-Royces. If you are not a current member of the Goshawk Society, now is the time to join (or rejoin) to continue on the mailing list.

The board recently agreed to hire a design expert to produce the on-line newsletter, to offer more technical information at workshops and in articles, and to decrease the annual dues to \$5.

Don't be left out! Join when you renew your annual RROC membership or by contacting:

**RROC Headquarters at:**  
**RROC.org**  
**or**  
**1-800-TRY RROC**

## Calling All Members!

You're invited to help make the Society grow as an organization whose purpose is to recruit and educate members about their small hp cars with the goal of getting and keeping them on the road. It will help owners work through their problems through newsletter articles and by teaching them in classrooms and mentoring them on the road. The focus will be on tech sessions in conjunction with the RROC meets and the RRE.

How can you help?

- Share your car's story with the other Goshawk members. Send photos and an article(s) on your small horsepower car's history, restoration, recent trips, to Mary White at mcwhite@triad.rr.com.
- If you have any technical questions, send them to Tim Jayne at tim@royceparts.com. He'll get back to you promptly and we'll publish his answers in the coming newsletters.
- If you have suggestions for future activities, venues for touring or technical workshop topics, send them to Al Briseno at abtxrroc@gmail.com



# Chairman's Message

*Text & Photos by Al Briseno*

Greetings! During our Society Meeting in Detroit I was elected as the new Chairman for our Goshawk Society. I'll start off by saying that I am new to prewar car ownership. My business partner and I purchased a 1937 25/30 from fellow Club members Phil and Sue Brooks. We have christened the new car Ernestine after my mother. I first attended a Society lunch during the New Orleans meet when Tim Jayne was organizing the Society. I had always expressed an interest in owning a classic Rolls-Royce but didn't know what it took to maintain one or even start one! I hope to share my joy and excitement of owning and driving Ernestine with all of you in the coming issues of our Society Magazine.

As we discussed in Detroit, the emphasis of this society is to familiarize our fellow members with our cars and to educate the public as to the joy of owning a pre-war car. For those who have always dreamed of owning a pre-war Rolls-Royce, a small horsepower car such as a 20hp, a 20/25 and a 25/30 are the perfect way to start. They are wonderful cars and a joy to drive. But I guess I am preaching to the choir, as they say. If you are a Society member, I encourage you to share your experiences

with us. Send in an article (with photos hopefully) of a recent drive or tour with your auto. If you have a technical question, send that as well. We will consult with our technical chair to get you an answer and publish it in the magazine so we all can benefit. When I was Chairman of the RROC I would end my column with encouragement to all members to drive their cars. I will continue that tradition. The first time I drove Ernestine I was amazed at how fun it was. Driving 55mph in a modern car can be boring and feel a bit slow – but driving my 25/30 at 55 with the windows down I got a much different appreciation of the countryside. It was a totally different driving experience.

Ernestine is in the process of “freshening-up” for the Gettysburg Meet. I will be submitting an article of Ernestine's freshening-up. For now, here are some photos of Ernestine.

I hope to see you in Gettysburg. Mary White is planning a great post-meet tour for prewar cars. This would be an excellent opportunity for you to drive your car through the wonderful backroads of Pennsylvania, Maryland and West Virginia.

Keep Motoring On!  
Al Briseno II



## Goshawks at Troy (continued from page 1)



*Tim Jayne discusses brakes during the Goshawk Society Tech Session at the Troy Meet (photo: Gates)*

On Wednesday morning, Chairman Al Briseno conducted the business meeting. Board member attending were Al Briseno, Gary Phipps, Mary White and Tim Jayne. The current board members were renominated and accepted. It was agreed that a design expert should be hired for the on-line newsletter production and that the board members would solicit and coordinate the photos, articles and other content. The Board voted to decrease the annual dues for the society to \$5 per year in order to attract new members. There was a discussion of offering more tech workshops during the years and attempt to have them around the country. Tim Jayne then gave a tech presentation on small horsepower braking systems.

Afterwards, everyone hopped into cars and the hotel shuttle to drive over to the Fago de Chao Brazilian restaurant for the society lunch. There the group was guided into a private room where they dined on the market table buffet and the fire roasted sirloin (Picanha) delivered directly to their plates. During the meal, Daniel Ackerman arrived driving his 1924 Twenty. He came in to meet the group, introduced himself and announced that he just finished law school and needed a break from studying for the bar exam. We were all delighted to meet him and encouraged him to join us for the tour that afternoon.

The group returned to the hotel to line up for the Goshawk scenic drive to Cranbrook Gardens. We started out with 7 cars but were reduced to 4 halfway there. Although the directions were good (according to Mermie Karger), some in the rear were delayed by traffic lights and couldn't follow the front cars through the construction detours. Everyone made it back to the hotel, half actually saw the gardens, and everyone was happy.

The eight Goshawk cars lined up on the judging field Saturday morning. They represented the whole range of the small horsepower series and sported a variety of body



*Doug & Mary White's 1923 Twenty Sanderson & Holmes tourer GF15 at the awards ceremony. (photo: Gates)*



*Harry Benedict's 1932 20/25 shooting brake GAU2 (photo: Mary White)*



*Colin Hughes, Mermie Karger, Robert and Yvonne Webb in the Vendor Market. (photo: Gates)*

styles. We were delighted to see John and Bill Rogers in their 25/30 limousine. We met Bill and saw the car years ago at a British Car Meet at Guilford College in Greensboro, NC. Bill was president of the college then and had at some point moved to Maine. David and Ruth Gillespie were our neighbors in the parking garage and on the field, so we talked cars most of the day.

We hope to see even more small hp cars next year in Gettysburg. The roads there are scenic and less travelled, the hotels are outside of town, and the tech sessions and day trips sound exciting. See you there.



## Goshawks at Troy (continued)



*Above and Left: Gary Rock & his 1925 Twenty Smith & Waddington tourer GLK2 on the judging field at Troy. (photos: Mary White)*



*Above: Daniel Ackerman's 1924 Twenty tourer, GMK3.*

*Right: Note the curved front edge on the radiator. (photos: Gates)*



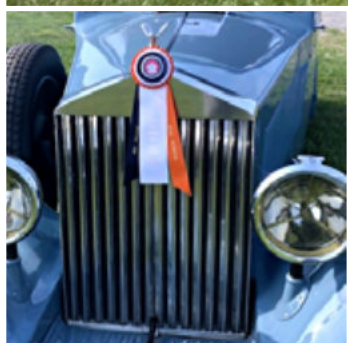
*Above: The weathered trunk on GMK3 (photo: Gates)*

*Above and Lower Right: Two views of John Roger's 1936 25/30 Park Ward Limousine GXM19. This car will be featured in an upcoming issue of the Flier. (photo: M White)*





## Goshawks at Troy (continued)



*Above: Eric Soya's 1939 Wraith Thrupp & Maberly saloon, WKC3. Look for a profile of this car in our next issue. (photo: M White)*

*Top Right & above: Dorien Berteletti's 1935 20/25 Park Ward pillarless coupe, GBJ25. See Dorien's article about his car and trip to the meet on page 8. (Top photo: M White - Lower photo Berteletti)*



*Above: Glyn Morris' 1935 20/25 Park Ward saloon, GPG32 (photo: Gates)*



*Above: Harry Benedict and his 1932 20/25 shooting brake GAU2 (photo: Gates)*

*Right: The business end of the Benedict 20/25 shooting brake GAU2 (photo: Meachem)*





## Goshawks at Troy (continued)



*Above: Lucian Visone's 1936 25/30 Thrupp & Maberly saloon GTL11. (photo: M White)*

*Center: Doug White drives Colin Hughes, Robert Webb, Mary White and Mermie Karger in Bluebelle - 1923 20 HP Sanderson & Holmes Tourer GF15 (photo: M White)*



*Above: Lineup of Goshawk cars bound for the Cranbrook Gardens tour. (photo: M White)*



*Above: 1923 20HP tourer GF15 (Photo: Meachem)*

*Left: Doug White lubricating Bluebelle for the drive back to NC (photo: Gates)*

*David and Ruth Gillespie's 1935 20/25 Freestone & Webb fixed head coupe GLG53 (photos: M White)*





# 1935 20/25 Freestone & Webb Sportsman Coupe

*Text by David Gillespie*

GLG53, is Sportsman Coupe done by Freestone & Webb. This company was known for its stunning coupes and convertibles popularizing the “razor edge” style.

GLG53, was originally delivered June 22, 1935 to James Henderson, Esq., a diplomat who lived in Milan. The car was ordered with touring springs, two side-mount spares, and a full light package with the headlight stanchions 2” shorter than normal.

The fourth owner, a Mr. Hurlock, imported the car to the US where it went through two additional owners before being bought and restored by the present owner. Much of the wood framing was rebuilt and the body repaired and repainted. The engine was rebuilt by James Long and the upholstery done by L & S Auto Trim using wool and leather materials appropriate to the car.



*Gillespie's 1935 20/25 Freestone & Webb coupe exemplifies the sporting style that was the hallmark of Freestone. Impressive tool kit is neatly arranged in the boot lid. (Top photo: Gates. Lower: M. White)*



# 1935 20/25 Park Ward Coupe

*Text by Dirien Berteletti*

GBJ 25 is a 1935 2025 Park Ward two door coupe. Over the past 5 years I have done some major work on it including rebuilding the motor and installing a new Cooke head. In the rebuild I made some changes resulting in more power and an improved power to weight ratio.

We decided to attend the Detroit/Troy Meet. Driving from Canada, we opted for using country roads, avoiding expressways. Since we had only accumulated some 1300 miles on it since I had put the motor back in, we kept the speed in the 50 to 55 mph range - a comfortable pace for us and the car. Despite the hot weather, the car ran on the cool side. The radiator shutters were mostly closed except when stuck in traffic. Oil pressure ran on spec at around 22 psi. When needed, the brakes proved excellent. Other than slightly heavy steering, the car is a delight.

At one point we had to take a Ferry across lake St Clair. Due to high water levels the ramps were under some 20” of water. Regular cars were being turned away, but when they saw the height of the Rolls, we were waved on with lots of smiles.

When we left on Sunday we had some ignition issues



*Berteletti's 1935 20/25 GBJ 25 on the road to Detroit after five years of mechanical work including a rebuild of its engine. (photo: Berteletti)*

due to a bypassed ballast resistor I had left on. Once that issue was sorted, we ran smoothly all the way home.

As with any old car, there is always something to do. This winter, I plan to adjust the springs, then look for a steering box from a 25/30, which Tim Jayne believes will improve the steering.



# Calendar of Upcoming Events

## RROC Annual Meet in Gettysburg June 22-28, 2020

### Tuesday, June 23

Pre-war Beginners Driving School. It will be designed for spouses, family members and those who are interested in acquiring a pre war 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 pre-war car and are already able to drive stick-shift cars will get a driving lesson with one of our coaches in the afternoon.

### Wednesday, June 24

9-11:00 AM

Goshawk Tech session by Tim Jayne

11-12:00 PM

Goshawk Society Business Meeting

12 -1:30 PM

Goshawk Society lunch \$25 per person

Courtyard by Marriott - courtyard & garden

Join enthusiasts of the small horse power Rolls-Royce cars (20hp, 20/25, 25/30, and Wraiths) for a casual lunch in the private courtyard at the Marriott. An hour long driving tour of the battlefields will follow. This will be followed by a tour in the small hp cars at the me

### Thursday, June 25

Bill Casey is leading a pre-1940 Vintage Drive to Catocin that will include lunch.

### Friday, June 26

12:30-3:30PM

The PA College of Technology students will have a hands-on demonstration of Restoration Skills. They've been working on the RR Foundation's 20/25.

### Saturday, June 27

Show Day

## RROC Vintage Tour June 28-30, 2020

The RROC is bringing back the Vintage Tour for pre-1939 cars. It's a great way to travel the scenic back roads with fellow enthusiasts who offer camaraderie, knowledge and support. The Club is offering a 3-day mini tour immediately following the Gettysburg Meet. The group will gather Sunday morning for breakfast, then depart for two nights in Shepherdstown, WV. The route will take us to visit Antietam battlefield, cemetery and Pry Field House hospital, historic Shepherdstown (the oldest town in WV), Belle Grove Plantation and Cedar Creek battlefield in Middletown, VA, and Harper's Ferry. Arrangements have been made to leave trailers at the Wyndham in Gettysburg. For those drivers bringing guests, excess luggage can be left at the hotel. The tour returns to Gettysburg on Tuesday for a farewell dinner. Sign up through the RROC website.

**Questions? Contact Mary White, Activities Chair,  
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email: [mcwhite@triad.rr.com](mailto:mcwhite@triad.rr.com)**