

The Goshawk Society

Flier



Issue #21-3

September 2021

Goshawk Cars at the Lake George RROC Meet

Report by Mary White



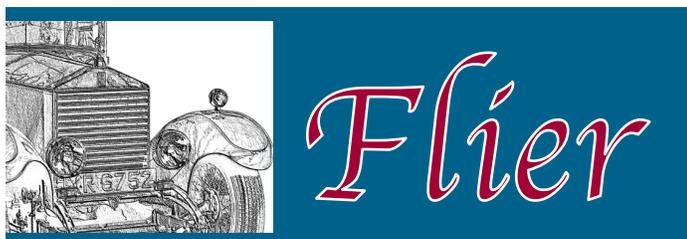
1935 20/25 Thrupp & Maberly drophead coupe, GYH62 owned by Scott Ammarell, received 1st in Class with 396 points out of 400 . GYH62 also was awarded the Guerrero Trophy for the best personal mechanical restoration, as well as the award for the Most Improved Car.

Lake George was the ideal venue for a national meet. The Adirondack area provided much scenery, some driving challenges, and many sites to see. Most of meet participants started the day with the morning breakfast runs, hosted by McCollister's Auto Transport. The Moran's, Bridgman's and White's (in their '23 SG tourer) filled their cars with riders each morning and traveled together along the back road routes.

For more coverage of the Goshawk Society at the National Meet, see pages (2) and (10-14)

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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

Summer is ending and we now prepare for the fall. Those of you who attended the Annual Meet in Lake George were treated to wonderful scenery and great conditions for driving. Thanks again to Mary White for leading the driving tour. As fall nears and the temperatures start to come down this is a great time for all of us to give our PMCs those final drives before the snow starts falling, or for those of us in warmer climates, this is the time of the year we can actually enjoy our non-climate controlled cars. For those of you in the Northeast, this is the perfect time to enjoy the changing of the leaves behind a proper motor driving at civilized speeds while enjoying the scenery.

As I am writing this message, I am looking forward to the Christmas Season and on to 2022. These last two years have been difficult. It was great to finally be with our fellow club members in person and enjoy each other's company. It is my hope that this resurgence of COVID is only fleeting and by next spring we will finally be able to once again gather and enjoy each other's company and a good meal. I would like to wish each of you a very Merry Christmas and a Happy 2022.

Before you put up the car for the winter, there is one activity you might consider. The Activities Committee is planning a judging school to coincide with the Board of Director's Annual Meeting which will be in Charleston, South Carolina. The activities start on January 19, 2022. A flyer is posted on the RROC website with more details. I look forward to seeing you there so we can all learn more about our cars and hopefully, if the weather cooperates, perhaps go out for a short drive.

Once again, I would like to thank Mary White for all her efforts. Mary is the driving force behind this Society and for that all of us are profoundly thankful to her.

Be safe touring this fall and look forward to you in Charleston or in San Diego. Until then, Stay Safe and Keep Motoring On!

Al Briseno II



Calendar of Events

2022

Plans are already underway to Celebrate the “100th Anniversary of the 20 HP.” 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. Each Goshawk car will receive a commemorative badge from the society celebrating the anniversary. The Wednesday evening Fiesta will feature all Twenty RR’s at the meet, we’ll present a “History of the Twenty” lecture, and we’ll have our annual meeting as well as a tech session.

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.

We’re also working with the RROC to host a vintage tour (5 day hub) in September in the Hudson River Valley, New York.

Everyone is encouraged to get their small horse power RR’s ready for the road to participate in either event. Contact Mary White for more information.

Goshawk Society at Lake George (cont)



Our group gathered for lunch at the Adirondack Brewery. From Left to right: Jon Leimhuehler, David Wilson, Gil Fuqua, clockwise, Lloyd Hart, Janet Wilson, Nancy Barsotti. Photo Mary White,

The Goshawk Society held their annual meeting on Thursday morning followed by a Q & A tech session given by tech chair Tim Jayne. This was followed by lunch at the Adirondack Brewery across the street from the hotel.

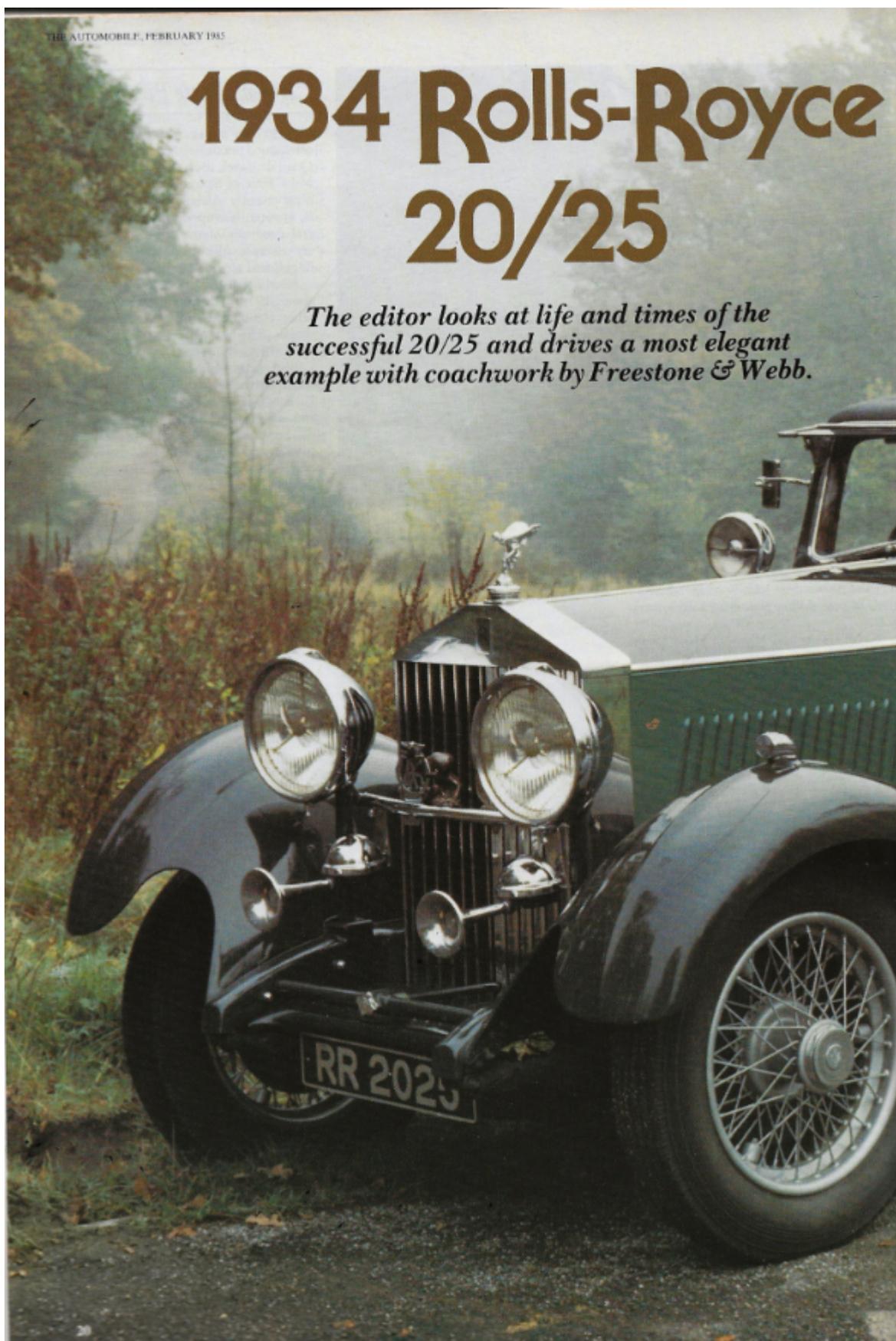
The five Goshawk cars that attended the meet are featured in this issue, beginning on page 10.

Tim Jayne conducts the Goshawk Society tech session at the Lake George Meet. Photo Mary White



In September 2001 I was browsing UK car auction websites with no particular vehicle in mind, when I saw on the Coy's site a green 1934 20/25 Rolls-Royce with body by Freestone & Webb. I had never seriously considered buying a 'Roller' but the longer I looked at the pictures the more intrigued I became. I telephoned Coys and spoke to the Sales Manager who after giving me more details promised that he would not sell the car before the auction on October 10th. I flew from Pittsburgh to London for the preview and saw GYD44 "The Green Goddess" up close and personal for the first time.

It was obvious that I was not the only interested party, one gentleman in particular was clearly smitten, as was I, for he made a staff member open the boot and the bonnet to have a good look round. He then spent considerable time behind the wheel playing with the controls and obviously imagining himself as the new owner sitting in his garage at home. The auction began at 7pm and as GYD44 was lot #86 it was close to 10 o'clock before the real action started. The potential troublemaker



THE AUTOMOBILE, FEBRUARY 1985

was in the front row waving his paddle energetically and constantly looking over his shoulder to check on the competition. I was at the back sitting quietly waiting for things to slow down before entering the fray. There were just two bidders left when I raised my paddle and upped his bid by £1000. He turned and glared at me before raising the stakes by only £500. This was a signal to me that he was nearing his limit as prior to my entry the bidding had been in £1000 increments. My second bid was the last. Sold to the highest bidder from the USA. It was very exciting, my first auction and I was the proud owner of a beautiful car which was only 2 years older than me - I being a 1936 model!

Richard Coombs

Editor's Note: The article and photos accompanying my notes were first published in The Automobile, Vol 1, No 12. February 1985

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Permission granted by Jonathan Rishton, Editor

It is easy, and many people have unwittingly done it, to underestimate Frederick Henry Royce. We are fed on the premise that while Charles Rolls, pioneer motorist, gifted racing driver, publicist and outstanding salesman knew what the wealthy motorist wanted Royce was the slightly

unworldly engineer who provided the motorcars. However, Royce had very definitely seen life in the raw (and acquired a turn of phrase so vivid that many historians have drawn the line at quoting him in print) before he met Rolls and came to an agreement with him in 1904 and it would not be forgotten

that he had had the business acumen to build Royce Ltd., Electrical and Mechanical Engineers and Manufacturers of Dynamos, Motors and Kindred Articles from virtually nothing to a leader in its field over a twenty year period.

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The Goshawk Flier

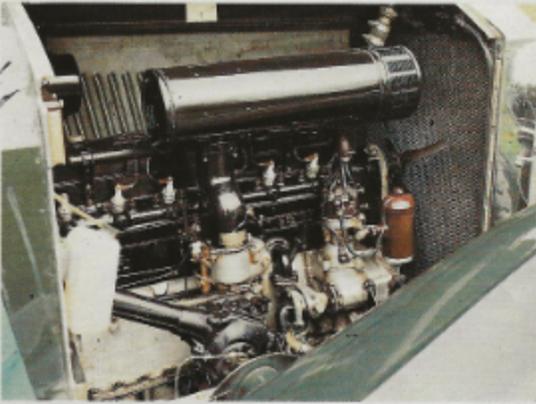
THE AUTOMOBILE, FEBRUARY 1935



By modern standards the boot space is not all that generous and loading is not as easy as it might be. The fitted toolkit is as comprehensive as one would expect of a Rolls-Royce.



The interior wood on this car has a particularly strong grain pattern. The instrumentation is the standard, quite excellent, issue.



The 20/25's engine was never intended to produce a great deal of power — refinement was a greater priority.



Wide doors and tipping seat backs give adequate access to a surprisingly spacious rear seat despite the close-coupled configuration of the body.



It was Rolls who set Royce to work to produce the 40/50 chassis, now generally known as the Silver Ghost, which made the Rolls-Royce name and remained successful long after Rolls' death; but it was Royce who anticipated that the sales of the 40/50 might wane in the aftermath of the First World War and foresaw that a smaller chassis might be essential to keeping Rolls-Royce Motors alive.

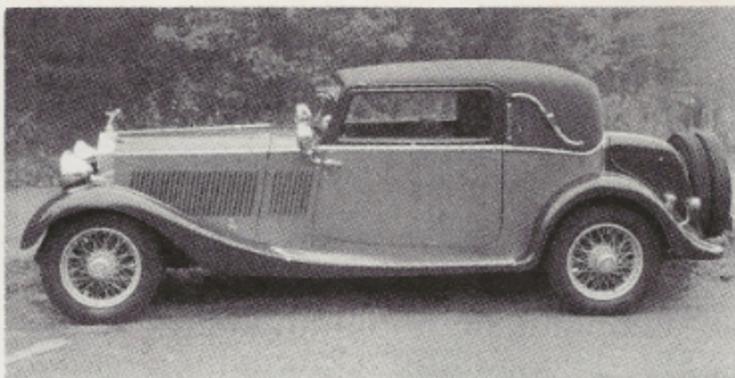
In the midst of designing and producing first the Eagle and then the Hawk and Falcon aero engines, at a time when he was hideously overworked even by his own remarkable standards, Royce saw that when the war was over Rolls-Royce would be returning to car production in changed economic and social circumstances and that the production of a smaller car to sell alongside the 40/50 Ghost chassis was a higher priority than producing a successor to that, basically, 1906 design.

Not everyone on the board of Rolls-Royce agreed with such a policy but in 1918 Royce began work on the design of the 20hp chassis which was to be announced in 1922.

The Twenty proved to be popular and by 1929, when production ceased either 2,940 (*The Rolls-Royce Motor Car*, Bird and Hallows) or 2,890 (*Rolls-Royce - The Pursuit of Excellence*, Harvey-Bailey and Evans) had been built. However, between 1919 and 1929 Alec Harvey-Bailey quotes the combined production of Silver Ghost and New Phantom 40/50 chassis as "over 5,600" but it is clear that the smaller Twenty played a vital but not dominant part in the manufacturer's fortunes.

Between 1929 and 1939 the situation changed. Production of the 40/50 chassis - the Phantom II and III - fell to 2,482 (Har-

On many Rolls-Royces of the period the "heavy tools" - wheelspanner, mallet, jack etcetera were carried on the front bulkhead, on this example they are mounted on the interior of the boot side and include the handle and shaft for the built in jacking system.

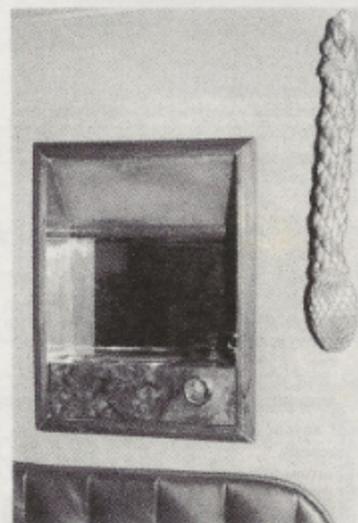


vey-Bailey) while the cumulative production of the Twenty's successors was 5,469 in the same period, although it must be borne in mind that the relative profitability of the large and "small" Rolls-Royce chassis may well have been quite a different story.

In that decade between 1929 and the outbreak of the Second World War the Twenty was succeeded by the 20/25, the 25/30 and then the Wraith and it is significant that of 5,469 "small" chassis 3,827 were 20/25s current from 1929 and 1936 and while the 20/25 was a very good car for its intended purpose it was also the right car at the right time.

Quite aside from its great merit there were outside influences which played a useful part in the car's success. The most obvious factor was the economic slump or depression which marred the late twenties and early thirties and almost certainly focussed the mind of all but the very rich on smaller, less expensive, cars than they might previously have bought - if not of necessity then for reasons of prudence. There was also a continuing trend towards owner-driver, rather than chauffeur driven cars and some owners may well have found the 20/25 - not a large car by the standards of the day - a less daunting prospect than the bulk of a Phantom II

The fact that at a casual glance this 20/25 might be mistaken for a Phantom II Rolls-Royce is a measure of the proportions achieved by the coachbuilder.



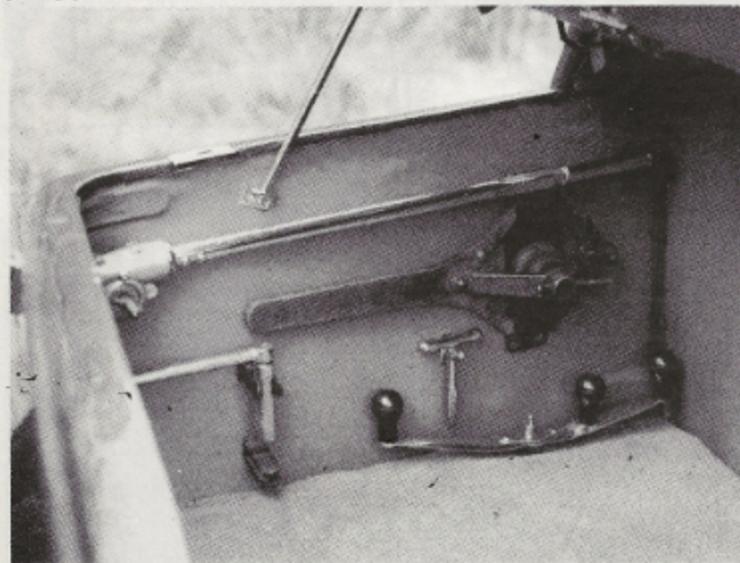
Smokers companions and vanity cases were part and parcel of luxury interiors in the thirties. The "pull" is, of course, useful in entering and leaving the rear seat's.

Rolls-Royce.

Those trends and events coincided with a period when the coachbuilding trade was contracting as more and more manufacturers dispensed with coachbuilt bodies and adopted mass-produced, pressed steel, alternatives. However, while the bread and butter market for coachbuilders was shrinking those at the quality end of the coachbuilding trade were entering a period when they showed considerable flair and imagination and began to produce some of the graceful, elegant coachwork designs for which the thirties are so noted and the 20/25 Rolls-Royce was a prime candidate for them to cloth with great style.

Not surprisingly many customers for the Rolls-Royce 20/25 were extremely conservative, not to say unimaginative, in their choice of coachwork but a sizeable minority chose refreshingly elegant styles - a case in point is the 1934 20/25 owned for the past nine years by Mike Berry which he kindly

(Continued)



THE AUTOMOBILE, FEBRUARY 1985



Two door handles are provided — one for the front seat passenger and a second for those in the rear due to the exceptional length of the doors.

put at my disposal for a day.

Rightly or wrongly I have never placed Freestone and Webb particularly high on my list of favourite coachbuilders but I made a quick adjustment to my opinions as Mike brought the car out of its garage and into the wintery morning light. The fixed head coupe body is, in my opinion, exceptionally pretty and is just the sort of car I would think of if anyone mentioned a thirties concours d'élégance.

Fortunately we have the pictures to speak for themselves because describing it as a close coupled two door coupe with protruding boot and twin rear mounted spare wheels would hardly do it justice.

It is a style which many European coachbuilders interpreted in their own way and mounted on a variety of exotic chassis and one which you might expect to be particularly appropriate to a Rolls-Royce Phantom II in short chassis or Continental form with a proportionally long bonnet. To see the style employed with such success on the 20/25 chassis with its comparatively short bonnet says a lot for the skills of Freestone and Webb's draughtsmen.

A very long bonnet was an essential ingredient of thirties styling and while in the twenties and early thirties the bonnet usually ended at the bulkhead between the engine and scuttle, carrying the bonnet panels back towards the screen and reducing the apparent width, front to back, of the scuttle became a common practice. However, there was an interim stage where the bonnet louvres were continued into the side panels of the scuttle and this styling ploy was often used on Phantom II Continentals (and some Phantom IIs which was not to Continental specification!).

On this 20/25 the louvres are carried back into the scuttle in similar fashion, emphasising

ing the bonnet and balancing the blind rear quarters and protruding boot which might otherwise give the car a tail heavy appearance.

The doors are extremely long and doubtless very heavy but provide a generous window area and adequate access for those entering and leaving the rear seats. It is a credit to the craftsmanship and materials that went into the body that the doors are still perfectly aligned and shut easily on their concealed hinges — a secondary door handle is provided for those riding in the rear.

At the rear the coachbuilders have paid great attention to detail. The protruding boot clearly echoes the days of luggage being accommodated in a separate, removeable, trunk and is noticeably narrower than the passenger compartment with a linking panel between it and the line of the rear wings.

In restoring the car Mike Berry has sought to emphasise and perhaps enhance the body's elegance by adding a heavy grained leather cloth covering to the roof and fitted landau irons to the rear quarters. He has also been able, after much experimentation, to select two complimentary shades of green which I think set the body off particularly well. The wheel discs which the car may have had originally have been left off to expose the wire wheels and some slight alterations were made when the interior of the car was re-trimmed. Commenting on these detail changes Mike pointed out that he chose to exercise his own taste with due regard for the alternatives the coachbuilder might have offered the original owner.

The mechanical aspects of the 20/25 chassis hold few mysteries being uncomplicated and recorded in many, many books but to summarise it is an overhead valve six-cylinder

engine; the crankshaft and camshaft are both supported on seven bearings and there is a single carburettor. The clutch is a single dry plate and the gearbox provides four speeds and reverse with a right-hand, gate change. The chassis is quite conventional (wheelbase was initially 129", later 132", track was 56") as is the suspension which employs semi-elliptics front and rear. The footbrakes are servo-assisted (the servo being driven off the gearbox) and the handbrake is independent applying its own set of shoes in the rear drums. Various improvements and changes were incorporated during the 20/25's production life and this being a 1934 car has the higher (5.75:1) compression ratio and higher lift camshaft, does not have the Royce carburettor and does have synchromesh on third and top gears.

In terms of performance I do not find the Rolls-Royce 20/25 a particularly startling car but it is a very pleasant one to drive. You could perhaps draw a parallel between a comparison of cheaper contemporary cars and the Rolls-Royce with a comparison between two guns. The cheap gun and its very expensive counterpart do the same thing — fire a projectile — so what is the point of paying for the materials and craftsmanship of the costly alternative? Setting aside function for a moment, the expensive gun will invariably be tailored to suit the user; it will give

The gear-lever and handbrake (here applied) are conveniently positioned and comfortable to hold and any inconvenience the driver might have getting his legs past them is very much reduced by quick release seat catches which allow the seat to be slid back and then brought forward to a pre-set notch to suit the driver.



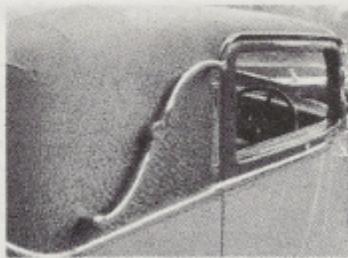
The Goshawk Flier

THE AUTOMOBILE, FEBRUARY 1985

the user the opportunity to achieve excellent results and may even flatter the owner's marksmanship; it will probably be reliable over a very extended period and it will be a pleasure to handle and to look on from every angle. The same goes for the Rolls-Royce and, indeed, other cars of similar quality – driving them is something to be savoured.

Everything the driver uses, the steering, pedals, hand controls and switches has a silky precision and that is particularly true of the gearchange. The chassis of this car gives the impression that it is in particularly good condition – dampers, brakes, steering and the like are working nigh on perfectly and the only reservation I have regarding the engine would be that it will be even better with a further ten thousand miles or more added to its mileage since a pretty extensive overhaul.

Performance is adequate rather than lively yet the miles slip past deceptively and without effort. I felt absolutely confident about the brakes and steering and if the steering does become a trace heavier when you press the car into a corner the car continues to



Partly decorative "fram irons" were a popular feature on coupe bodywork at a time when style was sometimes given priority over function.

behave in an entirely placid, unflustered way.

It seems logical that a good car should be easy to drive and I think that anyone who is slightly in awe of the name would be relieved to find out how forgiving this car is. The steering is manageable at low speeds and nicely weighted on the move and there is nothing heavy or clumsy about the other controls. The view forwards is excellent and

even though the view to the rear might appear a bit restricted the rear window is quite large and the side windows extend well past the shoulders of those riding in the front so it is not all that difficult a car to manoeuvre.

Progress in town is aided by the car's flexibility and by its "presence" – readers would have enjoyed being in the car as we approached a school where parents had taken inspiration from the foggy conditions and created an unseemly "snarl up". A glimpse of the radiator was enough to clear a way for us to whisper past. I would like to think that such co-operative behaviour was not some sort of forelock touching but more admiration for a fine looking car regardless of its age.

That brings me back to the car's appearance and of course a fair proportion of the appeal of any luxury chassis is attributable to the coachwork it wears. The Freestone and Webb coachwork on this car is, in my opinion, like all really successful designs, timelessly elegant and a compliment to the excellent chassis it sits upon.



The nice interior of Mike Berry's 1914 Freestone & Webb-bodied, Rolls-Royce 2025.



The Rolls-Royce 2025 was hardly the car for the impoverished but it did play a valuable part in Rolls-Royce's fortunes during the depression. The author has been compiling a particularly attractive example.

Goshawk Society at Lake George Cars of the Meet

1933 20/25 chassis #GDX41 Connaught Continental Touring Saloon

Ian Bridgman



After many years off the road GDX41 made its debut at the Seven Springs Meet in 2014. Photo by Mary White.



A stylish way to tour; Connaught Continental Touring saloon. Photo by Doug Gates.

GDX41 spent its early years in Surrey, to the southwest of London, and then with its second owner in Warwickshire during the war years. In the 1950's, it was owned by Group Captain Jonny Hill, a much-decorated fighter pilot during the war, who owned the car for 15 years. Hence the Spitfire radiator motif.

At some point between 1967 and 1981, the car moved to a new owner in Vancouver BC, Canada.

It was owned by a gentleman who drove it every day, until it would drive no more...

The car, now a non-runner, spend the next 30 years being passed through several owners in the US, with one of them spending a fortune on its restoration, only to run out of money at which time, the car was pulled from the restoration workshop, half finished. The car was handed to a new owner to settle a debt!

Restoration

I purchased the car in this half-finished state, with several boxes of bits (and a couple of boxes missing!!) and restored the car from 2009 to 2014. The objective of the restoration was not to create a concours car, but to understand what a 1933 RR was like to drive when returned to its original tolerances. GDX41 was awarded 1st prize in the Touring class at the Seven Springs Meeting in 2014.

Best Drive

The best drive, so far, was from Bennington VT to Stowe VT on a hot afternoon, taking Route 100 through the Green Mountains, over the top at Killington and then following the Mad River to Northern Vermont.

Perfect roads to enjoy the best of this car!

Goshawk Society at Lake George Cars of the Meet

1930 20/25 chassis #GSR39 Hooper Limousine

Mike Williams



*GSR39 carries a Hooper limousine body that wears its 91 years well.
Photo by Doug Gates.*



Limousines rarely had a "built-in" boot, so luggage was strapped to a rack as here. Photo by Mary White.

This Hooper body limousine was purchased and used by Josephine Banks Lennox Marshall when she was residing at 6 Grosvenor Square in Mayfair, London. The car was originally 'cobalt blue and black', but was changed to all black by one of its subsequent owners. The limousine was fitted with a luggage rack for traveling purposes in Europe, and side mount tires. It had a Type C Motor Dictaphone intercom system with adjustable glass dividers. Josephine was very active in the New York and London social circles. The November 30, 1932 (London) "Times" listed her as one of the attendees at Countess Cromer's "Radiant Ball", and, during the American Gilded Age, she and her husband, Charles Henry Marshall, were included as two of the 400 persons that attended parties in Mrs. Astor's New York City ballroom. After her husband's death in 1912, she spent considerable time in Europe. She ordered her Rolls Royce in late 1929. Hooper's received the Rolls Royce chassis on January 11, 1930 with a required delivery date for the end of October. She returned to New York City in 1933, and passed away later that year.

It is still a mystery as to exactly when her car was brought back to the United States. Logic would imply that she brought the car back with her. Subsequent owners, as listed on the RROC Schoelkopf card, are: "ex" Tom Solly, Washington Connecticut (?); John Fellows, Pleasant Valley New York (?) Albert Ghiorse, Norton, Massachusetts (1963); Everett Woodruff, Catskill New York (mayor) (1964); Kenneth and Dorothy Herrick, Chatham, New York (1970); Edward Golden, Hudson, New York (1978); Mike Williams, Staatsburg, New York (2015). The engine had frozen during its ownership under Ed Golden and been partially taken apart by Dave Brennan, an engine mechanic, to have the engine head "knitted," which is a welding procedure for metal repair. Repairs stalled during Ed's ownership, and Dave stored the car in his garage for over 15 years. It was still in Dave's barn when Ed Golden passed away. I bought the car from his estate.

After I purchased the car in 2015, I started cleaning engine parts and assisted Dave in rebuilding the engine, which took about two years. The original carburetor was missing and had been replaced with a GMC carburetor. Tim Jayne found an original carburetor for the car, and Pierce Ried had the fuel tank rebuilt. The car still has its 91 year patina, including a little mouse house entryway in the middle of the back seat. Nonetheless, it is a very solid car with its original leather coverings on the springs and a working horn. Its lights and signals work, the mechanical brakes work, it passes inspection, but still needs tweaking and some rewiring work.

Goshawk Society at Lake George Cars of the Meet

1934 20/25 chassis #GED68 shooting brake

Mark Harrison



The 20/25 shooting brake known as CCB (Chitty Chitty Bankrupt) on the show field at the Lake George Meet. Photo by Mary White.



GED68 heads out on to the road in the Adirondacks. Photo by Doug Gates.

CCB (Chitty Chitty Bankrupt), a 1934 20/25 Park Ward saloon converted to a shooting brake, GED68, was acquired by Mark Harrison around 20 years ago. The car has had an engine & carb rebuild and re-wiring at Frank/Bill Cooke's garage, the full spa treatment at Dayton Wire Wheels, and the body restoration, done over five years, at Richard Mullin Coachbuilding.

Over the years, the car has had many adventures Almost every show that is judged by people's choice Chitty has won a first or second in her class. But then there was the day she lost to a tractor - a very nice tractor with a flat head Ford and no dirt - at the Kingston Plains Days. Redeemed by the trip to Hilton Head where Chitty was a Concours d'Elegance place winner along with a stuffed chicken to accompany the "agrarian vehicle". And the trips to Memories for ice cream with Charlie, the Great Pyrennes dog riding on the floor in the immense space between the back seat and the front. Or the ride for friends to their daughters wedding, not just the bride had a special ride that day.

Chitty received 1st place in the touring class at the RROC meet.



The working end of a shooting brake: Utility and style. Photo by Mary White.

Goshawk Society at Lake George Cars of the Meet

1933 Twenty HP chassis #GNK32 Meluish tourer

Matt Moran



GKN32 in profile by the Lake George Registration area. Photo by Doug Gates.



This "polite little car" is no stranger to the road - here on tour in the Adirondacks. Photo by Mary White.



Matt Moran adds some coolant to Buttercup's radiator. Photo by Doug Gates.

To Buttercup:

GNK32 was found in 1953 by Harry O'Connor in the wilds of New Jersey hauling firewood. Seeing the potential, he had her completely restored to touring condition. For more than four decades, Harry was seen at every RROC event and Glidden Tour, covering thousands of miles in the U.S. and Canada. Because of her low horsepower (and Harry allowing Ghosts to pass on hills) she was known as a "polite little car." Eventually, stewardship passed to Robert "Okie" O'Connor and then to Harry's godson Matt Moran. Within days of transfer GNK32 was given the name Buttercup and is once again on the road, visiting RROC events and touring with Ghosts and Goshawks. Often spotted on her neighborhood streets in New York, she silently comes and goes like a little mirage.

Goshawk Society at Lake George Cars of the Meet

1935 20/25 chassis #GYH62 Thrupp & Maberly dhc



Scott Ammarell's 1935 20/25 Thrupp & Maberly drophead coupe, GYH62 on the field at Lake George.

I bought GYH62 in the early 80's. I first restored the engine. About 5 yrs later, I started the frame off restoration. I have two photos one of my oldest daughter, she was about 10 years old, next to the car as I am taking the body off. The next is her at age 26, next to the car before I showed it for the first time in Greenwich in 2005. I showed it a few more times, obviously improving it and it's been in the basement unseen for 9 years before showing it in Lake George.

At Lake George, the car earned three awards. It took 1st in class with 396 points out of 400. The 2nd award was very important to me. It was Best Personal Mechanical Restoration. The third was the Most Improved Car. Hopefully, I will work on it for the next two years, trying to correct the 4 points I lost and show it at Gettysburg again.