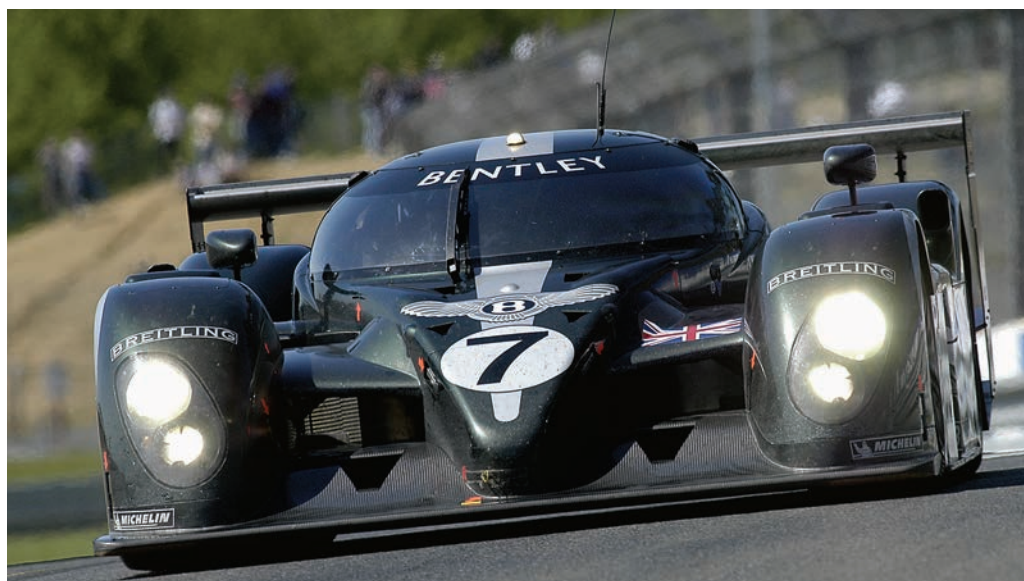


THE FLYING LADY



contents

july/august 2019



Bentley Motors

It's strange to think that the Speed 8 is already classified as a "historic" race car. The 2003 Le Mans winner was the headliner of the Bentley line-up.

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On the Cover

(front) 1926 Springfield Silver Ghost
S295PL Owner: F. Cornwall
Bought new by movie director Josef von
Sternberg as a Stratford Convertible Coupe
by Brewster which was quite rare and plen-
ty attractive but the next owner, a dealer,
figured Piccadilly Roadster coachwork was
better still. He must have been right because
that body has been on the car since 1932.

—Sneed Adams

(back)
Tunnel vision?

—Bill Wolf

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THE FLYING LADY (ISSN 0015-4830) is a bi-monthly publication of The Rolls-Royce Owners' Club, Inc., a non-profit corporation, 191 Hempt Road, Mechanicsburg, PA 17050, USA. Printed in USA. Periodical postage paid at Mechanicsburg, PA 17050, and additional mailing offices. POSTMASTER: Send address changes to The Flying Lady, 191 Hempt Road, Mechanicsburg, PA 17050 USA.

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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.

Rolls-Royce Owners' Club



Multiple Winner of IAMC
& Golden Quill Awards



From the President

Cars are meant to be driven, even, and perhaps especially, our precious PMCs. Being able to drive and enjoy these wonderful machines is the greatest joy of ownership. I write this column having just completed the 2019 Spring Tour in Virginia. Since my husband, Phil, and I organized the tour, it would be improper for me to comment on the overall impressions of the tour, but what I can talk about is the pleasure that can be derived from participating in a tour. Perhaps the best part is spending several days with friends from previous meets and tours, but also making new friends. Traveling together and sharing experiences and meals results in great camaraderie. We traveled with friends of several decades standing as well as with cars that we have known for similar lengths of time. But we have also made new friends that we look forward to seeing at other RROC events.

Several coincidences happened on the tour, which fall into the "small world" category. On our final day as we were enjoying a box lunch outside one of the oldest homes in the US (1690) one member approached another and seeing clearly the name tag for the first time asked if he was the same person of that name that had been at a military training base for a brief period in the early 1960s. Indeed it was the same person and it was the first time they had connected in all of those years!

A second coincidence revolved around a car. We have admired this particular body style for many years and knew one well that belonged to a dear friend who had passed away a number of years ago. In starting a conversation with the current owner we discovered this was the very same car now owned by the nephew of the previous owner.



The RROC is a large extended family. When we meet up with old friends, be they human or automotive, it is rather like a family reunion. While the activities and location of a tour are very important, it is the reuniting that makes it so enjoyable. We commend our participants who came from as far away as New Zealand and Hawaii, but also from parts of the US that required up to 1,000 miles of driving. If you have never been on a tour, do consider it. Not only is it a lot of fun, but you see areas and attractions that you might not otherwise see. You might also consider hosting a tour in your area. The RROC website has a publication "How to Put on a Tour" that can be very helpful. Also check the website for the dates and locations of the next scheduled tours.

I used the term "PMC" earlier which most of us seem to know refers to "Proper Motor Car" which is how we like to think of our cars, but one of our newer participants on the tour asked if there was a dictionary of the terms we use. This came about when people spoke of the Brooks having an "FTP" or "Failure to Proceed" (it was a broken fan belt and later in the week a starter relay, all easily fixed, thank goodness with the help and support of other tourers). We also discussed "Controlled Seepage" as an alternative to leaks. If tours are a family reunion I suppose these terms are little different from the nicknames we give to our favorite aunts and uncles. There were a couple of other FTPs on the tour and while driving to and from, but with the networking within the club and with the help of the *Directory & Register*, we were able to find help for everyone. This is a good reminder to carry the *D&R* (another acronym we use) with you either in paper or electronic form.

You are most likely a member of the extended RROC family if you are reading this. Come to one of our "family reunions" and enjoy this member benefit that is so enjoyable. —Happy Motoring, Sue Brooks

Calendar of Events

2019, Aug. 31–Sept. 9	Bentley 100 th Anniversary Tour 1 (UK)
2019, Sept. 6–15	Bentley 100 th Anniversary Tour 2 (UK)
2019, Sept. 15–21	Fall Tour, CO & NM
2019, Oct. 18–19	Tech Seminar, Palma's Classic Cars, NJ
2019, Oct. 18–20	"Mini Meet," Greenville, SC
2020, June 22–27	Annual Meet, Gettysburg, PA
2020, Aug. 30–Sept. 6	National Rockies Tour, Banff
2020, Sept. 21–27	Fall Tour, Saugatuck, MI
2021, June 23–26	Annual Meet, Lake George, NY

Please contact RROC HQ to register for RROC events.

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All editorial contributions go to the editors, addresses on masthead.
Deadlines 11/1, 1/2, 3/1, 5/1, 7/1, 9/1.

Direct all other correspondence, including change of address or complaints about delivery to the relevant Club officials or to HQ. All ads, whether classified (the Bazaar) or display, go to the Ad Manager at Club HQ.

New Head of Design RRMC has appointed Royal College of Art graduate **Jozef Kabaň** (46) who has been Head of Design Studio BMW since 2017. Interestingly, he started on the VW Group side (now owner of Bentley) as one of their youngest-ever designers. His work must have impressed someone because in 1998 he landed the plum appointment of project lead for the Bugatti Veyron, for which he designed the exterior and earned global recognition. From there he moved first to Audi and then Skoda Auto, in each case as Head of Exterior. Throughout this period he also had design responsibility for small volume projects, including limited and special editions and show cars.



RRMC



Coolest badges ever!

All: RRM

Lucky Scouts The coolest badges ever! Two Scout troops in the village of Barnham near Goodwood received new patrol badges named for two current Rolls-Royces, Ghost and Phantom, whose names and outlines are stitched in gold thread. Says RRM: “We are conscious that these boys and girls are the designers and engineers of the future, and it’s our privilege to play a part in encouraging their interest in manufacturing and STEM subjects as potential career options.”

Global Dealer Awards And the laurels go to . . . RRM Beijing and RRM Munich. A number of other awards were given at the World Dealer Conference, held for the first time in Shanghai; we single out two: Regional Dealer of the Year in the Americas went to RRM Miami, and Global Bespoke Dealer of the Year to RRM Dubai.

Rolls-Royce sold 4,107 cars in 2018, the highest number in the marque’s 115-year history.



Champagne Chest The latest addition to the firm’s accessory portfolio can go from backyard to superyacht and will be a sure crowd pleaser. Well, a crowd of four.

As one would expect, materials and operation are intricate. At the touch of a button the case (made from machined aluminum and carbon fiber and clad in black leather) opens two side compartments (champagne cooler on one side, four canisters and mother-of-pearl spoons on the other) while the top lid flips over to become a serving tray made of Tudor Oak. The illuminated central bay houses four hand-blown crystal champagne flutes with polished aluminum bases.

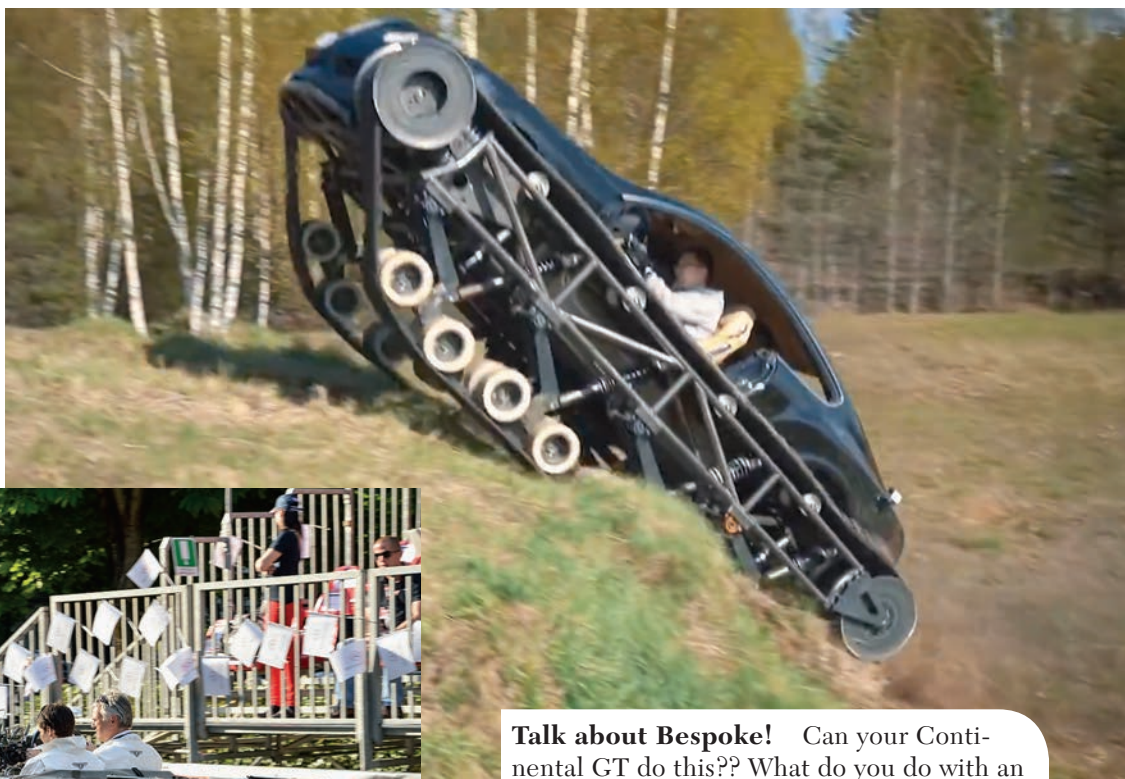
The whole thing can be spec’d different ways and, naturally, Bespoke choices can be accommodated (base price £37,000).

BENTLEY NEWS

**New Flying Spur**

Overdue for an update the new Gen3 version introduces, among other tidbits, an automotive world-first: three-dimensional, textured leather upholstery.

AcademeG



Mille Miglia This being the firm's centenary year, an entry at the Mille Miglia (May 15–18) was pretty much a command performance. Bentley fielded two 1930 Blowers including the Birkin Blower **UJ5872** which nowadays plays such a prominent role in their heritage marketing, and the “demonstrator” car, **GH6951**. They were driven by Bentley's Director of Motorsport, Brian Gush, and Head of Royal and VIP Relations, Robin Peel.

Talk about Bespoke! Can your Continental GT do this?? What do you do with an older model that may have had an accident or has some sort of defect? Repair costs in most cases exceed reasonable resale value, retiring it to the scrap heap is not polite, so . . . repurpose it. A bunch of Russian You-Tubers floated last December the idea of putting tracks on a Continental and go really off-roading. This May the Ultratank underwent field trials, which went well enough, and the body will now get its doors bolted back on and receive a host of other mechanical and engine-related tweaks to double the speed to the envisioned 62 mph. The frame is obviously custom and the tracks are driven by a solid rear axle.

Bavaria Edition Glacier White exterior paint and an Imperial Blue roof express iconic Bavarian colors, and the Bavarian flag pattern adorns front fender, seat headrests, and treadplate inlay of this Continental GT Convertible. Yes, singular—there will be only one and it will be presented at an exclusive event at Bentley's Munich retailer.

Ali: Bentley Motors



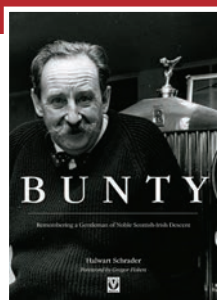
If you own a Rolls-Royce or Bentley, or have an interest in the cars, you probably have a bunch of books on them. You surely recognize most of the ones in this photo (assorted old Dalton Watson titles, a bound set of *The Flying Lady*, a large-format *Twenty Silver Ghosts*) and maybe even have many of them on your own bookshelf. Don't think of them as just old books, dead weight, dustmite fodder—this lot just last month fetched double its estimate (\$1,800–\$2,200), a stout \$4500 at the auction of the collection of the late Fred Guyton. And not one of these titles is a real serious rarity!



NATIONAL RROC NEW MEMBERS

MARCH & APRIL 2019

FIRST NAME	LAST NAME	CITY	STATE	FIRST NAME	LAST NAME	CITY	STATE
Ian	Aitken	Sarasota	FL	Bruce	Mayo	Ottawa, ON	CANADA
Ara	Akopyan	Sherman Oaks	CA	Jeffrey	McCarthy	East Albury, NSW	AUSTRALIA
Bjorn	Anderson	Robbinsdale	MN	Steve	McKee	Santa Ana	CA
Urs	Barmettler	Unterageri	SWITZERLAND	Patrick	Moran	San Antonio	TX
Pete	Botke	Portland	OR	Richard	Mullin	Malvern	PA
Paul	Brazier	Winchfield, Hampshire	UNITED KINGDOM	Jeremy	Nicholson	Atlanta	GA
Robert	Brooks	Charleston	SC	John	O'Malley	Winnetka	IL
Fred	Calosso	Florence	OR	Peter	Pandolfi	Culpeper	VA
Bruce	Carey	Macedon	NY	Kathleen	Pegg	Lancaster	OH
Adam	Chodkowski	Surrey, BC	CANADA	Daniel	Piraino	Franklin	TN
Russell	Cohen	Debary	FL	James	Reinhart	Lloydminster, AB	CANADA
Jacob	Cook	Kent	WA	Edward	Rhode	Sandusky	OH
Richard	Corelle	Watertown	MA	Lawrence	Riches	Horncastle	UNITED KINGDOM
William	Culhane	Billings	MT	Ronald	Rigor	Hollywood Hills	CA
Ernest	Feldgus	New Hope	PA	Thomas	Rogers	Phoenix	AZ
Jon	Fink	Charlottesville	VA	Richard	Schoenfeld	Playa del Rey	CA
Mitchell	Haig	Avondale Estates	GA	Ron	Schuldt	Plano	TX
Assem	Hedayat	Saskatoon, SK	CANADA	Mark	Smith	Palm Springs	CA
Danny	Hinton	Dallas	TX	Kevin	Stauff	Greenville	TX
Mark	Holmes	Medina	WA	Randall	Strawbridge	Henrico	VA
Alexander	Housten	Palm Beach Gardens	FL	Damon	Swank	Rancho Palos Verdes	CA
George	Hutchinson	Williamsport	PA	Ric	Talley	Alexandria	VA
Adam	Impson	Charleston	SC	Roger	Tellier	Spring Hill	FL
Jesse	Jeff	Memphis	TN	Lucian	Visone	Williamsville	NY
Bill	Lampman	Decatur	TX	W. Chris	Wellborn	Southlake	TX
Donald	Lowmiller	Chicago	IL	Carl	White	Baltimore	MD
Everett	Lunsford	Williamsburg	VA	Robert	White	Norman	OK
Robert	Maniha	Houston	TX	Gloria	Whittle	Stuart	FL
Robert	Mann	Glencoe	IL	Dandridge	Woodworth	La Jolla	CA



**Bunty: Remembering
a Gentleman of Noble
Scottish-Irish Descent**
by Halwart Schrader

Veloce, 2019. 216 p., 81 b/w photos,
softcover. \$32.50 / £19.99.
ISBN 978-1787113480

In FL14-6 we ran a story on “Bunty” Scott-Moncrieff, not least because a biography of him was about to appear in German. It has now been translated into English, by a mainstream publisher whose books are easy to source in the US, so it’s time for a proper review.

In his day, David William Hardy Scott-Moncrieff (d. 1987) was a veritable fixture in the Rolls-Royce/Bentley world. “Bunty,” so named by an uncle and for no apparent reason, styled himself the world’s largest dealer of used cars of these marques, going so far as to appropriate their logos for his letterhead even though he was not an appointed agent. (Mercedes, another favorite marque of his, finally made him remove the Star in 1974.) Self-deprecatingly he also called himself the world’s poorest Rolls-Royce dealer, and neither of these boasts is without foundation.

Always one to put himself and his wares in the best light, he presented himself as “a gentleman of the best Scottish/Irish stock” but the tales of his sometimes shady deals are legend.

When we reviewed the German version in 2014 (ISBN 978-3942153218) we said right away that an English translation would find a ready market. Well, in 2019 it finally happened, in another example of UK publisher Veloce taking on a title from German publisher Monsenstein.

That Bunty’s legacy looms large is evident in the fact that even today, more than a quarter century after his death in 1987, his name shows up in the automotive press on occasion. That an entire book should be dedicated to this colorful man is not surprising but the timing and the language (of the original) are. As to the former it is perhaps noteworthy that several such auto/biographies have been released lately, recalling the spate of barn find books that all seemed to come out of nowhere some fifteen years ago. As to the latter, that this most English of car dealers should not have found an eager English publisher right at the outset is most peculiar, especially considering that it was the protagonist’s long-time and long-suffering secretary and confidante, Hazel Robinson, who was the first to shop her own, English-language manuscript around. Its title *Would You be a Sweetie?* would have sounded eerily familiar to anyone who had found himself on the wrong end of one of Bunty’s seemingly impossible to resist entreaties for often outsize favors of which repayment was highly unlikely.

Hazel Robinson’s acquaintance with Bunty predates the author’s by only a few years and, to acknowledge her role in gathering material for what was to be her own and is now his manuscript, Schrader dedicated his book to her—do read the dedication! The German version contained quite a bit more about her in the author’s Foreword

which in the English version is replaced by one from car dealer Gregor Fisker while Schrader’s comments appear in severely condensed form as an Epilogue.

It is not a conventional blow-by-blow biography but an assortment of 65 vignettes in loosely chronological order introduced by four reminiscences from around the 1970s as a *mis en scene*. Schrader is a widely published author/editor in automotive matters and vintage-car owner, ran his own publishing house, and his book *On the Rolls-Royce Automobile* won the AACRA’s 1988 McKean Award.

Bunty, who had written several very, very engaging automobile and travel books (and, living up to every Scottish cliché, would have been singularly qualified to write “100 Ways to Explain How You Misplaced Your Wallet”), was a life-long diarist and the book draws on these and his letters; Robinson’s trip, business, and personal memos; and the author’s own recollections, and interviews with or correspondence from “associates, accomplices, friends, victims, and witnesses.” Many stories exist in multiple versions, such was Bunty’s penchant for the theatrical—many thought he would have made a fine actor—and it falls to Schrader to distill that version that he thinks is closest to the truth.

Factual, literal truth is not really the point here. Bunty fully and unabashedly believed that a story well told—be it about something he had experienced or an “embellished” history of a car he was selling—was a perfectly valid means to accomplish an end, that end being to present himself and his wares as utterly irresistible and unique and the listener/prospective buyer lucky to be alive to be blessed with this munificence.

He liked selling cars, especially Rolls-Royces, often mediocre ones and at grotesque mark-ups, to Americans because they often bought sight-unseen and were thus gullible. He also owned some of the storied cars of his time, such as Count Zborowski’s Chitty-Chitty-Bang-Bang II which he had to sell at a loss to cover yet another car deal for which he had pocketed the money, as was his wont, before he had an actual car to sell!

Early on in the book Schrader poses the question: would you buy a car from this shady but oh so lovable character? Clearly people did, over two hundred attended what was supposed to have been his 80th birthday party but became his funeral, and he stayed in touch with many school chums throughout his whole life. What force of personality did he possess to pull this off??

The book does not, cannot answer that question—but it’s plenty entertaining! Let’s just hope it won’t be held up as an example in Business Ethics class! ED

THE NEWEST Supplement to *Rolls-Royce and Bentley in the Sunburnt Country—The First Fifty Years in Australia* (review in FL99-5) is now downloadable for free from the Australian SHRF at www.henryroycefoundation.com/services as a 91-page pdf of ca. 18 MB. Note that it does not update ownership or car data beyond the date of the original publication but adds additional material come to light since.

News Flash: A Club Car on TV

Bill Wolf (NJ)



Since I mentioned this to Jane Pauley personally, I see no reason not to mention it here: my first memory of her goes back to the 1970s. In Altoona, Pennsylvania, then, I was bartending at Johnny's Tavern. My clientele was mostly railroaders and retired railroaders, and, daily, we would watch Ms. Pauley read the news along with Tom Brockaw. We were all a lot younger then, but, as you can see from the photos, Ms. Pauley just forgot to age. She looks fabulous—especially behind the wheel of John Carter's 1990 Corniche III (**DAL-30022**).

Here's what happened: CBS contacted RROC HQ for a lead to a particular type of Rolls-Royce to use in the CBS Special "No Exit" about transportation, traffic and cars in America (aired May 17), and HQ contacted Atlantic Region member John Carter because he has just the car that'll fit the bill, an open (lets the host move about freely), white (shows well against different backgrounds) Corniche (recognizable by any and all as a quintessential Rolls-Royce). Of course the house and grounds had to fit the bill too and a proper location was scouted in Rumson, NJ, so Carter rounded up fellow region members Ken Koswener and myself to accompany him on the hour-long drive.

Pro shoots are notorious for the "hurry up and wait" phenomenon. A host of people fiddles with a myriad of tweaks. Cameras, lights and recording equipment have to be set up, positioned and repositioned. Props have to be primed and on-air talent kept in a good mood. All this



Jane Pauley ready to drive away.

is quite interesting to watch, but we did find ourselves with time on our hands. Obviously, we cast our eyes on the other cars to be used: a 1914 Ford Model T, a Shelbyized 1967 Mustang, a third-generation Lotus 7, a Ferrari Berlinetta Boxer, and a three-wheeled Vanderhall Venice Speedster (Utah's answer to a question not many are asking). They all looked quite handsome especially with the Riverfields Estate mansion as a backdrop.

What a house! What cars! What a life!
Except . . . it's make-believe.



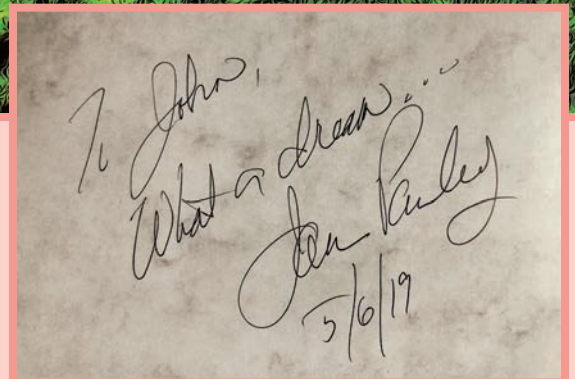
Top + left: Ken Koswener



(l-r) John Carter, Jane Pauley and Bill Wolf.
Ms. Pauley is not an RROC member—yet!

The TV crew was friendly and accommodating and showed more than a casual interest in the cars. Ms. Pauley was as gracious as can be. Since I rarely rub shoulders with celebrities, it was quite agreeable to have had the opportunity to sit down with her for a short chat. Somehow the conversation led from Altoona to Pittsburgh. I told her I was born and raised there and still find the city a great place to visit. In reply, she told me that she too liked the city, noting its history, and she mentioned that she hopes to do a CBS Special there.

Acknowledgements: Many thanks to John Carter, Ken Koswener, Jane Pauley, James E. Scully and the entire TV crew.



A perk: DAL-30022's owner's manual
now has an inscription!

RROC International Tours

Imagine the opportunity to attend one of the great international classic auto shows every year! It is now possible without the stress of finding hotels, renting cars, worrying about airport transportation, which side of the road to drive on, arranging admission to the show, and some sightseeing on the side. Martin Mayer's Destinations has already received rave reviews for the 2015 "Magical History Tour" and the 2016 Concorso d'Elegance Villa d'Este Italian Lakes Tour. These were fully escorted tours and provided carefree enjoyment to participants. Included were airport transfers, first class centrally located hotels, many meals, luxury motor coach transportation, and entrance fees to all the visited venues. This year, 82 members on two consecutive tours will help Bentley celebrate their 100th anniversary with festivities at Blenheim Palace and a guided sightseeing tour of England, including tours of both factories.

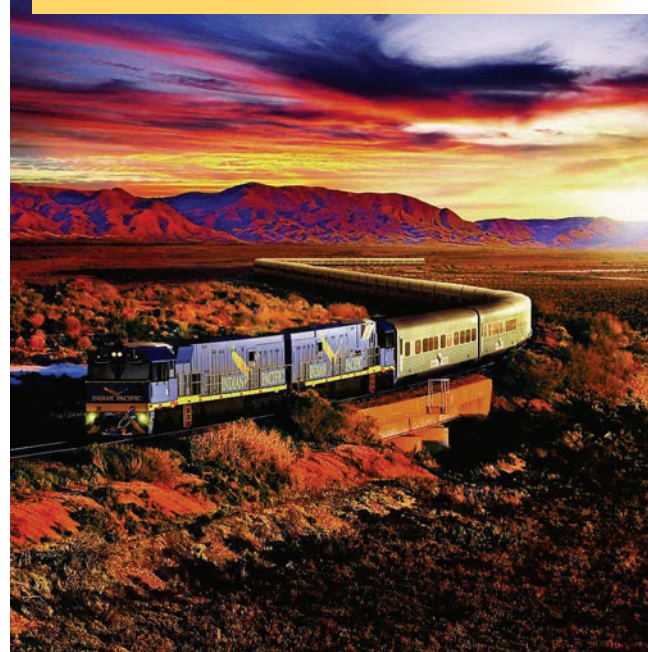
The RROC always hosts a wonderful array of automobile-related events for members. Annual Meets showcase a particular location while National Tours are driving events that allow us to see scenic America from the vantage point of the finest cars in the world. *The Flying Lady* brings to our homes another universe, often featuring driving events or concours in other parts of the world. Now members and guests can travel as a group to these events at a reasonable price, with no planning other than to block out time on the calendar. If you do not have a significant other who shares your enthusiasm, there are plenty of other sightseeing activities. Group tours provide opportunity to travel with people who are already great friends and the likelihood that great friendships will develop in the time spent together.

The popularity of the RROC's international tours has grown and the Bentley Anniversary Tour was sold out within six hours of its announcement by email blast from HQ. This led the club to ask tour host Martin Mayer to expand the event in a way that did not compromise the exclusivity or the comfort of participating club members so a second tour was designed to run 10 days before the original tour, with both tours coming together for the Blenheim Palace anniversary celebration which includes a black tie dinner in Blenheim Palace and a concours of over 1,000 Bentley automobiles! The itineraries for the two tours are exactly the same, including visits to both factories, Fiennes Restoration, Arundel Castle, Jack Barclay's new showroom, Frank Dale and Stepsons, and lots of sightseeing in the exquisite English countryside.

Looking to the future, the RROC Australia has invited us to attend their 2020 Rally, which will be one of the biggest ever. In addition to attending the Rally near Sydney, we will take the Indian Pacific train, the world's longest stretch of railway (2698 miles), offering a glimpse into a remote and amazingly beautiful region of Australia. RROC or BDC member who would like to attend the Australian tour should contact Martin Mayer as it may sell out as fast as did the Bentley Anniversary Tour.

The RROC International Tours are hosted by Martin Mayer (22-year member) and operated by Globus, the world's largest tour provider, which ensures that participation is effortless and that our members always get great value for their travel dollar. We plan to offer a different tour each year, visiting the finest classic automobile events worldwide.

Sunrise in Australia.



Dinner in Lugano.



Just ask any of these folks if they had a good time!
Many have become regulars.



Suspension bridge over the Colorado River north of San Saba; Adams' 1954 Bentley R Type B80YD.

The Texas Region Annual Spring Meet and Concours at the Canyon of the Eagles

Sneed Adams (TX)

Regency Suspension Bridge which was built in 1939 and is the only remaining cable suspension bridge for motorized traffic in Texas. It was on one of those unpaved and unforgettable Texas county roads. How else do you keep an 80-year-old bridge in working condition?

After that bit of country motoring we headed back to the Eagles Resort via a short drive on CR 215, one of the typical Texas ranch roads that crosses private land. Scenic for its simplicity and utilitarian in nature. There were 10 cattle guards, lots of Texas Bluebonnets, and a few Longhorn Cattle watching us drive slowly by.

After the day's touring of 220 miles the Eagles Resort fed us another fine dinner and we all faded away to our cabins to think about Concours Judging the next day.

Saturday morning came too quickly and Mother Nature was thinking about laying down some rain on us. Not to be deterred, we charged ahead with the usual Texas reckless attitude.

the Texas Region held its annual Spring Tour and Concours along the northeast shore of Lake Buchanan at The Canyon of the Eagles Resort on March 21–24. There were 87 members and guests in attendance along with 39 of their favorite Rolls-Royce and Bentley machines.

Friday's driving tour went through Mason for coffee and San Saba for lunch. After lunch, we motored out to the



All photos Sneed Adams unless otherwise noted

The Round Table of Technical Knights

The Awards Presentation started outside at dusk at Sunset Point, just to be different and to dare Mother Nature to rain on us. It never did. At the conclusion of the presentations, long after sunset, the sky was crystal clear and the Milky Way could be seen.

The Car Awards were made as the sun set over the west end of Lake Buchanan. Fred Cornwell and his 1924 Rolls-Royce Springfield took Best of Show honors.

The Javier Leon award for best formal coachwork went to Duffy & Tina Oyster for their 1931 RR

Springfield. The Robert Atwell award for most exotic coachwork went to Dan Crowley and his 1998 Bentley Turbo RT Mulliner.

Long distance driving honors went to Morris Franklin for his 1923 RR Springfield Silver Ghost and Norman Fleeman for his 2000 Bentley Arnage.

After the car awards and with a few candles shining in the total darkness, other awards were given. Ray & Dee Symens' 1964 Silver Cloud III won the Queen's Trophy. The Ladies' Choice Awards went to Duffy & Tina Oyster for their 1931 RR Springfield and Tom Koger for his 2013 Bentley GTC.

We had been asked to conserve water and not do a lot of car washing. So, turning lemons into lemonade, we decided to have an award for the most unwashed car with the most deceased bugs. The (proud?) winners were Mark & Lisa Haag. An outstanding 189 expired critters were counted on

The Eagles Resort did a nice job of securing the front yard for our automotive display. They let us park awkwardly and place our oil-dripping old cars on the lawn.

After lunch Dale Clark and Matt Garrett held a tech session for anyone who had car questions. Those with other things on their minds attended The Canyon of the Eagles Reptile Show with local resident Robert Lindsey and his ever-popular Shake, Rattle & Coil show. Robert introduced Henry, the Hog Nose Snake to Dana Woodruff who became an instant success as a snake charmer.

The Awards Banquet activity got off to a great start with a group photo of everyone dressed in their Texas Best. During Dinner in the Eagles Dining room the members voted for the best dressed Texas Cowboy and Cowgirl. Don and Damaris Knobler did not disappoint. They always look great and showcase the Texas spirit in the best western fashion.



For a regional tour, this is a lot of people!



My car can beat your car! Adams/Koger showdown.



Goodness, we do dress well! And we herd nicely also.



Fearless Dana Woodruff demonstrates how to wrangle yourself a new hood ornament. A bullnose isn't venomous . . . but still. Besides, he makes rattlesnake noises in the leaves.

the front of their 1989 Corniche dhc. There was even a large spider, still alive, taking advantage of the meals on wheels.

The Failure to Proceed Honors went to Jack & Gwen Hunt for a starter solenoid malfunction. Bill & Diana Osborne's S1 had a fuel tank failure and made it no further than the home driveway. Todd & Gretchen Irion's 1996



Who needs an award when the sunset is this gorgeous!

Brooklands had an encounter with a small car that stopped abruptly. Neal & Cheryl Patton's 1954 R Type Bentley which participated in the 2014 Great Race received Honorable Mention for a flat tire.

Mark Haag won the Best Candle Award with his Rolls-Royce-branded candle holder which may have been from the very early coachbuilt days.

After it had turned so dark that candles didn't illuminate matters anymore we turned to story telling. Car stories. There were the usual catcalls and insults from the audience. Spencer Silverbach told of buying a car out of a barn. Tom Koger told us of being chased by a Texas Longhorn while traveling CR 215. Robert Ober told us of the best way to fix a window in Don Knobler's Phantom dhc using vise grips. Steve Krazer told us of the time Charlton Heston came to Abilene and Steve took him for a ride in his 1964 S3.

Sneed Adams told us how he chauffeured Julia Roberts on I 10 in Arizona. John Sweney told us how he destroyed a 1988 Bentley dhc and how it was restored to new in the UK. David Leiting scored top honors and the Best Story Award with his show and tell of car adulation in an earlier life.

The Canyon of the Eagles was a wonderful venue and we enjoyed our weekend there. Thanks to all those members who participated and made it a fun time.

Texas Region Wagon Masters
Sneed & Anne Adams



A serious-looking award for a serious-looking car: Best of Show went to Fred Cornwall's (r) 1927 RR Springfield Silver Ghost S295PL.



The 2014 edition of the Great Race, which has been run since 1983 as a competitive controlled-speed endurance road rally on public highways for cars up to 1972, covered 10 states in 9 days over 2,100 miles. The 2020 event is already wait-listed. If you get bumped you get priority for the 2021 event.

Find more Sneed Adams photos at:
<https://sneedadams.smugmug.com/2019-RROC-Pix/Texas-Region-Spring-Tour-Concours-March-2019/n-qrJ8XF/i-C6qSkrk>

John Sweney photos at:
<https://johnandmike.smugmug.com/Cars/Shows-Participating/RROC-Spring-Meet-2019-Canyon-of-the-Eagles/>

Homer Butuyan photos at:
<https://homerbutuyan.smugmug.com/RROC-Texas-Spring-Meet-2019/RROC-Texas-Spring-Meet-2019>



PEOPLE AND CARS ON TOUR		
Morris Franklin	1923 RR Springfield Silver Ghost	JH143
Fred Cornwall	1927 RR Springfield SG	S295PL
Duffy Oyster	1931 RR Springfield P I	S240PR
Twister & Sue Stroman	1936 Bentley 4¼L Derby HJM	B69GP
Bill & Lynne Downs	1937 RR 25/30 PW	GHO8
Sneed & Anne Adams	1953 Bentley R Type	B361TO
Neal & Cheryl Patton	1954 Bentley R Type	B80YD
Don & Kathy Allen	1958 RR Silver Cloud I	LSHF213
Michael & Renee Davis	1960 RR SC II	LSWC480
Jack & Gwen Hunt	1961 RR Silver Cloud II	LSXC293
Ray & Dee Symens	1964 RR Silver Cloud III	LSGT43
Robert Ober	1969 RR Silver Shadow MPW coupe	CRH7571
Matt & Sela Garrett	1976 RR Silver Shadow	LRE26410
John & Janice English	1977 RR Silver Wraith II	LRF31184
Gerard & Tammy Bulhon	1981 RR Silver Spur	NAB02495
Justin Ormsby	1984 RR Silver Spirit	SAE08339
Mark & Lisa Haag	1989 RR Corniche II	DAK29063
Ray & Bonnie Kinney	1989 RR Corniche II	DAK24895
Bill & Lucy Rasco	1989 RR Silver Spur	NAK25803
Robert Ober	1990 RR Corniche III	DAL30176
Steve & Jean Mark	1994 Bentley Brooklands	EBR54199
Todd & Gretchen Irion	1996 Bentley Brooklands	EBT57975
John & Evie Grubb	1997 RR Silver Spur	NAV59103
Dan Crowley	1998 Bentley Turbo RT	PBW66715
Norman & Fonda Fleeman	2000 Bentley Arnage	LCY04994
Eric Sudduth	2000 Bentley Arnage	LCY04916
Phillip Reese	2000 RR Silver Seraph	LAY04451
David Leiting	2002 RR Corniche	KA202018
Duffy Oyster	2004 RR Phantom	S4X07352
Spencer & Vicki Silverbach	2006 Bentley CFS	BR634704
Kirk Simonds	2007 Bentley Arnage R	LC712559
John Sweney	2007 RR Phantom	S7X08671
Dale & Maria Clark	2008 Bentley GT Speed	CP853866
Don & Damaris Knobler	2008 RR Phantom dhc	D8X16021
Carl & Betty Tongberg	2009 Bentley CFS	BR962182
Lana & Steve Singer	2010 Bentley GT Speed	CPA063967
John Lovick	2011 RR Ghost	SBX49836
Tom & Debbie Koger	2013 Bentley Continental GTC	GRD79461
Dan Harrison	2013 Bentley Mulsanne	BBD17957

The Atlantic Crossing 1919

How Rolls-Royce Shared the Credit

Tom Clarke ©2019



Being flat and treeless the Derrygimlagh peat bog (53°26'N 10°01'W) just south of Clifden would seem to make a good landing site, and the tall masts of the Marconi Wireless Station built in 1906 (long demolished) an easy landmark to aim for, but Alcock and Brown had not actually intended to land there—they simply couldn't get anyone's attention as they circled the station. The weather was bad and they were eager to put their battered aircraft down, fearing that the Vimy's outer skin had been torn during the storms and ice they had encountered. Instead they sank into the soft bog upon landing and buried the aircraft's nose in the ground. At this point they still carried fuel for another 10 hours and could have continued on to London, their original destination.

The bog looks about as desolate now as it did a hundred years ago. A few sheep are all the company you'll have on your trek.

While there is an Alcock & Brown Hotel in Clifden there is surprisingly little evidence of any sort of tourism-related commercialization of the site which is merely marked with a 3 ft tall concrete block with three steps. Standing atop the foot square marker you can just see the top of the white concrete cone shown in the other photo 500 meters to the east, the Atlantic about a mile to the west, and a hilly island about 5 miles further west.

There is a second local memorial, a sculpture of an aircraft's tail fin, on Errislanann Hill two km north of here. It was erected on the occasion of the landing's fortieth anniversary in 1959.

We live in a world that in the lifespan of one generation has gone from horse-drawn buggy to putting a man on the moon and has seen everyday supersonic civilian air travel come and go.

"Yesterday We Were in America!"

Imagine saying that—in 1919. This is in fact the phrase pilot Alcock kept repeating to the crew of the Marconi radio station in County Galway, Ireland near which he had landed, and who simply would not believe him until he produced as evidence a sealed mailbag from Newfoundland, his point of departure 1,880 miles back across the Atlantic. This is about as exotic a pronouncement as today saying "Yesterday We Were on Mars!" And Rolls-Royce played a major role in this accomplishment.



Derrick Pounds

About 30 yards from where the Marconi station once stood is a 16 ft tall white-painted concrete cairn with a sign pointing towards the Atlantic. In 2012 when the late A.V. Pope (an engineering apprentice at RR Derby between 1951–57) visited, there wasn't yet an actual path to the landing site across the wet peat. Today there is a planked walkway.



the first non-stop direct flight across the Atlantic during June 14–15, 1919 was truly historic and ushered in huge changes in travel in the years that followed. Two weeks after this crossing, from Newfoundland to Ireland, the British R34 airship (itself a copy of the German Zeppelin) took four days (July 2–6) to cross from Scotland to Mineola near New York City and began the return flight on July 10 to arrive in England three days later. There were in fact four competing British aircraft teams gathered around Newfoundland for the crossing attempt in the same 1919 period but the three others failed, the Harry Hawker and McKenzie-Grieve team amongst them. There was, too, an Atlantic crossing by an American team led by Lieut. Commander Read in Curtiss NC-4 flying boats, successfully taking the southern (longer) route in stages from Trepassey Bay in Newfoundland to the Azores, Portugal, and on to Plymouth during May 8–27, 1919, the first aerial Trans-Atlantic crossing.

The British attempts were spurred on by the London *Daily Mail's* prize of £10,000 offered in April 1913 (and resumed after 1918) for an Atlantic flight of under 72 hours. The *Daily Mail* was owned by Lord Northcliffe, a great supporter of Rolls-Royce Ltd. and personal friend of Claude Johnson, the managing director. The Chief Tester at Rolls-Royce, G. Eric Platford (EP) had been sent to Newfoundland with a team to provide support for the two V-12 Eagle engines fitted to the winning Vickers Vimy II aircraft used, a converted WWI bomber. Its crew consisted of Capt.



Top: Alcock and Brown's Vickers Vimy aircraft outside St. John's, Newfoundland, surrounded by onlookers. Above: Alcock and Brown in flying pioneer Sir Frank McClean's 1912 Silver Ghost, chassis 2228, at King's Cross Station on 17 June 1919 and being taken on to the Royal Aero Club.

John William Alcock (1892–1919), born in Manchester, and Arthur Whitten Brown (1886–1948), born in Scotland to American parents. Navigating blind for most of the way, they had flown almost 1,900 miles, the longest distance ever flown by man. Both were instant heroes on arrival in Ireland and once taken to England they were knighted by King George V. The *Daily Mail* prize and a couple of others on offer yielded the pair over £500,000 in today's terms. Their feat would not be repeated until 1927 when Charles Lindbergh did his solo crossing, and then it would take another 10 years before regular passenger flights commenced.

Coming so soon after the horrors of the First World War, the direct non-stop crossing of the Atlantic gave a great boost to national morale and prestige. For Rolls-Royce Limited it fitted in perfectly with postwar publicity extolling the performance of the company's products in the recent

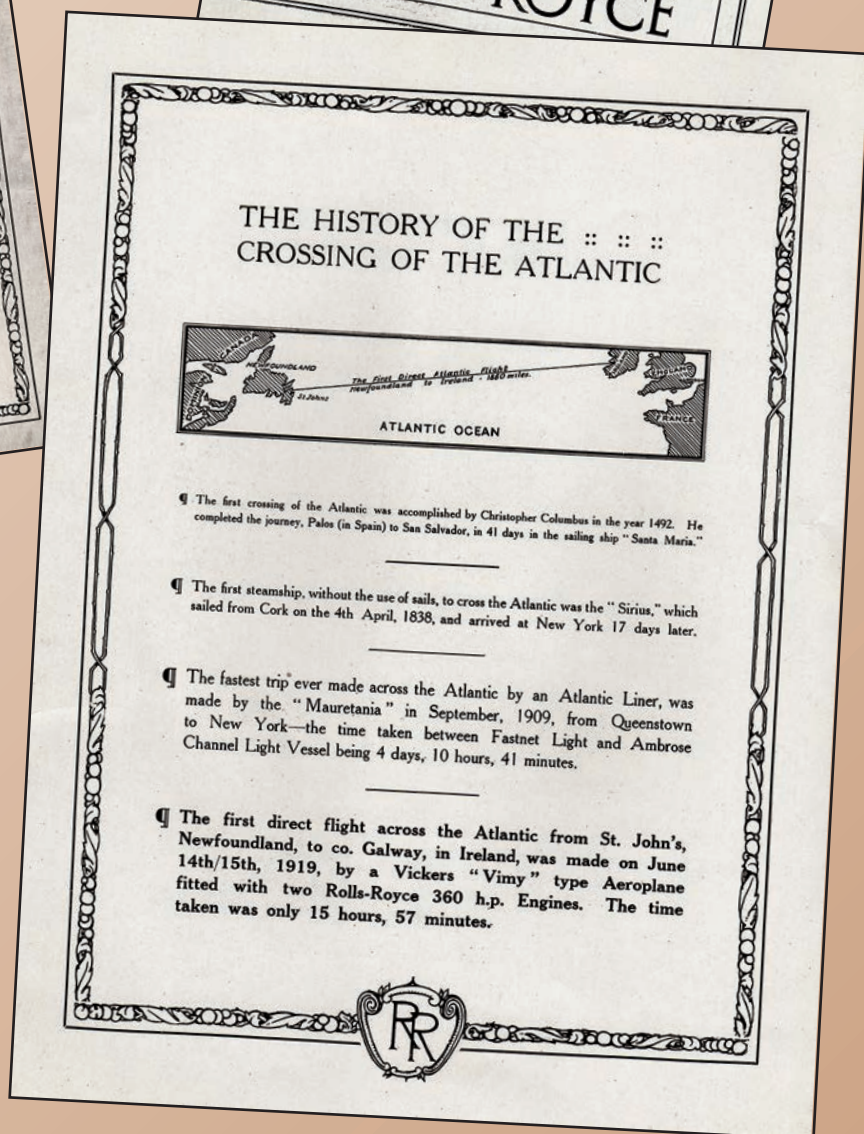
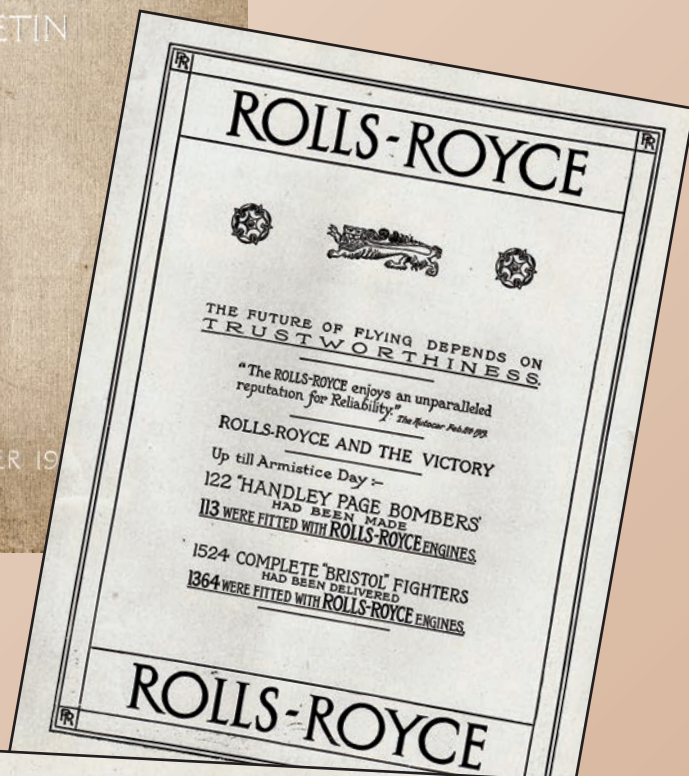
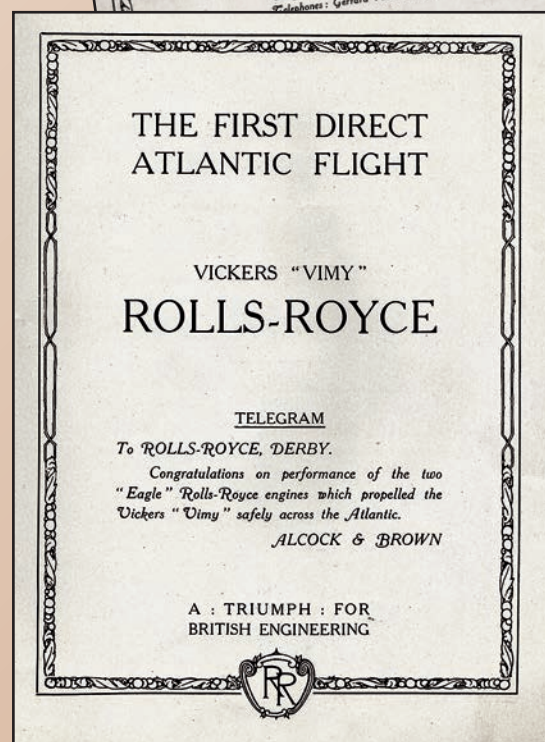
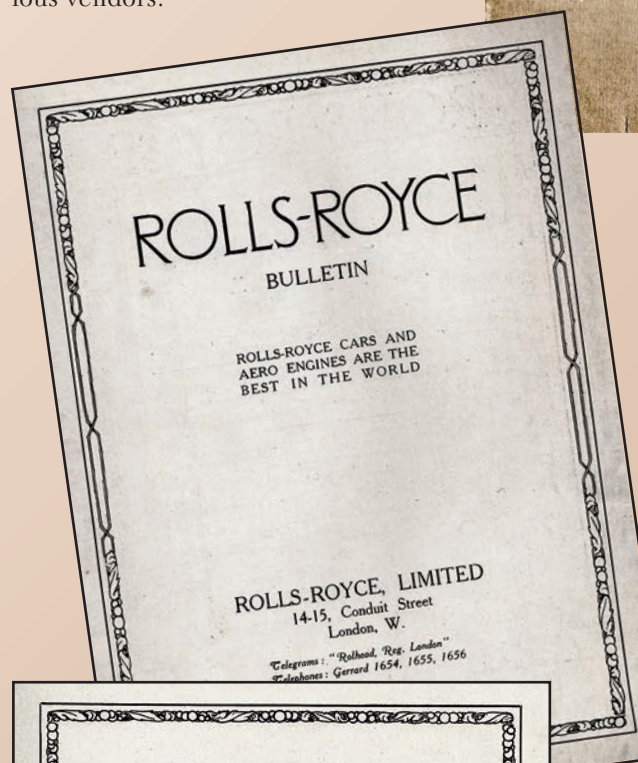
Sources and acknowledgements: *Dennis Wardleworth William Reid Dick, Sculptor* (London: Routledge, 2016). My thanks to Wayne T. McCarthy of the Waltham Historical Society.

conflict. The company's *Rolls-Royce Bulletin* filled its entire October 1919 issue with the Atlantic crossing. Now not just their cars but also aero engines were claimed as "The best in the world." The issue also included a photograph of Warwick Wright's Silver Ghost, 1912 chassis **1925E** registered LF4979, as part of the group to greet Alcock and Brown at King's Cross Station. Wright was himself a flying pioneer. Only the final of the 14 *Bulletin* pages was not dedicated to the crossing heroes and instead warned against older "bedeviled" chassis modernized by unscrupulous vendors.

ROLLS-ROYCE BULLETIN

Pages from The Rolls-Royce
Bulletin October 1919.

OCTOBER 1919



THE FIRST DIRECT ATLANTIC FLIGHT

GENERAL SEELY—the *Air Minister*—telegraphed to Mr. F. H. Royce, the designer :—

"Please accept my warmest congratulations on the magnificent performance of your Engines in the Atlantic crossing."

Mr. WINSTON CHURCHILL, 30/6/19, at presentation luncheon :—

"It is no disparagement of the gallantry of Hawker, it is no disparagement of the brilliantly executed exploits of the U.S. Navy, it is no disparagement of all these other and gallant and successful efforts if we say in a survey of the Atlantic Flight made by Alcock and Brown—**THIS IS IT.**"

Capt. SIR JOHN ALCOCK, 20/6/19—"Daily Mail" report of speech at presentation luncheon at Savoy Hotel) :—

"The Rolls-Royce Engines worked perfectly and this gave us great confidence."

"THE AUTOCAR," 21/6/19 :—

"The *Epoch* - making Rolls-Royce Engines."

"THE FIELD," 21/6/19 :—

"There are three outstanding features of the Flight—the first is the magnificent efficiency and reliability of the twin Rolls-Royce Engines, on whose loyalty the whole adventure rested."

Mr. WINSTON CHURCHILL, 20/6/19 :—

"I do not know what we should admire most in our guests—their audacity, determination, skill, science, their Vickers "Vimy" Aeroplane, their Rolls-Royce Engines or their good fortune."

THE EDITOR OF THE "DAILY MAIL," 20/6/19 :—

"The most perfect and beautiful piece of English machinery."

GENERAL SYKES telegraphed to Rolls-Royce, Ltd. :—

"Please accept my most sincere congratulations on the magnificent result of the Trans-Atlantic Flight."

Capt. SIR JOHN ALCOCK, at the *Aero Club*, 17/6/19 :—

"All the credit is due to the machine and particularly to the engines—that is everything."

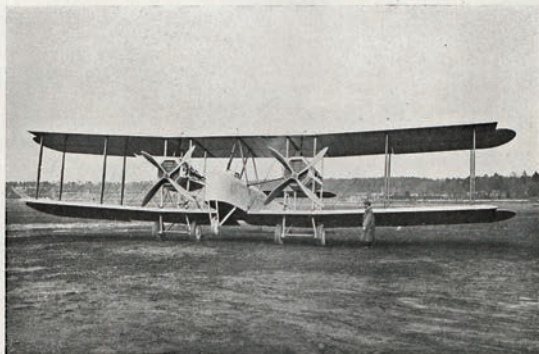
Lieut. SIR A. WHITTEN BROWN, 20/6/19, referred to the Rolls-Royce Engines as :—

"The Wonderful Engines."

A TRIUMPH OF BRITISH ENGINEERING



THE ATLANTIC FLIGHT.



The Vickers "Vimy" Rolls-Royce Aeroplane which made the first direct flight across the Atlantic. Fitted with two Rolls-Royce "Eagle" Engines each of 360 h.p. It covered the 1880 miles in 15 hours 57 minutes, averaging 117½ miles an hour for the journey.



Capt. Sir John Alcock, K.B.E., D.F.C.
The Pilot.



Lieut. Sir Arthur Whitten Brown, K.B.E.
The Navigator.



ROLLS ROYCE

"THE ROLLS-ROYCE ENGINES ARE PRE-EMINENT."

"THE TIMES," 19th August, 1919.

"It is generally admitted that for the purpose of long-distance work the Rolls-Royce Engines hold the field. Other types are coming into production: the —, the —, and the — for example. But for the immediate development of civil aviation, the Rolls-Royce Engines are pre-eminent."

"THE TIMES," 19th August, 1919.

The following is extracted from the "OBSERVER" of Sunday, 24th August, 1919 :—

"The Paris-London service will, at any rate, give us an idea of what can be done. The machines are all driven by Rolls-Royce engines, and the high esteem in which this engine is held is shown by the fact that the Air Ministry give 100 per cent. more hours for its running before the overhauling required by the Regulations than any other engine."





A ROLLS-ROYCE WITH 37 PASSENGERS :: ::

An unique photograph of a Rolls-Royce car carrying 37 passengers. The car, the property of Colonel Warwick-Wright, escorted Mr. Hawker's procession from King's Cross to the Aero Club. The passengers were distributed as follows :—

- 10 inside,
- 11 on the roof,
- 4 standing on the petrol tank,
- 4 on the driver's seat,
- 2 on the bonnet,

and the rest disposed more or less artistically on the running boards and mudguards.

THERE IS APPARENTLY NO LIMIT TO
THE ENDURANCE OF THE ROLLS-ROYCE!



Reproduced by kind permission of the Editor of "The Empire Mail."

THE ROLLS-ROYCE AERO ENGINE.

Some Interesting Facts and Details.

WHEN War broke out in August, 1914, the Rolls-Royce Company had neither designed nor made an aero engine; but during the period between then and the day of the Armistice, in November, 1918, so great a development had taken place, that as a result we find at the front the total horse-power of Rolls-Royce aero engines was greater than that of any other make at the conclusion of hostilities.

When one comes to consider that the Rolls-Royce aero engine was designed by the same brains and manufactured at the same works as were responsible for the design and manufacture of the world-famous Rolls-Royce cars, one naturally has a right to expect at least the same qualities and excellence in the Rolls-Royce aero engines as are found in the cars of the same name. As a matter of fact, the Rolls-Royce aero engine has attained a pitch of excellence at least as high as the Rolls-Royce car, as in flying the Atlantic it holds the record for the highest attainment of perfection.

THE FIRST ROLLS-ROYCE AIR ENGINE.

The first experimental aero engine (Eagle) completed on March 1st, 1915, proved to be very successful, and in a short time large quantities were being put through the works on a production basis. Originally designed as a 200-h.p., it was developed and improved before its first trial in October, 1915, when it showed a brake test of 255-h.p. Far from being satisfied with this result, the policy of continuous research and experiment was pursued with extraordinary results, as may be seen from the following record of official brake tests, all made without any enlargement of the engine dimensions or radical alteration in its design. Thus the tests made in—

Mar., 1916	...	showed 266-h.p. at 1800 r.p.m.
July, 1916	...	" 284 " " "
Dec., 1916	...	" 322 " " "
Sept., 1917	...	" 350 " " "
Feb., 1918	...	" 360 " " "

This engine is the most famous of the Rolls-Royce aero engines by reason of the fact that two of these engines carried the now world-famous Vickers-Vimy Aeroplane safely from Newfoundland to Ireland, and thus made the first direct Atlantic flight, a feat which will be recorded in history for all time.

ENGLAND TO INDIA BY AIR.

Prior to the Atlantic flight, the Rolls-Royce "Eagle" engine had shown its wonderful powers of endurance by successfully carrying the only two aeroplanes (Handley Page) that have ever flown from England to India. Eagle engines were also fitted to the Handley Page plane which bombed Constantinople.

THE ATLANTIC FLIGHT.

There were two Rolls-Royce engines of the "Eagle" type fitted to the victorious machine which conquered the Atlantic, covering the distance of 1,880 miles at an average speed of over 117 miles an hour. To give the non-technical reader some idea of the work that an engine is called upon to do during such a flight, it has been calculated that if the Atlantic crossing was completed in 20 hours by one Rolls-Royce engine running at an average speed of 1,800 revolutions per minute, its performance would be as follows: The engine would make 2,160,000 revolutions, and each piston would travel up and down the interior of its cylinders a total distance of 440 miles. As the Rolls-Royce engine has 12 pistons, they would in all travel 5,280 miles. The valves would be operated some 25,920,000 times, the magnetos and sparking-plugs having to deliver the same number of sparks for the ignition of the engine. In the case of the Vickers machine which crossed the Atlantic, the above figures would be doubled, as it was propelled by 2 Rolls-Royce engines.



From these examples of a few of the operations necessary for the engines to perform faultlessly during the flight, it is possible to imagine the stupendous perfection which is expected of the aero engine of the present day.

Great praise is due to Messrs. Vickers on the performance of their wonderful machine, and for so exhaustively proving its practical utility, strength, and design. Unquestionably, the aeroplane and the engines are a proved triumph for British engineering and pluck, and the Nation has good reason to be proud of these two great engineering firms who upheld British supremacy in the air.

OTHER TYPES OF ENGINES.

There are three other types of Rolls-Royce engines, in addition to the 360-h.p. To meet the demand for a smaller engine to be used on planes for training pilots, a Rolls-Royce ("Hawk") engine of 100-h.p. was designed in December, 1915. In April, 1916, the Rolls-Royce ("Falcon") engine of 200-h.p. was produced, a similar type to the "Eagle" but smaller. This is the machine used almost exclusively in the "Bristol Fighter," to whose aggressive prowess has been largely due the establishment of Britain's air supremacy.

Not the least noteworthy feature of the "Falcon" is the fact that mechanical failures of planes fitted with this type of engine have been practically nil. The development of the "Falcon" in its experimental stages in the works has been no less remarkable than that of its prototype, as shown by these official records:

In April, 1916	...	205 h.p. at 1800 revs. per minute.
" May, 1916	...	228 " 1800 " "
" Feb., 1917	...	247 " 1800 " "
" April, 1917	...	262 " 1800 " "
" Nov., 1917	...	278 " 2000 " "
" July, 1918	...	285 " 2000 " "

The growing importance of the air service creating a demand for larger planes and engines, elicited from the Air Board a request which materialized in the design of the Rolls-Royce "Condor," a monster of 600-h.p. This engine was subjected to its first test as late as August, 1918, with most satisfactory results. Its ultimate potentiality under conditions similar to those which have shown such astonishing results in other Rolls-Royce productions is yet to be ascertained.

FUTURE OF THE AERO ENGINE.

Of the future of the aero engine as a commercial necessity for rapid transit there is not a shadow of apprehension to anyone familiar with the history of Rolls-Royce, Ltd. Popular fears of the aeroplane to-day is but history repeating itself, as in the case of the distrust of railway travel and the antipathy to motor-cars in the early days. Public confidence can only be established by the certainty of absolute reliability based upon perfection of design and workmanship, which this engine's achievements have now fully justified.

It is interesting to add that at the present time the speed record between London and Paris is held by a Rolls-Royce engine, the flight having been made by a Martinsyde-Rolls-Royce in 1 hour 15 minutes, which gives an average speed of 172 miles an hour. Madrid to London has been accomplished by a D.H.4 aeroplane with Rolls-Royce engines, in 8½ hours, an average speed of 100 miles an hour. Rolls-Royce engines were also fitted to the Handley Page which carried 40 passengers over London.

Fitting tribute has further been paid to the Rolls-Royce by the facts that all the official machines used in connection with the Peace Conference for carrying Ministers, officials, and despatches to and from Paris were fitted with Rolls-Royce engines. When the Armistice was declared on November 11th of last year, there were Rolls-Royce engines of a total of over 1,000,000 horse-power in possession of the Royal Air Forces. Furthermore, out of 122 Handley Page bombers that had been made up to the day of the Armistice, no less than 113 were fitted with Rolls-Royce engines, and out of a total of 1,524 Bristol Fighters delivered, 1,364 were similarly fitted. The total amount of 2,221,466 brake horse-power has been produced by Rolls-Royce in aero engines, spares, repairs, and airship work generally since the first aero engine was completed in March, 1915.—"The Empire Mail," July, 1919.



WARNING

CHANGES TO ROLLS-ROYCE CARS

Rolls-Royce Ltd. have recently learned that attempts are being made by certain persons to "bring up to date" pre-war Rolls-Royce chassis by substituting for Rolls-Royce springs of old type, cantilever springs which are not of Rolls-Royce manufacture; also by substituting other radiators and bonnets which are not of Rolls-Royce manufacture. Some of these changes have been brought to the attention of the Company, who have found them to be not only unsatisfactory but possibly dangerous to the users. Owners who are asked to have such changes made to their Rolls-Royce cars, or potential purchasers of Rolls-Royce cars on which such changes have been made or may be suspected, should communicate with Rolls-Royce Ltd., 15, Conduit Street, London, W., and the Company will, for a small fee, inspect the chassis in question and inform the applicant what parts, if any, are not supplied by Rolls-Royce, and what the effect of such parts in their opinion is likely to be. Furthermore, any such alterations which interfere with or depart from Rolls-Royce standards will probably put the car out of action for an indefinite period in cases of accident or breakage, as Rolls-Royce new parts cannot be expected to replace foreign broken parts in a "bedevilled" chassis.



Since this book was compiled an Aero-plane, fitted with Rolls-Royce Engines, has made the first direct flight across the Atlantic.

¶ The first crossing of the Atlantic was accomplished by Christopher Columbus in the year 1492. He completed the journey, Palos (in Spain) to San Salvador, in 41 days in the sailing ship "Santa Maria."

¶ The first steamship, without the use of sails, to cross the Atlantic was the "Sirius," which sailed from Cork on the 4th April, 1838, and arrived at New York 17 days later.

¶ The fastest trip ever made across the Atlantic by an Atlantic Liner was made by the "Mauretania" in September, 1909, from Queenstown to New York—the time taken between Fastnet Light and Ambrose Channel Light Vessel being 4 days, 10 hours, 41 mins.

¶ The first direct flight across the Atlantic was made on June 14th/15th, 1919, from St. John's, Newfoundland, to co. Galway in Ireland, by a Vickers "Vimy" type Aeroplane fitted with two Rolls-Royce 360 h.p. engines. The time taken was only 15 hours, 57 minutes.

Left: The additional page to update the two early 1919 aero engine booklets of the Great Victory series.

Right: An advertisement with the same wording placed in The Autocar 1 Nov. 1919.

THE AUTOCAR. ADVERTISEMENTS. NOVEMBER 1ST, 1919. 113

ROLLS ROYCE

THE HISTORY OF THE CROSSING OF THE ATLANTIC.

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ROLLS-ROYCE AERO ENGINES, LIKE ROLLS-ROYCE CARS, ARE THE BEST IN THE WORLD.

We are exhibiting at Olympia, November 7-15th, 1919. **STAND No. 74.**

ROLLS-ROYCE LIMITED, 15, CONDUIT ST., LONDON, W.1.

The cultured Claude Johnson (1864–1926) had already used fine artists for the car mascot and radiator badge, as well as for advertising, and was now determined to mark the Atlantic crossing in a similar way. Before the flight he had just published the first of four booklets in the *Great Victory* series (see FL10-1) to honor the contribution made by Rolls-Royce in wartime with its cars, armored cars, and aero engines. As soon as Alcock and Brown landed, Johnson hurried to reprint the two aero booklets in the series with an added page to mark the crossing and an insert for the earlier printing.

In late 1919, after Rolls-Royce aero engines were used in the first flight to Australia, Johnson set up a competition with a £1,000 prize (£50,000 today) for the best words summing up the Rolls-Royce aero engines for the Atlantic crossing and Australia flights. This was won by a somewhat stunned Mrs. Alice Waters of London. Sadly, press reports failed to tell us what her words were!

Simultaneously Johnson began work on a plaque commemorating the Atlantic crossing. He chose the Scottish sculptor William Reid Dick R.A. (1879–1961, knighted in 1935) to design it. The company announced in the press during July 1920 their intention of creating a permanent record of the Atlantic crossing to be placed at "their various premises throughout the world." One plaque was installed in the Derby factory (latterly in the Marble Hall and today survives with the Rolls-Royce Heritage Trust), an incomplete

The £1,000 Rolls-Royce Competition.

A FEW weeks ago Rolls-Royce, Ltd., offered a cash prize of £1,000 for the best condensation of a paragraph relating to the performances of Rolls-Royce aero engines, particularly in the transatlantic and London-Australia flights. This novel competition was instituted with the idea of securing a paragraph that would suitably describe the merits of these performances in a few words, and thus be suitable for an advertisement. As was to be expected a tremendous number of entries were received, and the committee of advertising experts appointed to judge the solutions received were confronted with a big task.



Mrs. Alice Waters.

Their deliberations resulted in Mrs. Alice Waters, of 44, Portsdown Road, Maida Vale, London, W. 9, being awarded the prize. The lucky prize-winner's photograph was taken shortly after she had received the good news, at which she was naturally somewhat excited.

The stunned Mrs. Waters after winning £1,000 in the Rolls-Royce competition.

The Motor 17 March 1920 p. 329



Above: The plaque as first seen in *The Sphere* of September 18, 1920. All fixings were on the reverse side.



Above: The surviving plaque now held by the Rolls-Royce Heritage Trust. It was once outside the Boardroom in the company's 1912 Commercial Block building in Derby, the only building to survive of the original factory.

February 11, 1920. The Motor 55



A few of the Notable British Records in Human Achievement

apart from the discoveries of JENNER (Vaccination); HARVEY (Circulation of the Blood); MURDOCH (Coal Gas); YOUNG (Distillation of Paraffin Oil); COOK and WHEATSTONE (Electric Telegraph); NEWTON, DARWIN, ROSS, LISTER, PERKIN, etc.

First Steam Engine . . .	NEWCOMEN (British)
First Locomotive . . .	TREVITHICK (British)
First Dynamo . . .	FARADAY (British)
First Steam Turbine . . .	PARSONS (British)
First Direct Atlantic Flight (ROLLS-ROYCE ARRO ENGINES) . . .	ROYCE (British)
First Flight, England to Australia (ROLLS-ROYCE ARRO ENGINES)	ROYCE (British)

ROLLS-ROYCE LIMITED, 15, CONDUIT STREET
LONDON, W.I.

Telegrams: "Rolthead, Reg. London." Telephones: Gerrard 1654 (3 lines).

KINDLY MENTION "THE MOTOR" WHEN CORRESPONDING WITH ADVERTISERS. C15

Left: Even though this 1920 advertisement was placed by Rolls-Royce themselves and could be seen as blowing their own horn it is surely not out of order for it to place Henry Royce within the company of notable British inventors and innovators.

Looking at the spindly, open-cockpit Vimy biplane from today's perspective it is all too easy to forget that the first nonstop Atlantic crossing would have been as exotic to contemporaries as the moon landing would be later. In fact, even the people who had witnessed the moon landing in their own time would follow the 2005 reenactment of Alcock and Brown's historic flight by adventurers Steve Fossett and Mark Rebholtz with rapt attention.

one was auctioned in 2018 but its first location is unknown, and one was placed at the company's newly-opened Springfield factory in Massachusetts, probably in late 1920. After Springfield's final closure in the mid 1930s it was moved 83 miles east to a garden in Waltham, near Boston, MA. It is not known if the company was able to place copies of the plaque at their European addresses. One was known at Rolls-Royce's later Canadian business.

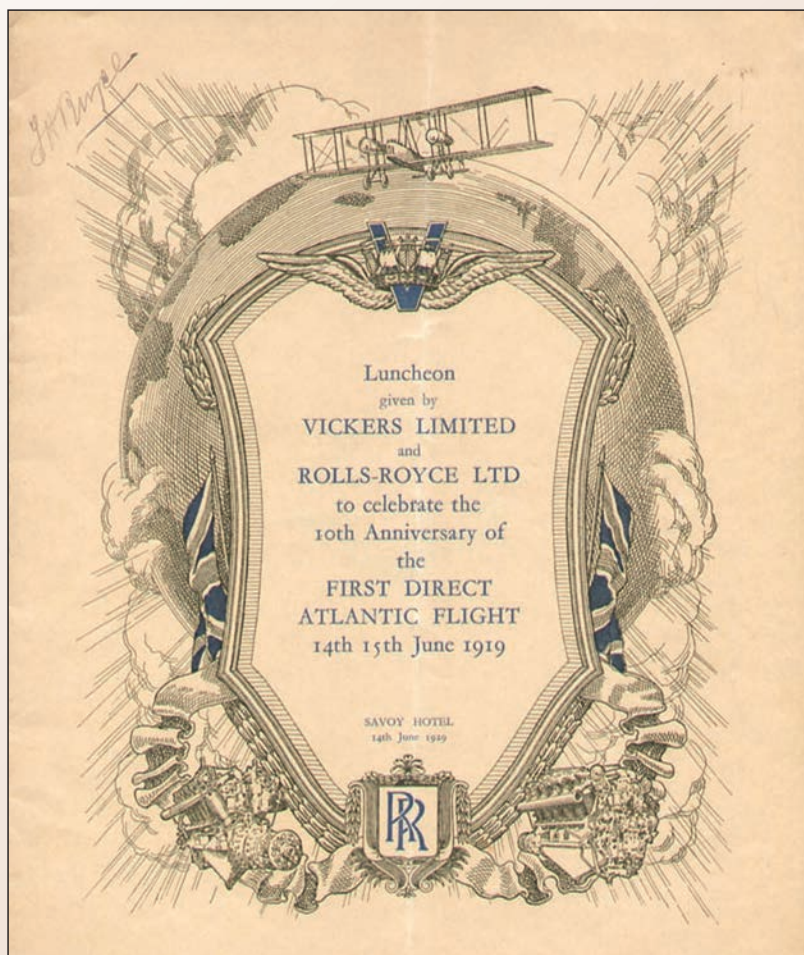
The British society magazine *The Sphere* for September 18, 1920 described the plaque and its wording: "The first direct flight across the Atlantic was made on June 14-15, 1919, on a Vickers-Vimy aeroplane, fitted with two

Rolls-Royce engines of 360 h.p. each. Pilot, Captain Sir John Alcock, K.B.E., D.S.C.; Navigator, Lieutenant Sir A. Whitten Brown, K.B.E. This tablet is erected by Rolls-Royce Ltd., in appreciation of the care and skill displayed by Mr. F. Henry Royce, the engineer-in-chief, and his assistants in the design of the engines, and of the services of the experimental staff, and of all workers at Derby in connection with their construction." The plaques were made at the Singer & Son foundry in Frome, Somerset, and were 40 inches in height. Reid Dick became an important sculptor for war memorials and also created the statue to Franklin Delano Roosevelt in Grosvenor Square, London.

In 1929 the tenth anniversary of the Atlantic crossing was marked with a luncheon in London on June 14, attended by Henry Royce. The company's *Bulletin* recorded the event in its October issue that year, capturing the spirit of the occasion.

Given that the plaques at British locations have been dismantled and/or stored, could the single US example from Springfield be extant? Here the company's *Rolls-Royce News* of February 1959 comes to our rescue. This carried a report that the plaque had been saved for an anglophile Canadian-born

Right: Royce's signed (top left) copy of the 1929 10th anniversary luncheon. Below: Rolls-Royce Bulletin October 1929 recalling the 1919 crossing.



THE FIRST DIRECT ATLANTIC FLIGHT Ten Years After

ON Friday, June 14th, a luncheon was given at the Savoy Hotel, London, by the two firms of Vickers (Aviation) Limited and Rolls-Royce Limited, to celebrate the tenth anniversary of the first direct Atlantic flight which was accomplished on June 14th-15th, 1919, by—as they then were—Capt. John Alcock and Lieut. Arthur Whitten Brown. The guests who were received by Mr. Robert McLean and Lord Wargrave, chairmen respectively of the two companies, numbered some three hundred and fifty. Sir Arthur Whitten Brown was the chief guest and Mr. Royce, who designed the engines used for the flight, made one of his increasingly rare public appearances in honour of the occasion. The Chair was

taken by Lord Thomson of Cardington, the newly-appointed Air Minister, and the company included representatives of the Government, the Navy, Army and Air Force, the Press and the worlds of motoring and aviation in general, including Lord Melchett, Lord Herbert Scott, Air Marshall Sir John Higgins, Sir Charles Wakefield, Sir Max Pemberton and such makers of flying and motoring history as Mr. Massac Buist, Mr. Fairey, Mr. Claude Graham-White, Sir Robert Hadfield, Mr. Bert Hinkler, Mr. F. Handley-Page, Sir Henry Segrave, Colonel the Master of Semphill, Mr. H. O. Short, Mr. J. D. Siddeley and Mr. T. O. M. Sopwith.

The luncheon room was beautifully decorated with pink carnations and at one end stood a large model of the Vickers "Vimy" Rolls-Royce Twin-Engine Machine in which the historic flight was made.

After the loyal toasts had been honoured, Lord Wargrave proposed a silent toast to the late Sir John Alcock. Lord Thomson then gave the toast of "Ten Years of Aviation." He spoke of the justifiable pride with which we could recall the first non-stop flight, made ten years ago by two Britons in a British machine, with a British engine designed by British brains and built by British workmen from British materials, over that most uncertain of all oceans, the Atlantic. The record which they set up had remained unbroken for eight years and Colonel Lindberg, who broke it, had never seen the Atlantic before he set out on his courageous attempt; but our men had had to cross it before they reached their starting point. Their achievement was an inspiring example to the rising generation.

Lord Thomson selected from all the feats



A reproduction of the Menu cover

performed in aviation during the past ten years, the flight which was being honoured by that luncheon, the flight of Sir Ross Smith from England to Australia and the flight of Sir P. Van Reinfeldt from England to South Africa. These three flights were performed in Vickers "Vimy" machines with Rolls-Royce engines. He chose for special mention the following individuals for their work in aviation during the same period:—

"Sir Alan Cobham, Flight Lieut. Bentley, who flew from England to South Africa in 1927, Mr. Bert Hinkler, who flew from England to Australia in record time in 1928 at a cost less than that of an ordinary second-class ticket, Lady Bailey, Sir Samuel Hoare, his predecessor in office, and Sir Philip Sassoon.

He quoted the following comparative figures:—

"Ten years ago the total British air route mileage amounted to 480 and to-day it was 6,000. When the South African service was opened it would amount to 12,000 miles, excluding services in operation in Australia and Canada. The passengers carried on the Air Service to the Continent in September, 1919, amounted to 330. In September, 1928, the total was 2,897. The first commercial aeroplane which flew from London to Paris held two passengers, to-day the machines flying on the same route held 20 passengers and a new type of machine had just been ordered to hold double that number. Imperial Airways could claim the amazing total of 3,800,000 miles flown without one fatal accident.

There were to-day 23 Light Aeroplane Clubs throughout the country and another achievement was the institution of the Indian Air Mail Service, which was now

functioning with regularity and success. No less than 20,000 letters had been carried in one mail. Arrangements for an African Mail Service were being pressed forward. Last year Britain had won the Schneider Cup and he looked forward to another British victory this year. In conclusion, he said that he was well aware of his responsibilities but proud of his position. The whole topic gripped him and he knew that he could count on the faith, enthusiasm, courage and enterprise of the men appointed to assist him in the intensive development of civil and commercial aviation.

The health of the chairman was then briefly proposed by Sir Robert McLean and was drunk with enthusiasm by the company. The name of Sir Arthur Whitten Brown had been omitted at his own special request from the toast list, but the company nevertheless insisted on his speaking. He was greeted with prolonged applause and in a very brief and very modest speech thanked those present for their welcome and spoke of his pride in having been connected with the first Atlantic flight. He said that in his opinion it was invidious to single out any name for special mention in connection with such an undertaking the success of which depended on the combined efforts of so many designers, constructors and financiers. He also said, speaking of ten years ago, that people were inclined to give undue importance to the feats to those days compared with what was being done every day to-day. What, he asked, could be more creditable than engines and machines which were regularly and adequately performing as an everyday matter the tasks for which they had been designed?

At the conclusion of Sir Arthur's speech, the chairman, with a brief speech of thanks on his own behalf, brought the proceedings to an end.

industrialist, William Henry Nichols (1873–1951) of 44 Woerd Avenue, Waltham, and beautifully mounted into a purpose-built wall in his garden. It would otherwise have been scrapped when the Springfield factory was being cleared out in the mid 1930s. The Nichols Precision engineering company was founded in 1904 and its motto would have appealed to Royce's own meticulousness: "Anything almost right is wrong." Perhaps the plaque had found its way to the right place after all but, sadly, the house and garden have now gone so the plaque is once again lost. Let's hope that one of the surviving British examples can be remounted on a suitable site in this centenary year of the Atlantic crossing.

Rolls-Royce News Feb. 1959

R-R plaque stands in a US garden

IN a pleasant garden in Waltham, Massachusetts, USA, stands a bronze plaque commemorating the first direct flight across the Atlantic by a Rolls-Royce-powered Vickers Vimy aircraft in 1919.

An identical plaque, with the same inscription, is built into the Boardroom wall opposite the Battle of Britain Memorial Window at the Nightingale Road, Derby, headquarters of the Company.

The US plaque was originally erected by the Company at the former Springfield, Massachusetts factory of Rolls-Royce Inc, formed shortly after the first World War. This factory was closed many years ago.

How did the plaque come to be in a garden at Waltham, on the other side of Massachusetts? Here is the answer, from Mr Arthur A. Nichols, President of W. H. Nichols Company, Waltham.

'We came to possess the plaque through the late William Henry Nichols who founded this Company and who

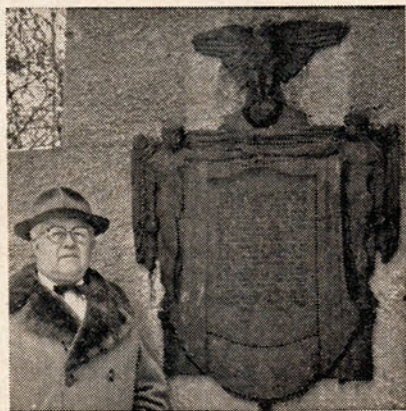
was interested in aeronautics and things English (Mr Nichols was born a British subject in Hamilton, Ontario)', Mr A. A. Nichols wrote.

'When the Springfield operation ceased, a Boston machinery firm helped to dispose of the machine tools and fixtures. The story goes that the plaque was among other odds and ends for which melting down was planned. The Boston people had dealt with Mr Nichols for many years, knew he would be interested, and rescued the plaque for him.

'A special concrete wall was poured at the edge of Mrs Nichols's garden and the plaque secured to its face. Barbary plantings at the top of the wall give the plaque a bit of colour in the autumn!'

The inscription on the plaque at Waltham and on that at Derby reads:

'The first direct flight across the Atlantic was made on the 14-15th June 1919, on a Vickers Vimy aeroplane, fitted with two Rolls-Royce engines of 360 hp each. Pilot Captain Sir John Alcock, KBE, DSC. Navigator, Lieutenant Sir A. Whitten Brown, KBE. This tablet is erected by Rolls-Royce Limited in appreciation of the care and skill displayed by Mr F. Henry Royce, the Engineer-in-Chief and his assistants in the design of the engines and of the services of the experimental staff and of all workers at Derby in connection with their construction.'



The Waltham plaque, and Mr W. Hart Nichols, Treasurer of W. H. Nichols Company.

The plaque in the US, a relic from the Rolls-Royce of America Inc. factory in Hendee Street, Springfield. Seen here in the 1950s in the Waltham, Massachusetts, garden of William Henry Nichols with his son William Hart Nichols (1904–66) alongside.



Yesterday We Were in America Alcock and Brown, First to Fly the Atlantic Non-Stop by Brendan Lynch

Haynes, 2009. 256 p., 47 b/w photos. Hardcover.
ISBN-13: 978-1844256815. \$34.95/£19.99

It was the reenactment of Alcock and Brown's 1919 flight by Fossett and Rebolholtz in 2005 that sowed the seeds for this engaging book. Even in 2005 the world paid rapt attention—a world for whom seeing a man walk on the moon had become an old hat and in which anyone with the money for a ticket could be a supersonic Atlantic-crosser. Imagine then the inconceivable novelty of this flight in its day—the longest distance flown nonstop by man—in a world still new to mechanization in general and aviation in particular. The Rolls-Royce connections abound, from the Eagle Mark VIII engines (of the seven serious prize contenders, all but one used RR engines) to Lord Northcliffe whose *Daily Mail* newspaper put up the £10,000 prize (ca. £500,000 in today's money) to Brooklands race track where the Vickers Vimy was built.

Lynch tells the story of these unlikely—and in the end tragic—heroes from their own written records and from eyewitness accounts, covering the backstory, the 16-hour/ 1900-mile flight, and the aftermath. (Our readers will know better than to take at face value the now-debunked story of the influence of the Mercedes engine on Eagle development.) Despite their success, there was no other nonstop transatlantic flight until Lindbergh's in 1927, and it would be another 10 years before regular passenger flights commenced. Bibliography, index.

ED

They're so simple !

That man Anon wrote this to educate
us about jet engines

THE basic principle of this modern push-unit is to have a devil of a flame to heat everything as hot as possible—which makes it necessary to think up ingenious complicated ways of cooling things down again.

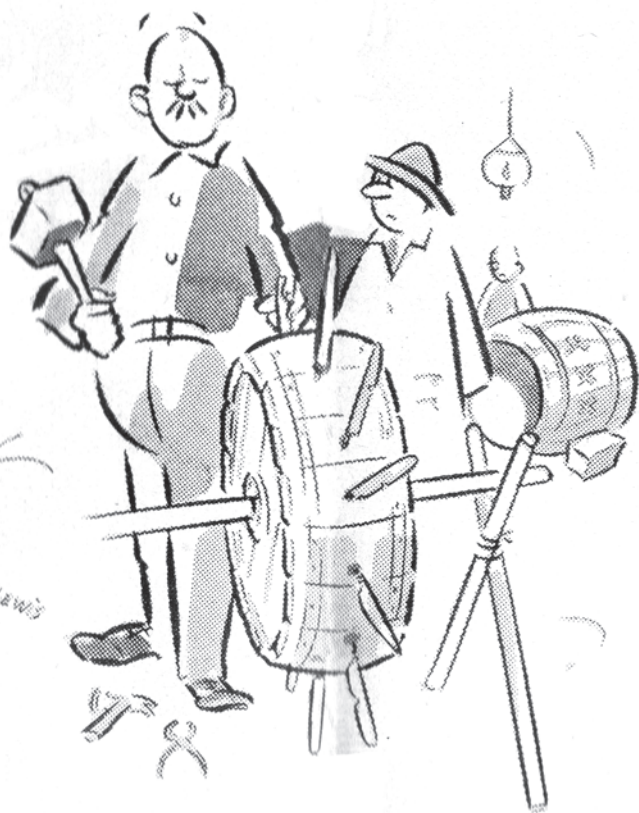
The making of jets employs hosts of people in works. Many are engaged bashing metal sheet into large-shaped

cans full of holes which are then placed inside slightly larger cans without holes to stop leakages. Numbers of these are linked together to form a multinosed devil of a flame which (or who) is directed at a lot of twisted dinner-knives-without-handles stuck on the rim of a wheel inside a barrel.

In one country the dinner-knives-without-handles — in short, blades— are known familiarly as buckets, because the whole business of jets depends on the flame-devil kicking the buckets around with swinetic energy. This causes the wheel to spin, which turns the pole stuck through its middle and this revolves an air fan to cool down the devil's breath before it consumes everything.

Damsels and bells

On leaving the rotating cutters the breath of the devil passes through a very large flue pipe to exit at its end giving oomph and much noise, expressed respectively by damsels and bells, which impresses the public and V.I.Ps. The bells are so many that aeroplanes in which the jets are fitted avoid having to carry any other audible warning of approach. (viz. U.K. Statute, c.1976).





The making of the twisted knives also helps to keep an army of miscellaneous persons employed, designing, shaping, measuring and recording. And because the fan, which started as a simple affair like that in an hair-drier, has been discarded in favour of more rows of wheels with even more knives, still more persons are employed and much more noise comes out of the flue pipe.

A young jet engine—like a boat, it is always feminine gender—has a mysterious urge (described in the Monroe Doctrine) to increase her uplift oomph, vulgarly called forward thrust, while keeping her shape slender and her weight down to a hopeless but promised limit. This causes development headaches during adolescence.

For older engines a higher uplift is given by a malicious design after-thought, whereby a second, naked flame devil, lurking in the flue pipe, reheats the cooled breath from the canned devil. Together they emerge super-oomphered and roaring like tortured fiends from Hades, to the obvious enjoyment of all V.I.Ps. and Air Force personnel.

The end of the flue pipe is sometimes fitted with false eyelids. These are not for coquettish winking at others, but for

altering the hole-size of the pipe to change the noise note. Some operators hope with practice to play an Air Rock and Roll and break into the Top Pop Barrier.

Finally, the number of curious objects used in the construction of jets—for example, birdcages, spiders, milk-churns and dustbins—show how versatile the modern designers are in this age of shortages.



Henry Binder

Carrossier Par Excellence

Rubén L. Verdés (FL)



Postcard of the Henry Binder facility, from the E. Béraud collection of postcards.

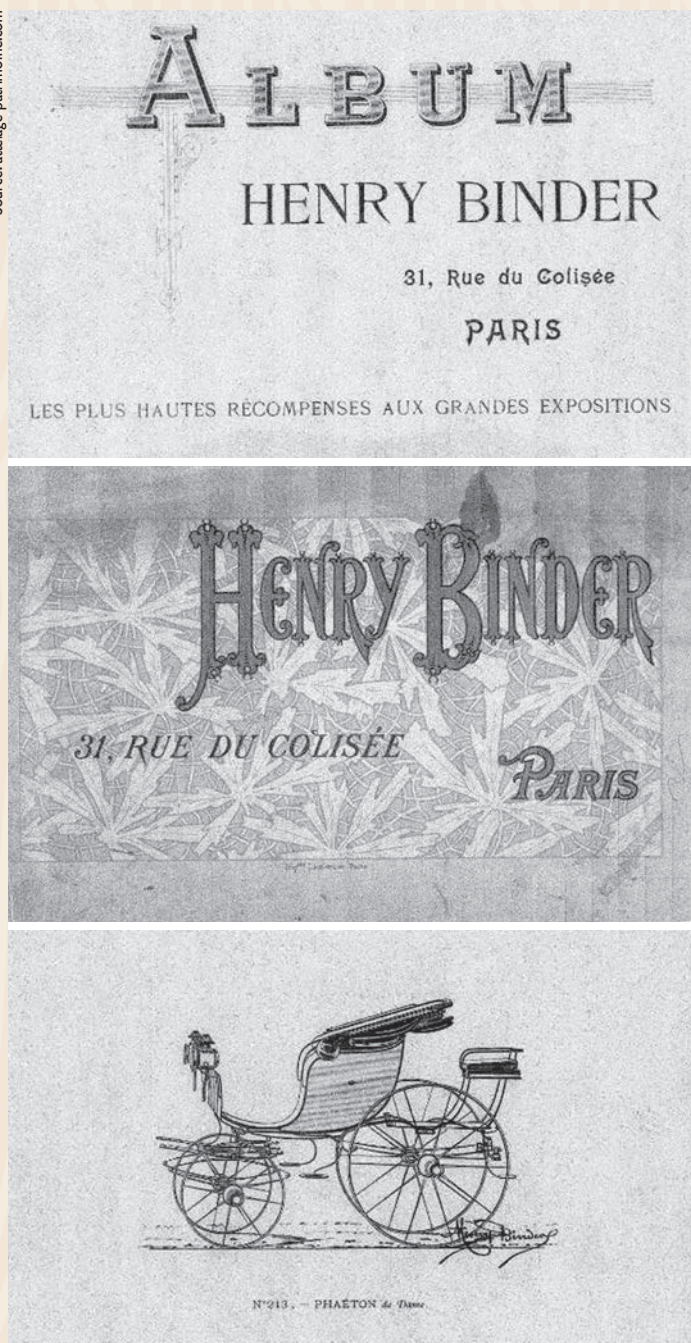


Before WWII nearly all premium automobile producers made only the chassis and then a coachbuilding firm would supply a body to the specification of the client (which may well be the chassis maker itself). In a way, then, a bespoke car like that had *two* makers. The French firm of Henry Binder supplied nearly two hundred bodies for Rolls-Royce and Bentley chassis. The firm is frequently referred to as “Henri Binder”—but through all its various corporate iterations, the name was actually always spelled “Henry Binder,” in keeping with the spelling of the founder’s proper name.

Like many coachbuilders, the firm of Henry Binder at 31, Rue du Colisée, Paris, began in the carriage trade, before the dawn of the automobile. Henry’s father, Jean Jacques Binder (1783–1846), emigrated from Germany to France in 1806 and founded a successful carriage firm shortly after. He had five children, and Henry Charles Binder, born January 19, 1830, was the youngest. His siblings were Jean Charles (1819–1891), Jean Louis Germain (1821–1910), Louise Caroline (1824–1906), and Charles Jules (1826–1899). Eldest brothers Charles and Louis took over the family business upon their father’s passing, while Jules attended school at l’Ecole Centrale and Henry was at l’Ecole Navale at the time.

Henry married Louise Albertine Mestro (1835–1917) in 1857 and left the Navy in 1858. Their only child, Henriette, died on September 3, 1859—she was only 15 months old. Henry was active in various pursuits, but circa 1862 he formed his carrosserie and steadily built a strong reputation. In this family of coachbuilding brothers there were by 1871 three Binder firms: Binder Carrossier, Binder Frères (i.e., “Binder Brothers,” with Jules at the helm), and Henry Binder. This situation may explain why Henry used his first name as part of his company name—to avoid any confusion with his brothers’ work.

Henry hired Maurice Cottenet, a graduate of the Collège de Compiègne and École Centrale des Arts et Manufactures who would become general manager in 1881, and who would take over the firm after Henry Binder’s death. Maurice Eugène Albert Cottenet (1853–1923) married Jeanne Marie Renou (1851–1931) in 1878. Henry’s wife’s



The two covers of an early Henry Binder catalog, and one example: a Phaeton carriage.

sister, Marie Renou née Mestro, points to a family connection. As Henry's nephew-in-law, in addition to his professional competence, this connection explains his rise and favored place within the company.

Binder was engaged in trade and show organizations, and the company continued to prosper and win awards for its quality coachbuilding. Maurice was president of the *Chambre Syndicale des Carrossiers* from 1895–1901 and again 1909–1914. This organization survives to this day as the *Fédération Française de Carrosserie Industries et Services*.

Henry Binder died on March 24, 1901. Accordingly, he had no hand in the firm by the time it became engaged with automotive coachbuilding. The challenge to make a success of it fell to Maurice Cottenet. It is clear that the value and corporate goodwill was in the name “Henry Binder”—but Maurice asserted his place by adding his name: “Henry Binder, M. Cottenet et Co. Successeurs.”



Perhaps the only known surviving picture of Henry Binder (age unknown).



Maurice Cottenet in 1913 with the photographer's signature in lower right corner.

Various Binder coachplates to show how the name was presented over the years.



Early Henry Binder coachplate.



A coachplate shortly after Binder's passing on a 1904 DeDion-Bouton. Note the addition of "M. Cottenet" under the Binder name.



The coachplate on cars from the 1920s-1930s.



Coachplate on a 1920 Panhard. Note that "M. Cottenet" has been dropped.

The company remained a powerhouse, with several other people who would make names for themselves as coachbuilders getting their start at Henry Binder. Before establishing his company in 1903, Jean-Baptiste Franay (1858-1922), who was a saddlemaker by trade, was a shop foreman at Binder. Jean-Marie Letourneur (1866-1944) and Jean-Arthur Marchand (1872-1946) met at Binder before forming Letourneur et Marchand in 1905. It was reported Binder had about two hundred workers circa 1913.

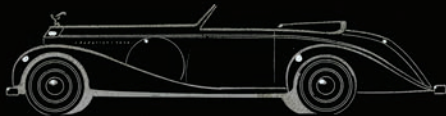
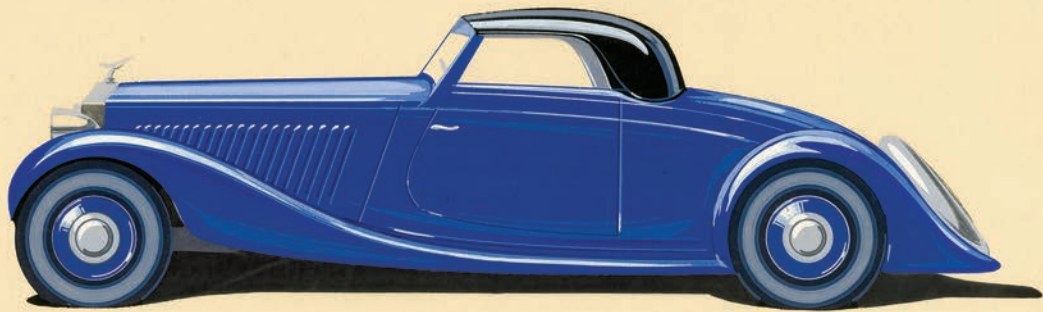
As identified at present, Henry Binder production on Rolls-Royce chassis amounted to 166 cars and 10 on Bentley chassis. The first was a cabriolet on a Silver Ghost chassis in 1913, and some were rebody jobs. For details, see the table on page 13241. Rolls-Royce and Bentley chassis data is nearly uniformly complete, but coachbuilder data varies greatly, and there is no archive of Henry Binder records. Accordingly, the data presented herein has been drawn from various sources where Binder is reported as the coachbuilder, but the body number was often identified rather serendipitously.

There were many fine motorcars to carry Binder coachwork, from a Bugatti Royale to Delahaye to Panhard to Hispano-Suiza and many more. It is worth lamenting that the names of the individual designers at Binder are not known, where for some other coachbuilders some of the names are known. It was common practice for the designer drawings to be signed in the name of the coachbuilding firm and so there are many drawings signed Henry Binder.

In 1919 Binder obtained a license for Baehr patents. Gustave Baehr's firm operated from approximately 1913 to 1928 in Paris. Early on he built an all-weather transformable with specialized fittings which he patented. Binder wasn't the only coachbuilder to pay Baehr a licensing fee for his inventions. There were no other known outside proprietary items used at Binder as a matter of record, all the rest looks to have been in-house expertise. During the 1920s and 1930s, Binder produced the sort of elegant, stylish, and high-quality work associated with the most luxurious automobiles of the classic era.

Henry Binder's sole heir was his wife Louise who died in 1917. Maurice died in 1923 with no indication that his wife or son Jean would play a role in the affairs of the coachbuilder. There was a theory from the Belvallette & Cie entry in the *Coachbuilding* volume of *The Beaulieu Encyclopædia of the Automobile*: "Alfred Belvallette married Made-moiselle Binder, which would eventually lead to a merger with the coach builders Henri [sic] Binder." Alfred Norbert Jacques Belvallette married Henriette Madeleine Binder on January 29, 1882, and Henriette was Jean Charles Binder's daughter; and he was Henry's (not Henri's) eldest brother. To be clear, these aren't "gotcha" points—these matters are difficult to ascertain, and the fact that it's a century later with little surviving references compounds the difficulties. The Binder brothers did appear to work together occasionally, so any number of succession and ownership scenarios were possible, but to date all have been theories.

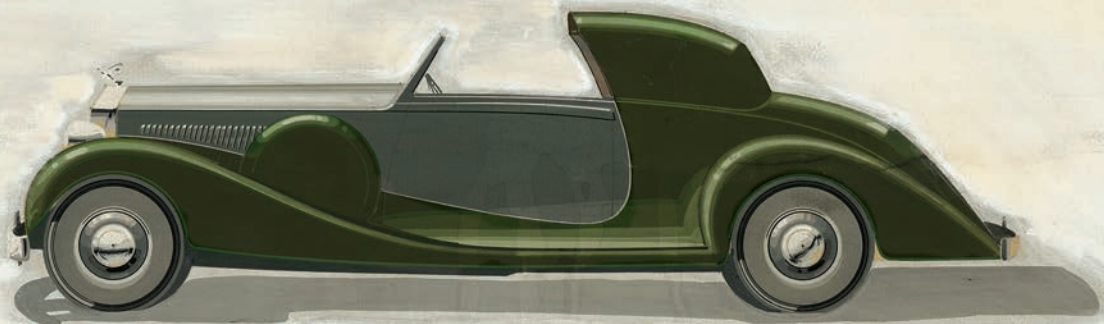
HENRY BINDER
PARIS



CABRIOLET 4 PL
ROLLS ROYCE 40/50

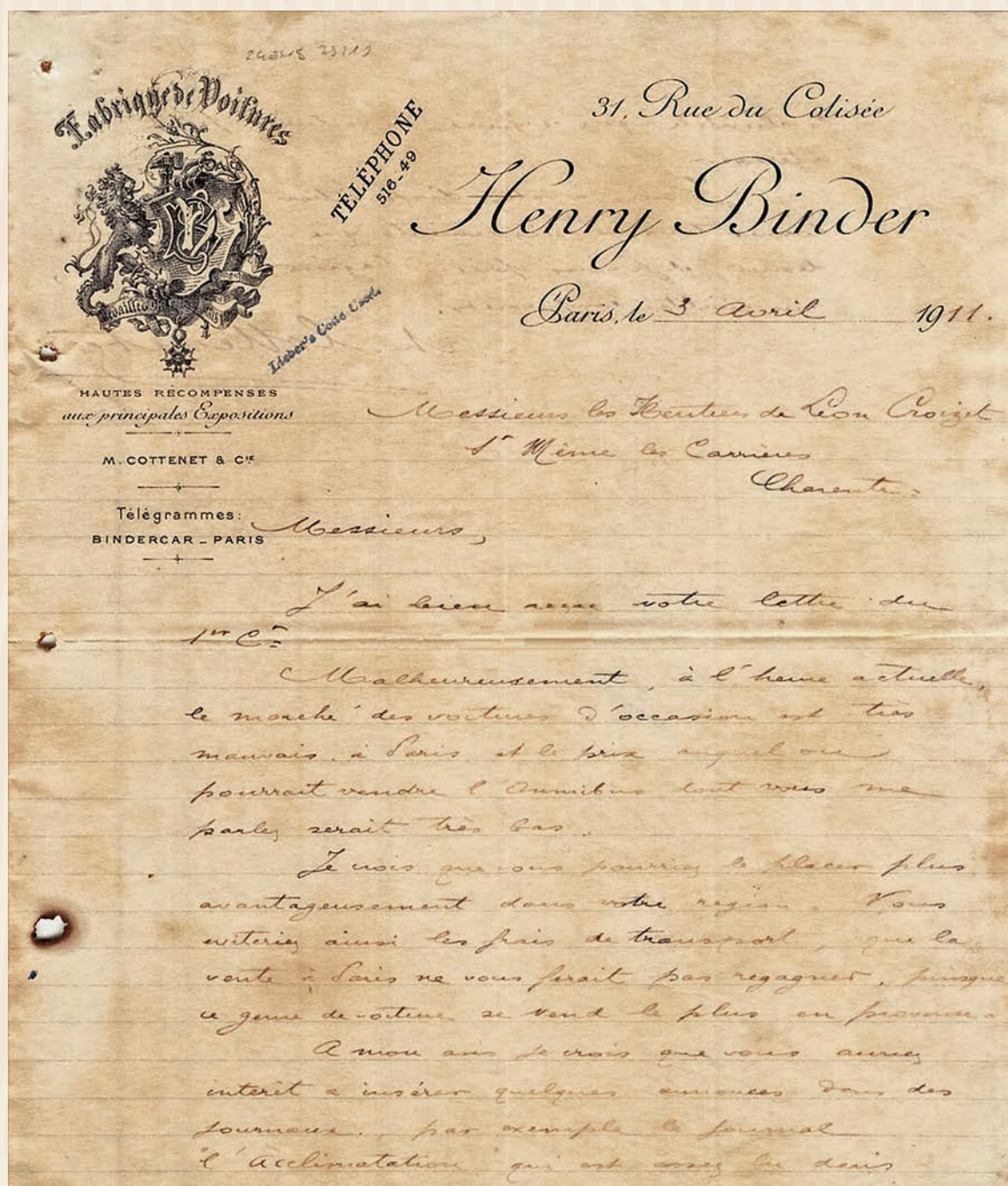
Henry Binder

Note the "Henry Binder" signatures on these design drawings (chassis nos unknown).



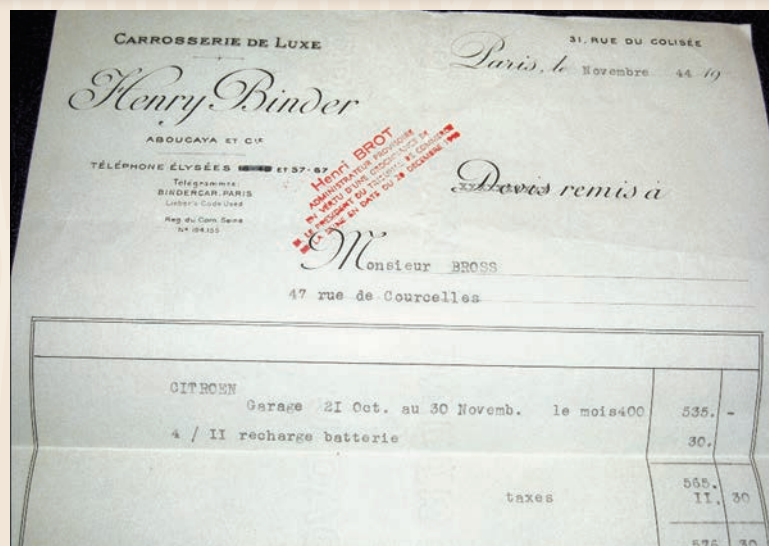
Henry Binder

Top: This correspondence on Henry Binder letter-head is dated April 3, 1911. Note "M. Cottenet & Cie" on the left margin. Below: Though Henry Binder ended production before the end of the 1930s this invoice is dated November 1944, but it's for garage services.



There is a scattering of surviving period Binder coachwork pictures illustrating the various marques for which they supplied bodies. A good many of these photos were taken at the same spot in front of the Petit Palais, which was built for the 1900 Exposition Universelle and today serves as the Musée des beaux-arts de la ville de Paris.

About 10% of Binder-bodied Rolls-Royces were exhibited at the Paris Salon, and there's this footnote to the story in *The Flying Lady* #18-6, pp. 12976-83) about Jacques Poberejsky who exhibited the Binder-bodied P II 41GX at the Paris Salon: he was a good Binder customer. Aside from any other marque for which he commissioned Binder bodies he was involved with four other Rolls-Royces (GSR22, GAE2, 50GY, WXA14) and two Bentleys (B6HK, B12MR).





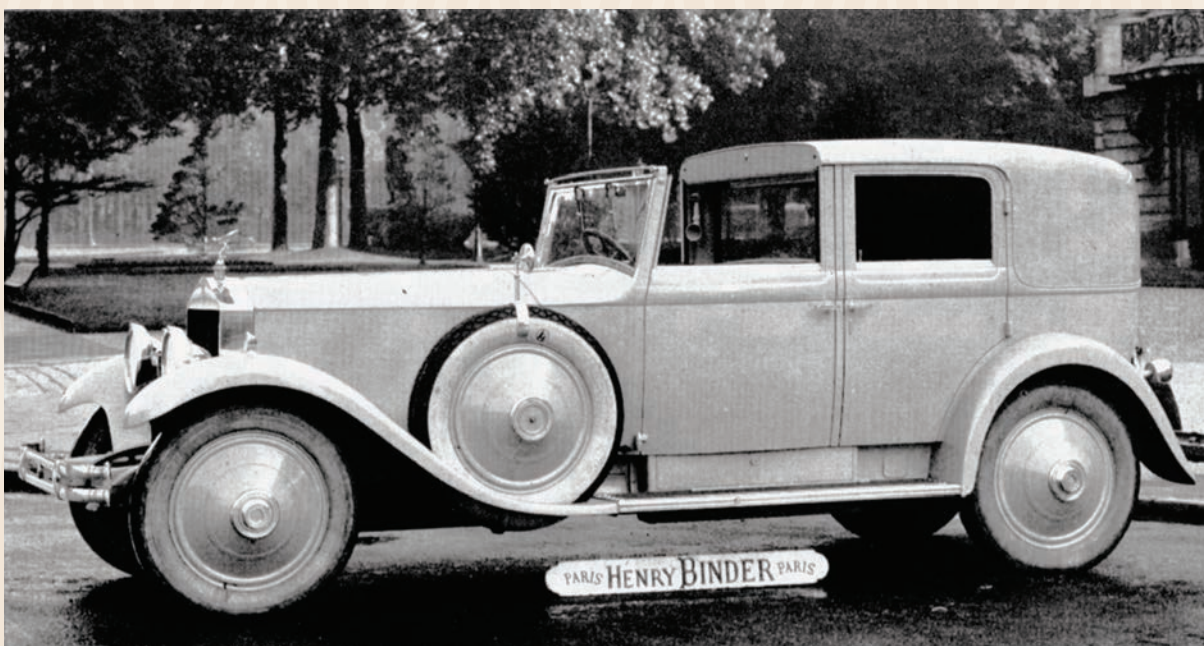
Façade of the Petit Palais, Musée des Beaux-Arts. The Binder period photos were shot on the far left side.

Records indicate that there was only one Springfield Rolls-Royce that received Binder coachwork: Phantom I **S213RM** for F.L. Hutton, Paris. The car was sold by RR Ltd. and was described as a “stripped chassis for Kellner Coupe body” but then *Kellner* was crossed out and *Binder* written in. The Binder and RR Ltd. reference was reinforced by another record where a paid date of July 11, 1927 was recorded. The car is still around today, and it has been referenced a few times in *The Flying Lady*, starting in 56-5 p. 252 as a Barker landaulet. There was another record indicating it was a Binder Coupe with this note: “7-18-47-info. thru repairs.” There was another Springfield car that looks to have been a rebody job, in the book *Rolls-Royce in America*, p. 65, photo appears with this caption: “a 1923 Springfield chassis with what appears to be a late twenties Binder body.” The chassis number has not been identified.

The last Rolls-Royce made with Binder coachwork looks to have been chassis **3DL176** (body 5975), a Phantom III delivered on November 30, 1939. (Though the Binder body

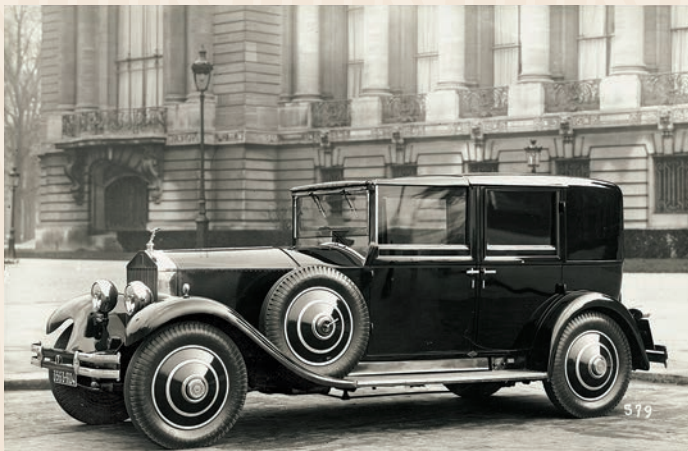
was reported to have come from **3DL58** that had a different body number, 5949.) Through the 1920s and 1930s Binder executed very elegant coachwork, but like much of the coachbuilding industry, it would not survive into the postwar era as a coachbuilder. A reference in *The Beaulieu Encyclopædia of the Automobile* mentions that Claude Janssen (Janssen & Cie, Levallois-Perret, Seine) got together with Binder and later became distributors of GM cars in France and worked as a body repair shop, adding this about Janssen: “In 1970, now director general of the Banque Worms, he sold Binder & Janssen to Christian Vilaseca, the future managing director of Jaguar France.”

The subject of Henry Binder coachwork, both in the carriage and automotive eras, remains in want of more research, and in want of more material to emerge. Here the aim has been to advance the story. The reader is encouraged to provide feedback to this article and the car data (particularly body numbers) to expand what we know about this fine coachbuilder and the cars that survive.



Rolls-Royce in America, p. 65

1923 Springfield Silver Ghost, chassis number unknown.



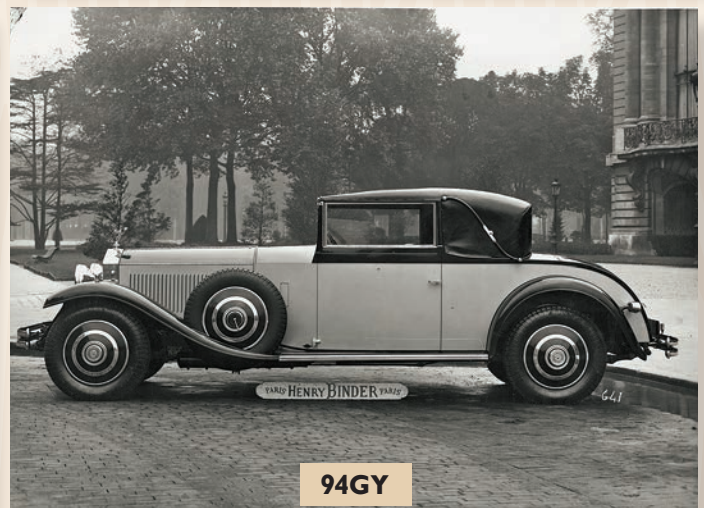
GVO19



GXO56



81GY



94GY



125GN



2JS

All of these pictures were taken at a favorite spot for Henry Binder, the Petit Palais that is visible in the backgrounds.

Acknowledgements: André Blaize for car data that confirmed and supplemented data for the table of cars herein; Tom Clarke for reviewing and supplying data; Guillaume Kozubski of the Fédération Française de Carrosserie for references to Maurice Cottenet and corporate data; Peter Larsen, who provided various period Binder photos and drawings presented herein, and The Rolls-Royce Foundation.

Online Sources: Many of the sources below are also noted as sources for the images used herein.

<http://www.attelage-patrimoine.com/>
<https://www.classiccarratings.com/>
<http://www.delcampe.net/>
<https://en.wikipedia.org/>
<http://www.fcc-carrosserie.org/>

<https://www.geneanet.org/>
<https://www.todocoleccion.net/>
<http://www.tradition-fahrkunst.de/>

Chassis	Coachwork	Body
Silver Ghost (1906-1924)		
2273	cabriolet	
2411	limousine	
2454	torpedo	
2697	torpedo	
3CA	cabriolet	
* 39NA	limousine	5601
* 43AB	cabriolet	5578
60AB	limousine	
* 61RB	-	5152
* 3PB	-	5114
* 6YB	-	5415
* 7YB	-	5256
† 46YB	limousine	5444
* 60RE	sedanca de ville	5687
* 10YE	-	
* 31JG	torpedo	
23UG	cabriolet	
* 70YG	Roi des Belges Victoria	
35RM	-	3904
6AU	cabriolet	3936
Twenty (1922-1929)		
GF51	drophead coupe	
GMK17	brougham	3926
GPK15	6l saloon	5623
GUK2	saloon	5186
GUK72	cabriolet	5653
GYK66	coupé	5246
* GAJ67	-	5818
GUJ73	cabriolet	5391
GXL33	coupé	5408
GXL69	cabriolet	5464
GYL8	limousine	5431
GBM18	brougham	5448
GBM28	coupé de ville	5468
GKM10	drophead coupe	5463
GKM29	brougham	5473
GKM30	saloon	5475
GKM44	limousine	5518
GKM46	saloon	5508
GFN4	limousine	5506
GFN32	cabriolet	5519
GFN73	cabriolet	5528
GLN43	brougham	5592
GVO19	sedanca	5594
Phantom I (1925-1929)		
86MC	salamanca	
111MC	limousine	
46RC	cabriolet	
* 52RC	faux cabriolet	
74LC	limousine	
112SC	allweather	
82DC	limousine	
12TC	cabriolet	
* 85TC	fixed head coupe	
95TC	cabriolet	
99TC	cabriolet	
17YC	limousine de ville	
32YC	cabriolet	
59LF	cabriolet	
93LF	cabriolet	
100LF	limousine	
19RF	faux cabriolet	

Chassis	Coachwork	Body
43RF	limousine de ville	
61RF	brougham	
* 8UF	sedanca de ville	
29UF	landaulette	
49UF	cabriolet	
60UF	cabriolet	
47FH	saloon	
21AL	saloon	
86AL	faux cabriolet	
4CL	sedanca de ville	
38CL	faux cabriolet	
48CL	sedanca de ville	
51CL	limousine	
76CL	landaulette	
87CL	sedanca de ville	
5WR	landaulette	
‡ 32WR	-	
81WR	faux cabriolet	
53KR	sedanca de ville	
58KR	limousine	
82KR	cabriolet	
95KR	faux cabriolet	
20/25 (1929-1936)		
GXO56	Cabriolet	5642
GXO101	limousine	5600
GXO111	sedanca de ville	5598
GGP17	cabriolet	5640
GDP48	cabriolet de ville	5669
GLR73	faux cabriolet	5690
GSR22	2d4l saloon	5706
GTR39	4d saloon	5718
GNS66	4d4l saloon w division	5731
GOS57	cabriolet	5753
GFT23	drophead coupe	5770
GFT28	drophead coupe	5774
GAU38	4d6l limousine	5797
GMU10	saloon	5802
GRW22	limousine	5810
GSY32	2d2l fixed head coupe	5820
GTZ59	4d saloon	5826
GAE2	Saloon (?)	5849
GPG19	Saloon	5863
GPG67	4d drophead	5865
GBJ8	Sedanca de ville	
GXK77	limousine	
Phantom II (1929-1935)		
12WJ	cabriolet	
25WJ	sedanca de ville	2858
57WJ	sedanca de ville	
89WJ	4d4l saloon	
114WJ	limousine	
14XJ	limousine de ville	
115XJ	cabriolet	
132XJ	cabriolet	
* 34GN	sedanca de ville	
86GN	sedanca de ville	
116GN	limousine	
125GN	sedanca de ville	
* 15GY	drophead coupe	
17GY	cabriolet	
50GY	limousine	
81GY	4d4l saloon w division	

Chassis	Coachwork	Body
94GY	2d dhc	
103GY	drophead coupe	
192GY	limousine	
202GY	limousine	
* 41GX	roadster	5880
2JS	4d4l sedanca de ville	
35JS	coupe cabriolet	
224AMS	cabriolet	
30MY	limousine	
15RY	3d tourer	
79RY	coupe	
209RY	4d4l saloon w division	
22SK	landaulette	
* 162SK	2d dhc	
49TA	limousine	
67TA	cabriolet	
151TA	sedanca de ville	
187TA	2d dhc	5869
195TA	limousine	
25/30 (1935-1939)		
GUL4	4d4l saloon	
GHO38	4d4l saloon w division	
GHO81	limousine	
GMP74	2d cabriolet	
Phantom III (1935-1939)		
3AZ140	saloon	5907
3BU94	sedanca de ville	5916
3BT3	saloon w division	5917
3BT117	saloon	5919
3CP88	saloon w division	5922
3CP114	sedanca de ville	5925
3DL58	saloon	5949
3DL144	sedanca de ville	5968
3DL164	saloon w division	5972
3DL176	saloon	5975
Wraith (1938-1939)		
WXA14	4d4l sedanca de ville	5950
WXA17	4d4l sedanca de ville	5952
WXA44	Saloon	5955
WXA48	sedanca de ville	5953
WXA63	sedanca de ville	5954
WXA86	sedanca de ville	5959
WRB20	Saloon	5965
WRB46	Saloon w division	5961
WRB69	sedanca de ville	5960
WMB15	sedanca de ville	5967
WMB71	4d4l saloon	5966
6½ Litre Speed Six (1926-1930)		
LR2796	limousine de ville	
8-Litre (1930-1931)		
YR5084	coupé	
3½ Litre (1933-1936)		
B116BL	limousine	
B24BN	saloon	
B62BN	cabriolet	
B63CW	saloon	
B59EJ	cabriolet	
B117EJ	cabriolet	
4½ Litre (1936-1939)		
B6HK	saloon	
B12MR	saloon	

* Rebodyed † First and second body by Binder ‡ Uncertain if bodyed by Binder or Kellner

Publications:

All the Pre-War Bentleys – As New (no ISBN)
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 Jan. 1923

Motor Body V49 (Apr.–Sep. 1913)

Rolls-Royce 20/25 H.P. (ISBN 0953045102)

Rolls-Royce in America (ISBN 0901564141)

Rolls-Royce: The Derby Phantoms (ISBN 1869912012)

The Beaulieu Encyclopædia of the Automobile
 (ISBN 0117027502)

The Edwardian Rolls-Royce (ISBN 0950648957)

The Rolls-Royce 25/30 H.P. and Wraith (ISBN 0953045110)

The Rolls-Royce Phantom II and Phantom III
 (ISBN 0953045145)

The Rolls-Royce Twenty (ISBN 0950648906)

The Spectre Arises (ISBN 9788890957161)

Those Elegant Rolls-Royce (ISBN 0901564087)

The new art gallery has been completed, and it's just off the main exhibit gallery. The Melbourne Brindle "Twenty Silver Ghosts" paintings have been hung, and the display cabinets are being arranged and filled with appropriate objects. The gallery really looks good, and you must all come see it.

We are planning "A Proper Motor Car Mixer" fundraising evening cocktail party on May 17, during the same weekend as the Carlisle Import Nationals weekend just down the road. One of the features of this event will of course be to show off the new gallery and the "Twenty Silver Ghosts" gallery. As of now we have distributed a press release and promotional advertising pieces, have solicited sponsors for the evening, and are selling tickets for the event. By the time this article appears, the evening will be long over, and we hope it will be a good fundraising impetus for the Foundation.

In conjunction with securing sponsors for the May 17 event, our research librarian Sarah Holibaugh has secured sponsorships for food donations for our educational seminars. The local business community is really starting to support our activities, and we are grateful.

The Foundation staff is working to market better the large amount of spare parts that has been donated. We are first selecting large, easy to update parts such as bumpers and fenders, and we will put them on eBay. We are getting ready to sell several donated cars later in the year.

Rolls-Royce Motor Cars have requested that we display the Foundation's 1946 Silver Wraith **WYA16** Freestone and Webb limousine at their expense in their North American headquarters lobby in New Jersey during the latter part of June. This particularly elegant car was one of the first Silver Wraiths built, and Freestone and Webb continued some of their late prewar styling in this car's body. The car, which was donated years ago to the Foundation by Bob and Joan Brod, will be displayed in the RRMC lobby alongside a new Wraith. How very fitting!

The Foundation's 1935 20/25 Freestone and Webb

sports saloon, **GSF54**, was donated by the Kirk family many years ago. It is being painted by the Pennsylvania College of Technology and will look really lovely when it is completed. We look forward to having it back in the museum.

During the spring the Foundation held a paint restoration seminar, which was led by Mariah Bruins. It was very well received, and we should hold it again! The Foundation is also planning technical seminars for the autumn, one of which will be making adjustments to the engine of the 1937 25/30 coupe with body by Woolley, **GWN76**. The engine has now been rebuilt and was the subject of two seminars. We look forward to having the car running so that we can get the fenders and hood painted and the car put on exhibit.

In more administrative news, the Foundation was accepted into the "48 in 48 Grand Program" which gives grants to build professional websites for nonprofits. We have submitted paperwork to have us placed on their 2019/2020 schedule to have our website professionally designed and built. A new website will make it easier for people to sign up to volunteer, join the Foundation, schedule tours, and make contributions. We are also looking at other possibilities for grants for the Foundation.

The Foundation will be present at the 2019 RROC Annual Meet in Detroit. We will again have a silent auction, will have our Annual General Meeting in Detroit, and will sponsor a Foundation lecture on the Edwardian era and Rolls-Royce motorcars. This lecture will be given by Pierce Reid and will illustrate the era and the society that produced the Silver Ghost cars. It should be fascinating. We look forward to seeing you all at Detroit.

And please remember that the Foundation continues to benefit from donations of cars, records, and money, as well as from purchases made through Amazon Smile. We now have a PayPal account, as well. As you know, donations are the primary way by which the Foundation's mission and programs are supported, so please consider us in annual giving and your tax and estate planning.



WYA16



Authenticating Bentley and Rolls-Royce L410 V8 engines

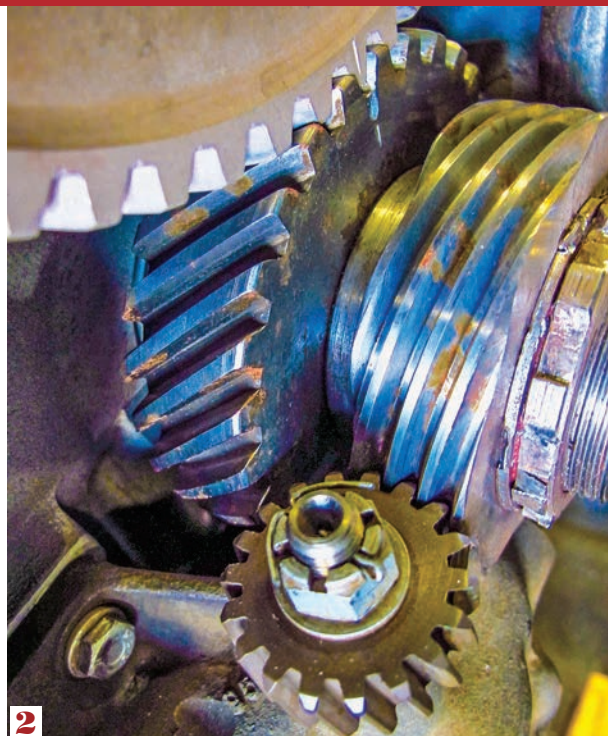
John Robison (MA)

In 1952, the engineers at Crewe set out to design a new V8 to power their next-generation cars, the vehicles we came to know as the Bentley S and the Rolls-Royce Silver Cloud. The engine they created was designated the L410, with L being the engine series and 410 representing the 4.1 inch cylinder bore. **1**

The designation “L” implies there was a “K” design that preceded it. Indeed there was; an opposed diesel that found use in self-propelled guns for the British Army. We in the RROC associate Rolls-Royce with fine luxury cars, but in the years after World War II Rolls-Royce was known as a world leader in military, industrial, and aero engine designs.

There is a persistent rumor in the collector car world that the L410 engine was licensed or copied from a General Motors design, but it wasn't. It's true that the Crewe engineers admired much about GM engineering, but they were renowned engine designers in their own right. The Rolls-Royce Merlin is often called the engine that won World War II, and the L410 was another great Crewe creation.

The L410 differed from GM designs in several significant ways. It used an aluminum block, rare in America at that time. The liners were removable, and the cam was driven by gears and not a chain. **2**



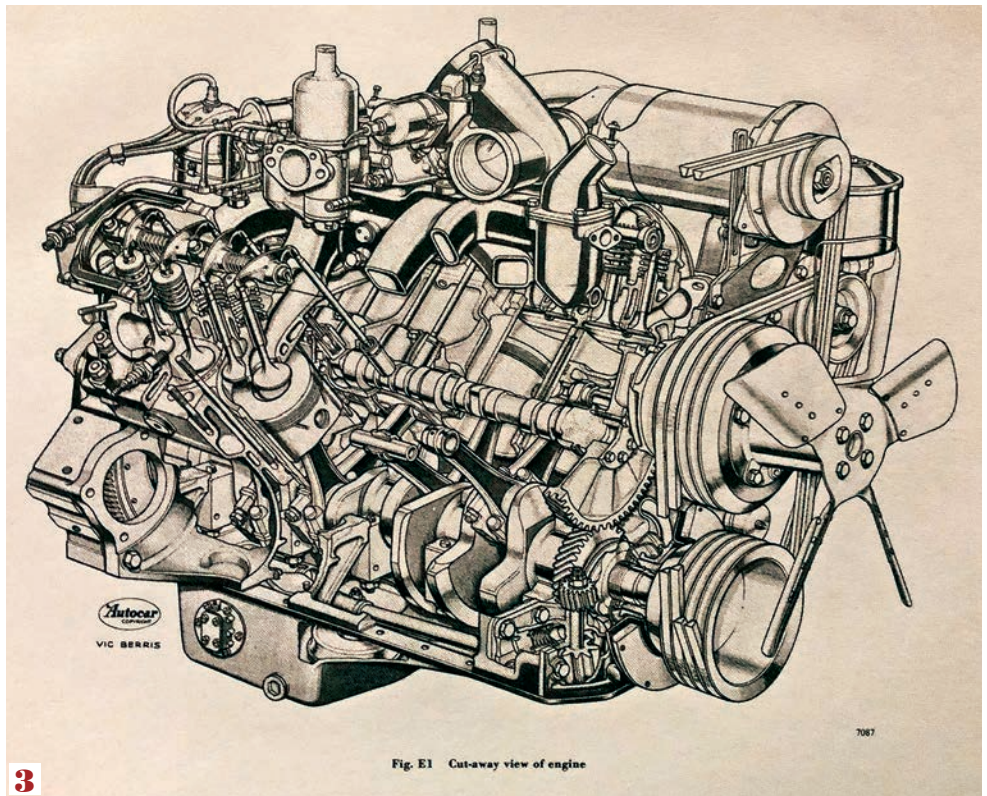
Crewe's creation proved one of the longest-lived designs in the automobile world. It made its debut in second-series S and Cloud models **3**, and continued to power Crewe-built cars right through the sale of the company in 1998. When VW took over Bentley, they acquired the rights to the L410 engine, and they continued to use it in the Arnage **4**, Azure, and Mulsanne. It still powers the Mulsanne today. **5**

At the center, L410 engines saw remarkably little change for the first 40-some years. Displacement increased from 6230 cc to 6750 cc in 1970, but that had no external impact. The appearance of the engine block hardly changed from 1956 to 1984, when the crankshaft and seals were updated. The next change came in 1986 when the main bearings were cross-bolted for greater strength. The firing order was changed for smoothness, but the only external sign of that was the distributor. The most visible change was the arrival of engine-driven hydraulic pumps for the Shadow series in 1965. The pumps were deleted from the 2000 Arnage motor, but they remained on Continental and Azure cars right into the VW transition in 2003.

With so few changes it is inevitable that people would ask if a newer (and more powerful) engine could be fitted into an older car. Putting aside questions of originality, the fitment of a newer block is possible but difficult. Small changes were made to the block, head, and front cover castings and there will be incompatibilities between a newer block and the older ancillary components. Early cars are carbureted where the newer motors are both fuel injected and turbocharged, so the hookup of a newer motor involves lots of rewiring and piping.

It's usually most practical to repair the engines our cars have, but internal corrosion and cracks are a growing problem. When an engine needs to be replaced it's easiest to find one of the same age for best compatibility.

Looking at the changes it's remarkable to think how long this engine design has lasted. One thing that didn't change were the locations for identifying numbers. When the engine was introduced the block had several bosses, or locations, to accommodate



numbers. Those bosses carried the serial numbers until a few years after the VW takeover, when the German engineers made major changes to the engine design.

Photo 6 shows an assembled L410 V8, from a Silver Shadow, and a stripped L410 block of the same vintage. The locations provided for numbers are all shown in photo 7.

As you can see the number bosses are obscured on the assembled engine. That is typical of engine numbers. The engine block is the heart of any motor, and the component that should carry any numbers. However modern cars have so many components affixed to the block that disassembly is invariably required to reveal the numbers.

This is how the various number bosses were used over the years:

Location 1: engine number on Silver Cloud-era cars.

Location 2: engine's sequential number on Cloud- and Shadow-era cars.

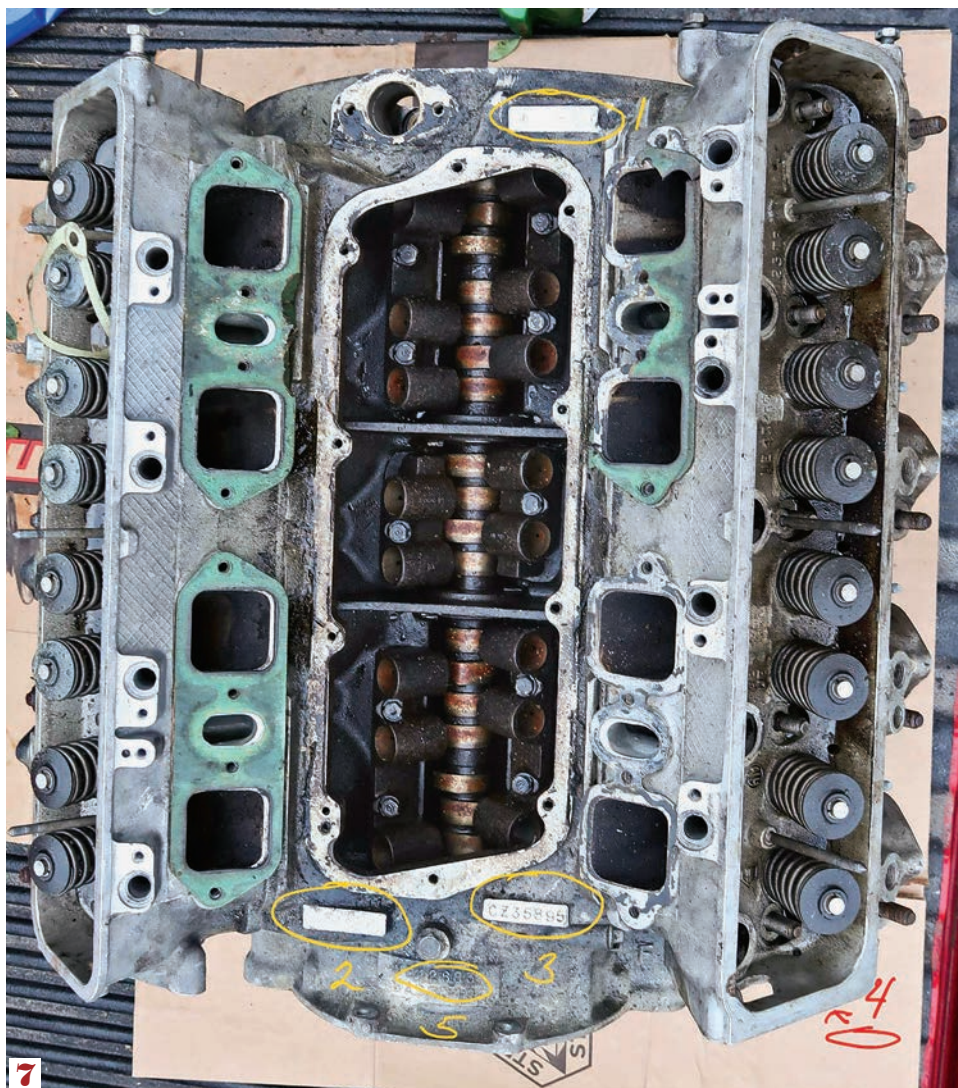
Location 3: engine's sequential number on Spur- and newer-era cars.

Location 4: last digits of the body number of the car in which the engine was originally installed on Shadow- and Spur-era cars.

Location 5: part number of the engine block; can be referenced in the RR parts catalog to determine the original use of the engine.

Collectors may be able to match the engine and sequential numbers with the car's build records. Depending on the age of the car these records may be with the Rolls-Royce Foundation in the US, the RREC in England, or Bentley Motors. They can usually be requested for a small fee.

If you are able to match an engine to a car through records, you have accomplished a big step in authentication. However, records are not always available. Some have been lost or damaged, and others are incomplete. In that case the best you can do is evaluate what you have and draw your best conclusions from the evidence.





Here is an example. Photo **8** shows the number from location 4 on a Silver Shadow engine, in front of the driver-side cylinder head. Looking at the number you can see it is hand stamped. That is how RR/B numbers were done in those years and is evidence of originality. The boss where the number is stamped is flush with the block deck, which means it was not filed down to obscure a prior marking.

This number matches the chassis number of the vehicle in which the engine is installed. That tells us the engine is authentic to the type of car, but we do not know if it's the engine the car was built with. Factory replacement engines were shipped with this location blank,



so the car number could be stamped at the time of installation.

Most warranty records of this era have been lost, so we can't look for an answer there. The second number **9**, the sequential one, gives valuable clues. The first clue is that the stamp pattern is slightly different from the other number. This is because the two numbers were stamped at different times in different parts of the factory.

This particular number was stamped in location 2 of the same engine, underneath the upper radiator hose. The characters do tell a story. The letters SY denote a Silver Shadow or Bentley T series engine. If these were the

only letters the engine would be a 6230 cc unit, made between 1965 and 1970. The addition of the L identifies this as a long stroke 6750 cc V8. The factory changed to the larger-displacement engine from chassis number 8742 in the 1970 model year. This is the 5,368th long stroke Shadow series V8 produced, which places this engine in the factory at about the time the body was built.

All the evidence suggests this engine is both *correct* for the car and *original* to the car. It is as authentic as we can determine.

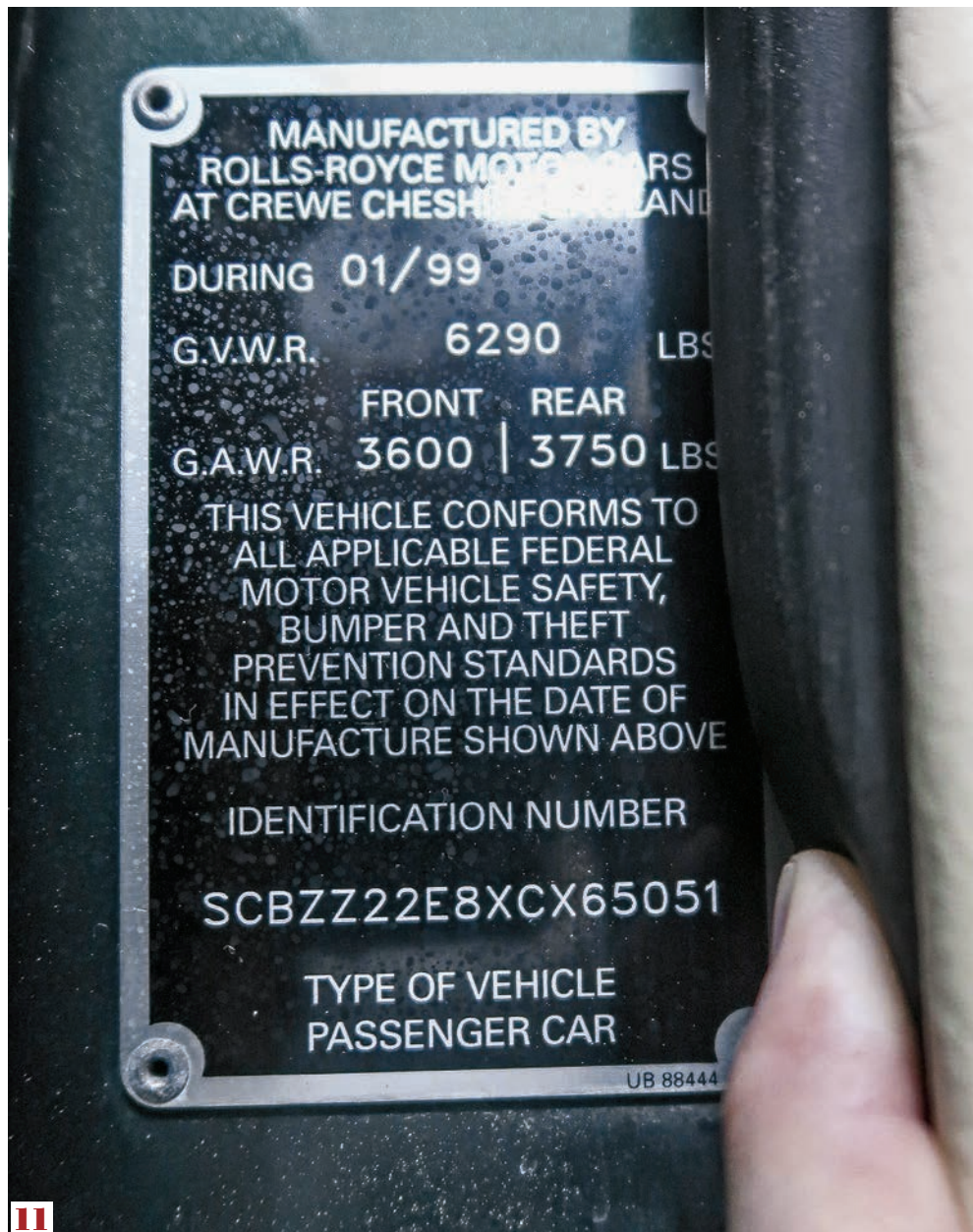
Here is another example from a newer car **10**. This engine number comes from a 1999 Bentley Continental SC. This number is stamped in location 3; the other locations on this engine are blank.

There is no obvious relationship between that number and the car's VIN, as shown on the body tag in **II**.

On a car of this vintage you can usually see the paint marks on the engine and subframe mounts. Careful examination gives evidence of whether a car's engine has ever been removed. Most have not. The only way to match the engine number to the body is to send the numbers to Crewe, where the powertrain certification people will confirm the motor is original, or not. In this case Bentley confirmed the motor as original to this car.

Sometimes you get lucky and the records, car, and engine all line up. More often, there are holes and you have to do your best with the preponderance of evidence. Certainty can be elusive; sometimes, confidence is the most we can get.

If you find that troubling, consider how many high-value collector cars don't have traceable serial numbers at all. Chevrolets and Lincolns are matched up on the basis of casting dates on the engine blocks, not precise numbers. Records for other car lines are totally lost. Many American cars didn't have serial numbers stamped in the frame; the number was just an easily swapped tag.



H&H Auctions (Chateau Impney, 2016)

This is not a piece of desktop art but an actual car mascot, in fact this MG item is one of the most sought after of all British factory mascots.

Hazard Switch for Cloud and S Series

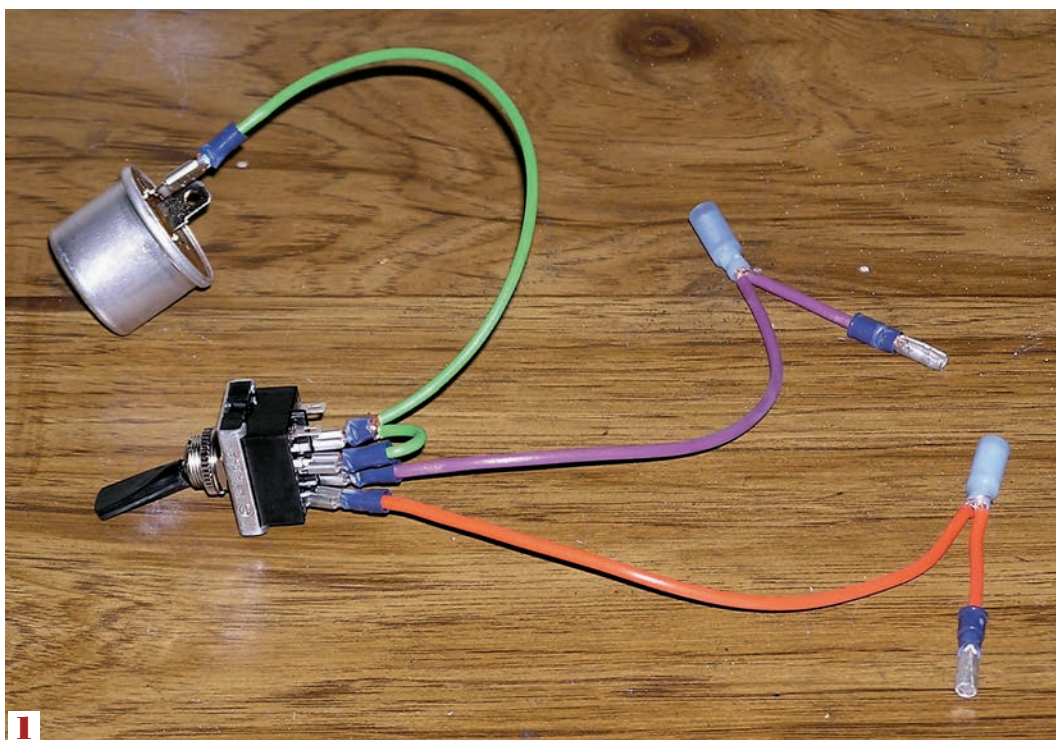
Tom Wright (CA)

hazard lights (all four turn signal lights flashing at once) were not mandatory until the mid-1960s. Adding this capability to a car that doesn't have it is easy and a nice safety addition, even more so on Cloud or S series cars with the timed signal light switch that insists on turning itself off after ten seconds or so. All that's needed is a fuse, a flasher, a switch, some wire, and some connectors. Here's how I modified my Cloud I.

To give you an idea where we're headed, photo **1** shows a test version of the components with short wires. The connectors to the right are used to tap into the turn signal wiring. I'll refer to these new wires as "pigtails." In the actual version, the two wires, purple and orange, from the pigtails to the switch are much longer. An additional wire not shown connects the flasher to the in-line fuse and then to the voltage regulator, terminal B, which is always +12 volts whenever the battery is connected. Also not shown are two wires from the pigtails to the dash indicator lights.

Part #	Quantity	Description
Radio Shack 2750710	1	DPDT Switch
NAPA NF 552	1	Flasher
NAPA NW 784663	8"	Heat shrink tubing
NAPA NW 784333	1	Ring connector
NAPA GRO 822161	1	In-line fuse holder
NAPA BK 7821073	1	9 amp fuse
NAPA NW 784354	2	4.76mm Snap Terminal female 16-14 gauge
NAPA NW 784340*	2	4.76mm Snap Terminal male 16-14 gauge
NAPA NW 784383	4	4.76mm Disconnect female 16-14 gauge
NAPA NW 784339	2	6.35mm Disconnect female 16-14 gauge
NAPA BEL 785507	12 ft (est.)	14 gauge wire (or another color)
NAPA BEL 785407	3 ft (est.)	16 gauge wire (match the color above)
NAPA BEL 785502	12 ft (est.)	14 gauge wire (or a second color)
NAPA BEL 785402	3 ft (est.)	16 gauge wire (match the color above)
NAPA BEL 785501	8 ft (est.)	14 gauge wire (or a third color)

*or equivalent Rolls-Royce parts



Instructions

1. Disconnect the battery.
2. Using a ring connector (NW 784 333), connect a wire to the voltage regulator, terminal B.
3. Attach the in-line fuse to the wire. Keep it close to the connection to minimize un-fused (also known as “hot”) wire.

The voltage regulator connection and in-line fuse are shown in **2**. The other new wires are from my fog light project and can be ignored.

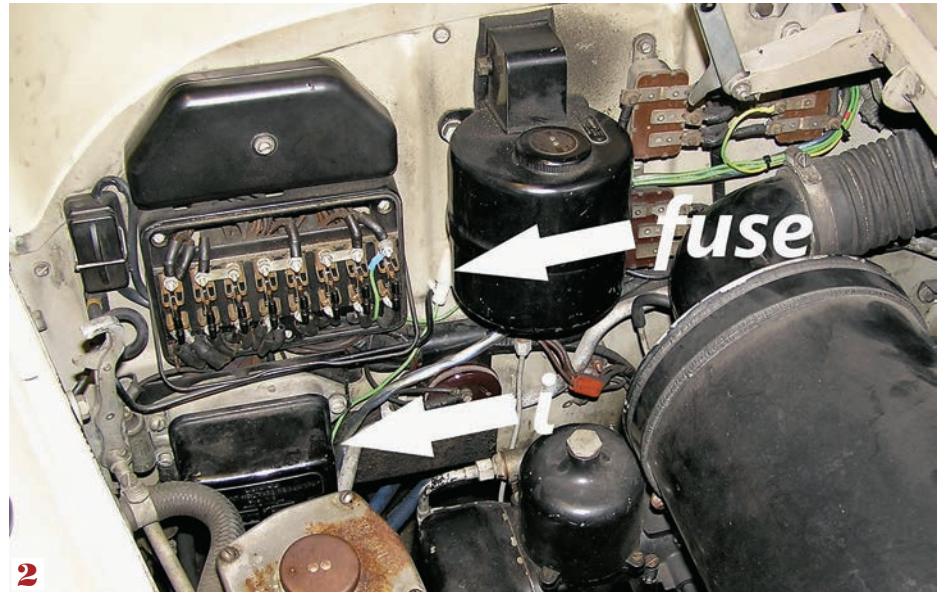
4. Run the wire into the cabin through the same hole as the speedometer cable. I did this by taping the wire to an 8" piece of coat hanger wire and poking it in and down through the hole from the engine side. Run the wire to the switch location. I chose near the parking brake mounting bracket. **3**.

5. When you know the length of wire needed, cut it off and mount a larger female blade connector (NW 784339) on the wire and connect it to the flasher.

6. Connect a short wire to the flasher with a larger female blade connector (NW 784339) and connect it to both center terminals on the switch using smaller female blade connectors (snap disconnect connectors NW 784383). I cheated a little by using female connectors slipped on the switch terminals by squeezing the connectors with pliers so they would grip the terminals, which are really designed for soldering. The wires connected are secure, so I see little chance of them disconnecting or moving.

7. The dash cover is easy to remove. Remove all the lower knobs. Use an awl or a small nail to poke up into holes on the bottom side of each switch handle. This depresses a little ball in the switch shaft and you can easily pull off the handle. The cigarette lighter and upper switch need not be removed. Remove the four black screws holding on the dash cover and remove it. Two of the screws are in the front near the top edge and two go up from below.

8. Remove the four screws holding on the speedometer and pull it out a couple of inches so you can access the lights plugged into its housing. **4**



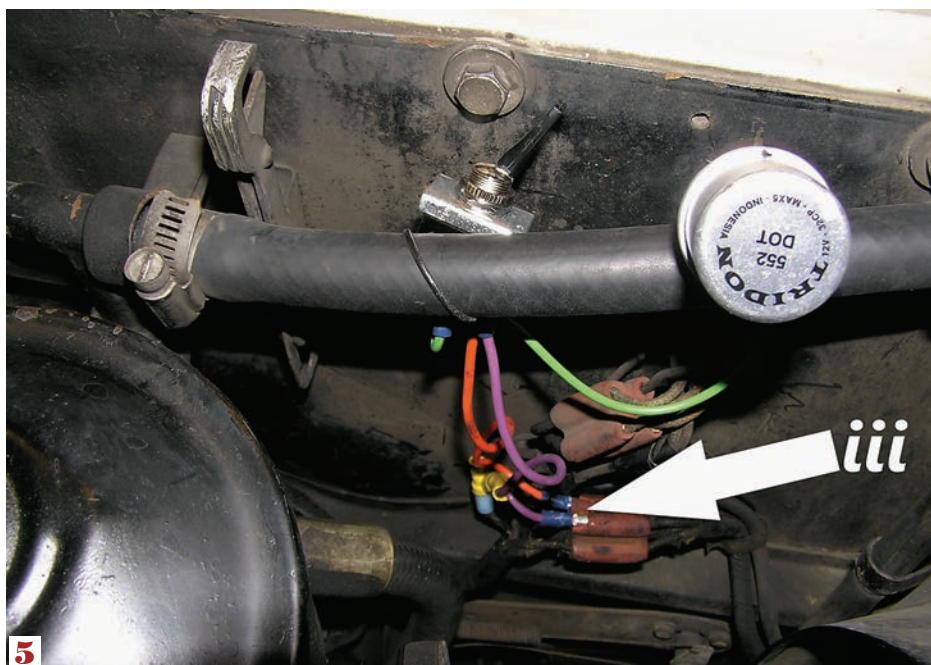
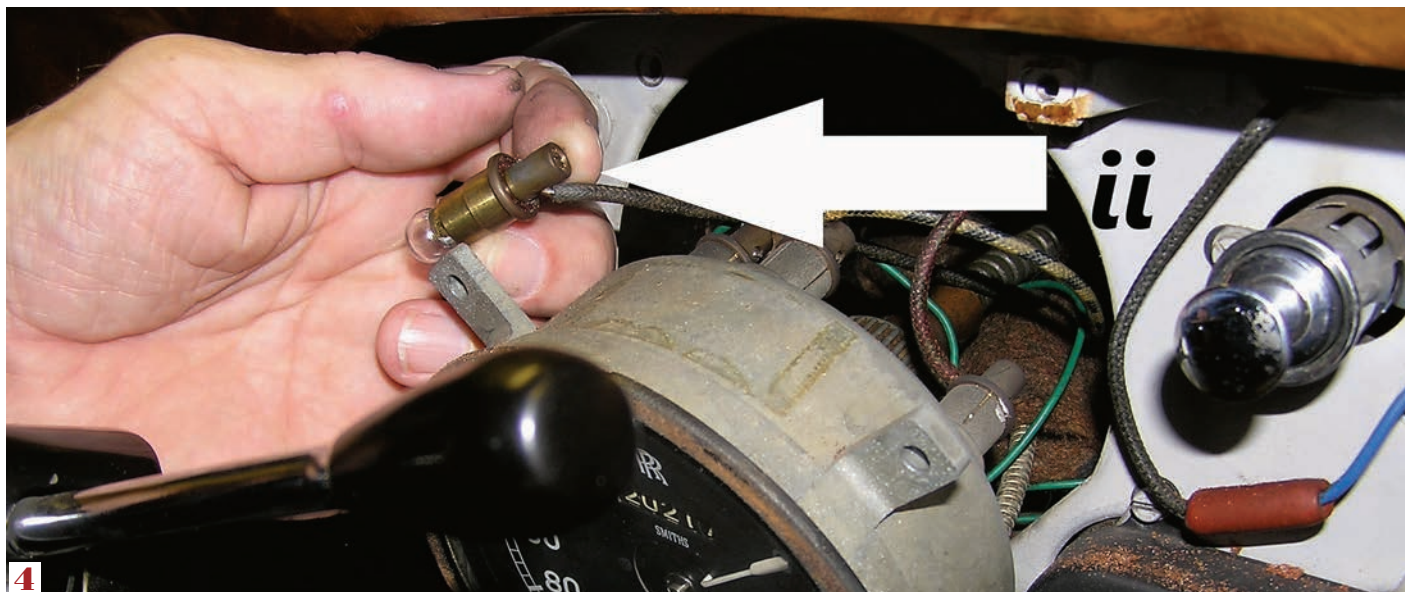
9. Cut two 3' lengths of 16 gauge wire. Poke them down, forward, and to the left through the speedometer hole and trim 1/4" of the insulation at each end. Loosen the set screw that holds the wire to the indicator light holder. Add one of each wire to each housing (ii in Figure 4) and retighten the screws. Note: if you get these connections backwards, you will attach the left side lights to the right side lights. Testing done later will show this and you can correct it.

10. Connect the wires from the indicator lights and two long wires to one side of the switch, one to each pole, using smaller female blade connectors

(NW 784383). Start by getting the long wires through the firewall from the engine side as before with a coat hanger wire.

11. The wires run out through the speedometer cable hole and up to the left front fender near the radiator, so start by taking up any slack from step 10. Secure the wires with ties at strategic spots along the way within the engine bay.

12. Add pigtails to the ends of these wires using a male and a female round connector (NW 784340 and NW 784354), enlarged as described in the next step.



13. The pigtails connectors are interjected between the male and female snap terminals at the connector on the engine side of the left front fender near the radiator. See iii in photo **5**. Verify which wires are the correct ones to disconnect by testing with a properly grounded continuity tester by poking the probe in the connectors with the turn signals operating. Unfortunately I find it impossible to unplug any of the existing connectors, as old as they are, without at least a little damage.

Photo **5** shows the “short-wire” version temporarily installed for testing. The view is from above the engine looking towards the left side of the

engine compartment. (The wire from the flasher to the in-line fuse to +12v is not hooked up in this picture.) The connector to use to interpose the pig-tails is the lower of the two existing faded red connectors. The switch and the flasher are temporarily tied off to a heater hose. If you’re following the directions, you have the switch and the flasher in the cabin and the purple and orange wire run all the way in there.

The Rolls-Royce snap connectors are larger ($\frac{1}{4}$ ”) than those available at NAPA (4.76mm). I used an awl to enlarge the male ones and a small screwdriver to enlarge the female ones. Alternatively, one

could go to the trouble of obtaining Rolls-Royce connectors.

14. Be sure none of the speedometer indicator light connection is near the dash metal or you will sacrifice a few fuses needlessly. Connect the battery for testing. If turning on the turn signal switch causes all four lights and both indicator lights to flash, you have the wires to the speedometer indicator lights connected backwards. Reverse them at the speedometer end. The new switch should cause all four lights and the indicator lights to flash. It should work with the ignition on or off.

15. When you’ve verified that all is well, remount the speedometer using its four screws and reinstall the dash cover using its four screws. Reinstall the switch knobs. When properly oriented, they can just be pushed on with a little wiggling.

Actually mounting the switch in its final location is a matter of personal choice and also depends on other wiring modifications that are undertaken. I wanted the switch mounted near the parking brake handle.

If this is your only wiring modification involving adding a switch to cabin, the easy place to mount it is in the hole in the parking brake mounting bracket as shown in the step 4 photo **3**. You may need washers, and one side of the washers might need to be trimmed off, but this mounting point is out of the way, easy to access, and very easy to install. Tie the flasher off somewhere and you’re done!

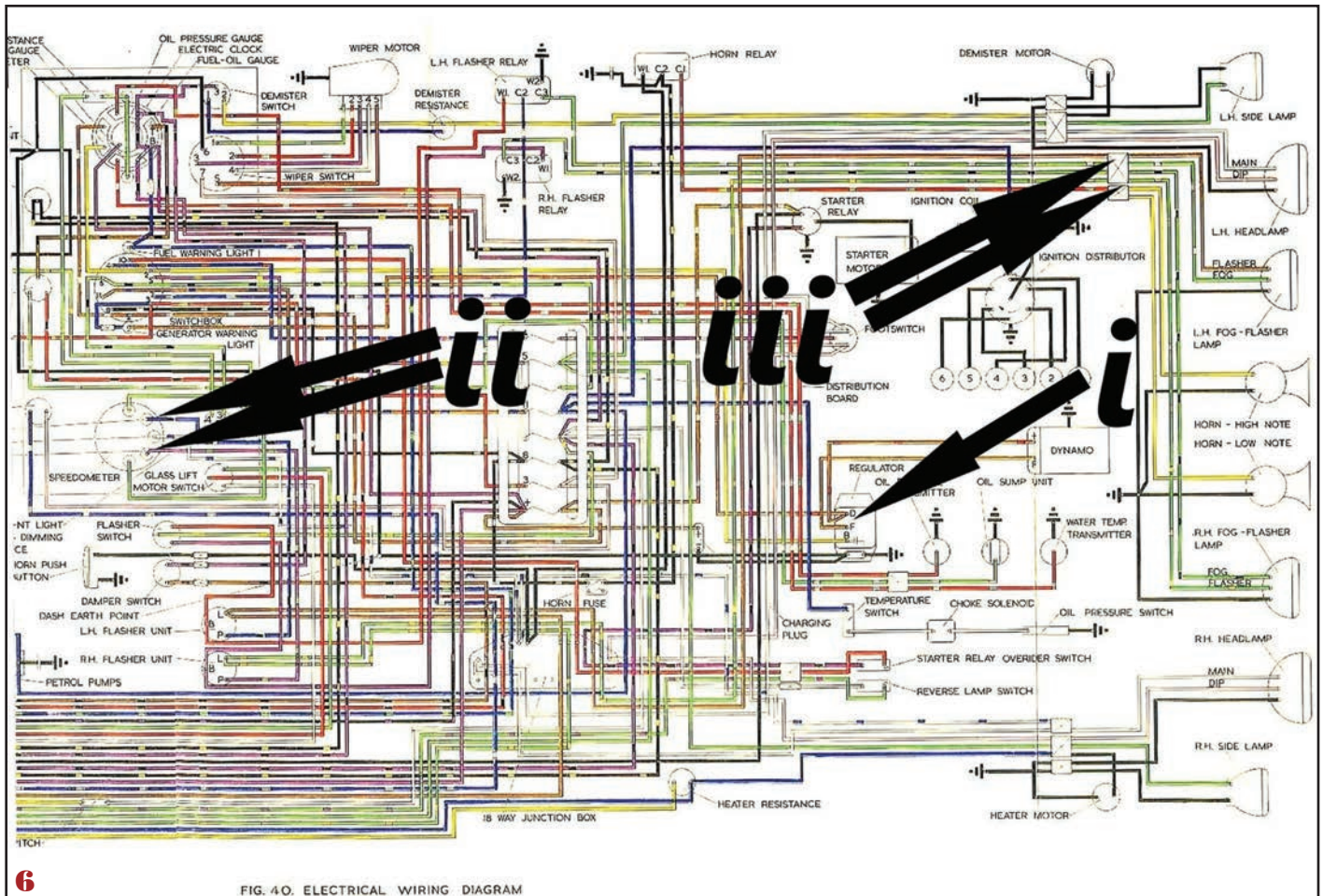
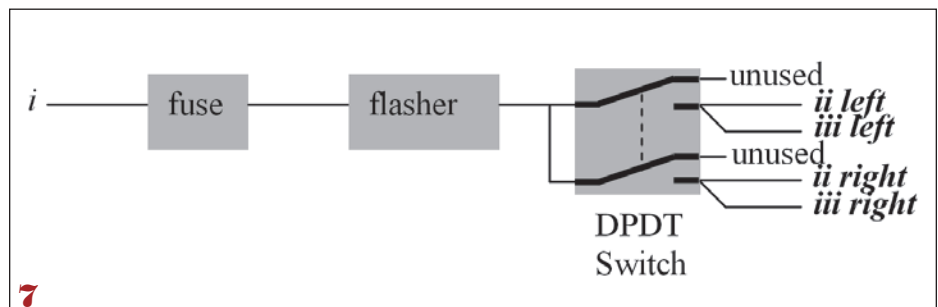
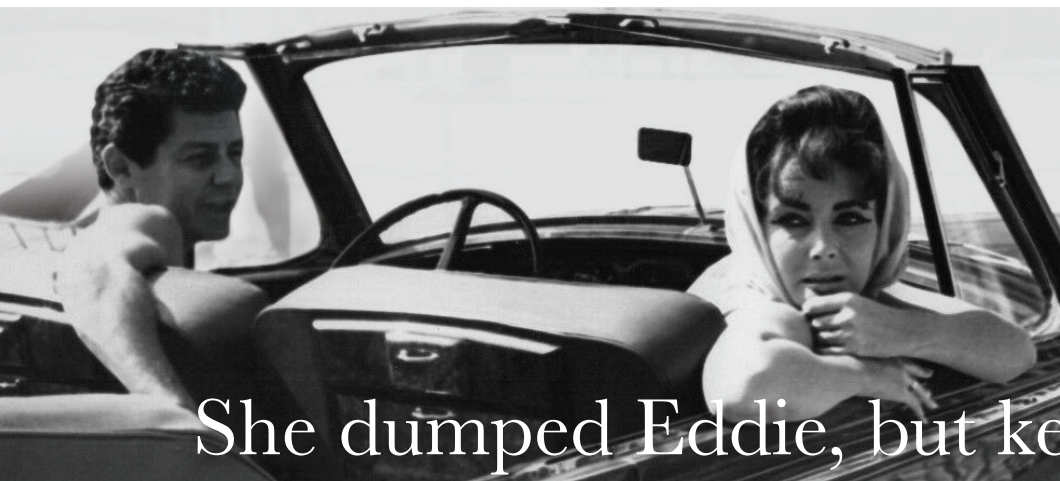


FIG. 40. ELECTRICAL WIRING DIAGRAM

Appendix: Wiring Diagrams

1. See connection points i (step 3), ii (step 8) and iii (step 13) in the circuit diagram **6**.
2. The components to be added **7**:





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She dumped Eddie, but kept the *Rolls*!



The Eagle has landed: RRMC just unveiled its latest, the Wraith Eagle VIII of which 50 will be made, to commemorate the centenary of the Alcock & Brown transatlantic flight. The Smoked Eucalyptus fascia is vacuum metalized in gold and inlaid with silver and copper meant to evoke nighttime lights on Earth as an aviator would see them.

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20/25 (GKC39) 1934 Park Ward saloon. Magnificent example of one of the few if not the only surviving example of this extraordinary automobile; painstakingly restored

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20/25 (GTK37)

1936 Park Ward special sports saloon. Swept tail, body #13020M/ Park Ward #4177; new paint and body work, engine restored, radiator excellent w/ functional louvers, chrome excellent or replated, all new wiring, electricals rebuilt; regulator, fuse box, generator; starter, wiper motor, trafficators, etc.; water and oil pumps rebuilt, new clutch and brakes, wire wheels by Dayton; interior wood either restored or in excellent condition, new soft exterior roof and headliner; all new Connolly leather and Wilton carpets (see front cover FL96-1). \$60,000 obo. **Tom Foster** MT 406-452-9816 or email: stfoster@bresnan.net



25/30 (GMP 77) 1937 Windovers all-weather. One-off (the only one on this chassis); excellent running condition; leather seating front and back w/ a blanket bar for rear-seat passengers; featured in Dalton *Those Elegant Rolls-Royce*;

has all documentation since purchase in England in 1965; engine rebuild 2004; garaged in Westchester County, NY. Offered at \$95,000. **P. Liebert** NY 914-967-0377 or cell: 914-500-9288

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SILVER DAWN (LSDB86) 1952 saloon. LHD; 4 spd manual shift on the column; new upholstery; tires like new; rebuilt/furbished steering and suspension; motor rebuilt and new carb; drives like a scalded cat; many extra new parts; photos available. Offers beginning @ \$39,500. **Harold Pope** WA 559-468-6518 or email: hspope@excite.com

SILVER CLOUD (LSW A226) 1955 saloon. LHD; Car was used by Franklin Mint for their classic 1/24 scale diecast model; painstakingly restored by former chief judge of the Southern CA Rolls-Royce/Bentley Club assisted by Tony Handler and Jim Toole; this show car garnered 25 plus First Place Trophies, First in Class at the RR/B Nationals; two Best of Show post war awards at the Annual Southern CA RR/B Concours; was given the highest award "The Best of The Best" by the Southern CA/ RR/B Club; car is presented in show condition. Offered at \$165,000 **Dave Dwoskin** CA 310-739-9776



SILVER CLOUD I (LBLC22) 1958 Chapron Special Limousine. From a German collection: A one-off LHD creation on a lwb chassis; special design w/ doors opening at 90 degree angle,

unique handbuild coachwork by French coachbuilder Henry Chapron (not a single panel of the body is identical to the standard body ex-factory); extra spacious front compartment w/ single seats; division w/ glass partition, two separate heating systems, original radio, Marchal sidelamps, PAS; car is in exceptionally fine condition and was perfectly well maintained during all its lifetime (most recently during full service new exhaust fitted, heater matrix and fuel pumps substituted by new units) had been for many years personal motor car of French movie star Brigitte Bardot (see internet) and was later owned by entertainer Charles Aznavour; listed prominently in the literature (e.g. in books by D. Bassoli and B.L. King). Monaco registration and German registration; detailed illustrated exposé available. 185,000 EURO (ca. 205,000 US\$). **Klaus-Josef Rossfeldt** Germany, +49-2304-14436 or email: rossfeldt@rrab.de

SILVER CLOUD II (LSPA228) 1960 saloon. LHD; rust-free car; all paint has been stripped, it is bare metal, no rust holes; complete car ready for your paint color or perfect for conversion to a drophead coupé (convertible); interior leather has been recently replaced, in great shape and leather is soft; all woodwork recently restored to perfect condition; chrome is in very good condition; engine runs well; vehicle is undercoated with re-arched springs and new gaiters; 58,000 original low mi. \$24,800 **Tom Kindler** IL 815-539-7146

SILVER CLOUD III (LSKP415) 1965 saloon. LHD; Shell grey w/ Scarlet interior; beautiful paint, very good overlays; perfect wood; all new leather; factory a/c, new brakes; complete tools, manual and build book; received 3rd



place in National Touring; 5 from last standard saloon built. \$70,000 **Barry Atkisson** Brandon MS email: barry4243@att.net

SILVER SHADOW II (SRE26057) Blue w/ blue; new carburetors; needs brakes and complete interior/exterior cosmetic restoration; build sheets and recent service records; 8-track tape player work; has 1980s Nevada plate, "Roulette"; was left outside for some years by a previous owner; RROC member since at least 1974, a stroke last year slowed me down and I want this one off my hands; ask for pictures; 34,703 mi. \$5,900 obo **Jack & Gail Dillard** FL 954-306-2987 786-503-2281 or email: jacksuniqueauto@gmail.com



SILVER WRAITH II (LRK-38829) 1979 lwb saloon. This very correct example is ready for touring; only 55,000 mi. \$25,950. **Jason Courtney** of Dream Car Chicago IL 847-826-2584 or

email: dreamcarchicago@gmail.com; dreamcarchicago.com

SILVER SHADOW II (SRL40606) 1980 saloon. Brown w/ excellent tan leather; no shrinkage on toproll or rear parcel shelf; RROC owned for many years; currently my personal driver; all systems working and a smooth, comfortable ride; wood is very attractive; good tires; a very nice motorcar; 67,000 mi. \$24,500 **Vernon Smith** IL 847 284-0966 or email: helvern@comcast.net for more details and many photographs



SILVER SPUR (NAH-21827) 1987 lwb saloon. Midnight blue w/ grey leather interior; beautiful wood trim on dash, window sills and picnic tables; matching grey rugs and movable footrests; original owner's manuals and tools; smart and very

quiet ride; beautiful interior; some paintwork required on exterior; 94,000 mi. \$18,000 **John Waite** Abbotsford, BC 604-852-8498 or email: johnwaitecda@aol.com

SILVER SPUR (NAJ-24091) 1988 lwb saloon. A fine example of a pampered 20 series Spur w/ no shrinkage to the black leather dash or parcel shelf; lamb-swool rugs are still in original factory delivery bag; wood has no cracking; engine and running gear fine; paint has not oxidized; complete original tool kit; just a beautiful car but at 80+ years I just have too many, so selling off a couple; car will serve its new owner for many years; only 61,000 mi. great value for \$24,500 **Vernon Smith** IL 847-284-0966 or email: helvern@comcast.net for more photographs





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SILVER SPUR (NAV-59699) 1997 lwb saloon. Black sapphire; grey leather interior w/ dark blue piping; all leather headliner; new tires; re-built power steering rack, new front disc brake rotors; new brake accumulator valves and spheres; maintenance records for past 12 yrs.; original owner's manuals and tools; smooth and very quiet ride; beautiful automobile; 65,000 miles. \$29,500.



Eddie Hall Huntsville, AL 256-384-7986 or email eddiehall1403@comcast.net



SILVER DAWN (AAS-55610) 1995 saloon. More pictures upon request; 55,000 mi. \$23,500 obo **Ronald Lewicki** Marine City, MI 586-484-5710

SILVER SERAPH (LAX-01639) 1999 saloon. Black w/ tan interior; 3 year maintenance done; excellent condition; 58,000 mi. \$29,000 **Franklin Eichacker** CT 860-633-4468

SILVER SERAPH (LAX-02586) 1999 saloon. White exterior, tan leather, V12, power tilt steering, a/c, remote key-less entry, power memory heated seats, power rear seats, am/fm/cd changer, phone, tinted glass, flip-down picnic tables, floor overlays, tool kit in trunk, dual battery maintainers; manufacturer's option: hide-away Flying Lady hood ornament; only 542 LHD Silver Seraphs made for model year 1999 (per *Modern Lady* magazine page 2685); 3rd owner since 2008, non-smoker, tool kit in trunk, ECU upgrade, service records, 391 points out of 400 at 2016 RROC Annual Meet in concours class, service records, 48,200 mi. \$39,500 **Mike Ziegler** PA 610-504-5370 cell or email: mikez@zieglersrv.com



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PARTS WANTED

Seeking parts for a 1932 P II: exhaust cutout, Jack Dunlop #10 screw-driver, 3" Box Spanners (5/16 x 3/8 F9811), (7BA & 5BA F9840) (1BA & 1/4), (5/8 & Battery Nut) C Spanner Water Pump coupling, clutch lever adjuster, clutch adjuster lock nut, Tommy Bar 3/4 x 15" long, 1937 25/30 Box Spanner 5BA & 7BA. Any other P II parts will be considered. **Dennis Lee** IL 630-853-6336 or email: dennlee@att.net

Parts wanted to complete 20/25 motor for rebuilding to go in original 1932 Rolls-Royce – chassis# GBT43. Original motor was D3G, removed from the car circa 1970. No evidence found that the motor is in any active Directory listing so this motor is probably somewhere? Have transmission and radiator, need everything in between. **Sam Wilson** TX 713-408-3317 or email: Sam@offln.com

RADIATOR TANK and GRILLE for 1966 Silver Shadow, SRX1252. Specific to years prior to '69. Vandals attached rope and tried to rip mine off the car. Unsalvageable. **Harold Pope** WA 559-468-6518 or email: hspope@excite.com

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ROLLS-ROYCE/BENTLEY, large selection original sales literature, handbooks, manuals, parts books, press kits, books, etc.; 1930s – 2000s; most postwar models, many prewar. Call or email with needs. **Jeff Trepel** NC 704-866-4636/704-519-9406 or email: jtrepe1@gmail.com

Mint orig. factory pubs bought from Bentley Motors: TSD 5356: Handbook for S. Spur II touring limo from SCAZW02D5NCX800001 (1982), 142 pp. \$310. TSD 7532006: Engine Workshop Manual (67 p) SC II / S2 plus Supplement SC III / S3 (19 p) (1962, reprinted 2006),

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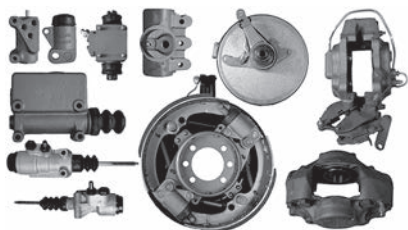
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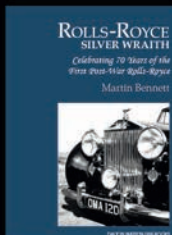
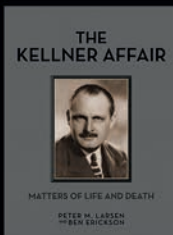
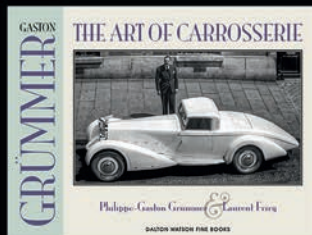


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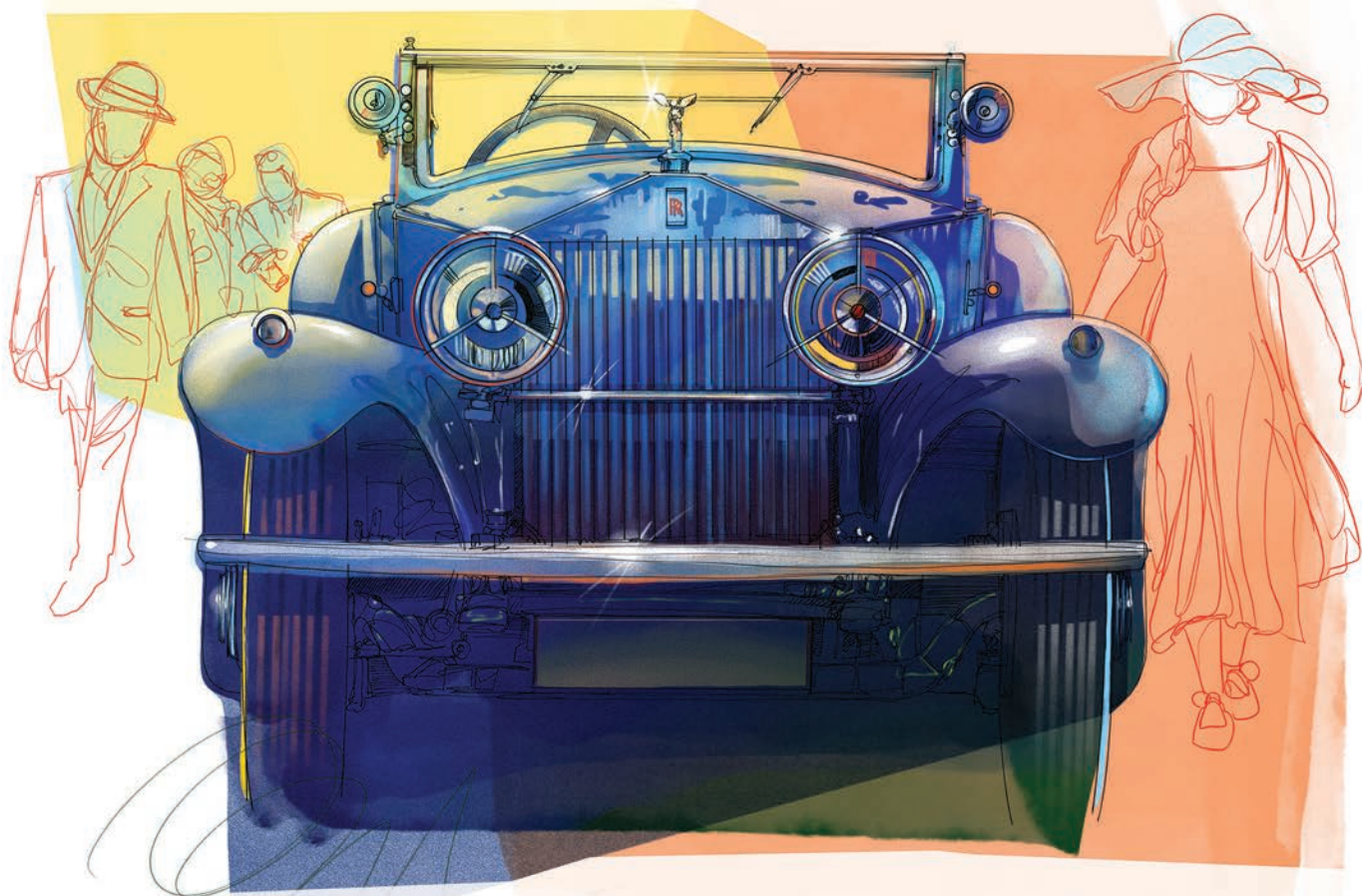
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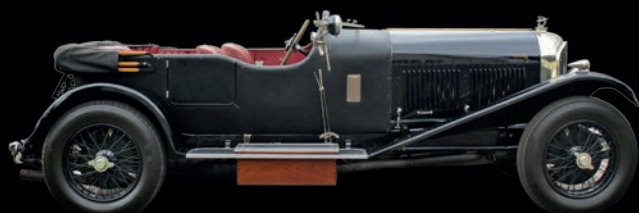
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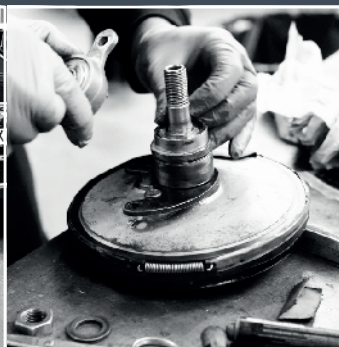


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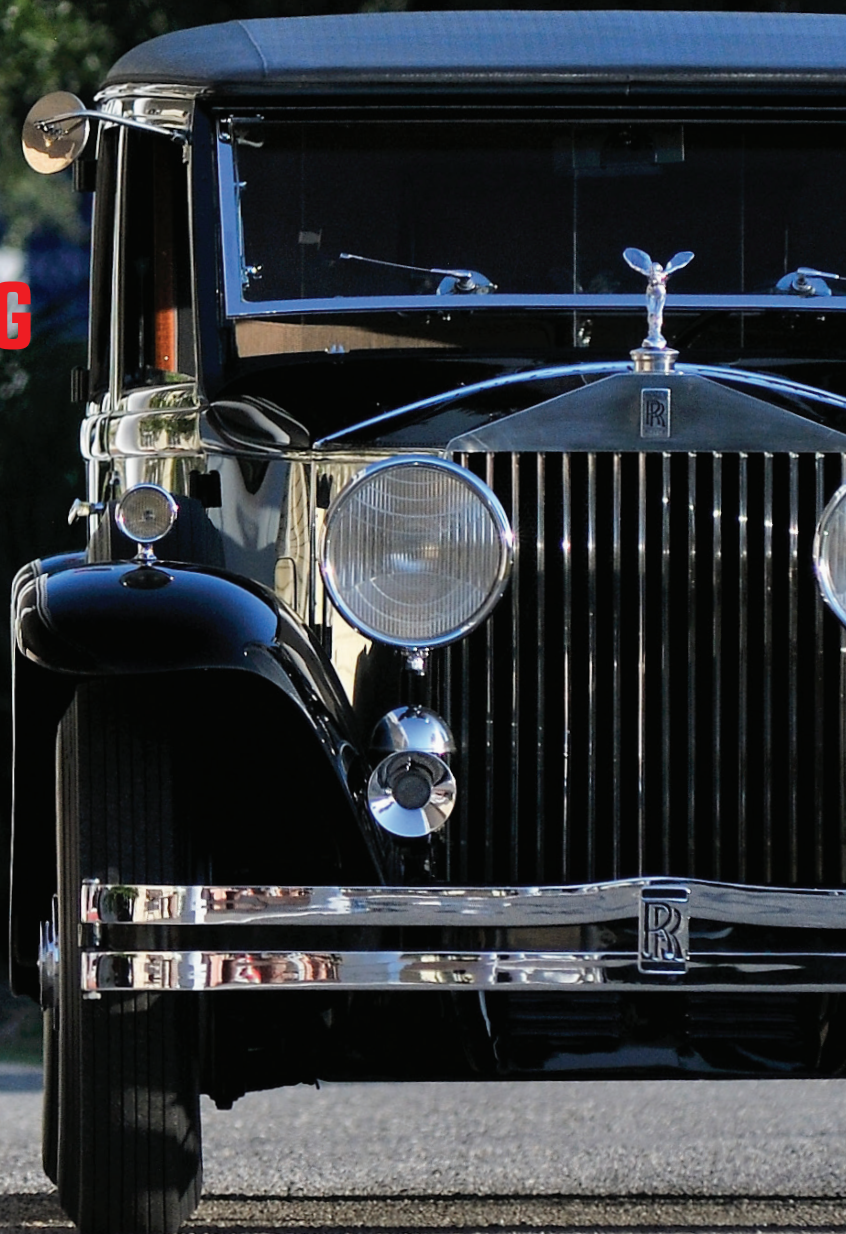
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