

THE FLYING LADY



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RRMC

Spit and polish is applied to a one-off Drophead Coupé to be shown at "Masterpiece 2011."

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Emotion in Motion
Photo by Johannes Riedel

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Annual membership dues are \$70, \$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.

Multiple Winner of IAMC & Golden Quill Awards



From the President



This year marks the 60th anniversary of the Rolls-Royce Owners' Club. The club was started by six Rolls-Royce enthusiasts and has grown to over 8,000 members today. One of the club's founding members and our first Treasurer was **Peter Shavney**. He is still a member today and was recognized for his contributions to the RROC at the 2011 National Meet. In addition to Pete, I want to recognize three others who joined the RROC in 1951 and celebrated their 60th anniversary as club members: **Guy and Doris Ritter** of Staunton, VA; and **Elisha (Remy) Baker** of Liberty, SC. Congratulations to these members on celebrating 60 years as members of the RROC!

I had the pleasure of speaking with these members and they all had great stories about their cars and experiences in the club. Remy Baker deserves special mention on two other 60-year milestones. First, he bought

a 1921 Silver Ghost 60 years ago that he still owns and drives. Second, he celebrated his 66th wedding anniversary this year. Try topping that!

Although the Ritters and Bakers have remained constant over the past 60 years, our club has changed a lot. The first edition of the club's magazine was only 8 pages in 1951. It included an ad for a 1911 Silver Ghost (then only 40 years old) that was listed for \$600. Today, that 40-year old car would be a 1971 model, a Silver Shadow, and *The Flying Lady* has grown to 64 pages.

Times have changed for the club and for our cars, and so has the club's administration. It's been my honor to serve as RROC President for the past two years. I completed my term at the Lake Tahoe board meeting with the election of new club officers. I've had the pleasure to work with a great Board of Directors and want to thank them for their service and dedication to the club. The Board has worked hard at delivering more value and services to club members. We made a lot of progress and still have more to do.

As part of our strategy to improve club services in the future, we recently completed the most extensive survey of members in over a decade. The response rate from members was tremendous. We had surveys completed within the first hour of it being posted online and they continued to roll in until the deadline. The Board is taking a detailed look at the survey's results and will be using the data to help shape the future of the RROC.

My sincere thanks to members across our club who contribute their time and talents at the regional and national level. I am continually in awe of members who organize and execute meets and tours, make contributions to *The Flying Lady* and their regional newsletters, hold technical seminars, and provide advice to members about their cars. Your contributions are what makes the Rolls-Royce Owners' Club the best car club in the world—a fitting tribute to Charles Rolls and Henry Royce who made the best car in the world.

I am pleased to call many of you my friends and look forward to seeing you at a future meet, tour, or technical seminar.

— Gil Fuqua

2012 SPRING TOUR

April 29–May 5 Where has your car taken you lately? Come to Charlottesville in the spring of 2012 for a tour of Thomas Jefferson's Virginia. This will be an economical and low-key hub tour of the beautiful Virginia Piedmont. We will stay in Charlottesville and tour sites where Jefferson lived, went to school, and visited his friends. There will be an after-hours tour of Monticello, just for us, that will take us where most visitors don't get to go.

We will visit some wineries—an industry Jefferson helped start in Virginia—that are getting international recognition. We will drive part of the spectacular Skyline Drive and in general stay on back roads that are well suited to older cars.

Hotel costs are reasonable with an average rate of \$85 a night. Dinners will be casual with the emphasis on value for money. Come and connect with friends and our American heritage!

More info from: Cortes Pauls, 804.231.9481, <spauls@comcast.net> or Sue Brooks, 757.258.8550, <susan.brooks@wap.org>.

OTHER NEWS

Digital Memberships Members outside of North America are now eligible to join the RROC as an International Digital Member, at less than half the cost—just \$30. The new digital membership eliminates two key obstacles for overseas recipients of the magazine: shipping cost and transit time.

The exact details of this new program are still being evaluated and may change once we have a better idea of what people desire. Meanwhile, contact RROC HQ

CALENDAR OF EVENTS U.S. AND OVERSEAS

▶ 2011 & BEYOND EVENTS

Sept. 14–16	Small HP Seminar, VT	Sept. 16–23, 2012	Nova Scotia Fall Tour (Peck, Howe)
Sept. 18–23	Colorado Fall Tour (Lovick)	April 7–14, 2013	Annual Meet, San Antonio, TX (Briseno)
April 29–May 5, 2012	Spring Tour, VA (Pauls, Brooks)	2014	Annual Meet, Pittsburgh, PA (Leimkuehler)
June 18–23, 2012	Annual Meet, Kentucky (Rich, Ozment)		

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 re 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.

to sign up—and do tell your friends who might be interested in this new option but would have no way of learning about it unless you tell them.

In addition to electronic access to each edition of *The Flying Lady*, digital members will receive online access to *The Event Lady* and the *Luxury Travel Guide*, and full access to the RROC's website including the Discussion Forum. The Forum provides instant 24/7 access to advice and feedback from members worldwide on how to repair and restore your motorcar. Last but not least, digital members will be able to vote online in RROC elections.

TFL Wins Award Once again this magazine was presented by its peers with an award at the International Automotive Media Conference. Two, actually, a gold and a bronze. Between assorted Golden Quills and these IAMC awards the total now stands at 15 since 2001—and we don't even participate every year.

Considering that we only ever got involved in the awards racket to raise the magazine's profile in the eyes of potential advertisers who in all likelihood have never heard of the RROC or *TFL* it is high time that we find an advertising manager who can turn this into actual coin. After several attempts with individuals who never quite applied themselves we now have a bona fide advertising pro and are, once more, brimming with hope.

ROLLS-ROYCE NEWS

Expansion (July 7) A stout 64% increase in sales translates into 1592 cars sold in the first six months



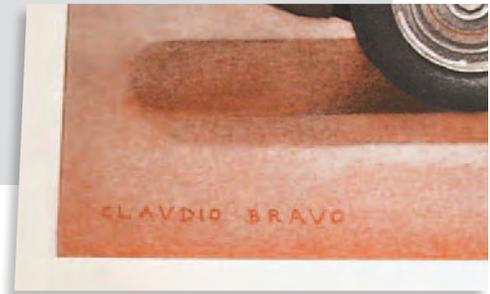
Famed Chilean artist Claudio Bravo (b. 1936) who was commissioned by Rolls-Royce in 1968 to depict their new range of cars died June 4 in Tangier, Morocco, his home since 1972. After studying art in the studio of Miguel Venegas Cienfuentes

in Santiago, Bravo established himself in Madrid in the 1960s as a society portraitist. He gained recognition for his astounding ability to create exacting realism and became known as a hyperrealist. His ability to depict

complex objects and shapes is reminiscent of Velázquez.

The Fine Art Limited Edition prints produced for Rolls-Royce were 26 x 20" and copies were sent to the dealers worldwide for framing and display. Smaller copies, with technical details on the reverse, were included inside the cover of the firm's 1968 catalog. See his work at <<http://claudiobravo.com>>.

Courtesy/John McGlynn



A fine art reproduction of a drawing by Claudio Bravo

of 2011 and the best year since BMW took the reins in 2003. Growth was seen in all regions, particularly Asia Pacific (+170%). The Middle East and US showed +40% each and Germany +60%. Most importantly, ca. 80% of new Ghost buyers are "conquests," i.e. new to the marque.

On June 10 RRMCM opened a new dealership in Montreal, the third in Canada (Première Automotive Partners; principal execs Norman Hébert and Gad Bitton) after Toronto and Vancouver. July 5 saw the official opening of Rolls-Royce Motor Cars Gold Coast (Joe Perillo, Dealer Principal and General Manager) in Chicago, bringing the number of US dealerships to 32. If you follow food shows on TV expect to see the dealership in an upcoming episode of the hit TLC show *Cake Boss*.

On July 22 a Ghost Extended Wheelbase was announced; details in the next issue.

Sweating it Out (June 26) In preparation for its world tour, Phantom Experimental Electric 102EX underwent laboratory temperature tests at the MIRA research facility in Warwickshire to learn how extreme conditions such



as high temps and humidity affect the 96 battery cells' performance. A key finding reported by 102EX Chief engineer Andrew Martin is that the cells did well up to 50° C/122° F and in relative humidity as low as 30%. "We are clear that the battery management system, which maintains safety and optimal operation of individ-

ual cells, will inhibit charging at extreme temperatures. Practically speaking, this may mean finding locations in

which the car's cells can cool after test drives before a recharge can begin."

The car was then presented at the Goodwood Festival of Speed where it ran the hill climb before being displayed at the FoS Tech Exhibition Area. Next stops: Singapore and Beijing (late July/early August 2011), Pebble Beach and



RRMC

One-off Drophead Coupé (June 27) RRMC built a highly bespoke dhc to display at the London "Masterpiece 2011" art fair/luxury goods show. The first car to be painted in Mazarine Blue, it has a Seashell with Navy Blue interior, cross-banded Santos Palissander wood veneers, mother-of-pearl inlays, and white instrument dials. A one-off Asprey jewellery box in which to deposit rings, cufflinks, earrings etc. is housed in the glove compartment. It also features a set of bespoke Navy Blue luggage. As a 2011 model the car obviously has all the special "Spirit of Ecstasy" badging available only this year.



Los Angeles (Aug. 16–21), Europe (September), Japan (last week of September), Dubai (October), and the New York and LA auto shows as well as Las Vegas and Miami (November and early December).

for the new Continental GT. Sales are particularly strong in China (680 cars, +57%). European sales totaled 494 units and 907 in the Americas (+23%) whereas the UK saw 533 (+6%).

Interestingly, Asia-Pacific is down marginally which is thought to be connected to the recent tsunami in Japan. Declines in the Middle East are said to be attributable to ongoing political unrest.

BENTLEY NEWS

Expansion (July 1) Sales for the first half of the year are up 20% (= 2978 cars), driven largely by demand

Bentley Motors



Bentley Motors



Bentley at Festival of Speed (July 4) Rally champion Juha Kankkunen put his ice-speed record-breaking 640PS/631bhp Continental Supersports convertible through its paces at the hill climb, delighting the crowd along the course and in the Supercar Paddock where he was joined by five-time Le Mans winner and professional driving consultant to Bentley, Derek Bell, who again drove the newest Continental GT.

Mulsanne Does Mulsanne (June 10) Prior to the Le Mans racing weekend Bentley's Mulsanne paid a visit to its namesake French town where it was received with pomp and circumstance including a mayoral reception and what amounts to the keys to the city. The celebratory lunch also had the victorious 2003 Bentley Speed Eight Le Mans winner and a pair of Blower Bentleys (one of which Tim Birkin's) in attendance.



Wondering if the brake chute is properly rigged is not a question Continental owners normally have to dwell on.

Things are hopping at Rolls-Royce Foundation headquarters in Mechanicsburg, Pennsylvania. The RRF continues its ongoing arrangement with the AACA (Antique Automobile Club of America) Museum in nearby Hershey, Pennsylvania. This June, the RRF's 1959 Silver Cloud 4-door Saloon LSNH20 was swapped out for the RRF's 1973 Rolls-Royce Corniche fixed head coupe CRH14833 **1**; just over 500 of these were built making this a rare and unusual modern-day Rolls-Royce. Only seven are known to have the contrasting Everflex roof as shown on CRH14833. Originally delivered to an owner in the Channel Islands, this car was later gifted to Mr. and Mrs. Angelo Benedetti of St. Petersburg, Florida by their children as a 25th wedding present. Margaret Benedetti donated CRH14833 to the RRF in April 2010. Thanks to Mrs. Benedetti for such a wonderful gift and to the AACA Museum for the exposure it gives the RRF both locally and nationally. In addition to active online exposure, the AACA Museum receives over 50,000 visitors annually. Check it out at www.aacamuseum.org.



1 CRH14833 on display at the AACA Museum.

The RRF hosted a Silver Cloud Brake Seminar June 4/5. Sponsored in cooperation with both the Silver Cloud Society and the Friends of the Foundation, the two-day meeting was conducted by Palma Automotive **2, 3**. Those present explored the inner workings and hidden mechanisms of the first modern braking system used on Rolls-Royce and Bentley motorcars. John Palma, his brother Joe, and technical staff members Tom Brancato and John LaFlam delved into the braking system of the RRF's 1961 James Young Phantom V, 5BX38. In addition to using the RRF's board-mounted working model of the



2

(l-r) Lloyd Hart, Simon White, Denny Dilger, Gordon Borkat, Peter Shay, and John Palma.



3

(l-r) Denny Dilger, John Palma, Peter Shay, Gordon Borkat, and Simon White with our cutaway display.

Cloud braking system, Palma Automotive brought along a plethora of training aids as well as a laptop computer so that everyone could both see and touch components of the system.

Brakes were removed from the Phantom V so that the system could be properly overhauled **4**. Wheel cylinders and hoses had been removed at the last Friends' workday with the cylinders refurbished by White Post Restorations in Virginia. Using parts from Palma's shop and the RRF,



4 One of Palma's techs, John LeFlam, installing the right front brake cylinders.

original items were used to complete the repair. Once the car was reassembled with all new brake hoses and resleeved cylinders, it was discovered that the rebuilt master cylinders installed a year previous were in bad shape and needed to be rebuilt yet again. In addition, the entire assembly of arms and shafts had been previously assembled incorrectly. With all this work done properly and in the hands of experts, the Phantom V is once again ready to promote the RRF on the concours and car show circuit.

The RRF was in attendance at The Elegance at Hershey, an inaugural invitation-only concours held June 12. Taking place in the sumptuous gardens of the nearby Hershey Hotel, the RRF was invited to exhibit its 1935 Bentley 3½L Hooper sedanca coupe, B140FB. See page 10181 for more.

On Sunday, June 26, the RRF was again a flurry of activity . . . though not with things Rolls-Royce and Bentley. Over 110 members of the National Cosworth Vega Owners Association held their annual dinner meeting at RRF headquarters **5**. Earlier that day the Main Salon of the RRF was transformed with tables and chairs (and caterers) and all the accoutrements fit for a celebration. Members traveled from nearby Carlisle, Pennsylvania and the Carlisle Fairgrounds which served as the showfield that day. Bill Miller of Carlisle Events was on hand to present

5 A few of the over 110 people who attended the Cosworth Vega Owners dinner.



6 Bill Miller (l) of Carlisle Productions presents an award to the RRF which is accepted by Adelle and Jim Facinelli.

the RRF with an award of appreciation for serving as dinner hosts. Past-Chairman Jim Facinelli accepted the award on behalf of the RRF **6**.

Consider the Rolls-Royce Foundation in your tax and estate planning. A bequest in your last will and testament to the RRF will help provide the support necessary for the continuing preservation of vehicles, artefacts and the history and technical records of Rolls-Royce and Bentley motorcars. A bequest may be used as a memorial for a family member or friend, or as a tribute to your own generosity. You may decide to restrict the use of your gift to a specific purpose or leave it unrestricted to allow the Foundation to use it where necessary. Unrestricted gifts are often the most helpful for funding projects of great importance and unforeseen circumstances at the time the gift is given. It is recommended you consult with a qualified financial advisor, estate attorney, or tax professional to ascertain the full benefits of a planned gift. For additional information, please contact

Tim Younes, Executive Director at (717) 697-4671 or tyounes@rrfoc.org. If you decide to name the RRF in your will, please contact the RRF so that your gift is appropriately acknowledged. You will have the option of anonymity or a special acknowledgement of your kindness.

The RRF would like to thank member Bill Wolf for his most recent donation of archives concerning modern Hooper Rolls-Royces and Bentleys. His extensive files include publications, discs of photos, an unedited manuscript of the *FL* story written by Wolf and published in 2010, and background materials and communications with Perry Hirsch, Hooper's attorney here in the United States. The RRF expresses its sincere appreciation to Mr. Wolf for his generosity. The information will become part of the Foundation's extensive research library.

The Rolls-Royce Foundation is a non-profit, charitable 501(c)(3) organization, which operates solely upon income from donations and generous bequests of donors. The museum and research library are

open to the public on Monday-Friday 9 A.M. to 4 P.M. and other hours by appointment. Please consider the RRF in your estate and tax planning. For more information, contact the RRF at 717-795-9400, toll-free at 877-795-4050 or on-line at www.rollsroycefoundation.com.

Danish Spring Meet

Nikolaus Scheerbarth (Germany)

Editor's note: The jury is still out on whether the majority of FL readers wants to see cars from other countries. Until we know more, we will continue to present noteworthy cars you'll almost certainly have not seen before, especially the two cars here with Danish coachwork. The occasion is a Danish spring meet this June at the Geographical Garden in the seaport town of Kolding in southern Denmark. This garden was laid out by Axel Olsen, owner of a tree nursery, and now has some 2,000 species of trees and shrubs from all over the world, including North and South America, China and Burma and also is home to northern Europe's largest bamboo grove.

Top to Bottom:

B118CR (1934 Bentley 3½L) Kellner dhc.

Note the unusual shape of the front fenders with the very pronounced curvature at the front, a very French look.

49RE (1920 Silver Ghost) doctor's coupe with dickey by Dansk Karosseri Fabrik A/S.

This Copenhagen firm was active between 1918 to around 1947. In addition to Rolls-Royce they bodied other luxury chassis—Bentley Delahaye, Hispano Suiza, Minerva, Packard—as well. 49RE originally carried a Double Landauette body by Cockshoot.

122LC (1926 Phantom I) limousine by Nordbergs of Stockholm.

This is now the fourth body on this car! It started out as a tourer which was changed over to closed coachwork in the winters. In 1931 the car received a landauette body. The firm was founded in 1891 by Gustav Nordberg. After his death his sons Nils and Carl took over and stayed in business until 1957. They bodied mostly Volvos and some Minervas, Isotta Fraschinis and Packards, and bodied probably 35 Rolls-Royces between 1912 and 1953.

GMP73 (1937 25/30) Gurney Nutting 4d4l sedanca de ville.

Lots of things to look at here; note especially how the metal above the side glass transitions into the roof, the wheel spats, the ends of the rear fenders. A bit of trivia: the car's current custodian happens to live in West Wittering, a name that surely rings a bell. If it doesn't, go hit the books right now!

GVO9 (1929 20 hp) Ritchies of Glasgow landauette.

Note the V-shaped front window.

RR



Carrosserie Franay (1903–1955)

Part II: The Bentleys

André Blaize (text);

Alain Dollfus (period photographs), ©2011

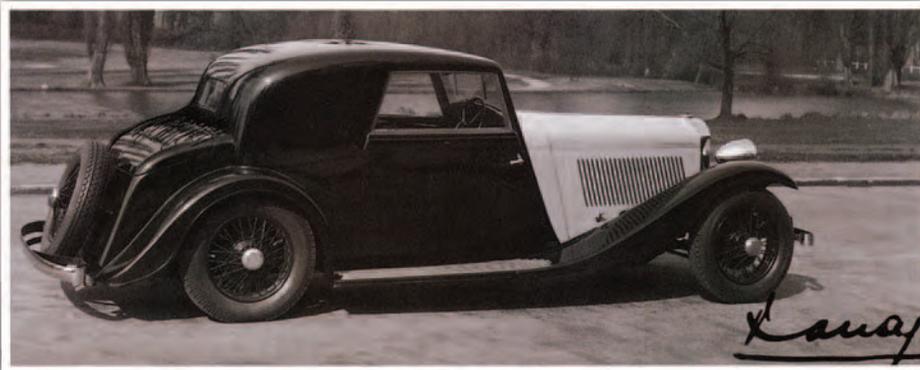


Courtesy of Terry Walker

Bentley 4 1/4 Litre drophead in the style of Franay's "Bullion Bentley."

According to Bernard King's book on the Bentley R Type (*Complete Classics* series, available from the club shop) Franay built two 3 1/2L cars, eight Mk VI, two R Types, five R Type Continentals, and an S1 Continental. Special thanks to Bernard for providing the Bentley material:

1935 Bentley 3 1/2 Litre **B33CW**. This 2-door 4-light saloon coupe was delivered in March to Mme. Norah Saint of Paris and London. In 1938 it passed to M. Lacombe (France) and today is in the Torino Museum (Italy)



Courtesy of Automobilia

Bentley 3 1/2 Litre saloon coupe.

1935 Bentley 3 1/2 Litre **B38EF**. This 3-position drophead coupe was delivered in August to P. Bernot. It is also known as the "Bullion Bentley." When it went back to the UK in 1947, it was registered SML444. Last known owner is M. Prince (UK) in 2000. I couldn't find any photograph of this car, but Terry Walker of Australia sent a photo of a replica of it, built on a 4 1/4L chassis **B126JD** and exhibited in the Peter Briggs Museum, Australia.

1947 Bentley Mk VI **B20BH**. Delivered in July but built for the Paris Show of 1947, this drophead coupe won Best of Show in its first two concours d'elegance (Enghien and Boulogne) that same year. It was later delivered to its first owner Mr. Gadoi. He retained the car for several years before fitting a 4 1/2L engine in the early 1950s. In the mid-1950s, it returned to the UK where it was owned by a Mr. Barratt and was registered PXN556. Then it crossed the Atlantic and was owned by Mr. Cohen of Troy (NY). It then passed through the hands of a string of owners, including tenor singer Sergio Franchi and Lorin Tryon. In 1979 it was acquired in dilapidated condition by Gary Wales (CA) in exchange for a Cadillac-powered Talbot-Lago! Restoration commenced in 1988 and the car was ready for the 1991 concours season. It should be noted that the chromework was "augmented" during the restoration to obtain that spectacular effect. From then on, B20BH won countless awards and was auctioned by Barrett-Jackson in 2006 where it fetched a record \$1,728,000. (See <<http://www.ebentley.com/Franay.htm>> and <<http://www.gizmag.com/go/5340/>>)



Bentley Mk VI B20BH.



Dennis Adler



Bentley Mk VI B26BH

1947 Bentley Mk VI **B26BH**. This drophead coupe was delivered in July to A.J. Leichti Jr. of Saint Louis, France. Later in the 1960s it was in the US with a Mr. Jones and in 1999 with Sam Ornstein. It was registered UKP748K on return to the UK in the 1970s. Today it is in Gene Epstein's exclusive collection after a 5,000-hour restoration and is considered by its owner as one of the world's best-restored Bentleys.

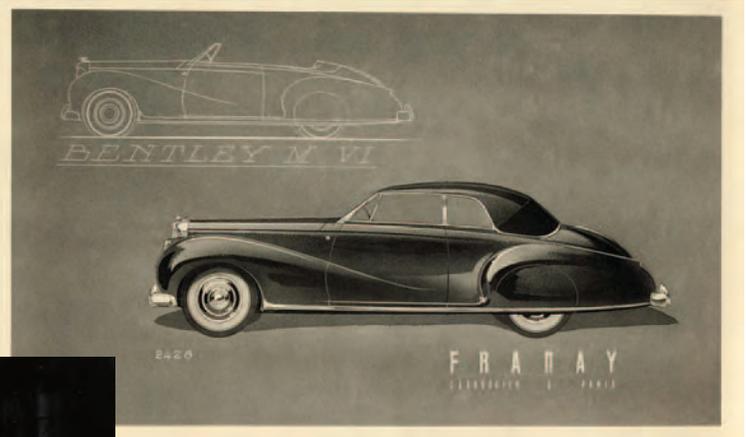


Dennis Adler

1949 Bentley Mk VI **B138BH** (1947 chassis). This car is quite a puzzler because its body is sometimes recorded as a 2-door 4-light saloon coupe and sometimes as a sports saloon. The photo taken at the 1948 Salon shows a cabriolet which cannot be anything other than B138BH because it's the only one that isn't identified by its chassis number, and the date ties in. It was delivered in May to Dr. L. Gentinetta of Switzerland. It is not known to be extant.



Bentley Mk VI B138BH exhibited at the 1948 Paris Salon.



Above: Rendering of Bentley Mk VI B136LEY

Bentley Mk VI B136LEY at Place Vendôme, Paris, June 7, 1952.

1949 Bentley Mk VI **B136LEY** (1949 chassis). This drophead coupe was the 1949 Geneva show car. It was delivered in April 1949 and bought by the Société des Bijoux Fix, (founded in 1823, they invented a laminated gold-plating process which enabled the mass-production of cheap jewels) and registered 6203-RS-4. It is not known to be extant.





Bentley Mk VI B43LFU



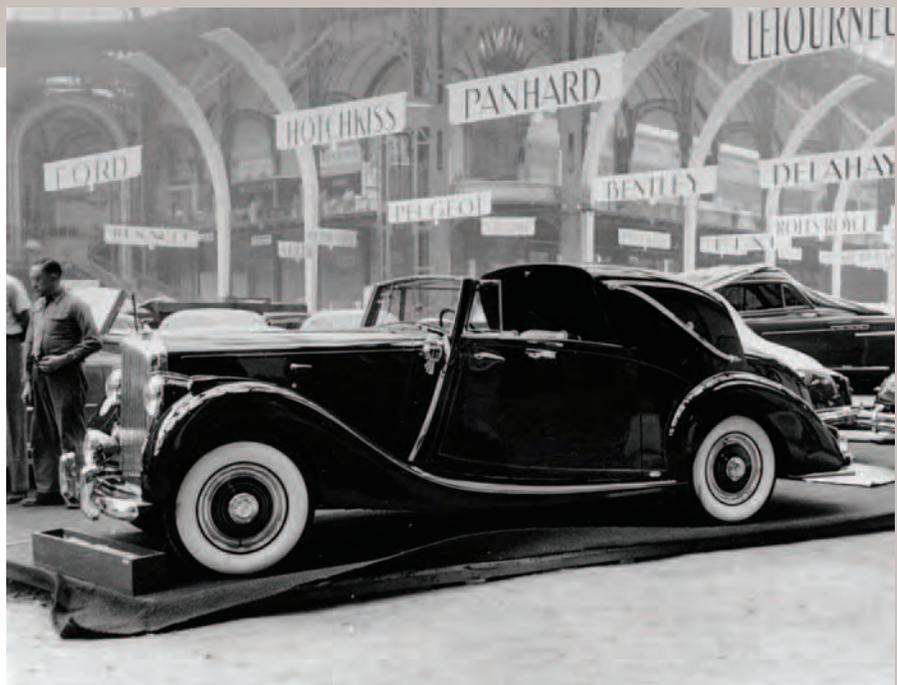
1950 Bentley Mk VI **B43LFU** (1949 chassis). This saloon was delivered in May 1950 to Mrs. E. Marcel-Schwob. It was owned in 1995 by Davies in the UK.

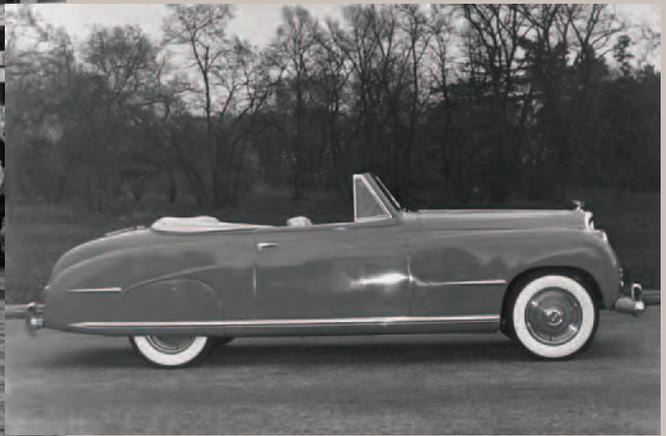


Bentley Mk VI B182LL fixed head sedan coupe in the Nethercutt Collection.

Below: Bentley Mk VI B182LL fixed head sedan coupe.

1951 Bentley Mk VI **B182LLJ** (1951 chassis). Delivered in July 1951 to Mrs. Athina Onassis, the wife of Greek ship magnate Aristotle Onassis, this sedan coupe has been for some time in the Nethercutt Collection in California. It was painted navy blue and black and exhibited alongside **B341GT** on the Franay stand at the 1951 Paris Salon.





Above: Bentley Mk VI B341GT and (l) at the 1950 Paris Salon

1952 Bentley Mk VI **B341GT** (1950 chassis). This drophead coupe was delivered in March 1952 to M. Toriel. It was exhibited at the Paris Salon in 1950 with a controversial front treatment and again in 1951 on the Franay stand and some years later it was registered 14ELF on its return to England. Other owners include Paul Randon in 1954, Jacques Bory in 1956, John Kelly in 1959 (all in Switzerland). In the 1960s it was with the Walker business, Kings Road, London. From 1974 to at least 2002 it was owned by a W.N. Jones (UK) and in 2007 by a Mr. Allen (UK). Unfortunately, the Franay design has been modified—I dare not call it “improved.”



Courtesy of Jim Appelmeik. <http://www.autoblog.nl>

Bentley R Type B341GT cabriolet with modifications.



1952 Bentley Mk VI **324LMD** (1951 chassis). La Société du Grand Hôtel took delivery of this drophead coupe in June 1952 and registered it 8920-BF-75 on 1. It is now in the custody of a Mr. Mager.



Bentley Mk VI B324LMD

1954 Bentley R Type **B73YA** (1954 chassis). This 4-door 4-light saloon was delivered in September 1954 to la Société Franpar of Paris (*France Soir* newspaper) and registered 7742-CZ-75. It was registered OMB710 on its return to the UK. In 2004 it was owned in Switzerland by RREC member Dr. Heinz Wehrli.

1954 Bentley R Type Continental **BC51LC** (1953 chassis). This 2-door 4-light sports saloon was delivered new to Vandendriessche & Fils on May 20, 1954 in France and painted black with green seats and trim. Former owners include D.J. Smith (US, Jan. 1965), Gene Littler (US, Jul. 1977), Richard Gorman (US, 1990), Bill Jacobs Jr. (US, 1990), John Corigliano (US, 1992), Blackhawk Collection (US, 1990s–current).



Richard Gorman

Bentley R Type
BC51LC



1954 Bentley R Type Continental **BC20D** (1954 chassis). Franay was the most prolific non-British coachbuilder on the Continental R chassis. This 2-door 4-light sports saloon was delivered new to Bruno Emery in November 1954. At the end of the 1960s it was brought back to the UK by a Mr. Howell who registered it HUD821D. In 1975 it was owned by a Mr. Baynes and hasn't been heard of since.

1955 Bentley R Type **B321LYA** (1954 chassis). This was a 4-door 4-light saloon. It was bought by the famous architect Jean Walter and was still in France in 1998 in the ownership of a M. Gardan.



Bentley R Type BC21D

1955 Bentley R Type Continental **BC21D** (1954 chassis). This 2-door 4-light sports saloon was delivered to Charles Perroud in February 1955. It was finished in grey with grey leather interior. Special attention was given to the roof and backlight to allow maximum roof clearance and avoid blind spots. It was registered BLN38B on its return to the UK in 1964, then later JYS1 and 464BYN. Previous owners were M. Follett (France, Jan. 1960), Capt. P. Arnison-Newgass (UK, Aug. 1964), Paul Waldman (UK, Sept. 1970), A.J. Ker-Lindsey (UK, June 1972), D.W. Dalton (UK, Jan. 1987), Rod Leach (UK, Nov. 1990), J.H. Atkins (UK, Jan. 1991), Tom Solley (UK, 1995), and since 2008 is owned in Belgium by George Rombouts-Howitt and registered 464BYN. (See more at <http://www.kda132.com/Stories/Franay/franay.html>)



Ashley James (<http://www.rbw.co.uk>)



Bentley R Type BC21D



1955 Bentley R Type Continental **BC66LD** (1954 chassis). Body 7251, finished by Chapron. This 2-door 4-light sports saloon was delivered to the Marquis du Vivier in April 1955. The Marquis, who was President of the Bouscat race track near Bordeaux, died aged 76 in Sept. 1996 after falling from his horse. In Jan. 1960 it passed to Mr. T'Serclaes and in Jan. 1965 to Mr. La Planche (France). It has not resurfaced since.



Bentley R Type BC9LE and (r) rear view



1955 Bentley R Type Continental **BC9LE** (1954 chassis). This 2-door 4-light sports saloon was also finished by Chapron who delivered it on May 28, 1955 to M. Choumart, France. It was silver grey with maroon seats and trim. Later owners were Mr. Labadens (France, Jan. 1960), Mr. Santier (France, Jan. 1965), Arthur M. Wagman (US, Jan. 1969), Barry Cooney (US, 1990–1994). Since 1999 it has been owned in Germany by Norbert H. Meyering. It was put up at auction by RM at Villa d'Este on May 21, 2011.



Bentley R Type Continental BC9LE
(see also <http://www.deluxeblog.it/post/5061/in-vendita-bentley-R-Type-continental-coupe-carrosserie-franay>).



Klaus-Josef Roßfeldt

1957 Bentley S1 Continental **BC17LFA** (1957 chassis). Completed by Chapron and delivered in November 1957 to Francois Feriel, a businessman who was kidnapped by French public enemy Jacques Mesrine. Auctioned Dec. 13, 2004 by Artcurial, Paris, it was at one time owned by famous painter Salvador Dali aka "Avida Dollar."

I am particularly thankful to Alain Dollfus for correcting the odd mistake and more importantly, for providing those excellent period photographs. I am sure you will appreciate them as much as I did. Alain is an expert on French coachbuilders. He wrote a book on Delage in 1984 (Editions E.P.A.) and contributed to a number of automotive books, such as *Bentley* with Cyril Posthumus and *Audi* with Bodo Grosch (both in the "Auto Histoire" series). My special thanks also to Laurent Friry, another French coachbuilder specialist, for scanning the Franay negatives and prints. 

For more photos of Franay Talbot-Lago, Duesenberg, Delahaye, Packard, etc. visit:

<http://www.ultimatecarpage.com/car/3625/Talbot-Lago-T26-GS-Franay-Coupe.html>

http://www.conceptcarz.com/vehicle/z10305/Talbot-Lago_T-26_GS_Franay.aspx

http://www.accf-cad.com/poissy_2002.htm

<http://www.ultimatecarpage.com/car/2308/Duesenberg-J-Franay-Convertible-Sedan.html>

<http://www.remarkablecars.com/main/delahaye/1948-delahaye-1.html>

<http://www.carandclassic.co.uk/car/C23673?pt=pf>

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