

The Flying Lady

Dedicated to Rolls-Royce & Bentley Motor Cars • March/April 2022 • 22-2



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Dedicated to Preserving the History



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From the President

As I was writing this, it was 5 degrees outside in Niagara Falls with 2 feet of snow on the ground.

Most of you, especially those of you in the North, have your cars all tucked away with car covers and trickle chargers plugged in. I like to drive mine even in the cold. (*They never overheat.*) Having just gotten my Phantom 3 back from Tim Jayne's shop, I could not resist taking it out for a 50-mile run (*see picture*). Shortly after this picture was taken, we got another 12 inches of snow with minimum visibility. It was a lot of fun getting it back to the garage. The look on the attendant's face at Dunkin' Donuts was priceless. An 86-year-old right-hand-drive car in a snowstorm getting coffee in the drive-through.



By now it has been over a month since we attended our Winter Mini-Meet and board of directors meeting in Charleston, SC. Everyone had a great time despite the cold and rain, and we were able to judge some PMCs. Doug Seibert even trailered his Silver Cloud down from Rochester and the Curzon clan trailered in their new Cloud.

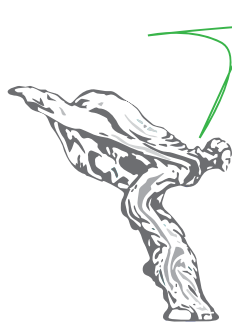
Charleston is a beautiful and historic city and many of us took advantage of the tours and carriage rides downtown. The resort was wonderful. Although it was cold, the Curzon kids used the 85-degree heated pool and I even saw Tim Myrick in the hot tub. Altogether we had 70 people sign up for the event.

Please consider signing up for one or all of the upcoming 2022 club events

- *The Natchez Euro Fest and RROC Mini Meet – April 22-23*
- *The Arkansas Spring Tour – April 24*
- *The National Annual Meet in San Diego – June 21-24. Brad and Michele Zemic have worked very hard to put together what will be a spectacular meet and great event, and it is our club's 70th annual meet!!*
- *The rescheduled Vancouver Island Fall Tour – September 10*
- *And last but not least, Mary and Doug White have put together a Pre-War Vintage Tour centered around Rhinebeck, NY – September 12-18*

All of the various registration forms and information packets are on the club website. Sign up. Take the family, the grandkids, the neighbor's kids. Consider signing up your sons, daughters or grandkids as club members to get them interested and engaged early. It works. Mine are already deciding who is going to get what car and why they deserve it.

Bob Fahning



The Flying Lady



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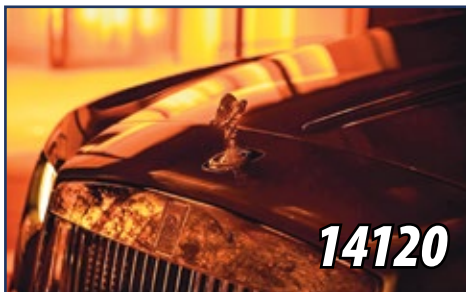
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Annual membership dues are \$95, \$30 of which is for a subscription to The Flying Lady for one year. New members pay a \$30 initial processing fee. Regional membership dues vary, but joining is highly encouraged.



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On the Covers:

Front: Jon Leimkuehler (PA) and Nancy Barsotti enjoy a beautiful morning drive in a 1925 Springfield Silver Ghost (S168MK) with Playboy body by Brewster.

(Photo by Douglas Gates)

Back: S168 MK with Lake George, NY, in the background.

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Rolls-Royce & Bentley
Motor Cars

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Dues Notice:

As part of an ongoing initiative to maintain the financial health of the Club, the RROC Board of Directors voted to increase the PRIMARY MEMBER dues by \$15 per year effective July 1, 2022. For the USA, the annual dues for the primary member will be \$110; for Canada, it will be \$135; and for overseas, it will be \$160. *All other member categories are unchanged.*

WELCOME New National RROC Members

January/February 2022

AL	David Pratt	Mountain Brook	MN	Alan Bart Cameron	Minneapolis
AR	Ronald C. Shockey	Cherokee Village	MO	William Crouch	Louisiana
CA	Dean & Pam Berto	Arroyo Grande	NJ	Kofi Asiamah Adjei	Newark
CA	Paddy Brady	Monterey	NM	Stanley Crawford	Dixon
CA	Edouard de Potter d'Indoye & Diane van Ussel	Los Angeles	NY	Horst Coch	Webster
CA	Glenn Julyan	Placerville	NY	Paul & Dagmar dos Santos	Stormville
CA	J'on Rider	Temecula	NY	Montague Hermann	New York
CA	Allen Shay	Los Angeles	NY	Leonard Kreppel	Briarcliff Manor
CA	Michael & Diana Siganoff	Yorba Linda	NY	Glenn Sullivan	Yorktown Heights
CO	Ross Barton	Loveland	OK	Ken Parker	Tulsa
DC	Bruce Wayne Klein	Washington	PA	William J. Brennan	Jenkintown
FL	John Allen	Apopka	PA	Douglas Martindale	Haverford
FL	Mark Hemphill	Jacksonville Beach	PA	Rex Moore	State College
FL	Frank Merschman & Kelly Callahan	North Palm Beach	PA	Theodore Reimel	Wayne
FL	Jennifer Oliver	Orlando	PA	Charles Schliebs	Sewickley
FL	Amy & Frederic Rugg	Ormond Beach	SC	Mark E. & Shauna Elvin	Hilton Head Island
FL	Alfred Salo	Clearwater	SC	Robert Sollazzo & Nancy Lerner	Mt Pleasant
FL	Harris S. Vernick	North Palm Beach	TN	Ben Kitterman	Nashville
FL	Dale R. Woodruff	Starke	TX	Stephen Gross	Plano
FL	Oren Wunderman	Miami	TX	Francisca Manchac & Bradley Smith	Houston
GA	Gerald & Nemezia Coleman	Atlanta	TX	Robert Markman	Houston
GA	Richard Koehler	Milton	TX	Richard P. Mikus Jr.	Frisco
GA	Robert Langstaff	Albany	TX	Victor Wong	Austin
GA	Joseph Long	Woodstock	TX	Leon Zeno	Dallas
GA	Tommy Tran	Buford	VA	James M. Anthony	Locust Hill
IL	Juliana Atten Maller	St Charles	VA	Anthony Cook	Arlington
IL	Matthew & David Pimm	Chicago	VA	Orfeo & Elizabeth Trombetta Jr.	Clifton
IN	Michael R. Fabel & Dora Klintstiver	Henryville	VA	Thomas Walker	Woodville
IN	Jason Stoller	Nappanee	WA	Denny Dochnahl	Renton
IN	Robert Thomas	Indianapolis	WA	Kenny Heng	Bellevue
KY	James McGrew	Clarkson	WI	Thomas Edfors	Lake Mills
LA	Billy C. Hawkins	Marrero	NSW, AU	Tony Strachan	Bellawingarah
LA	Pierre G. & Suzie Villere	Mandeville	Thueringen, DE	Bernd Boehm	Zeulenroda
MD	Russell Bullock	Glyndon	Suffolk, UK	James Barter	Sudbury
MD	Ron Wexler	Lusby	Jersey, UK	John Boothman	St Lawrence
MI	Scott & Jill-Maria Ferrier	Bloomfield Hills	Carmarthenshire, UK	Robert Harris-Mayes	Llanwrda
MI	Richard & Margaret Godfrey	Plymouth	Cheshire, UK	Ken & Catherine Lea	Nantwich
MI	Gary R. Kerstein	Milford	Warwickshire, UK	Robert Shanks & Natalie Bent	Kenliworth
MI	Richard D. & Nancy MacDonald	Rochester	South Yorkshire, UK	Ian Warhurst	Sheffield



Schedule of Upcoming Club Events

National Events

April 22 – 23, 2022

Natchez Euro Fest Mini Meet • Mississippi
RROC

April 23, 2022

Judging School • San Diego
Simon Curzon

April 24 – 29, 2022

Spring Tour • Arkansas
Ralph Curzon

June 21 – 24, 2022

2022 Annual Meet • San Diego, CA
Brad & Michele Zemrick

September 10 – 17, 2022

Fall Vancouver Island Tour • Vancouver, BC
Dave Baron

September 12 – 18, 2022

Vintage Tour • Hudson, NY
Mary White

June 13 – 18, 2023

2023 Annual Meet • Gettysburg, PA
Doug & Renee Cooke and Bill Casey

Region & Society Events

March 19, 2022 • Keystone Region

Luncheon & Cornhole • Corinthian Yacht Club
Essington, PA • Thom Weinhardt

March 19, 2022 • Northern California Region

Board Meeting • San Leandro, CA • Brent Heath

March 20, 2022 • British Columbia Region

Annual Auction • West Vancouver, BC • Robin Hine

March 24-27, 2022 • Texas Region

Spring Meet • Granbury, TX • Bill Downs

April 6, 2022 • Lake Michigan

Bach House/Lang House • Chicago, IL • Dave Taylor

April 8-15, 2022 • Phantom I Society

YO-YO Tour • Chadd's Ford, PA • Henry Hensley

April 9, 2022 • Chesapeake Region

Tech Session • Presented by Rusty Owners at HR Motorcars
Tony Wilner

April 9, 2022 • Ohio Region

Tech Session • Silver Shadow – Silver Spirit
Brake & Hydraulic Systems
Presented by Butch Murphy at Hagerty Insurance
Dublin, OH • Jeff Poole

April 10, 2022 • British Columbia Region

Steamworks Brewery Visit • Barnaby, BC
Robin Hine

May 7-8, 2022 • British Columbia Region

Spring Meet • Squamish, BC • Joanne Milne

May 8, 2022 • Keystone Region

Winterthur's Point to Point • Winterthur, DE
Thom Weinhardt

June 8-11, 2022 • Goshawk Society

Small Horsepower Seminar
Vintage Garage • Stowe, VT
Mary White

August 14, 2022 • Lake Michigan Region

Dez LaPlace Home Tour • Janet Nutting

December 4, 2022 • Lake Michigan Region

Black Tie Holiday Dinner • Janet Nutting

Monthly Breakfast/Lunch Meetings

Last Thursday at Noon • Chesapeake

Maggiano's • John Beschenbossel

1st or 2nd Saturday at 9:00 AM • Florida

TBA • Dennis Alexander

1st Sunday at 8:45 AM • Florida

Harry & the Natives • Hobe Sound • Denise LeClair-Robbins

Third Saturday at 9:00 AM • Florida

(Winter Season Only)
Bob Evans • Naples, FL • Barb Henry

Last Sunday at 9:00 AM • Florida

Dixie Cream Café • Windermere, FL • Simon White

1st Sunday at 8:00 AM • Northern California Region

Blackhawk Museum

Quarterly – Saturday at 9:00 AM • San Diego Region

Kountry Kitchen • Ted Struck

3rd Saturday at 11:00 AM • Southern Delta Region

Audubon Park Golf Club • Gerard Hebert

2nd Saturday at 9:00 AM • Texas (Houston Area)

Skeeters • John Grubb

2nd Saturday at 8:30 AM • Texas (Dallas Area)

Benedict's Restaurant • Josh Stool

3rd Saturday at 8:30 AM • Texas (Ft. Worth Area)

Le Madeleine • Shawn McBride

3rd Saturday at 1:00 PM • Texas (Hill Country Area)

Uptown Blanco Restaurant • Phillip Reese





Building a Better Foundation

by Philip C. Brooks

Since my last report, Sarah and Mark traveled to Bowling Green, KY, to attend the National Association of Automobile Museums' (NAAM) conference. This 4-day event was filled with academic lectures, educational seminars, and collaboration opportunities on ways to advance our museum mission and goals. As a result of what she learned, Sarah is planning several museum upgrades, including ways to make our museum more accessible and enjoyable for our visitors with disabilities.

The Museum continues to recruit volunteers from the community who can assist with our work during the week. They are a great asset and are working on projects ranging from document scanning to car detailing. We are very grateful for the volunteers' help!

The Foundation plans to participate in the Carlisle Import Nationals this year. The organizers were impressed with our display of cars in 2021 and are eager for us to come again with an even bigger display!

We are thrilled to announce the newest Proper Motor Car to the RRF Collection – a 1952 Bentley R Type! Our new Bentley was donated by the Sineath family after the passing of longtime RROC member Tim Sineath. It is already a wonderful addition to the collection and will be featured in an upcoming issue of *The Flying Lady*!

This issue of *The Flying Lady* features the 20 HP Rolls-Royce, a car planned and developed by Sir Henry Royce at the end of World War I. He realized that the Silver Ghost was perhaps a bit big for use in cities and suburbs, and consequently that a market for a smaller



[2]
GSF54



car existed. Additionally, the Rolls-Royce Board was concerned that for the company to remain economically viable, they would have to appeal to a broader market than that which existed for the Silver Ghost. Sir Henry was right: a market for a smaller car did exist. It is a market that remains today, 100 years after the 20 HP was introduced to the public, with the popular Ghost.

The Foundation has in its collection four cars that are direct pre-war descendants of the 20 HP: two 20/25s, GHA34 and GSF54, both being the immediate successor model to the 20; a 25/30, GWN76, this model being the successor to the 20/25; and a 3-1/2 Litre Bentley, B140FB, which was derived in many ways from the 20/25. They are very interesting cars.

GHA34 [1] is a Park Ward four-door, four-light saloon, delivered in January 1934 to J. P. Rochford of Hertfordshire. It has two rear quarter windows which curve around the rear of the body. These may have been installed by Park Ward at Mr. Rochford's request. It is a fairly late 20/25, with a larger and more powerful engine than the 20 HP engine, and with better performance. It is also heavier than the 20 HP. The 20/25 was introduced in 1929 and produced through 1935. GHA34 was recently donated to the Foundation by Michael Murphy of Texas, and we are delighted to have it. [Refer to TFL 21-1, pages 13712-13]

GSF54 [2] is a 20/25 Freestone and Webb four-door, four-light sports saloon (shown on facing page), delivered in December 1934 to a Mrs. Barnett. Its sports saloon body design was charming and popular, and the overall concept of the design was also used by other coachbuilders such as Thrupp and Maberly. Mr. and Mrs. Donald Kirk of Maryland had the car from 1966 on; the Kirk family donated it to the Foundation as one of our first

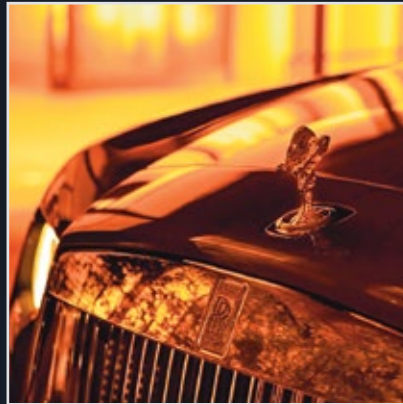
cars and one of the stars in our collection. It is presently undergoing a body repainting at the Pennsylvania College of Technology.

GWN76 is a handsome 25/30 fixed-head coupe by J. S. Woolley of Nottingham, with lovely flowing lines. It was delivered to its first owner, F. C. W. Newman of Nottingham, in January of 1937, and was one of the last three Rolls-Royces bodied by Woolley. Mr. Newman was a member of the Nottinghamshire Cricket Club's team and a star batsman of Sir Julian Cahn's Cricket XI team. J. S. Woolley and its predecessor firms were leading coachbuilders in Nottingham from the 1840s until the late 1950s. The car was donated some years ago by Holbrook Mitchell of California, who had owned it for many years. Its engine has been rebuilt during several Foundation seminars, and the body is now being assembled by the RRF volunteers to check for fit before those body parts are painted.

Finally, B140FB [3] is a delightful 3-1/2 Litre Bentley sedan coupe by Hooper, with somewhat uncommon rear quarter windows. The 3-1/2 was based in significant part on the 20/25 and the Rolls-Royce experimental Peregrine, put together in a combination to produce the Bentley "Silent Sports Car." It was and is an elegant, fast sports car that became a good seller and a favorite among wealthy buyers. This car was delivered to its first owner, J. C. Pidcock, on January 1, 1936 and is a late 3-1/2. It was donated to the Foundation by Eric Shrubsole of New York in the 1990s. [Refer to TFL 21-3, pages 13838-39]

These cars illustrate the course of development and refinement of the 20 HP model during the 1930s. It is fascinating to compare them with one another, and the Foundation is happy to be able to do so.

ROLLS-ROYCE MOTOR CARS REPORTS RECORD ANNUAL RESULTS FOR 2021





“2021 was a phenomenal year for Rolls-Royce Motor Cars. We delivered more cars than at any time in the marque’s 117-year history, with unprecedented demand for all products in every global market. Our extremely strong product portfolio, an exceptional Bespoke offering, together with the first full year of availability of Ghost, the launch of Black Badge Ghost in October and the continuing record demand for Bespoke personalization have contributed meaningfully to our extremely strong performance. This is hugely encouraging as we prepare for the historic launch of Spectre, our first all-electric car. Building on this year’s success, we will continue to evolve as a true luxury brand, beyond the realms of automotive manufacturing.”

Torsten Müller-Ötvös, Chief Executive Officer, Rolls-Royce Motor Cars

In 2021, Rolls-Royce Motor Cars delivered the highest-ever annual sales results in the marque’s 117-year history.

The company delivered 5,586 motor cars to clients around the world, up 49 percent from the same period in 2020. This overall figure includes all-time record sales in most regions, including Greater China, the Americas and Asia-Pacific, and in multiple countries around the globe.

All Rolls-Royce models performed extremely strongly. Growth has been driven principally by Ghost, with demand surging further following the launch of Black Badge Ghost in October 2021. This, together with the continuing preeminence of Cullinan and the marque’s pinnacle product, Phantom, has ensured order books are full well into the third quarter of 2022. The company’s Provenance (pre-owned) program also enjoyed exceptional sales results in 2021, achieving an all-time record.

Bespoke commissions remain at record levels, with magnificent individual examples including the spectacular Phantom Oribe co-created with Hermès, alongside the Phantom Tempus, and Black Badge Wraith and Black Badge Dawn Landspeed Collection cars. The company signaled its commitment to leading a new contemporary coachbuilding movement with Rolls-Royce Coachbuild becoming a permanent fixture in its future portfolio, and with it the unveiling of its latest coachbuilt masterpiece, Boat Tail.

Rolls-Royce also announced its first all-electric car, Spectre, during 2021. The extraordinary undertaking of bringing Spectre to market by the fourth quarter of 2023 has now begun, and the most punishing

testing protocol ever conceived for a Rolls-Royce is underway. This 2.5-million-kilometer journey, which extends to all four corners of the world, will simulate more than 400 years of use for a Rolls-Royce.

While preparations are made for the marque’s all-electric future, Rolls-Royce continues to meet the surge in demand for its current portfolio through a flexible manufacturing process and the dedication of the over 2,000 people who work at the home of Rolls-Royce in Goodwood, West Sussex, and around the world. The Rolls-Royce factory at Goodwood is currently running at near-maximum capacity, on a two-shift pattern to fulfill orders from clients around the world.

Rolls-Royce will continue to invest in its manufacturing plant in readiness for electrification and in future talent, with a record 37 new apprentices set to join the company in September 2022.

Reflecting on the results, CEO Torsten Müller-Ötvös said, *“This has been a truly historic year for Rolls-Royce Motor Cars. In the past 12 months, we have recorded our highest-ever annual sales, launched the latest addition to our Black Badge family, stunned the world with our coachbuilding capabilities and made huge strides into our all-electric future.”*

“As always, it has been made possible by the dedication and commitment of the extraordinary people at the home of Rolls-Royce, our international team and our global dealer network. I wish to extend my thanks and congratulations to each and every one of them: it is my privilege and pleasure to work alongside them every day.”

Rolls-Royce Motor Cars reports record 2021 sales, up 49% from the same period in 2020

Highest sales in the marque’s 117-year history

All-time records set in most sales regions, including Greater China, the Americas and Asia-Pacific, and in multiple countries across the world

High demand for all models, particularly Ghost and Cullinan

Rolls-Royce is the undisputed leader in the +€250K segment

Orders extend into third quarter of 2022; Bespoke commissions also at record levels

Record intake for Apprenticeship Program: 37 apprentices join in September 2022

The Vintage Silver Ghost

By Steve Hubbard

Book review by Gil Fuqua

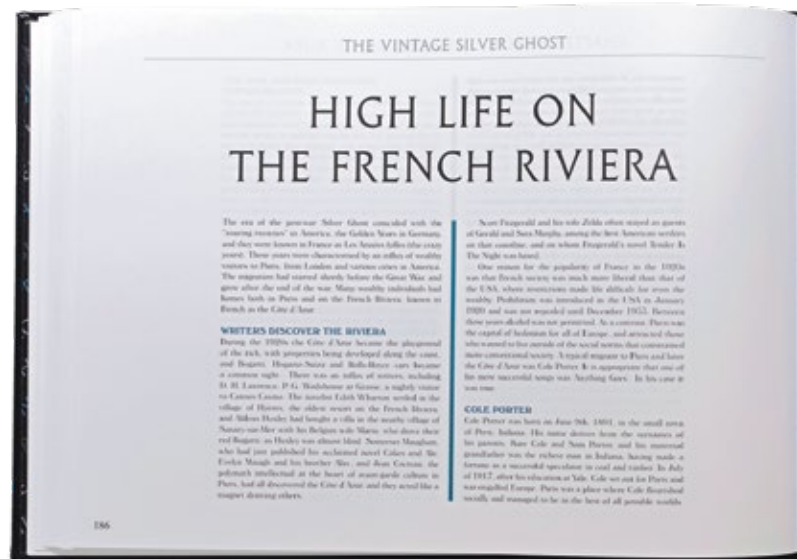


The *Vintage Silver Ghost* is a newly published book set by Steve Hubbard that includes 1,536 pages of information about the postwar Silver Ghost. If you have the two-volume set about the prewar Silver Ghost by John Fasal and Bryan Goodman, “*The Edwardian Rolls-Royce*,” Hubbard’s three-volume set is like an expanded sequel that covers almost 5,100 additional Silver Ghosts.

Hubbard began compiling information about post-war Silver Ghosts 23 years ago. The project started as a listing of post-war Silver Ghost chassis numbers. The data expanded over the years into a thoroughly researched and documented compilation of information ranging from an index that includes every post-war British and Springfield Silver Ghost, 688 full-page photos of Silver Ghosts including period and modern photos, new information about the American Silver Ghost and the works at Springfield, MA and much more.

Volume I of “*The Vintage Silver Ghost*” is a presentation of the coachbuilder’s art on the Silver Ghost chassis and includes 468 full-page photographs. The coachbuilders’ photos include those from England, the European continent, America, Australia and the cars sent to India, along with brief histories and information about the major coachbuilders for the post-war Silver Ghost. The book is printed in a landscape format to provide space for the large photos. The horizontal format also provides additional room for the detailed tables that include information about each chassis.

Volume II includes reference chapters covering the evolution of the post-war Silver Ghost, the emergence of the Springfield Silver Ghost, production modifications for both the British and Springfield Silver Ghosts, and cameo chapters covering unusual cars, tours, owners and Silver Ghost utility vehicles. The appendices include



Rolls-Royce early patents, The Guarantee, Tools, Toolsets and Spare Parts, Sales Literature and Instruction Books, and a glossary of coachbuilding terminology. There is also an index of original owners.

Volume III is an extensive register of all the post-1918 Silver Ghost chassis listed chronologically in order of build (both Derby and Springfield) and includes around 5,080 chassis. The introductory appendix to Volume III explains the presentation of data in the tables and sources for the data. It also includes an index of chassis number sequence and dates of production. This allows you to quickly find a chassis in the almost 500-page register.

For enthusiasts of Silver Ghosts, there has always been a rivalry between those who claim the British-built chassis is superior to those built in America and those of the

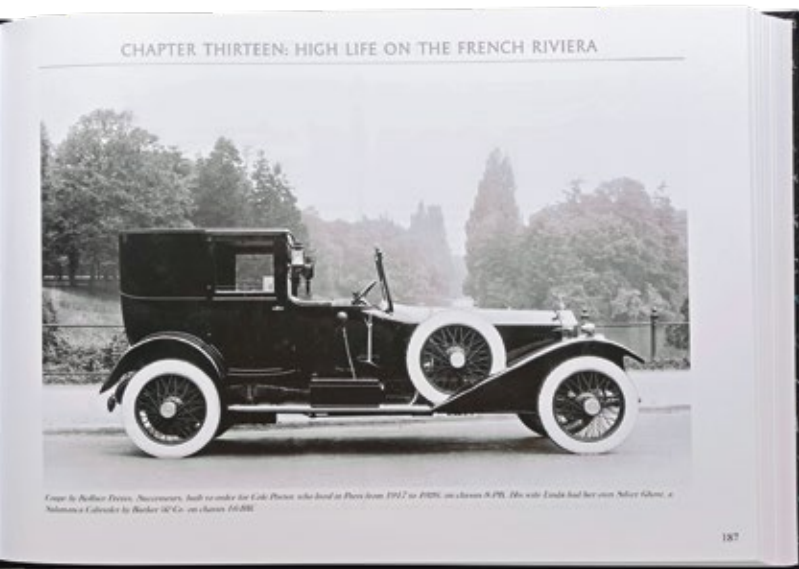
opposite opinion. Hubbard's research uncovered a number of documents that show the differences between the Derby chassis and the ones built in Springfield, MA. It also highlights the extreme measures taken by Maurice Olley, the Chief Engineer at the Springfield works, to ensure the Rolls-Royce Silver Ghost built in America had the highest quality while also catering to the demanding taste of the American buyer. Hubbard also highlights the significant difference in the quality of coachwork fitted to Rolls-Royce Silver Ghosts during the post-war era. Many of the British bodies built immediately after the war used timber that was not fully seasoned, leading to squeaks and rattles in the coachwork as the wood dried. Seasoned wood was in short supply in Britain following the war.

He notes that the American bodies were generally superior to the British-built bodies. This was due to Rolls-Royce of America maintaining close control over the coachbuilding process, unlike the British bodies that were built by independent companies. The American coachbuilders also had access to quality wood for framing.

A number of interesting stories were turned up in Hubbard's research. For example, there were at least six post-war Silver Ghost chassis that carried six different bodies during their life. The index of every post-war Ghost has a notation on whether the chassis survived or was scrapped. It will be a quick reference to see whether Aunt Jane's Silver Ghost is still around, or other provenance questions about a particular chassis. The cameo section of Volume II highlights special cars that range from the fastest production Silver Ghost made to armored chassis for the military.

If you own a postwar Silver Ghost, you will want to add this three-volume set to your library, since it includes information about your car. If you want to learn more about Rolls-Royce and the story of the Silver Ghost – The Best Car in the World – Steve Hubbard's new book will provide a lot of enjoyment as you peruse the wonderful photos and insightful stories, and study the index of chassis for famous owners. The three volumes are fitted in a black slipcase.

The Vintage Silver Ghost is a limited-edition printing of only 400 book sets and is available direct from Steve Hubbard at <https://vintagesilverghost.com/>. The price is £495.00 plus delivery.



**Bentley Motors delivers
14,659 extraordinary
cars in 2021**



**A 31 percent growth
over previous record year
in 2020**



**1 in 5 Bentayga sales
were of the Hybrid
model**



**Double-digit growth
in all markets – record
sales figures in US, China
and Asia-Pacific**



**Americas remains the
number one market
with highest-ever sales
figure**



**Bentley ended the year
with 240 retailers in 67
countries**



Bentley Motors



Bentley Motors

BENTLEY CHARGES TO RECORD YEAR WITH UNPRECEDENTED DEMAND FOR LUXURY HYBRID MODELS

Bentley Motors has announced total sales of 14,659 in 2021, an increase of 31 percent over the previous record year (11,206) in 2020. This significant achievement was driven by new model introductions, a fresh product portfolio and increasing demand for Bentley's new hybridized models, introduced under Bentley's Beyond 100 strategic path to full electrification by 2030.

The success of this new hybrid option ensured Bentayga remained Bentley's number one model selling more in its fifth year of sales than ever before, establishing itself as the most successful luxury SUV in the world. Furthermore, a full year of Flying Spur sales around the world and the introduction of the Continental GT Speed, among 11 new derivatives launched, added to this success.

The Americas maintained its position as the biggest selling global market, selling more than ever before. China almost matched this performance for the first time in a decade. Combined, the Americas and China contributed more than half (56 percent) of Bentley's total global sales.

In addition to Bentayga's 40 percent share, Bentley's definitive luxury grand tourer, the Continental GT, added 33 percent of total sales, split between 60 percent coupe and 40 percent convertible. With the highly anticipated market entry of the Hybrid imminent, the Flying Spur's 27 percent of total sales is expected to grow even further in 2022.

Commenting on the global sales results, Adrian Hallmark, Chairman and CEO of Bentley Motors, said:

"2021 was yet another year of unpredictability, though I am delighted to be able to confirm that we overcame significant headwinds and delivered a breakthrough in our sales performance. This is our second record sales year in the successive years and is a positive sign of our brand strength, operational excellence and strong global demand, and an affirmation of our strategic priorities.

"The reaction to the market introduction of the Bentayga Hybrid and anticipation of Flying Spur Hybrid demonstrate the path

the luxury sector is heading, and we are positioned firmly at the forefront. These numbers are validation that we not only lead the sector in sales and market share, but also investment in electric technologies and in our commitment to being the first fully electrified and zero-carbon luxury car company in the world."

Regional Performance

The Americas region delivered 4,212 cars, an increase of 39 percent over the 3,035 delivered in 2020. Placing the region as Bentley's number one market, this strong performance was boosted by the introduction of the Continental GT Speed and a full year of sales of the Flying Spur.



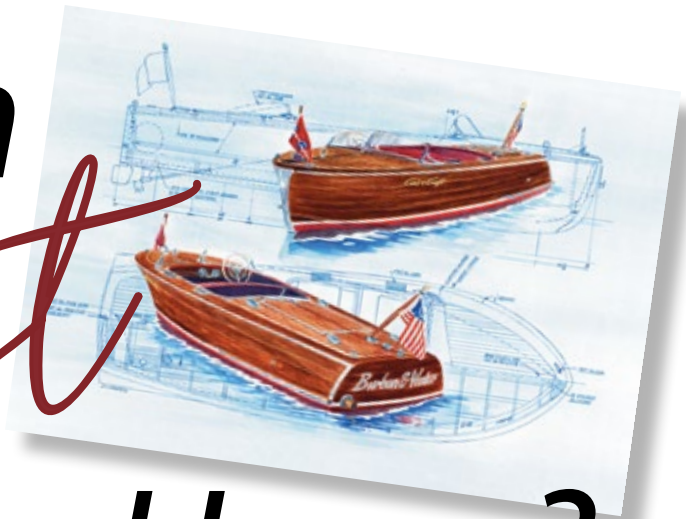
- Bentley's biggest growth for the second consecutive year was reserved for China, posting a sales increase of 40 percent, 4,033 cars, against 2,880, as the traditional four-door market maintained strong sales of Flying Spur and Bentayga.

- Europe closed the year with the delivery of 2,520 cars, against a figure of 2,193 in 2020, a 15 percent increase driven by evenly split sales across model lines.
- Bentley's home market in the UK continued its consistent strong performance, recording sales of 1,328 cars. This represented an increase of 14 percent over the previous year.
- Bentley delivered 915 cars to the Middle East in 2021, against a total of 735 the previous year.
- Finally, the Asia-Pacific region posted an increase of 37 percent and a record performance, delivering 1,651 cars, against 1,203 sold in 2020.

Market	2021 (sales)	2020 (sales)	2021 (% of total sales)
Americas	4,212 (+39%)	3,035	29%
China	4,033 (+40%)	2,880	28%
Europe	2,520 (+15%)	2,193	17%
Asia-Pacific	1,651 (+37%)	1,203	11%
United Kingdom	1,328 (+14%)	1,160	9%
Middle East	915 (+24%)	735	6%
Total	14,659 (+31%)	11,206	100%

Is There an *Artist* in the House?

by Pierce Reid



For many car enthusiasts, the passion doesn't stop with the cars themselves. Everything from literature to mascots, old handbooks to tools, and die-casts to bumper badges – all find their way into the collections and displays.

One category that has seen a tremendous boom in the past few years is automotive art, with tier one artists, galleries and even auctions devoted to the genre. Automotive art falls into many categories: bronze sculpture; models and miniatures; photographs, prints and lithographs; stained glass; and, of course, paintings and drawings. With many artists now commanding hundreds and even thousands of dollars for a single work, automotive art has become a recognized category, and investment-grade pieces trade hands at some of the most prestigious auctions and grace the walls and collections of many RROC members' homes!

Naturally, Rolls-Royce and Bentley automobiles, with their striking designs, storied histories and "always interesting" owners, have long been favored subjects of the automotive artist. All the way back to the earliest days of the company, Rolls-Royce commissioned artists including Charles Sykes to paint (and sculpt) everything from catalog illustrations to the famous Spirit of Ecstasy mascot. The company similarly commissioned silversmiths to create beautiful office and desk sets for dealers, board members, coachbuilding partners and other valued "friends" of the company. Following World War I, Rolls-Royce created a four-volume monograph called "Rolls-Royce and the Great Victory," celebrating their engineering accomplishments and contributions to the peace, lavishly illustrated with painted images of Rolls-Royce-powered aircraft, torpedo boats and armored cars. Rolls-Royce of America, which was established in Springfield, MA, similarly commissioned works for marketing, to show "catalog" body styles and to decorate sales offices and executive boardrooms.

Of course, Rolls-Royce was not alone in this. In an era before "disposable" TV ads and planned obsolescence, fine art, along with fine copywriting, was how advertising "got done." And the automotive industry kept artists busy for decades creating the images that cemented their brands in the minds of consumers. It

was art at many levels, and some of these pieces grace museums and personal collections, as advertising art has become a category in its own right.

Automotive Art Comes of Age

With the advent of the old car hobby in the 1950s and 1960s, fine artists started to find a new outlet for their talents. Yes, there were still illustrations to be made for glossy magazines and sales brochures, but as this art began to industrialize, a small group of artists started to take automotive art to the same level as the portrait painter or sculptor. In the Rolls-Royce world, there were painters including Terence Cuneo, whose paintings of The Bentley Boys at LeMans and the Blue Train Bentley are iconic images; and Melbourne Brindle, whose book "Twenty Silver Ghosts" truly captured the iconic nature of the car that cemented the Ghost as one of the greatest cars ever designed.

Even today, Rolls-Royce is a company that continues to engage with the art world. In a 2015 article on automotive art, *Motor Trend* magazine highlighted Rolls-Royce Motors for their continued engagement with the art community, including commissioning a traveling exhibition called "Inside Rolls-Royce," which has appeared at galleries around the world.

Today, we are in something of a golden age of automotive art. Major galleries and museums have featured cars, motorcycles and related subjects in exhibits that break records for attendance. After all, there are lots more car fans than there are pre-Raphaelite enthusiasts, despite what the critics and art history professors want you to believe! Today, the car enthusiast and the art collector are often one and the same, with their homes and even garages decorated with some of the fine, often investment-grade, pieces. In terms of creativity, diversity and quality, today's automotive artists are creating masterpieces that will be with us for generations.

Enter One of Our Own

In the RROC, we have a very diverse set of enthusiasts. Doctors and mechanics; accountants and plumbers; engineers and pilots; there is probably no profession or calling that is not represented in the ranks of Rolls-Royce and Bentley owners, enthusiasts and drivers. The cars appeal to everyone from all walks of life. Including, not surprisingly, artists!

And one artist in particular has left her mark on the Rolls-Royce Owners' Club for many years!



The RROC was first introduced to her work when her pencil sketch of the "Blue Train Bentley" appeared on the cover of *The Flying Lady* in July/August 1989. Used as the cover image by then-editors Phil and Sue Brooks, the simple sketch set off by the understated and elegant silver/gray cover of TFL in those days became one of the iconic TFL covers. It also

instantly cemented an interest in automotive art... and an enthusiasm for The "Blue Train Bentley," in the author's mind! Though later this iconic car from the Cuneo paintings and the cover sketches turned out not to be the car from the Blue Train race, the image has stuck and the beauty and lines of Tim Birkin's Vanden Plas Speed Six have become synonymous with the Bentley marque.

In the 1990s, the author had an opportunity to purchase the original Blue Train Bentley pencil sketches from the artist. That first serious automotive art purchase led to the acquisition of many more prints, originals and sculptures by noted automotive artists. While I was chatting with the artist at the 2019 RROC Meet in Detroit, the topic of T. E. Lawrence came up, inspired by Jim Stejskal's Silver Ghost tender (26CW) being shown at the meet. This led to a series of "Lawrence of Arabia" pieces that the author and Jim Stejskal subsequently acquired for their collections.



The artist is, of course, Lisa Daniels, RROC member from Texas. And she is not just an artist, but a dyed-in-the-wool car enthusiast, one-time professional mechanic, and car collector whose knowledge of cars is not just skin deep. Lisa has owned (and worked on and restored) many cars over the years, and

cut her teeth on Rolls-Royce cars at a workshop in Texas. She has owned her Phantom III (3BU12) for many years and is well-known around her home state of Texas, where she is a fixture at car events, tours and meets. She still has her first car, an Opel, and her father's Pantera, among other iconic cars, but more on that later.

Following the publication of the Christmas card, the author and Lisa were asked to put together some words for *The Flying Lady*. So we asked her a few questions about being both a car enthusiast and a highly regarded automotive artist.

Because travel was not going to allow an in-person interview, we "sat down" over some emails. Lisa, in her own humble way, started her responses by saying "I tried not to think of all the 'artist statements' I have had to write and just write down the way I would answer the question to a friend while having a drink on the porch."

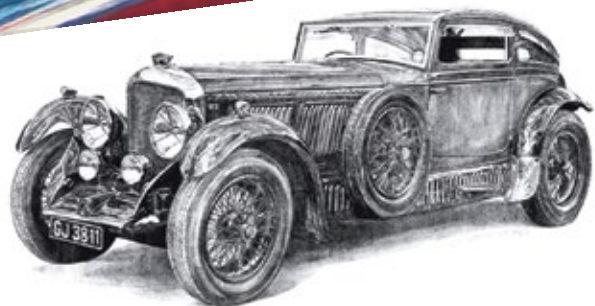
TFL: What got you into cars?

Lisa: *I guess my father caused me to notice cars at a young age. He had his master's degree in automotive engineering, although he did not work in the auto industry. He would point out interesting cars to me on the road. He would explain how cars worked, engines, transmissions and carburetors. One time, while living near Detroit, we saw a Ford GT 40 on the street, one of the cars built for homologation for Le Mans. I guess I picked up on his excitement because that memory is still very clear to me.*

By the time I was 15, I was very interested in cars. I bought a thick magazine, "Sports Cars of the World" while my girlfriends picked up fashion magazines. And I read about everything from Auto Union race cars to Auburns. My father had finally bought a sports car, a V12 E-Type Jaguar. He taught me to change oil and I helped adjust carburetors. Then he bought a used 1971 Opel GT for me to drive. I still have the car and it is undergoing a bit of restoration work after my 48 years of driving it.

TFL: What is your current "Stable" of cars?

Lisa: *[In addition to the Opel] I also have the 1956 Jaguar XK 140 DHC that I drug home, disassembled in boxes, just before I started college. My parents lived in another state by then, but every vacation and holiday my father would come to visit and we would work on the car. With his help, and help from my boyfriend, in only 10 years I had a running car that took third in the JCNA national concours standings. By that time I also had a restoration shop with a partner. Our customer's Jaguar took the highest national Jaguar trophy. I have my father's 1974 DeTomaso Pantera that replaced the V12 Jag. And a 1967 4.2 E-Type Jaguar Roadster of his that we restored at my shop. I have my mother's 1952 MGTD, and the first car I bought with my first job, a 1980 Triumph TR7. I drove the TR as my everyday driver for 22 years. And I have my large car, 3BU12, a 1936 Rolls-Royce Phantom III. I heard so many people at car shows say "I had a '19XX Whatever,' and I wish I had never sold it." I have*



Lisa's 1936 Rolls-Royce Phantom III "Moon Pie" • 3BU12

had the space to keep them, so have not let any of them go. I also have an everyday Porsche Cayman S and a big Texas-size truck for towing.

TFL: What got you interested in Rolls-Royce and Bentley in particular?

Lisa: I started working for an automotive shop that serviced and modified all sorts of cars, mainly Ferraris but also Rolls-Royces and Bentleys. My boyfriend worked at this shop and since I was “between jobs” I went down to help out with some simple work and became the mechanics’ helper, parts chaser, parts cleaner, customer taxi driver for pickup and drop-off, etc. I never went back to “real” work. It was too fun playing with cars. While the sports cars were cool, the wonderful old Silver Wraiths and the new Shadows really got to me. When the shop owner decided they were too much trouble to work on, my boyfriend and I left and started a shop to service R-R and Bentley and other British cars. A wonderful customer told us we had to join the Rolls-Royce Owners’ Club, and that was in 1983. We found the club very welcoming and helpful and fell more in love with the cars. It was due to us working on customers’ Phantom IIIs that made us decide to get one for ourselves. Eventually my boyfriend kept the shop and I kept 3BU12.

TFL: When did you realize you had a talent for drawing and painting? And did you get any professional instruction?

Lisa: I drew and painted pictures from the time I could hold a crayon. By the time I was 12, I would spend several hours a day making art. I was lucky enough to take adult painting classes at that age from a successful local artist. And I was lucky to have two great art teachers in junior high and high school. I spent about a semester in the art department at North Texas State University but soon switched and got my degree in industrial arts for the drafting and technical drawing. I guessed I could find actual employment as a draftsman, not so much as an artist. And also I got to take the fun classes like machine shop, welding, power mechanics and foundry. I made some bolts with Whitworth threads for my Jaguar restoration in college machine shop. It’s very handy to have use of the lathe.

TFL: When did you start drawing and painting cars, and why automotive subjects?

Lisa: I have chosen many subjects, but once I was old enough to drive, it became cars that captured my attention. I take workshops and classes and paint other subjects in those situations. But I always come back to cars, because they are such works of art in themselves. Cars represent speed and beauty, and freedom. Or as the Jaguar slogan went, “Grace, Space and Pace.”

TFL: Do you have a favorite medium to work in? Oil? Acrylic? Watercolor? Charcoal? Pencil?

Lisa: My first love was graphite, plain old pencil drawing. The Blue Train Bentley drawing was done in pencil. The shape is so wonderful and powerful looking. I moved to watercolor

as a change from black and white and grey. I find most of my watercolors have a subdued look. I think it’s because I usually paint older cars. I see them as old photographs and illustrations, or faded in memory. I made a change to acrylic paint to get some brighter, bolder colors. But I also work in stained glass. Some windows are automotive themed and others not. Fused glass was the first of my work that I sold through galleries, and my only 3D work, and it had nothing to do with cars.

TFL: In about 1980, your picture of the Blue Train Bentley was on two Flying Lady covers. How did that come about and what did it mean to you as an artist?

Lisa: I don’t really remember how it came to be on the cover of “The Flying Lady”.

It was fun to see my contribution to things R-R and Bentley on the cover. And it is always interesting as an artist to see your work reproduced somewhere new, or on display in a new space. Art looks very different to the artist once it is out of the studio.

TFL: What question didn’t we ask you that you wish we’d asked? And what is the answer?

Lisa: Sometimes people ask if it is hard to sell my paintings, since some take 250 hours to complete. But I always thought it was exciting to think someone else liked them and wanted to take them home and live with them. I felt the paintings needed to move on into the world.

People who haven’t seen me in a while will ask “Are you still making art?” The answer will always be yes. I do not maintain sanity without making art. On the other hand, I do not maintain sanity without playing with cars.

TFL: Thank you, Lisa! How can people who might be interested in buying or commissioning a piece get in touch with you?

Lisa: I have a website for my art at www.lrdaniels.com. And I can be reached by email at lisa@lrdaniels.com

Sidebar:

As mentioned in the text, the author was fortunate enough to acquire the original pencil sketches of the Blue Train Bentley in the late 1990s. For those interested in a larger rendition of Lisa’s beautiful pencil drawing, there are still a small number of signed/numbered prints available as well as a handful of unsigned versions. Back in the 1990s, the limited run of 200 signed prints was created and then signed and numbered by the artist. A few of these sets can still be obtained by contacting the author at The Vintage Garage: rpreid@vintagegaragevt.com.

A number of Lisa’s prints are also available through the RROC Club Store.





2022 Charleston, SC, Winter Board Meeting, Judging School & Mini Meet

A Quick Winter Getaway!

(Except Winter Found Us!)

by Jennifer Curzon • Photos by Gil Fuqua, Tibor Katz and Jennifer Curzon

What a wonderful opportunity to break away from the frigid cold temps in the Midwest and head south for a visit to the sunny coast in Charleston, SC! Our family of four called in sick to work (and school!) and headed out on an adventure with our 1965 Silver Cloud III in tow for a visit with friends and fellow enthusiasts at the RROC Winter Meet held at the Charleston Harbor Resort and Marina.

We arrived Wednesday afternoon and had a lovely time chatting with friends and fellow Club members at the Meet and Greet reception. Snacking on some delicious eats and enjoying relaxing beverages at our hotel, it was great to catch up on what everyone had been up to since our National Meet in Lake George, NY, last summer.

On Thursday, we had a large group attend the Judges Training session in the parking lot of the Meet Hotel. With crisp, sunny weather to start, it warmed up for a lovely afternoon to have a hands-on lesson of the ins and outs of the judging process for our PMCs. Led by Chief Judge Simon Curzon, the group took a thorough examination of several of the cars that had arrived for the meet, ranging from a 1958 Silver Cloud to a 1977 Silver Shadow to a 2013 Bentley GTC. There was a variety of PMCs to help attendees learn the judging process and hone their skills. With a small number of cars entered for judging, teams were able to judge several PMCs in attendance during the day Thursday while the weather held out.

One of the best attractions Charleston has to offer is the Boone Hall Plantation and Gardens. Several of the RROC members in attendance headed out Thursday to visit the historic site and get a look at the fantastic gardens as well as a history of the plantation and area. Founded in 1681 by Englishman Major John Boone on the banks of the Wampacheone Creek, this lush plantation with 200-year-old oak trees offers a glimpse of Southern heritage and life on the plantation. Guests enjoyed the guided tour of the barn, grounds and gardens and learning the history of this Charleston cornerstone.

Taking the shuttle from the hotel into the heart of Downtown Charleston, guests encountered shopping options from luxury to local, and dined on coastal Southern cuisine to satisfy every palate!

On Friday, the RROC Board of Directors held their winter meeting, with several members sitting in to hear current events of Club operations and governance. Official board meeting minutes are available on the Club website.

The meet hotel had a lovely view of the Charleston Harbor, and anchored there off Patriots Point was the USS *Yorktown* aircraft carrier. Just a short walk from the hotel, we visited the Patriots Point Naval & Maritime Museum, where we toured the USS *Laffey* destroyer and ventured onto the USS *Yorktown*, which had over 28 historic aircraft on board. Add the a 3-acre Vietnam Experience, the Medal of Honor Museum, and the many

fascinating photographs and history information about the two vessels as well as the soldiers who served on them, there was plenty to learn.

Friday afternoon our sunny getaway received an unseasonable winter blast, which brought rain, sleet and ice down on our PMCs. Brrrrr! Fortunately, we were not to be deterred. We enjoyed a lovely dinner at NICO, a French seafood restaurant. Later on, we warmed ourselves by the fireplace in the hotel

lobby and had plenty of members around to share stories about our PMCs. Saturday morning, judges braved the frigid temperatures and judged a car with ice melting on the bumper—*an RROC first!*

We capped off our fun getaway to Charleston with a lovely dinner at the Yacht Club at the Meet Hotel and announced the judging awards.

Class awards were given out to four club members whose cars were judged at the meet:

- **Class 116 T – John Nuss**, 1st Place for his 1994 Bentley Continental R (Chassis# BR52024)
- **Class 114 T – James Coats**, 2nd Place for his 1977 Silver Shadow II (Chassis# SRK37697)
- **Class 113 – Douglas Seibert**, 1st Place for his 1958 Silver Cloud (Chassis# LSJF48)
- **Class 113 – Jennifer Curzon**, 2nd Place for her 1965 Silver Cloud III (Chassis# LSGT317)

We are looking forward to seeing everyone in San Diego at the National Meet!



Just the Sweetest Little Ever! 20/25 HP Coupe

GGP47

Story & photos by Bill Wolf (NJ)

I freely admit to being overly cautious, but during the pandemic I shied away from our Atlantic Region meets. But on September 8, 2021, as it was an outside event, I drove up to Lakeville, Connecticut, to say hello to my friends. A light rain was falling and the sky was gray; the trees on the surrounding hills shimmered. It was good to visit with those who braved this damp rainy day to drive, unperturbed, in their Rolls-Royce and Bentley motorcars to attend Lime Rock Raceway's Sunday in the Park.

After saying my goodbyes and traveling on, I caught sight of another Rolls-Royce a few yards down the road: a very sweet Rolls-Royce 20/25, a nonagenarian, with rare Kellner coachwork. Mr. Nathaniel Pulsifer, masked, was welcoming and affably ready to “show and tell.” He opened the doors and the rumble seat; he invited me to sit behind the wheel. Even considering the many and varied coachwork examples found on the 20/25 HP chassis, this one exhibited a rare presence and charm, and it somehow harkened back to the early 1920s. A doctor's coupe: just imagine the family physician rolling through a dark, snow-covered back road to deliver a baby or set a farmer's broken leg. Or imagine if Grandma Duck (Donald Duck's nana) won a substantial lottery—she just might have given up her Detroit Electric to drive through Duckburg in this delightful Rolls-Royce. It would have well suited her.

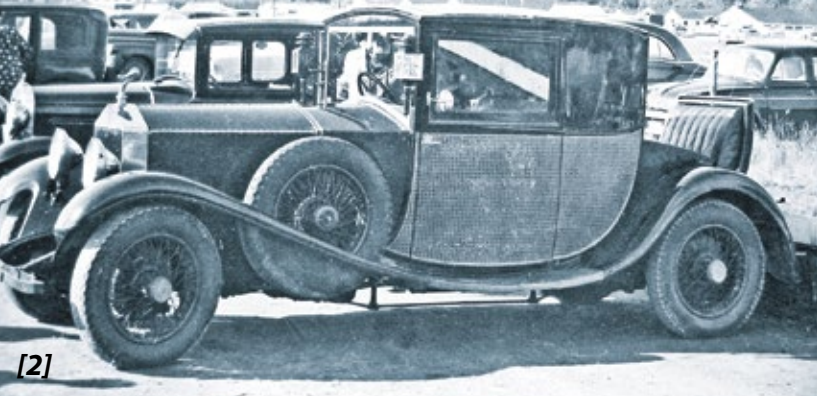


[1] GGP47

You can tell from the photographs that although not completely original, this car had not undergone a thorough and expensive restoration. It is, rather, a survivor, and this but adds to its charisma. Tom Clarke, a recognized expert on the 20/25, had this to say: “It's a lovely old thing, GGP47, and should be conserved *dans son jus* as the French say. I was going to use the attached in the 3rd edition of my 20/25 book.” And to say that the car is regularly driven confirms its durability.

Please excuse a brief digression: The license plate indicates that the car is a 1929 model and the owner considers his car a 1929. The build sheet, however, lists the date of sale as January 2, 1930, the date the chassis drawing was sent to Paris as January 8, 1930, and records that the car was “off test” on January 24, 1930. This gets murky, so, again, I turned to Mr. Clarke: “The ‘model year’ concept wasn't followed in Britain by motor manufacturers, or not as rigidly as the United States. Rolls-Royce didn't see their models in that way. In dating terms, R-R took the date when the chassis was finally off test (i.e., viable) and soon under guarantee as the date of the chassis—not any earlier date or later when bodied, etc. The problem arises with cars at the very end of the year. All the chassis around GGP47 were off test in 1929 except for GGP14, GGP37 and GGP55 and some others, but for some reason GGP47 took longer to get off test. Thus, like the handful mentioned,

*Clarke, Tom; *The Rolls-Royce 20/25 HP. A Complete Classics Publication*, 3rd edition, 2009. The chassis list found in the book was compiled by Bernard King. Acknowledgements: My thanks to Martin Bennett, Tom Clarke, Joan Imowitz, Nathaniel Pulsifer, Klaus-Josef Roßfeldt and Dick Stella. BW



[2]



[3]



[4]



[5]



[6]



[7]



[8]

Photos: 1 (All photos by Bill Wolf unless otherwise noted)– Side view: GGP47 at Lime Rock Park, CT. 2–The Doctor’s Coupe as found in the 1950s. (Courtesy of Tom Clarke) 3–GGP47’s gauges. 4–Dickey, Rumble or Mother-in-Law seat. 5–Fuel gauge. Notice the R-R logo. 6–It is easy to enjoy the curvaceous modeling of the wood. 7–The author, smiling, behind the wheel with GGP47’s owner, Nat Pulsifer, in the background. (Credit: Dick Stella) 8–Front view of this charming 20/25 HP.

GGP47 emerges as 1930. Some people argue that you should use chassis ‘on test’ dates or when ‘laid down,’ or when finished with a body or registered, but as far as R-R was concerned, the ‘off test’ date is when a chassis became viable and roadworthy.” Now for a word from our coachbuilder:

La Carrosserie Kellner, first situated in central Paris, goes back to 1860. Like other classic coachbuilders, they began by building horse-drawn carriages, but as the automobile grew in prominence, the firm switched over. They erected bodies on chassis by, among others, Packard, Locomobile, Bugatti, Hispano-Suiza, and of course, Rolls-Royce and Bentley (B118CR is an especially handsome 3 ½ Litre Bentley). In Mr. Clarke’s book on the 20/25,* our car’s coachwork is described as a “Brougham fixed head +

dickey,” “dickey” being what, on this side of the pond, is known as a rumble seat; this feature is sometimes referred to as a mother-in-law seat for reasons, perhaps, both obvious and unkind. The car went through several owners (this list may be incomplete): Mr. Loew of Wall Street, New York City; Mrs. Florence Strawbridge of Long Island; Dr. Daniel M. Lev of Brunswick, ME; and, the current owner, as noted, Mr. Nathaniel Pulsifer. This is not meant to be a complete history of this sweet 20/25 Rolls-Royce, but we do have the build sheet and owner’s card to peruse. The photographs, too, as the old saw goes, speak volumes.

To have found this car and its owner on that drizzling day in Connecticut was a wonderful and welcome antidote to these no-good, lowdown Covid-19 blues.

THE TWENTY TURNS ONE HUNDRED



1922 – 2022

Announced in
October 1922

●●●●●●

Chassis Price = £1,100

●●●●●●

Six Cylinders/Overhead Valves

●●●●●●

Engine, Single-Plate Clutch
and Three-Speed Gearbox
Mounted as a Unit

●●●●●●

Wheelbase = 129"

●●●●●●

Independent Foot and
Hand Brake to Rear Wheels

●●●●●●

Tire Size = 32 X 4-1/2

●●●●●●

Chassis Weight = 2,200 lbs.

●●●●●●

2,940 Built Between
1922 and 1929



1922 ROLLS-ROYCE 'TWENTY' CHASSIS #41G8 HOOPER OPEN TOURER

by Steve Lovatt (UK)

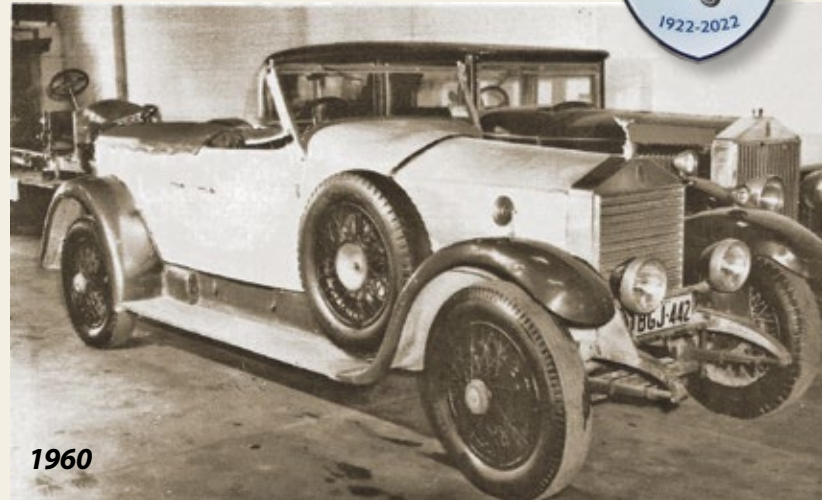
41G8 was assembled during 1922, engine number G120. It was delayed for delivery for some reason from the factory in Derby, UK to George Heath Ltd. as a demonstration show car. The car was fitted with a open tourer body by Hooper, number 5703.

In late 1924, 41G8 was sold to H. E. Robinson Esq/ E. S. & A. Robinson Ltd., a Bristol-based paper, printing and packaging company. The chassis records show the car as a second-hand sale sold to a Miss S. M. Onslow of NSW, Australia, via her temporary address in London, UK, May 1927 and then shipped to Sydney, Australia in October 1927, having been re-furbished by Park Ward.

During its time in Australia, like many 20hp Rolls-Royces that were known as workhorses, it became very tired. It disappeared in the 1960s and reappeared 15 years later in dreadful condition. It was then auctioned off in Sydney and then further changed hands over the next many years to a few owners who attempted to renovate it.

About eight years ago, I heard of this car for sale in Melbourne, Australia, and I did not hesitate in purchasing it and bringing it back to the UK for me to do a detailed body-off restoration. I already owned a 20 HP, 1924, chassis no. GDK52 with coachwork by Hamshaws. 41G8 has some very early features like the rounded edge radiator, the use of four retaining nuts holding the coolant fan assembly to the cylinder block; this was later changed to three nuts which was continued in later models.

I am pleased it still retains its original Hooper open tourer coachwork and the engine is correct. I have a lot of work to do, a lot more research, and some detailing items to find but I feel it is a worthwhile and interesting project. I hope one day, on completion, it will sit nicely alongside GDK52.



1960



1975



2022



THE HISTORY OF THE 1922 ROLLS-ROYCE ‘TWENTY’ (CHASSIS No. 42 G0) IN ITS 100th YEAR

by John Fasal (UK)

The new “GOSHAWK” 20 HP model was first introduced to the public in “The Autocar” magazine on the October 6, 1922. The production chassis series numbers followed the name GOSHAWK but left out the “O” and “W.” In this series, there were some 40 cars designated by the company as trials and demonstration cars mainly supplied to the coachbuilders and their selling representatives at home and abroad. 40 G1 was a Windovers landaulette, the first 20 HP supplied to a client in India, H.H. The Maharaja of Rajpipla. 42 G0 and 42 G2 both fitted with Barker ‘barrel-sided’ tourer bodies were shipped with spares and tools as trials cars from Tilbury docks to Bombay on the S/S “Kaiser-i-Hind” (“Emperor of India”) on March 9, 1923. 42 G2 saw service in Calcutta and was the first supplied to H.H. The Maharaja of Patiala, who went on to order 10 later Twenties, including one for his Prime Minister.

42 G0 was used extensively by Rolls-Royce in Bombay, Hyderabad and Madras as a trials and demonstration car, winning valuable publicity in the press. Wilfrid Francis Goose (1889-1984) joined the repair depot of Rolls-Royce, Derby, in the winter of 1911 before being offered a post in India between 1913 and 1916, with a further period as Deputy Manager of the Bombay Depot between 1919 and 1927. He recorded the performance of 42 G0 driving the 400 miles from Hyderabad to Poona in 14 hours. *“The Times of India”* reported in their December 27, 1923 edition, “Not many motorists would care to try to rival this motoring feat over Indian roads.” Again on May 9, 1925, *“The Hyderabad Bulletin”* reported on 42 G0 as having “A remarkable Rolls-Royce run from Bombay to Secunderabad in one day,” covering a distance of 423 miles.

In November 1925, the car was sold to Mewar State, an area of 12,941 square miles of which the capital is Udaipur, ruled by H.H. The (73rd) Maharana Sir Fateh Singh Bahadur of Udaipur, G.C.S.I., G.C.I.E., G.C.V.O. (1849-1930). The British recognized this as a 19-gun salute state but within his territories His Highness was accorded a 21-gun salute. The earliest Rolls-Royce was the 1914 40/50 Hooper tourer, and was followed by 11 others that included six 20 HP cars, one (GLK 21) acquired from their neighboring State of Marwar, ruled by the Maharaja of Jodhpur. 42 G0 was used by H.H. The 74th Maharana Sir Bhupal Singh, who succeeded his father as the Premier Ruling Prince of the Rajputana States in May 1930. His Highness had purchased the car from the Rolls-Royce depot in Bombay five years earlier for Rupees 15,551 (a little over \$250 at 2012 exchange rates). This was recorded in the publication *“The Royal Udaipur R-R GLK 21”* by Arvind Singh Mewar, in which it is mentioned that 42 G0 was his grandfather’s



[3]



[4]

[1] H.H. The Maharana of Udaipur on his usual evening drive in his favorite Rolls-Royce: the 1922 20 HP Barker “barrel-sided” tourer (Chassis 42 G0).

[2] The unique personal mascot on 42 G0 was unfortunately stolen while the car was at the Essen Motor Show exhibition of Indian Maharaja cars in December 1991.

[3] Here is an image of the first owner of the car: Major-General His Highness The Maharana Sir Bhupal Singh Bahadur of Udaipur, Mewar, G.C.S.I., K.C.I.E. (74th Ruler of the State of Mewar, 1930-1955).

[4] The vast City Palace in Udaipur, the home of 42 G0 for 30 years. Taken from the palace in Lake Pichola, Udaipur.



favorite Rolls-Royce. It was used almost daily and on ceremonial occasions when it was flanked by colorfully decorated elephants and horses and surrounded by a mass of his subjects. Those were the days of great pomp and pageantry in “Princely India”. The 75th Maharana Bhagwat Singh (1927-1984) succeeded to the Gadi (Throne) in July 1955. He donated 42 G0 to the Temple of Nathdwara, some 48 km northeast of Udaipur City and the 1923 20 HP (64 H9) Barker tourer to the Temple of Kankroli, 68 km north of Udaipur.



The author visited his native Australia during 1966-1967

conducting further research into the surviving 20 HP cars, their owners and the late Bert Ward, who worked on these cars when they were newly imported in 1923. Here I met some notable enthusiasts such as David Davis in Sydney with 42 G1, who still owns this lovely car after 60 years, and my fellow historian Tom Clarke in Perth; and I stayed with the late Patrick Kane-White (former President of the RROC of Australia) in Melbourne with GRK 81. On one drive into the outback, we were timed by a police car doing just over 70 mph, and this in an original Barker cabriolet! After leaving Australia in August 1967 and flying by Air India to Malaysia, Thailand, Cambodia and Hong Kong, by the time I landed in Calcutta I had introductions to a dozen of India’s princely families. Many of the lovely airline stewardesses had schooled with the children of landed gentry who had owned Rolls-Royce cars. It was the most amazing journey and adventure, and on this first visit to India I managed to see about 120 interesting cars including 65 Rolls-Royces. In October 1967, I was joined by Patrick Kane-White in Bombay on my planned overland trip back to the UK and we decided to go on separate routes to New Delhi in order to see and record more surviving top-quality cars. I ventured east to Hyderabad and north to Indore, Alwar, and Patrick went to



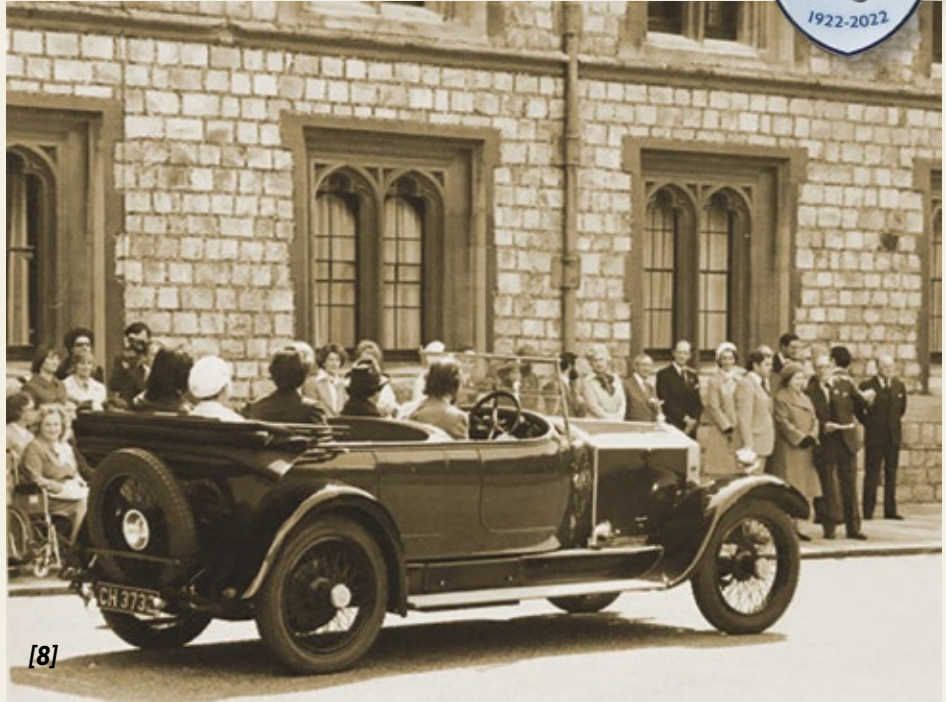
[5] A snapshot from the album of Wilfred Goose of the Rolls-Royce depot, Bombay. Caption: A black buck shot and eaten for lunch between Bombay and Hyderabad during the 400-mile trials in 42 G0 in December 1923.

[6] Taken in the Brecons, Wales, during filming of “She Fell Among Thieves” by Dornford Yates, July 1977. Seated in the car is Malcolm McDowell and standing to the right is Michael Jayston.

[7] 42 G0 at a polo match in Cambridge, arranged by Prince Arvind Singh of Udaipur, with elephants in attendance! August 1, 1992.

see and photograph the Twenties in the Temples of Nathdwara (42 G0) and Kankroli (64 H9) and to Kanpur to see the 40/50s with the Singhania family. Little did I know at this point that these two Twenties would emerge into the daylight within the next year.

Back in the UK I was working for Reg. Burlingham (ex R-R man from 1922 to 1948) at Somerton Motors in Hampstead, North London. In November 1968, I received a call from Harry Fergusson-Wood, who ran the huge Jack Barclay Service Depot in Battersea. He mentioned that the “*Times of India*” was advertising a Rolls-Royce for sale and quoting the chassis number 42 G0. A few days later came an air letter from P. M. D. Thackersey of the old and distinguished Bombay industrialist family, with whom I stayed on visits to Bombay in the 1960s and 1970s. His eldest brother was a Trustee of the Nathdwara Temple Board as well as Chairman of one of the major Indian Banks. They accepted my offer of £600 and upon opening a letter of credit with the bank, I was granted an export license. I returned to India again in February 1969 and there in the multi-car port of the Thackersey mansion stood 42 G0. It had been driven the 800 km. from Udaipur. One of the joys was locating a locksmith who opened the tool boxes on both sides of the chassis frame to reveal a near complete set of original tools. My first drive was from behind the Mahalakshmi Temple along the seafront road toward Worli. This was a tricky time since pressure from the vintage car movement brought about an export ban on pre-1940 cars, claiming them to be of their national heritage. 42 G0 was one of the last vintage cars to be officially allowed out of the country. It was shipped from Bombay on May 24, 1969, on board the Anchor Line’s *S/S Elysia* to Liverpool “open-deck cargo” for £100 and twice that sum by road transport to North London.



[8]



[9]

[8] 42 G0 driving past H.M. Queen Elizabeth in celebration of Her Silver Jubilee. Standing behind the Queen wearing a white beret is Lady Susan Hussey, her Lady in Waiting since 1960. It is her brother Viscount Chewton who is driving the Twenty on this special occasion.

[9] 42 G0 “as found” in the Temple of Nathdwara, north of Udaipur City, in October 1967.

Its first outing in the UK was to the RREC rally at Blenheim Palace in June 1970 in its unrestored state as a car of special interest. A lovely old gentleman named Victor Hodgson from Worthing came to admire the car and kindly wrote later, "I saw your 20 h.p. at a polo match in Udaipur City in May 1942. The car arrived with His Highness in the middle of the game and halted in front of the small assembly of his court, the Political Agent and myself. H.H. was seated in the back, very uprightly in the middle of the seat, and two giant retainers rode on the running boards. These two men got into the car on either side of the Maharana, lifted him out by his armpits and carried him to a chair in front of the assembly, for he was paralysed below the waist. Your car in 1942 was very well maintained and I

doubt whether the overall mileage at that time was very great."

After a thorough mechanical restoration, I drove the car with my Australian girlfriend Lyndall Hudson on the trial run of the Great Alpine Rally to Vienna in July 1972 and on the main event the following year, trouble free except for one tire puncture. The car was the first to enter the Stratford Motor Museum created by Bill Meredith-Owens in 1974 with his interest in cars from India. It was exhibited in the National Motor Museum's Rolls-Royce "Birth of a Legend" in November 1976; took part in the Royal Silver Jubilee Rally at Windsor on May 7, 1977; featured in the film "She Fell Among Thieves" in July 1977; exhibited at H.R. Owen, South Kensington with others

representing the history of Rolls-Royce, August 1978; took part in the Indian Cameo at Duxford, September 16, 1979; conveyed showbiz members of the Old Boys Brigade, Arthur Askey, Fred Emney, John Laurie, Sandy Powell, Tommy Trinder and Jack Warner for the BBC at Shepherd's Bush on September 4, 1979; attended the unveiling of the Royce Plaque at Camacha, West Wittering, and conveyed W.G. Hardy (one of Royce's design team), September 23, 1979; exhibited at the opening of the Sir Henry Royce Memorial Foundation, May 18, 1980; drove guests from Buckingham Palace to St. Paul's Cathedral for the Royal Wedding of Prince Charles and Diana Spencer, July 1981; featured with the original Silver Ghost AX-201 on the Royal Crown Derby plate to commemorate

... 30 pages in a choice little octavo...
... jacket pocket but not thick, perhaps not so well in the...
... or writing), with some sketches, and other useful information...
... and lead to good results. It could give promoters of the...
... such information as gear ratios, etc. This we all need in a handy...
... fied, but I think it would be fatal to stand still.

... mately 225 Weymann fabric bodies were constructed...
... built 92 under licence; Weymann Motor Bodies (1922)...
... of Birmingham built 18; Park Ward built 16; James...
... built 8 each. These account for the majority of 20 h.p....
... chwork.

... cars the Weymann type body lost popularity largely because...
... to the Weymann patent. It was restricted in the scope of...
... important part in the evolution of the light open-top...
... predominant in the 1930s and later. It gave less protection...
... conventional coachbuilt body. The fabric tended to...
... ce resulting in a musty smell.

... h 1932 the Rolls-Royce Sales Department noted that...
... Weymann bodied cars becoming difficult to sell. Second-hand...
... e offered for steel bodied cars. (Weymann bodies at post-war...
... £50-£75.)

... of heraldry goes hand in hand with the art of coachbuilding...
... ful tradition from the horse-drawn carriage era, which...
... to the age of the horseless carriage, was the use of...
... as a proud 'finishing touch' to something which...
... colours were used for door panels...
... slowly died out, but the...
... there are still...
... it complete...





the RREC Silver Jubilee in 1982; exhibited in Germany at the Essen Motor Show of cars of the Indian Princes in November 1991; conveyed H.H. The Maharaja of Jodhpur to the Chelsea Flower Show and to Buckingham Palace on May 19, 1997; participated in the 20-Ghost Club tour to Norway, June 1998; driven through Windsor Castle past H.M. The Queen and H.R.H. Prince Philip on April 27, 2002; featured in the documentary film “The Maharaja’s Motor Car – the story of Rolls-Royce in India” for BBC Channel 4 in March 2009; honored by having its image portrayed on the 100th Anniversary car badge for the 20 HP in 2022.

It has been a joy and a privilege to have been the custodian of the 20th Twenty and the earliest and most original example in the world for over half of its life.

– John Fasal





Rolls-Royce Springfield 40/50 HP
"Silver Ghost" (S165ML)
photographed on June 16, 2021

Mr. Brewster's 1926 Springfield 40/50 HP 'Silver Ghost' S165ML

by Rubén Verdés (FL)

The natural path to tell the story of an automobile is centered in exploring the history of the marque, the engineering attributes of the given model, and the people and times involved that produced the car. When it comes to a specific car, a list of owners is added to the story. The older the car, the greater hold that artifact has as a witness to the lives of its owners. This notion was expressed with dramatic intrigue in the 1964 movie "The Yellow Rolls-Royce," where the constant witness to a set of lives through many years was a particular yellow and black Phantom II (chassis 9JS, see TFL 06-5, pp. 8242-49).

An extraordinary number of Rolls-Royce automobiles have celebrated first owners – from captains of industry to famous entertainers – but quite often the string of subsequent owners' tales are just as engaging, yet often remain unknown until they're revealed. It's hard to visualize the breadth and meaning of that statement without an example – conveniently we have one in this story, the Rolls-Royce Silver Ghost (S165ML) first owned by William Brewster of Brewster & Co., maker of premium coachwork, a firm eventually acquired by Rolls-Royce of America, and the owners of the car that came after him. This author completed a 60-page history book for the current owner – what follows captures the book's essence and center-stage placement of the owners' stories... and (incidentally) a thing or two about the car itself, of course.

Rolls-Royce of America, Inc.

The United States has always been an important market for Rolls-Royce; indeed, some of their earliest cars were sold in New York. After World War I, the company executed its plan to build cars in the United States to better serve its clients and avoid the substantial import duties on finished goods. This would be the only place where Rolls-Royce had a motorcar factory outside the UK. The coachbuilder most widely associated with the American Rolls-Royce is Brewster & Co., and some of the most highly prized coachwork on a Rolls-Royce chassis was produced by that firm.

The production numbers and dates for Silver Ghosts made at the Springfield works ran as follows:

- 1921: 135 (RHD)
- 1922: 230 (RHD)
- 1923: 365 (RHD)
- 1924: 320 (RHD)
- 1925: 50 (RHD)
- 1925: 309 (LHD)
- 1926: 291 (LHD)

The first 25 chassis made were identical to the British chassis; but differences began to be implemented to cater to the American market through a formal process—culminating with the most pronounced: the last 600 cars were left-hand drive. The engine numbers were composed by taking the last two digits of the chassis number and adding a two-digit prefix and a one-digit suffix; and this reconciles with the 20655 engine number for S165ML. The actual delivery date of S165ML to Mr. Brewster is

unknown, but there is a record that that chassis was completed in December 1925.

Brewster & Co.

Brewster & Co. was considered by many to have been the premier American coachbuilder. Its relationship with Rolls-Royce extended back years before the factory in Springfield, MA, became operational. The firm's history goes back to its founding in 1810 by James Brewster in Connecticut. His sons, James and Henry, parted company with the firm to start their own firm in the 1840s, and Brewster & Co. of Broome Street, New York, was born. By 1910, they had eight acres of floor space at the Long Island City works and, in 1914, they became agents for Rolls-Royce. Eventually, they were purchased by Rolls-Royce of America in 1925 (effective January 1, 1926). Production of the American Rolls-Royce at the Springfield plant essentially ceased in 1931, never retooling to produce the Phantom II. Instead, the UK works at Derby produced LHD Phantom II chassis, known as the AJS and AMS series (the "A" to flag those JS and MS Phantom IIs as chassis made for America). The AJS and AMS chassis were shipped to the US, where most were bodied by Brewster. The Brewster works continued to operate, servicing and finishing cars and their bodies, until they went into liquidation in 1934. The liquidation was completed on September 1, 1937.

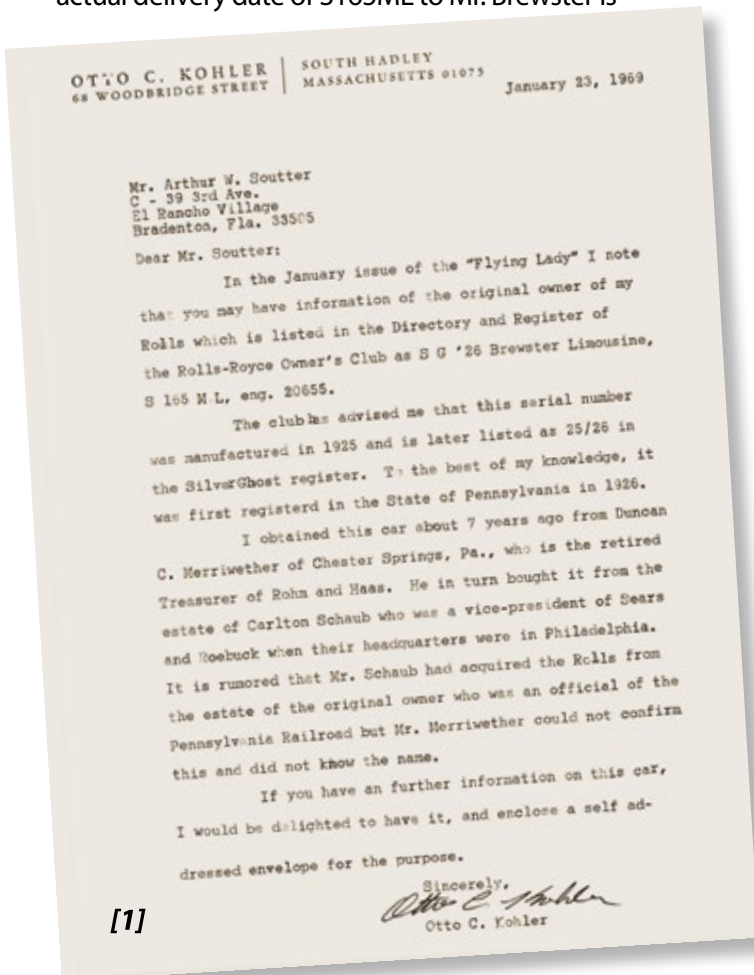
Owners of S165ML

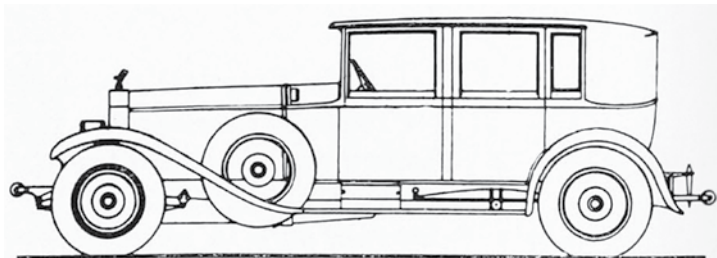
The first owner of record was **William Brewster** (June 2, 1866 - November 25, 1949), the last head of the coachbuilding firm, Brewster & Co., before it was purchased by Rolls-Royce of America. Mr. Brewster enjoyed a special place in society, as he was a member of the "Society of Mayflower Descendants"—and here's his line going back to the first days of the country, coming from Nottinghamshire, England:



- Elder William Brewster III (1566-1644)
- Jonathan Brewster (1593-1659)
- William Brewster (1625-1723)
- Benjamin Brewster (1688-1752)
- Simon Brewster (1720-1801)
- Joseph Brewster (1763-1805)
- James Brewster (1788-1866)
- Henry Brewster (1824-1887)
- William Brewster (1866-1949)

Records of exact details and dates are thin, but it appears that he actually purchased S165ML and took delivery in 1926 (while the chassis was completed in late 1925, the Brewster Warwick body [B2783] would have taken the requisite time in order for it to be mounted on the chassis).





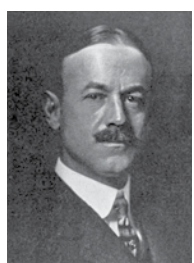
Brewster. 422.
Warwick — dropping division

[2] *The Brewster coachwork specification described the Warwick as a "Five and Six Passenger Double Enclosed Drive body."*

He didn't own the car for long, because he was reportedly gifted a Springfield New Phantom in 1927 (chassis S101PM) and sold S165ML at or around that time. This and some details of Mr. Brewster's life and times—including insights on his time when he was associated with Rolls-Royce of America—are presented in two Flying Lady articles: 13-4, pp. 10913-19 and 13-5, pp. 10985-89.

Mr. Brewster's extended family included many successful businessmen and car enthusiasts. William Brewster (1915-1966) was the son of Frederick Foster Brewster (a bank and public utility executive, and seven-time winner of the Astor Cup) whose father Benjamin Brewster was a Standard Oil Co. trustee. Mr. Brewster (d. 1949) was William's second cousin once removed. William was a collector and owned two Bentley Continentals (BC35LC and BC96LBG)... he also owned one of the most famous Duesenbergs, the 1935 Model J (chassis 2614, engine J-585, sequentially the last numbers assigned to a Model J)—a RHD chassis with a roadster body by Gurney Nutting—built for the Maharajah of Holkar. William's brother, Frederick Brewster II (1913-2004), owned a Bentley Continental too (BC91LBG), and it's still in the family. See TFL 19-1, p. 13048.

The next owner of record was **Mrs. Mary Dahlgren Robinson**, who took delivery of S165ML on March 29, 1927. Mary Dahlgren Robinson (née Mary Bettie Dahlgren, August 4, 1876-February 2, 1954) was born in Nashville, TN. She married Dwight Parker Robinson on July 25, 1912—his second wife.

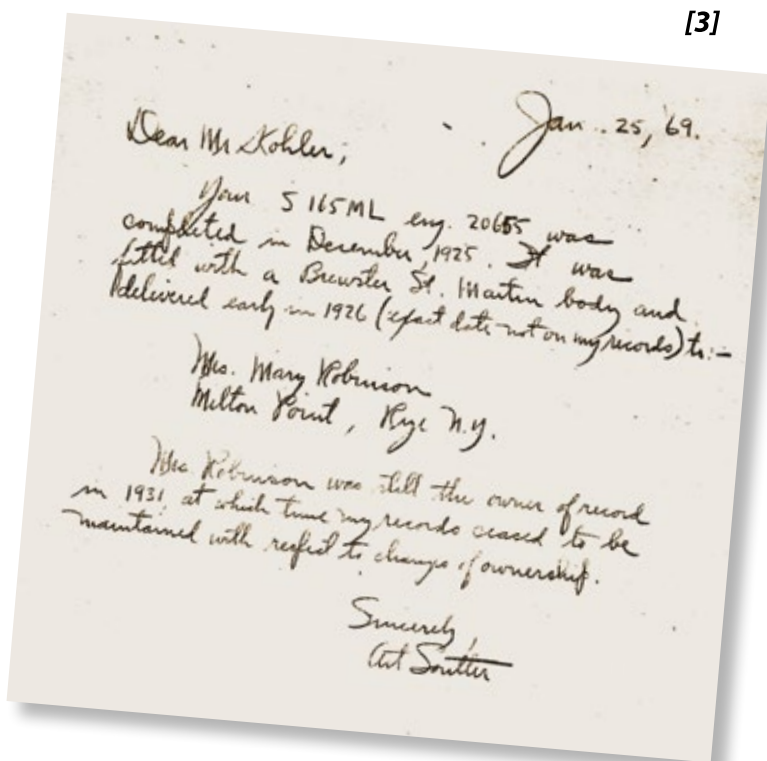


Dwight Parker Robinson (May 1, 1869 -March 17, 1955) was described in the January 7, 1922 edition of *"Electrical World"* as an "engineer of prominence, administrator of outstanding ability, organizer and president of one of the largest engineering and construction companies in the country." In the

February 6, 1928 edition of *"Time"* magazine, it was noted that "Dwight Parker Robinson, 58, who, as first president of the International Shipbuilding Corp., developed Hog Island ship yards during the War. Before that he was Stone & Webster's master of engineering and construction activities. And before that he earned degrees from both Harvard (A.B.) and Massachusetts Institute of Technology (S.B.)." His son, Dwight Parker Robinson, Jr., also went to Harvard and to prominence as well, becoming involved in the administration of, and a benefactor to, Northeastern University. Today, the "Robinson Family papers" for Sr. and Jr. are kept at the university as a collection.

Mary kept an active social calendar (as noted in newspapers' society pages), which must have complemented her husband's career ambitions. Unfortunately, for a second time, Mr. Robinson suffered a wife preceding him in death. She had an impact on many lives, and inspired donations in her name to the Museum of Fine Arts, Boston.

[3]



The next owner of record was **F. C. Schaub**, of Old York Rd., Abington, PA – he acquired the car around or on September 29, 1954. Frank Carter Schaub (April 7, 1901-October 28, 1956) was a member of the RROC. An interesting reference could be seen in a subsequent owner's letter where it notes that Mr. Schaub (whom he called "Carlton Schaub") was a vice president of Sears and Roebuck at their Philadelphia headquarters, and that he purchased the car from the estate of whom he thought

was the original owner. That squares with the dates and makes as certain as possible that there was no owner between Mr. Schaub and Mrs. Robinson. The reference to Sears also squares with Mr. Schaub's military draft registration card.

Although the next owner of record appears to be Frank Schaub's son (James Carter Schaub, at the same address), it is likely that his ownership is connected with settling his father's estate, as it wasn't long before S165ML was sold to its next owner.



The next owner of record was **Duncan Merriwether**, of Chester Springs, PA. Jacob Duncan Merriwether (June 9, 1903-December 24, 1989) was an RROC member. He started his career at Rohm & Haas of Philadelphia in 1939 (as noted on his military draft registration card). He went by "Duncan Merriwether," perhaps to assert a distinction between himself and his father, who was also named Jacob (1872-1947). He was recruited by the company's founder, Otto Haas. Rohm and Haas was "a manufacturer of specialty chemicals for end use markets such as building and construction, electronic devices, packaging, household and personal care products" (ref. wikipedia.org). He rose to be vice-chairman before he retired in 1967.

In addition to his career with Rohm & Haas, Duncan was a Director of the Fidelity Bank, as well as the Insurance Company of Philadelphia and the William Penn Foundation. He was on the advisory council of the Graduate School of Business at Columbia University and Trustee and Board Chairman at the Mount Holyoke College.

A reference attributed to James Schaub notes that Mr. Merriwether acquired the car on/by December 31, 1957. He owned S165ML for about five years. He was regarded as an authority on British motor cars (and European wines), but this appears to be the only Rolls-Royce he owned.



The next owner of record was **Otto C. Kohler**, of South Hadley, MA. Otto Cornelius Kohler (January 13, 1903-June 12, 1986) was an RROC member from 1963 until his passing. He had a long and successful career at Mount Holyoke College (which was clearly the connection with Duncan Merriwether,

and explains how he became the next owner of S165ML). He served as Superintendent of Buildings and

Grounds, Business Manager, Assistant Treasurer and Member of the Mount Holyoke Administration from 1932 to 1968. His mark is visible today in the form of the Otto C. Kohler Building (on campus at 47 Morgan St., South Hadley, MA 01075).

In 1969, Mr. Kohler wrote a letter to Arthur Soutter [1] (who held various positions at the Rolls-Royce of America works in Springfield, including General Maintenance Manager, and who would later write, in 1975, the seminal book on the subject: "The American Rolls-Royce") to inquire about the history of S165ML. In that letter, he spelled out his knowledge of the history of the car, which makes it a significant artifact. Equally, Mr. Soutter's reply [3]—in which he named Mary Robinson as the first owner—is a significant artifact. Is it possible that Mary Robinson was the first recorded owner of the car, although there's no doubt that it belonged to Mr. Brewster? Was it possible that it had a St. Martin body as he states before the Warwick body—even if it was for a short time? These are items that could have been easily misread when Mr. Soutter reviewed his notes. Of note: he didn't have further records prior to 1931 (so this reinforces the Robinson ownership to that point), and also did not have a delivery date to Mr. Brewster.



The next owner of record was **E. Andrew Mowbray**, of Lincoln, RI. Edward Andrew Mowbray, Jr. (April 24, 1927-July 1, 1996) was an RROC member from 1972 until his passing.

He owned various Rolls-Royces and Bentleys over the years:

- 1922 SSG Brewster Salamanca permanent (111BG)
 - 1922 SSG Walker Piccadilly (267BG)
 - 1922 SSG roadster (353KG)
 - 1926 SSG Brewster Warwick (S165ML)
 - 1928 SP-I Brewster Lonsdale (S190RP)
 - 1929 SP-I Brewster Avon (S320LR)
 - 1931 SP-I Brewster Avon (S189PR)
 - 1935 20/25 H.P. Vanden Plas sports saloon (GYH55)
 - 1935 20/25 H.P. Thrupp & Maberly sports saloon (GCJ3)
 - 1927 3 Litre Vanden Plas tourer (HT164)
 - 1937 4¼ Litre Park Ward sports saloon (B177JY)
- B177JY was the last car he listed in, 1995, but it appears that he owned S165ML from January 1979 to October 1980.

Mr. Mowbray went by “Andrew” (not “Edward”) and his home became a museum open to the public after his passing—here’s that story from the museum’s website (www.hearthsidehouse.org/hearthside-families):

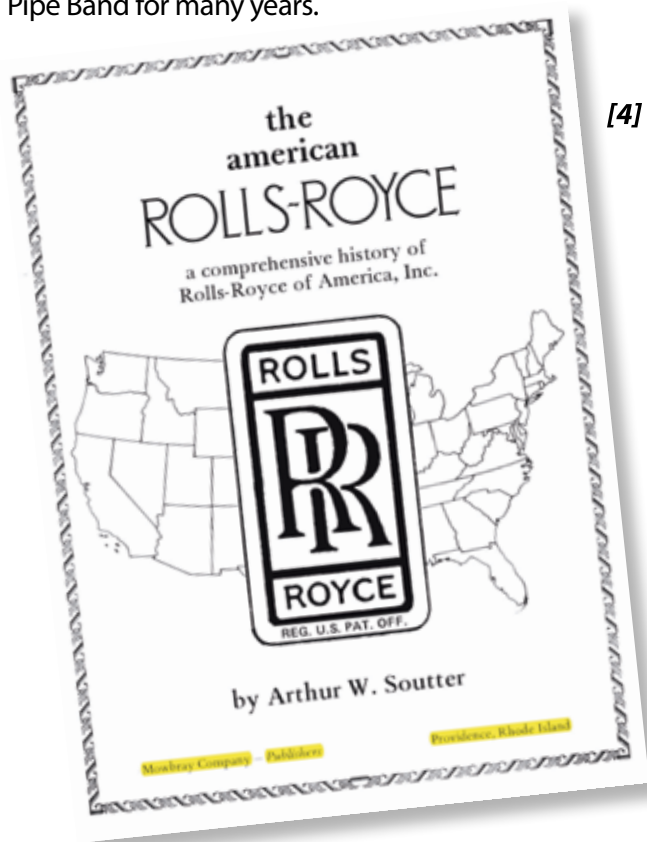
“The last family to call Hearthside their home was Andrew and Penelope Mowbray and their three children, Andrew, Sherry and Stuart. The Mowbrays purchased the house and one acre of land in 1956 and lived here for 40 years, longer than any other residents. The family were history buffs and devoted stewards of Hearthside and the surrounding Great Road area. Andrew was responsible for nominating Hearthside for the National Register of Historic Places in 1972. He [Mowbray] was an avid collector, especially of military memorabilia, and his extensive collection of antiques, guns, and swords filled the house; it was also an interest shared by his two sons. Proud of their Scottish heritage, father and sons played bagpipes and drums in the Rhode Island Highlanders Pipe Band for many years.

of the Rolls-Royce, through the years at Hearthside. He appeared with one of the cars in the movie “*The Great Gatsby*” (1974), filmed in Newport, RI. In 1976, he published “*The American Rolls-Royce, a comprehensive history of Rolls-Royce of America, Inc.*” [4] Penelope Mowbray had a home-based business selling Betsy Ross flags and was actively involved in efforts to preserve Great Road’s historic character. To ensure that Hearthside would be protected in the future, the Mowbray family sold the house to the town of Lincoln in 1996 when Andrew passed away.”

Indeed, the car used in *The Great Gatsby* was the 1922 Springfield Silver Ghost (111BG) Salamanca later auctioned by Bonhams at their September 2015 Beaulieu sale. The Bonhams description stated: “Mr. Mowbray’s Rolls-Royce was selected by the Gatsby producers to be the car belonging to young socialite Daisy Buchanan (played by Mia Farrow), an ‘old flame’ of Gatsby’s who is married to Tom Buchanan (Bruce Dern). Most of the cars chosen to participate in the movie were driven by their owners, and Mowbray himself duly featured as Daisy’s chauffeur, even traveling with the Rolls-Royce to the UK to appear in scenes filmed at Pinewood Studios. His wife Penelope also appeared as an ‘extra’ in the famous party scene.”

Mr. Mowbray’s son Stuart mentioned that he “was a very active historian, author and photographer, but by profession he was a radio news journalist, then a commercial printer and then a publisher. One of his first publishing ventures was a book called “*The American Rolls-Royce*”—indeed, as mentioned previously, this is that same book (“the seminal book”) written by Arthur W. Soutter, and published by the Mowbray Company of Providence, RI.

Stuart continued about his father’s time in radio: “I believe it was WPRO and yes they are still on the air. He would read the news every half hour when it came in over the ticker tape from the wire services. They were the CBS affiliate and he was also the New England stringer for their nightly television broadcast. For instance, if there was a fire in Massachusetts, he would have to drive out there at full speed (he was a professional race car driver for team DKW, Porsche and others, so he could get there fast) and take a picture of the fire. Then he would need to chase down a greyhound bus, which had an arrangement with the network, and give the driver the roll of film. Then he would call from a pay phone and record the voice-over for the photo to describe the fire when it was shown on the screen and the anchor introduced ‘our Man on the scene, Andrew Mowbray.’ This was right after the Korean War (he served in WWII



[4]

“Andrew Mowbray owned the Mowbray Publishing Company, currently run by his son Stuart. His book, *The American Eagle Pommel Sword: The Early Years 1794-1830*, showcased his collection and became the authoritative resource among collectors. As town historian, Mowbray oversaw the publication of *Once in a Hundred Years*, Lincoln’s centennial commemorative book. Mowbray also owned several antique cars, many of them early models



[5]

and Korea) so he still sounded kind of young. He told me they would slow down the tape when they played it to make him have a deeper voice that sounded more mature."

The next owner of record was **Jack Bradley [5]**, of Glasgow, Scotland. He was both an RROC and an RREC member, and collected a variety of cars. He purchased S165ML on (or around) October 24, 1980.

His daughter informs:

"My dad is John Albert Bradley, but known as Jack. He was born on 24th June 1931 so he'll be 90 soon. (*He turned 90 in June, 2021. —Ed.*) He was born in Springburn, Glasgow. After leaving school (The High School of Glasgow, founded 1124) he served his two years of National Service and then joined the family florist firm in 1950. They had two shops in Glasgow and he ran them with his parents until 1968. He bought his first vintage car, a 1926 Singer 10, in 1960 and is only selling it in June 2021. In 1968, he bought the Queens Park Hotel in the south side of Glasgow with his wife, Liliias, whom he married in 1954. They had three daughters. During this time he bought several more vintage cars including a 1926 Brewster Silver Ghost Rolls-Royce [S165ML], a 1930 Phantom II Rolls-Royce [111GY], a Baker Electric car, a Stanley Steamer, a 1929 Singer Junior, a 1934 Ford Model Y and a 1938 Railton. The last two were driven by me, his daughter Joan, to the many rallies around

Scotland during the summer months. He was a member of the Rolls-Royce Club, the Singer Owners Association, the Strathmore Vintage and Veteran Car Club, and the Scottish Western Thoroughbred Vehicle Club."

"Jack and Liliias retired in 1988 to Bent Farm near Paisley in Scotland. The farm had a large indoor riding school which dad converted to a 'museum' for his collection, to which he had now added a 1938 Humber, a 1940 Bedford lorry, a 1973 Triumph Herald and a 1960 Bentley S2. I think to thank my mum for putting up with his hobby, they cruised all their adult lives visiting the Caribbean many times. My dad never flew so they always sailed from the UK!

"In 1998, my parents decided it was time to move back to the city as they felt a bit isolated in the countryside. Finding a garage with a house was difficult! My mum always said the house was secondary! Eventually they bought a house in Giffnock, East Renfrewshire, which had a four-car garage to which dad built on a further 30 feet! He had to sell some of his collection and kept his two Rolls-Royces, the Baker Electric, the Singer 10 and the Bentley. After my mum died in 2015 he stopped rallying and sold his cars except his original, the Singer 10, which he now has decided to part with. My parents enjoyed many happy years rallying with their friends around the many beautiful places we have in Scotland. Dad even visited Hershey Auto museum and auto jumble sale.

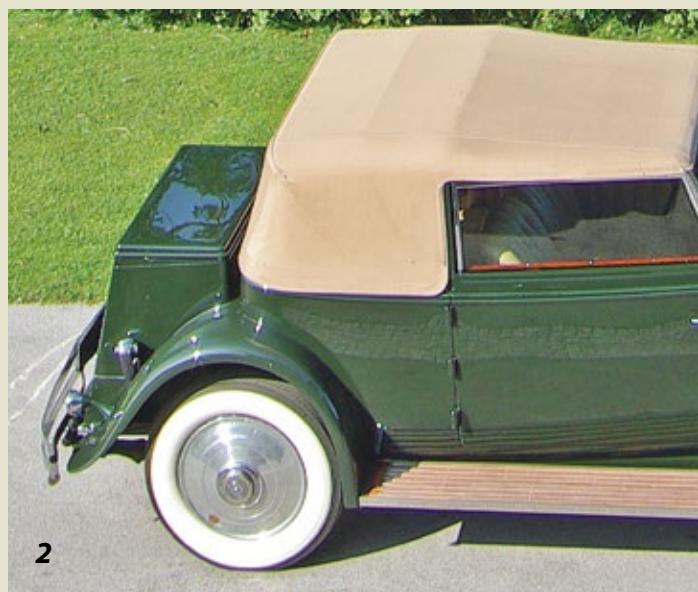
Dad has many wonderful memories of his rallying years with his vast collection and nowadays gets great pleasure in looking over the many photographs he has accumulated over the years. The garage is still full of auto jumble."

When interviewed, Jack Bradley recalled the Silver Ghost quite fondly. He remembers showing it at Culzean Castle more than once, as well as other events in Scotland. He recalls that a dealer in Wales sold to a dealer in London, and he (Jack) traded a 20 HP he had for S165ML. This gives indication about how it made its way to Scotland. (The current owner actually spoke to Mr. Bradley and learned that Mr. Bradley drove the car 500 to 800 miles per year.) Mr. Bradley then sold it to the Real Car Co. (a UK dealer) in August 2009.

The next owner of record was **Richard Steele**, of Isle of Wight, UK. He traded a Phantom II Continental for S165ML at the Real Car Co. (a UK dealer) in June 2010, the same year he joined the RROC. Mr. Steele recalls driving the car to the ferry to make his way to the 2011 Goodwood Revival. He remembered that it was a sweet driving car with a marvelous transmission (and that he enjoyed driving it more than the P-II).

The car was placed in the Bonhams Goodwood auction on September 16, 2011, but didn't sell and was subsequently sold to the Rolls-Royce & Bentley dealer, Frank Dale & Stepsons. The car was later purchased by Glyn Morris (of Dalton Watson Fine Books and RROC member) for resale. This is when the author of this history became involved, writing a letter on June 10, 2013 (on request), to identify the car as the repatriation of US-made product (in connection to qualify under rules for the car to be imported into the US). The car subsequently was offered for sale at Gullwing Motor Cars, an antique and classic car dealer, and was sold to a private collector.

In the last scene of *"The Yellow Rolls-Royce,"* the Phantom II is shown being hoisted off a ship onto a New York dock to start the next chapter of its life, now in America. It's something to think about, each time you go out for a drive, that yours is the next life story in connection with your own "Yellow Rolls-Royce"... as once stated by Founding Member, past President, and past *Flying Lady* Editor John McFarlane (a/k/a Geer Bochs von Axel Hausen): *"We owners are a mature lot—mostly. So mature that our cars will outlast us. We don't completely own them, we have a sort of life tenancy. It follows that we have an ethical obligation to preserve them."* (TFL 76-6, p. 1930.)



Photos: [1] 1933 Rolls-Royce Phantom II, #AMS218, Special Brougham de Ville by Brewster (Body-No. B4041); [2] Rolls-Royce Phantom II, #302AJS, first reg'd 1933, "Croydon" Convertible Coupé by Brewster (Body-No. B7377)




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*“You’re the top!
 You’re a Ritz hot toddy.
 You’re the top!
 You’re a Brewster body.”*

by Klaus-Josef Roßfeldt

The two phrases are from the song “You’re the Top” composed in 1934 by American songwriter Cole Porter (born 1891, died 1964). He was a leading celebrity in US entertainment during the pre-war period. Cole Porter was also the owner of a Brewster-bodied Rolls-Royce car. The lyrics by Cole Porter are particularly notable because they shine a spotlight on what was impressively fine, incredibly glamorous and tremendously highly prized in the mid-1930s. In “You’re the Top,” Porter’s wit and apparent effortless polish is intended for a sophisticated audience capable of appreciating his topical references among the list of superlatives. So it is no wonder that the version issued for his hit musical “Anything Goes,” the songwriter immortalized the coachbuilder from New York City. Brewster by then was a wholly owned subsidiary of Rolls-Royce of America, Inc.

[3] Rolls-Royce Phantom II, #AJS250, 1st reg’d 1934, “Newport” Town Car by Brewster (Body-No. B7356)

America plunged into an economic depression that would last for nearly a decade after the stock market crash of October 1929. Average Americans suffered a drop in income and an increase in unemployment, so 1934, the year “You’re the Top” was written, was to be another grim



[4] Rolls-Royce Phantom II, #202AJS, 1st reg'd 1931, "Keswick" Town Car by Brewster (Body-No. B7213)

[5] Rolls-Royce Phantom II, #237AJS, 1st reg'd 1931, "Keswick" Town Car by Brewster (Body-No. B7315)



year. But for Cole Porter, November 21, 1934, was to be an auspicious day. It marked the start of "Anything Goes", which was to become Porter's longest-running show up to that time. The musical remained on Broadway for 420 performances.

Cole Porter himself produced variants of "You're the Top," e.g., he skipped several verses to square with the 3 minute 30 second run for those standard 78 records of that time (and for later 45s, too) and he developed different phrases and add-ons to the basic lyrics. Hence the Brewster reference does not appear in all versions. Various versions of this song from "Anything Goes" became very popular. One arrangement by bandleader Paul Whiteman was a best-selling Victor single that in the US made it into the top five. Over the following decades, "You're the Top" matured into an "Evergreen."

Ethel Merman and William Glaxton launched "You're the Top" in the 1934 Broadway production "Anything Goes." Later, two movies were produced with the same title, a 1936 version with Ethel Merman and Bing Crosby and a 1956

remake starring Mitzi Gaynor, Bing Crosby, and Jeanmarie and Donald O'Connor. Cole Porter's hit "You're the Top" also appeared in the 1946 film "Night and Day" in which it was sung by Ginny Simms and Cary Grant. It is worth a note that even in our time, "You're the Top" is a favorite with celebrities from stage and movies, but one example is Barbra Streisand's interpretation of that song.

If you're familiar with Broadway, the show programs are put out by 'Playbill' and they provide an "info-key" (though it dates to 1997) so that people can become familiar with terms used in the song. They describe the verse we're focusing in on thus:

'You're a Brewster body': A classic frame for a Bentley or Rolls-Royce luxury car.'

[6] Rolls-Royce Phantom II, #274AJS, 1st reg'd 1932, 'Newport' Town Car by Brewster (Body-No. B7361)



It has been heard a Rolls-Royce could be improved by the installation of a music box so that immediately when the bonnet is lifted it starts to play "Land of Hope and Glory." As regards Rolls-Royce motor cars with coachwork by Brewster, might the song by Cole Porter be considered an alternative? On in-depth research as regards the lyrics' original 1934 complete version, this is what comes up:

*"At words poetic, I'm so pathetic
That I always have found it best,
Instead of getting 'em off my chest,
To let 'em rest unexpressed.
I hate parading my serenading
As I'll probably miss a bar,
But if this ditty is not so pretty,
At least it'll tell you how great you are.*

*"You're the top! You're the Colosseum,
You're the top! You're the Louvre Museum,
You're a melody from a symphony by Strauss,
You're a Bendel bonnet, a Shakespeare sonnet,
You're Mickey Mouse.
You're the Nile, You're the Tow'r of Pisa,
You're the smile on the Mona Lisa.
I'm a worthless check, a total wreck, a flop,
But if, Baby, I'm the bottom,
You're the top!"*

*"Your words poetic are not pathetic
On the other hand, boy, you shine
And I can feel after every line
A thrill divine down my spine.*

*Now gifted humans like Vincent Youmans
Might think that your song is bad,
But for a person who's just rehearsing
Well I gotta say this my lad:*

*"You're the top! You're Mahatma Gandhi.
You're the top! You're Napoleon brandy.
You're the purple light of a summer night in Spain,
You're the National Gall'ry, You're Garbo's sal'ry,
You're cellophane.*

*You're sublime, You're a turkey dinner.
You're the time of the Derby winner.
I'm a toy balloon that is fated soon to pop.
But if, Baby, I'm the bottom,
You're the top!"*

***"You're the top! You're a Ritz hot toddy.
You're the top! You're a Brewster body.***

*You're the boats that glide on the sleepy Zuider Zee,
You're a Nathan Panning, You're Bishop Manning,
You're broccoli.*

*You're a prize, You're a night at Coney,
You're the eyes of Irene Bordoni,
I'm a broken doll, a fol-de-rol, a blop,
But if, Baby, I'm the bottom,
You're the top.*

*"You're the top! You're an Arrow collar.
You're the top! You're a Coolidge dollar.
You're the nimble tread of the feet of Fred Astaire,
You're an O'Neill drama, You're Whistler's mama,
You're Camembert.*

*'De trop,'
But if, Baby, I'm the bottom,
You're the top.*

*You're a rose, You're Inferno's Dante,
You're the nose of the great Durante.
I'm just in the way, as the French would say.*

*"You're the top! You're a Waldorf salad.
You're the top! You're a Berlin ballad.
You're a baby grand of a lady and a gent.
You're an old dutch master, You're Mrs. Astor,
You're Pepsodent.*

*You're romance, You're the steppes of Russia,
You're the pants on a Roxy usher.
I'm a lazy lout that's just about to stop,
But if, Baby, I'm the bottom,
You're the top!"*

*"You're the top! You're a dance in Bali.
You're the top! You're a hot tamale.
You're an angel, you're simply too, too, too divine,
You're a Botticelli, You're Keats, You're Shelley,
You're Ovaltine.*

*You're a boon, You're the dam at Boulder,
You're the moon over Mae West's shoulder.
I'm a nominee of the G.O.P.,
But if, Baby, I'm the bottom,
You're the top!"*

*"You're the top! You're the Tower of Babel.
You're the top! You're the Whitney Stable.
By the River Rhine, You're a sturdy stein of beer,
You're a dress from Saks's, You're next year's taxes,
You're stratosphere.*

*You're my thoist, You're a Drumstick Lipstick,
You're the foist in the Irish swipstick,
I'm a frightened frog that can find no log to hop,
But if, Baby, I'm the bottom,
You're the top!"*

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Acknowledgment: Rubén Verdés (US)





REBUILDING FUEL TANKS

by John Elder Robison

Crud in the carburetors – it’s the bane of old cars. We’ve all seen it . . . the car that won’t idle because the jets are clogged. The other one that runs out of gas every time you step hard on the gas because the screen in the tank is clogged. And we can’t forget the fellow who said he could solve it all by installing a modern fuel injection style fuel filter, only to have it clog solid with a hundred miles of driving.

No matter what kind of car you have, when the fuel system plugs up, it all comes down to the same thing . . . a deteriorated gas tank. For most of the past century, gas tanks were made from sheet steel. Do you remember how they looked, back in the day? I can remember looking under new cars in the 70s and seeing brown surface rust covering the bare metal under every car on the lot. Back then we just took surface rust for granted.

It’s only on the outside, we’d tell ourselves. After all, gasoline and water don’t mix. But things change. Now we have ethanol fuels that soak up water like a sponge. Fifty years later, the insides of most steel gas tanks are covered in rust, and if you could take the tank out of the car and shake it, the fuel would come out looking like coffee.

Sometimes we know a gas tank needs repair because it rusts through and starts dripping. More often, the tank looks solid but inside there’s a world of ruin. We have removed tanks from cars, let them dry, and then poured a cup or more of “rust dust” out the fill pipe. Clearly, something has to be done.

Over the years, people have tried all kinds of sealers. Some purport to plug gas leaks from the outside, like using plumber’s putty, but for fuel. Others say they seal the inside of the tank, preventing rust from getting into the fuel system.

None of those tricks provide a permanent solution. Newer gasolines aggravate the rusting problem. High-performance motorsport fuels like Sunoco Optima dissolve the sealers even faster than pump gas. In the end, you have to deal with rust in the fuel tank the same way you deal with rust anywhere else in the body – by removing it.



The process starts with removal of the tank. We pull the tank, and then remove the fuel senders and any other fittings. The tank is emptied, and then washed with a power washer using soap and water. We wash it til it doesn't smell of gas anymore. That is when it is safe to work on.

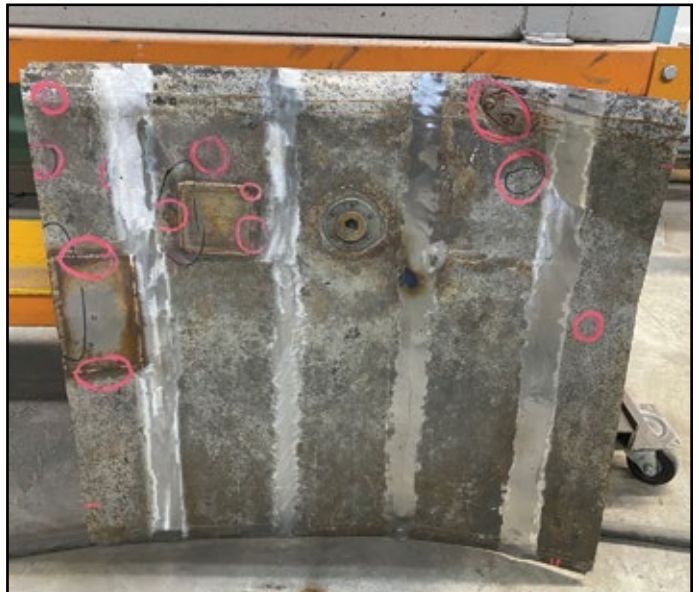
After power washing the outside, we remove undercoats and other exterior finishes, so we can see the actual metal. Sometimes we are surprised. This Rolls-Royce 20-25 tank (shown in the photos above) had an inch of plastic filler covering a huge dent in the front of the tank.

Looking at a fuel tank on the bench you might think it's just four sides with a top and bottom. Not so simple! Most tanks have baffles inside to prevent fuel sloshing around. Many tanks have additional baffles to "box in" the area around the fuel gauge sender, so it does not move up and down when you go round corners. Most tanks have a port on the top where a hose goes in, to suck out the fuel. Some tanks have a return as well, and many have vents.

The next step in rebuilding a tank is to drill out the spot welds for any baffles, and then use a die grinder to cut the metal to open the top. Here's what we find, most of the time:

In the photos you can see rust and a thicker black material that is some kind of sealer, now broken down. Seeing this, is it any wonder the filter clogged up when fuel passed through here?

Old sealer gets scraped out. We use acids to dissolve and neutralize rust. We check the thickness of the metal, to see how much remains. If it's too thin we make new panels. If it's okay, we can clean the steel and leave it bare inside. We can coat it with sealer, or finish in powder coat, but many of the collector cars we restore won't ever have ethanol fuel in them, and they will run exotic fuels that melt sealers, so bare steel is the answer.



In some cases, a tank is just too far gone to fix. Here's a tank that came to us with a dozen patches from prior repairs, probably going back 50 years. What do we do? Slap on more patches? In those cases, we recommend making a new tank.

Here is a comparison (*top left photo on right*): This is a tank from a 1947 Rolls-Royce Silver Wraith. Note the steel is sound; it's just rusty and full of old sealer.

Now look at this tank from an early R-Type fastback (*above right*). This tank looks almost the same, but check out all the squares. Patches. And I can't show you in a photo, but the steel on the bottom is so weak you could jam a Phillips-head screwdriver right through.

The answer to that? A new tank.



Production gas tanks are made from mild steel because it's cheap. Stainless is better for old cars because it won't rust, and the cost of the raw material is not a major factor in the cost of a custom-made fuel tank.

In the photos above, Jeff Braica, a skilled fabricator in the Enfield Auto Restoration shop, shows details of a custom tank. We probably rebuild 8-10 of these tanks a year, and make several custom tanks for the few that are too far gone.

Newer tanks can sometimes be saved by simply removing them and washing them out, but most times, we find they have to come apart. When they do, these photos show what happens, and you can be assured it's nothing to be afraid of. This is a repair where the end result is better than how we began, every single time.

Thanks to Ray Millette and the staff of Enfield Auto Restoration for the gas tank illustrations in this article. • Photos ©2022 John Robison



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Cars for Sale

Selling Most of My Collection: Silver Wraiths, Silver Clouds, 6' stretch SCIII, 6 passenger Silver Shadow, Phantom V's. Example: **Silver Wraith** (LWHD10) 1950 H.J. Mulliner sedan de ville design #7120. LHD; the car was in mid restoration when purchased from Vantage Motorworks many years ago; this coachbuilt design offers the retractable hard top roof over the chauffeur's front seat. \$39,800. Please check my list of vehicles in the directory and contact me if interested in any or all of the cars. I could email photos of most of the vehicles. **Tom Kindler** (IL) 630-803-7146 or email: Lgntm@yahoo.com



Silver Wraith (WSG63) 1951 Hooper limousine "Teviot III", 8283 design, 9813 body. RHD; two-tone Silver w/division window; burgundy interior; excellent wood, chrome and leather; new tires; car in movie Old Fashioned from 2013. 80,000 miles. Asking

\$65,000. **Robert Poelker**, Hollister, CA 831-801-6737 or email: robertpoelker@gmail.com



Bentley S1 (B42FA) 1958 saloon. RHD; Deep Blue over Tudor Grey, Grey Hides, Wilton Blue Carpet and Overmats; proper power steering, brakes; original drive control, rear picnic trays, WSW radials; small and large hand tools; maintained to highest

standards; recommissioning including exterior, interior, brightwork and mechanics; extensive service history from Bentley Dealership, chassis card and much more; excellent throughout. A Majestic Presence. Over \$89,000 Invested. Ask \$57,950. **Norm Cohen** (GA) 770-883-9115 or email: ncohen@mindspring.com. Video Link: <https://www.classicinvestmentltd.com/details/used-1958-bentley-saloon-s/75732081>



Silver Cloud II (LSRA285) 1959 saloon. LHD; Silver exterior in very good condition; Silver blue leather seats, blue carpets, silver headliner - all in excellent condition; ps, pb, pw, a/c; V8 high torque engine, high output alternator; muffler system, brakes,

front end, suspension, steering, tires, air conditioning - all in excellent condition; cooling system, electrical system, engine, transmission, drive shaft, rear end, glass, chrome, interior wood - all in excellent condition; 62,000 mi. \$85,000. For complete information, Call **Julian Gitlin** (VA) 703-961-1845



Bentley S3 (B474EC) 1963 saloon. An extensive number of improvements have recently been made: installed lap seatbelts, overhauled emissions system, painted the frame with Por/15, new fuel pump, installed a Petronix Electrical Ignition System,

rebuilt the carburetors and starter; new water pump; overhauled the brakes and brake servo; new gas tank and Cooper ww tires; new battery and stainless-steel exhaust; refinished the interior veneers; repainted exterior as needed; car cover; there are four small imperfections in the body work. \$50,000 VBO. **David Taylor** (IL) 847-708-8680 or email for pictures: davidwtaylor@aol.com



Silver Cloud III (LSDW251) 1963 H.J. Mulliner drop-head coupé. Restoration just finished; paint is flawless RR color, claret, and interior finished in genuine Connolly saddle hides; car detailed and serviced mechanically; wood is gorgeous; runs like new

and stops similarly; a/c with all tools present; has all the minor options that original had, such as engine wall braces, reinforced A post, original top operation switch, Persplex visors, and rear crank up windows; can't be told from original; an original example of this car recently was sold by RM for \$1.15 million; a private sale then took place at the same figure; questions on car details call John Palma at 609-602-6928. Ask \$275,000. **John Cory** (NJ) 201-669-6500 for photos and video

Silver Shadow (SRD21976) 1975 saloon. Burgundy/Beige two-tone w/light brown leather; extensive maintenance from 2015 to present by renowned technicians John Palma, Jeff Palmero, John Robison; I am the third owner; complete provenance and maintenance records; upgrades to headlights and electrical system; certified RR technician repaired car at \$25,000 from Oct 2020 to June 2021; runs beautifully as an everyday driver. \$17,500. **Dr. Marc Levine** (NY) 518-944-0924 or email: ednanatray@gmail.com

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Silver Shadow II (SRG33598) 1978 saloon. Teal exterior and tan interior; well sorted example of the Silver Shadow II; club member owned for 20 years; beautiful wood throughout; mechanical Webasto sliding roof for the open air; always well

maintained and garage kept; brand new battery and great tires. \$24,000. **Peter Landsberger** (CT) 203-770-2344



Silver Spur (NAE-08249) 1984 lwb saloon. Charcoal/Silver w/ mahogany interior; car runs beautifully and is a good everyday driver; I am the third owner; complete provenance and maintenance records available; upgraded lights and new wood by Madera

Concepts; extensive maintenance by renowned technicians Jeff Palmero, Doug Seibert, Tom Palasiano and master technicians Greg Verilli and Justin Kerstner; approximately 61,000 mi. \$22,000. **Dr. Marc Levine** (NY) 518-944-0924 or email ednanatray@gmail.com



Corniche III (DAM-30333) 1991 Mulliner, Park Ward drophead coupé. Runs great and well maintained; 59,000 mi. Asking \$68,000 OBO. Owner John Charlton. Please contact **Julian Charlton** Lakehills, TX 210-667-5061 for more information or pictures.

Bentley Continental R (BBR-52069) 1994 coupé. Mica Red, cream interior; 3 owner car; small accident, repaired car in 2005; repaired, salvaged and title now clean; inspected CT title; this is a very clean car and shows very well; books and Bentley Greenwich service history; pictures and video upon request; exceptional value. 36,000 mi. \$38,000 or near offer. **Croan McCormack** (MA) 617-438-5042 or email: Croanmc@aol.com



Silver Spur (NAT-57964) 1996 lwb saloon. LHD; Magnolia exterior/ St. James red interior; Factory Gold Flying Lady; full wood door panels and more; personally owned vehicle; gaskets, seals, O-rings, hoses, belts, etc. replaced with original Rolls-Royce parts

by Master Rolls-Royce Tech; last of the Rolls-Royce Bentley "Heritage Series" (+ all metal grill); only 507 produced in a 4 year period (1995-1998); one of the best Spurs you will find. \$54,500 (OBO/Trade) **Chris Karamesines** (IN) 765-284-5655, 765-744-2834 (cell). For more photos, visit Hemmings.com classifieds— Ad #2526591



Bentley Azure (KB2-01026) 2002 drophead coupé. LHD; personally owned vehicle; gaskets, seals, o-rings, hoses, belts, convertible top; hydraulic lines, etc. replaced with original Rolls-Royce parts by Master Rolls-Royce Tech; last of the Rolls-

Royce Bentley "Heritage Series" (+ all metal grill); only 1,321 produced in an 8 year period (1995-2003); 2nd owner since 2011; I believe you will not find better; outstanding condition. \$97,500 (OBO/Trade). **Chris Karamesines** (IN) 765-284-5655, 765-744-2834 (cell). For more photos, visit Hemmings.com classifieds— Ad #2526592



Bentley Continental GTC (DR9-59542) 2009 Mulliner drophead coupé; Granite grey w/Beluga black diamond pattern leather, black top; Naim audio w/ dark walnut wood and sport steering wheel; always garaged w/new tires, batteries; 5-year service up

to date; purchased from local SF dealer as a lease return w/ service records available; 34,750 mi. \$65,000 obo. **Jim Sivalls** (CA) 415-971-8900 or email: Sivalls@aol.com

Cars Wanted

Pre and postwar Rolls-Royce and Bentley cars wanted in any condition or price. Will travel anywhere. **Glyn Morris** Tel. 847-274-5874 or email: glyn@belmontgroup.net.

WANTED: Rolls-Royce & Bentley in any condition! Dead or Alive from Rust Bucket to Perfect! Everything considered! Top dollar paid! Please call **Alex Manos** (CA) 877-912-0007 or email: continental5000@gmail.com

Wanted Rolls-Royce and Bentley - Silver Ghost, 20-25, 25-30, Wraith, Silver Wraith, Phantom I, II, III, IV, V and VI, Cloud I, II, III and any Rolls-Royce and Bentley from 1900 to 2003 in any condition. Top Price Paid. **Peter Kumar** (NY): Please call 800-452-9910 or email: PeterKumar@GullwingMotorCars.com

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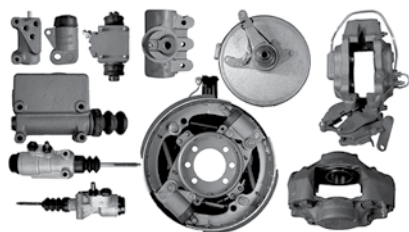
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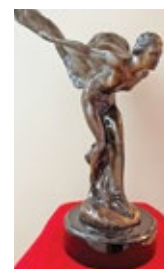
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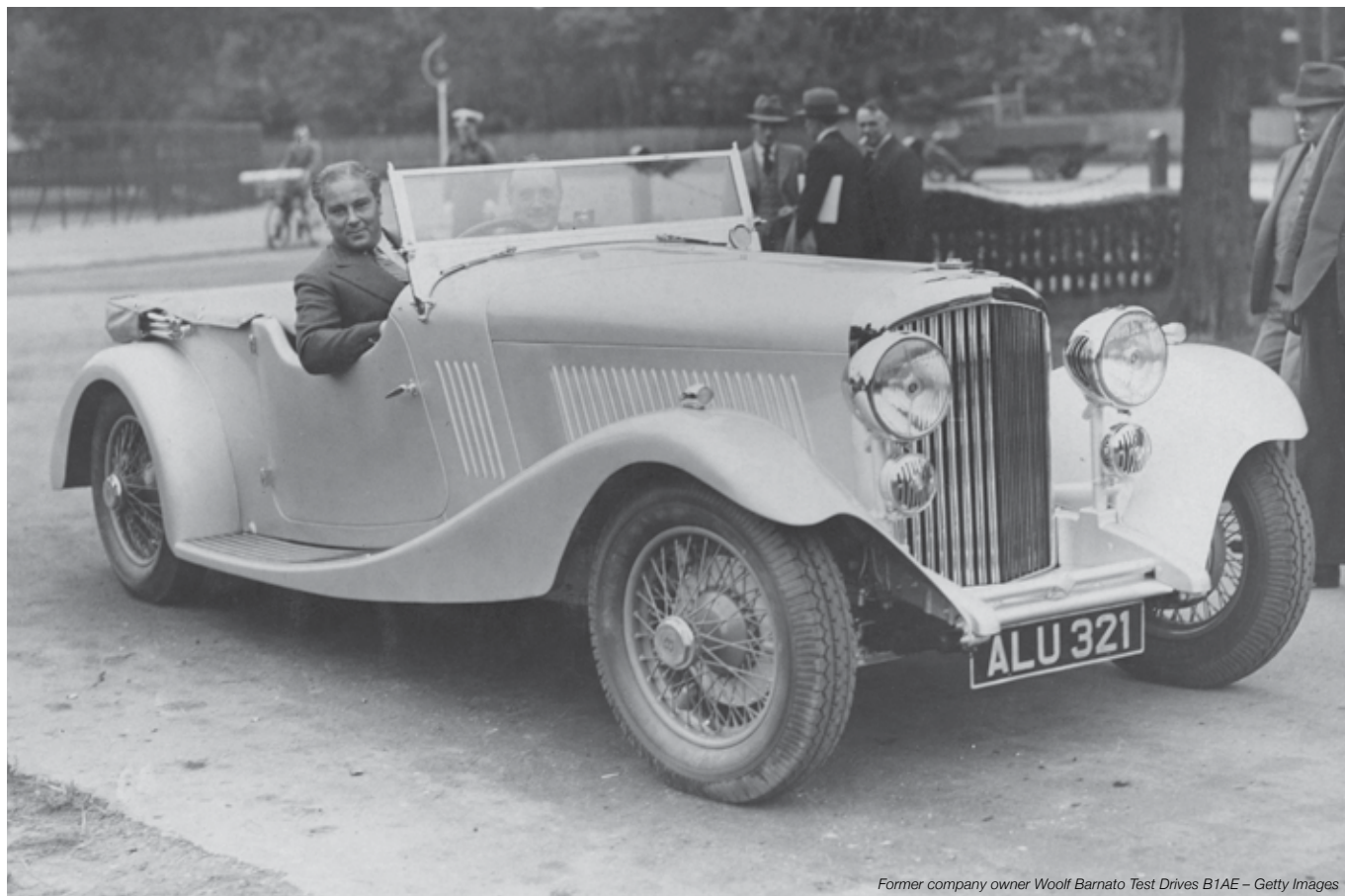
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John has been a member Rolls-Royce Owner's Club since 1985 when, with the support of the late Cal West, the respected technical representative for Rolls-Royce, he became a national tech adviser and instructor for the Club and its affiliate the Modern Car Society. Over the years, John's role in the Rolls-Royce/Bentley community has made him a leading expert in the maintenance and restoration of Rolls-Royce and Bentley automobiles, including the development and manufacturing of certain replacement parts and the re-manufacturing and upgrading of no longer available parts for those cars. He routinely conducts technical seminars at his shop, at national meets and regional programs, and produces technical articles for The Flying Lady and Modern Car Magazine. He is a resource for Bentley under Volkswagen's ownership and is a resource for current Rolls Royce and Bentley dealers as their needs for help arise with modern pre-Volkswagen-/pre-BMW-era cars.

John is a life member of the RROC, serves on the national RROC board of directors, on regional boards of directors, remains a national technical adviser for the Club and is a member of the RREC. In 2014 John was awarded the RROC President's Award in recognition of his many years of service to the Club and the marques.

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