

2011 Villa d'Este Concours

Nikolaus Scheerbarth (Germany)

This year is the 125th anniversary of the invention of the automobile and the Villa d'Este show field was particularly strong. Since, of necessity, we must concentrate on Rolls-Royces here we direct coachwork enthusiasts to the Internet to feast their eyes on the three Delages (de Villars, Autobineau, and Pourtout bodies), three Talbot Lags (Figoni & Falaschi, Saoutchik, Stabilimenti Farina), two Alfa Romeo

8C 2300 cabriolets (Pinin Farina and Figoni), a Saoutchik-bodied Hispano Suiza K6, and the Coppa D'Oro winner, a Bertone-bodied Alfa Romeo 6C 2500 coupe. There were no Bentleys this year.



1606 (1911 Silver Ghost).

Kept by the original Australian owner's family until 1932, this car was known as the "Melbourne Ghost" and carried a Cockshoot tourer body. It was rebodied in 1969 with a Holmes landalette body and in 1993 with its current Barker-style body by Australian coachbuilder John Lamb.

GRW59 (1932 20/25) Graber drophead coupe.

This is the second Swiss body on this car, the first one being a saloon by Georges Gangloff. Both bodies were commissioned by the first owner, architect and entrepreneur Joseph Rubin. Its second owner, Afghan Prince Wali Khan managed to "park" the car in Lake Geneva in 1939 where it lay submerged for a few days before being extracted.



218AMS (1933 Phantom II)

Brewster brougham de ville. Of the bodies offered by Brewster, this one with its slanted V-shaped windshield is surely one of the most exciting. Ordered by C. Matthew Dick (Washington) as a gift for his wife the gold trim pushed the purchase price to a staggering \$30,000. (Expensive gifts notwithstanding, they divorced a little later.) Today the car lives in Liechtenstein.



186MY (1933 Phantom II) Barker 3-position drophead coupe. One of four (80MY, 186MY, 69MW, 189RY); first owned by Capt. John Wanamaker (New York).

20SK (1935 Phantom II) Pinin Farina 4d4l saloon with division. This is the only P II bodied by that coachbuilder. Ordered by Marquis Demetrio Imperiali de Francavilla, the car still resides in Italy today. It made its second Villa d'Este appearance here.



LSJR571C (1965 Silver Cloud III) Mulliner Park Ward dhc.

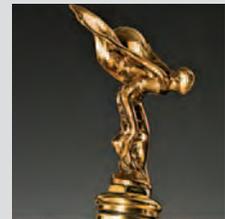
Villa Erba RM Auction

Three Bentleys and Rolls-Royces were among the 32 vehicles offered at RM's inaugural auction which included six ultra-rare Bertone concept cars. In a packed house over €23 million

(\$33,436,750) changed hands in two hours. The one Rolls-Royce that did sell brought strong money—for a Phantom II—but even at €504,000 was left behind by a very original 1957 BMW 507 at a world-record €728,000. Go figure. 



2BD (1915 Silver Ghost)
H.A. Hamshaw limousine. Among its illustrious owners are the Du Pont family, Dick Solove, and John O'Quinn. The high bid was €440,000, short of the €520–700K estimate.



S390LR (1929 Phantom I) Brewster Riviera town brougham. This ex-Roger Morrison, ex-John O'Quinn car was the only one to sell, at €504,000 coming in at the low end of its €490–700K estimate.

RM Auctions, Inc.





1955 Paris salon.



BC9LE (1955 R Type Continental) Franay coupe. This one-off is the last R Type designed by Marius Franay. The high bid was €475,000, short of the €590–750K estimate.



Yes, yes, some people will complain—it's not a Rolls-Royce, but this 1938 Talbot Lago T23 Figoni & Falaschi Coupe Royal and its color-coordinated occupant beautifully demonstrate what the original concours idea was all about: fashion.

Flying Lady For A Day

Sabu Advani (AZ)



From preparing Julia Marie-Claire's skin for the application of genuine 999 powdered silver to spending hours teasing every fold of the silk dress (also silvered) just so, the entire shoot took two days.



While British photographer John Rankin Waddell, aka Rankin, is still busy creating

the 100 images of a modern-day interpretation of the Spirit of Ecstasy hood ornament Rolls-Royce Motors Cars commissioned from him (see *FL11-4*), this magazine has not been idle. A professional photographer, RROC member Johannes Riedel of designgruppe4, shot these photos of a model posing as the Flying Lady.

RR

Last-minute touch-ups...



designgruppe4



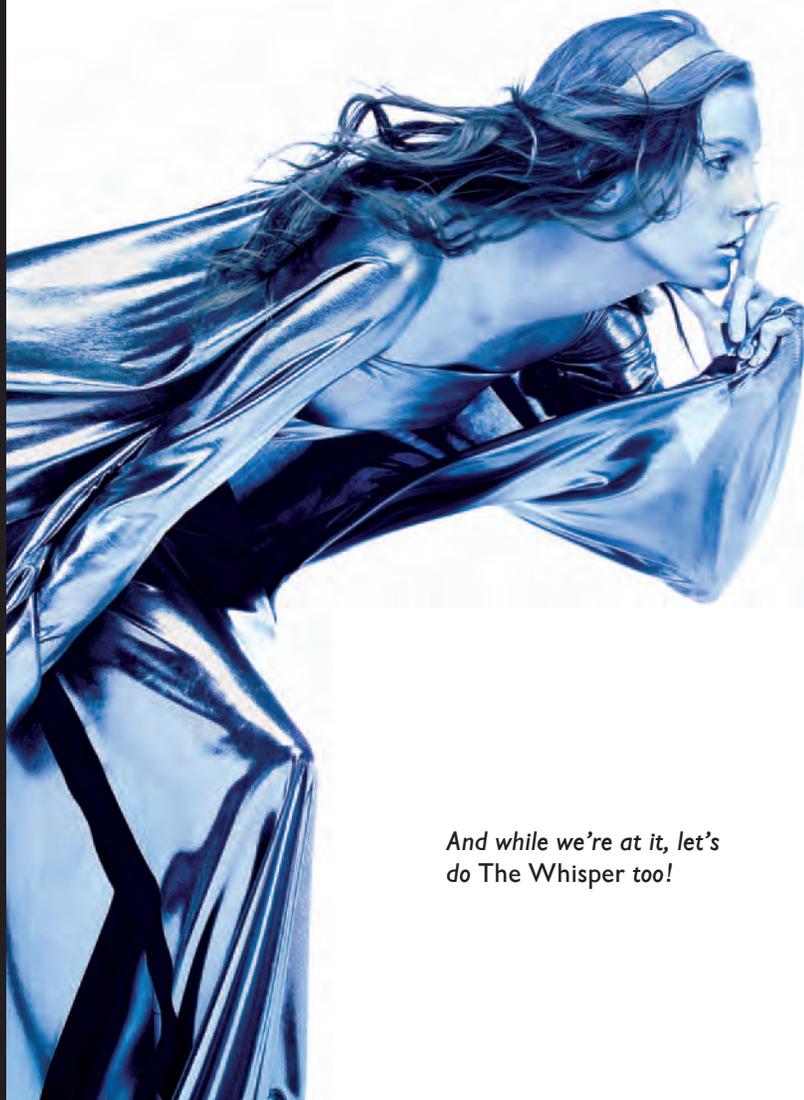
and then it's Lights! Camera! Action, or, in this case, inaction—holding perfectly still while the camera whirrs.



When the shot is in the can, a smile is allowed at last!



*Life imitating art.
After hours of applying make-up, no one is in a hurry to call it a day and an impromptu parking lot-session takes place.*



And while we're at it, let's do The Whisper too!

the striking thing about the car mascots is that many have such poorly defined facial features, and not just from exposure to the elements and decades of abrasion. The relatively small head size of even the largest hood ornaments simply does not offer a very large canvas. How anyone could have seen Eleanor Thornton's face, and only hers, in the mascot is as much of a mystery as the whole story of who modelled for the statue. Here is a collage of 11 close-ups of the heads from hood ornaments and decorative display figurines.



Kemanjian/Manhattan Motorcars

At the 2008 New York auto show Manhattan jeweller Jean Kemanjian created a one-off hood ornament for the luxury car dealership Manhattan Motorcars. This is a stock mascot covered in 150 carats of D color VVS1 quality diamonds, platinum, and rare metals.

The Los Angeles-based jewelry company Giantto which specializes in custom jewelry and timepieces created in 2006 this one-off set of a diamond encrusted mascot (then valued at \$95,000) and four "RR" plaques (\$12,000 each) for customizer Giovanna Wheels.



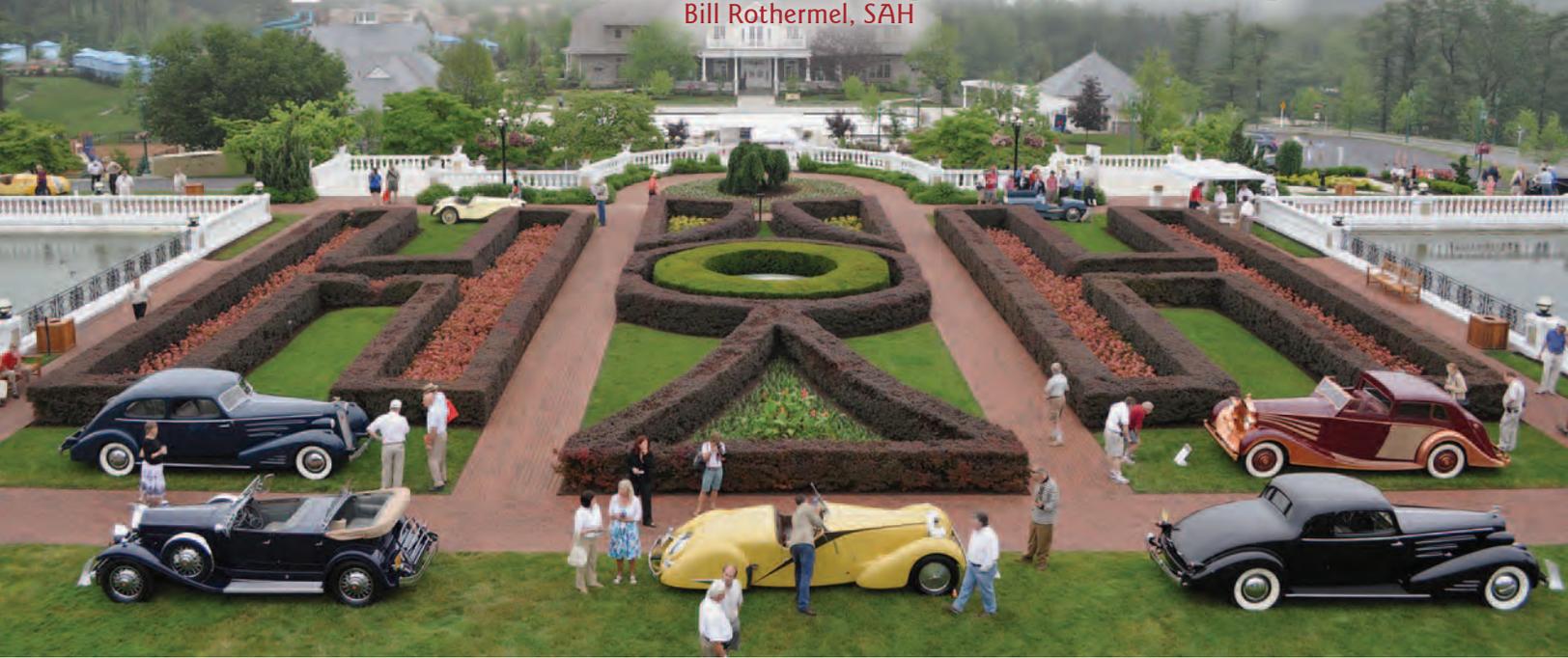
Giantto Group

And these are the bodies the heads go with. Can you tell which goes where?



The Grand Ascent and Elegance at Hershey

Bill Rothermel, SAH



Rolls-Royce and Bentley owners were well-represented at the inaugural Grand Ascent and Elegance at Hershey on June 11/12. Hershey is about two things—chocolate and automobiles. As home to the world's largest automobile club, the Antique Automobile Club of America, this central Pennsylvania town plays host to the Annual Fall Meet, mecca to 250,000 hobbyists that migrate here one week each October. Add The Grand Ascent and The Elegance to your must-do list and you have still another reason to visit Chocolate Town, U.S.A.

The festivities began Friday evening with a lavish cocktail party highlighted by the cars participating in Saturday's hill climb displayed on the front lawn of the AACA Museum. Sanctioned by the VSCCA and chaired by David L. George II, visitors were treated to the sights and sounds of more than 30

sports cars the next day including everything from Amilcars and Austin-Healeys to Maseratis and MGs. Entrants spanned the decades: Hall Fillingner's 1912 Mercedes Grand Prix racer, David North's daunting 1929 Bugatti 16-cylinder Type 45, as well as Jim Donick's Cadillac-powered Allard K2. Roger and Robert Noble of Simsbury, Connecticut wowed the crowd with their 1931 Bentley 4½ Litre supercharged roadster **MS3944 I**. This remarkable car has been in the Noble family since 1957 and is one of 35 survivors of the original 50 supercharged Bentleys and one of three factory-built to LeMans specifications. Originally fitted with open Vanden Plas coachwork, it was rebodied in 1938 by Johnson of Canada. It was raced extensively by the Nobles' father, Charles R.J. Noble until the early 1970s and was displayed on the concours showfield the next day.



All photos: Bill Rothermel

Saturday evening's sold-out Mille Miglia-themed dinner and live auction featured club member David Gooding (of the eponymous auction house) as Master of Ceremonies with former Philadelphia Eagles coach Dick Vermeil as Honorary Chair. Dr. Fred Simeone was presented with the Lee Iaccoca Award and Bill Parfet received the inaugural Olympus Award recognizing his dedication to the hobby.

Despite overcast skies on concours Sunday, the weather held off—just long enough for the awards ceremony to conclude! Quite literally, Mother Nature “rained on the parade.” Despite the downpour, the event was a success, as evidenced in the nicknames: “Pebble in PA” or “Pebble without the Beach.” Heady compliments for any event, first-time or veteran. Spectators,

invitees, sponsors, and car owners marvelled at the quality of the show-field and the casual yet elegant setting provided by the gardens of the Hershey Hotel. More than 60 cars graced the lawn, a comfortable and intimate setting like that of the St. Michaels concours. Each participant received a large-scale Hershey Kiss trophy in recognition of their participation.

More than 30 named awards were presented. Double award winners Tom and Mary Jo Heckman received both the Best of Britain Award and the Hagerty Youth Judging Award for their gorgeous 1926 Bentley 6½L H.J. Mulliner **TB2542 2**. Mrs.



Jim and Marion Caldwell of Toms River, New Jersey showed their 1927 Rolls-Royce Phantom I Playboy roadster **S397FM** with coachwork by Brewster **3**. This New Phantom chassis was built in Springfield during the years when Rolls-Royce thought it prudent to have a factory in the United States. The Caldwell's are regular participants on the concours and car show circuit.

Jim and Arlene Adams of Jupiter, Florida displayed their 1913 Rolls-Royce 40/50 Silver Ghost 2232E with Wilkinson Roi de Belges tourer body **4**. It was ordered by G. Douglas Ashby as a Thrupp & Maberley torpedo

Cholmeley of Lushill, Highworth, Wilshire, England took delivery new from Gaffikin Wilkinson & Co. of London following the fitting of its coachwork from H.J. Mulliner. The distinctive one-off aluminum body with dicky seat is referred to as a "Simplex Coupe" by Mulliner but Bentley factory records called it a "¾ folding head coupe." The car spent much of its life in South Africa beginning in 1937, and was found in Rhodesia in 1964, abandoned but complete. The Heckmans purchased it in 2008. This is the 42nd "Big Six" Bentley produced and is the sole remaining short-chassis example to carry its original coachwork as well as the engine with which it was born.



tourer with London–Edinburgh features. Its next owner, John de Kaye, sold it to the British Admiralty for war use. The car went through several bodies and several owners, among whom Millard Newman in 1987. Its last sale was at the 2010 Longfields auction in Canada.

The RRF was invited to display its 1935 Bentley 3½L Hooper sedanca coupe **B140FB 5**. This marked the Bentley's first public showing in over five years. Its chassis was originally sold to Samuel Ward & Sons, Ltd., Victoria Garage, Trinity Square,

suming limousine body by coachbuilder W.S. Atcherley. Following WWII it was purchased by John Gaul, a car dealer and property developer with a penchant for spectacular cars. In 1946 he commissioned Freestone & Webb to build this sedanca de ville. It was referred to as “Gaul’s Copper Kettle” and was shown extensively at European concours d’elegance. Gaul sold the car in 1954 and it was later offered for sale in the US in 1964. It boasts many unusual features such as brushed copper engine-turned fenders and running boards, polished copper swage lines on the hood, polished copper exterior and interior hardware, and radiator louvers finished in matte black. The body is highlighted by caning on the rear doors and quarter section. The interior features wood veneers with ivory and brass inlays and West of England cloth with ivory piping in the passenger compartment.



People’s Choice was awarded to the 1939 Rolls-Royce Phantom III **3DL120** by Labourdette owned by John W. Rich, Sr., of Frackville, Pennsylvania **7**. This car was originally bodied by Hooper in October 1938 and fitted with a sedanca de ville body and used at the Rolls-Royce displays for the 1939 Brussels, Amsterdam, and Geneva motor

Nottingham, UK. It was then sent to coachbuilder Hooper & Co. where it was fitted with this sedanca coupe body for “town and touring” (mainly touring) as original documents indicate. It was first sold to J.C. Piddock, Esq., of Nottinghamshire in January 1936. In the ensuing years it passed through several owners until it was purchased by Eric Shrubsole, a New York antiques dealer who specializes in rare English and American silver. It was he who restored the car prior to donating it to the Rolls-Royce Foundation in 1996.



Don and Janet Williams of Danville, California (Blackhawk Collection) were honored with the Most Elegant Closed Car Award Pre-War for their flamboyant 1937 Rolls-Royce Phantom III sedanca de ville **3CP38** by Freestone & Webb **6**. This car was sold new to J.M. Nicholson sporting a rather unas-

shows in Europe as well as the 1939 World’s Fair in New York. The car was then sold to Oscar Greenwald of Milwaukee. With bare chassis unavailable immediately after World War II, flamboyant New York furrier Louis Ritter purchased the Hooper



The Governor's Cup Best in Show was presented by Pennsylvania Governor Tom Corbett to Joseph Cassini III and his stunning 1927 Isotta-Fraschini 8A S Roadster by Fleetwood.

This memorable weekend is scheduled to be back for 2012 so be sure you don't miss it! It's no wonder *Automobile* magazine editor Jean Jennings called it "The Next Great Car Show." Proceeds from the weekend benefited the Juvenile Diabetes Foundation and the AACALibrary, Research Center, and the AACAMuseum. For more details and a list of

sedanca and shipped it to Paris carrossier Henri Labourdette who rebodied it in 1947 for \$44,000. Most unique is its "Vuto-tal" windscreen invented by Joseph Vigroux. It affords an unobstructed view without any form of support other than the glass itself. Upon completion the car was shown at the 1947 Paris Concours then shipped to Ritter in New York. After a succession of owners, the car became part of the John W. Rich Sr. collection in 2005.

winners, check out www.theeleganceathershey.com.

Attendees who stuck around another two days this year had a further treat in the form of about 100 cars from 1911–1969 making a stop at the AACAMuseum. These were participants in The Great Race, America's premier old car rally, which started in Chattanooga (TN) and ended in Bennington (VT). The oldest car, a 1911 Velie H1 Racetype would win! No Rolls-Royces or Bentleys participated this year. 



Several RROC members attended the 75th Anniversary Ball of the Bentley Drivers Club held at London's Savoy Hotel on June 4. The Bentley Drivers Club was founded in 1936, nine years after the first ball was held at the Savoy Hotel to celebrate Bentley's win at Le Mans. The club's first president was Woolf Barnato, racing legend and president of Bentley Motors.

Among the nearly 400 people attending this year's ball from more than a dozen countries were Franz-Josef Paefgen who retired earlier this year as President of Bentley Motors, and RROC members Perry and Peggi Hirsch (CA), Pierre Lemieux (CA), Ed Gehringer (CA), Marge Sosa (CA), Bruce and Christy Campbell (CA), Peter Heydon (MI), and Kurt Furger (CO).

The evening started with a champagne reception followed by pre-dinner music from the 1920s and 1930s and a six-course dinner. The ensuing good cheer put people into a magnanimous mood during the subsequent charity auction of unique Bentley memorabilia and they parted with some £19,000 to benefit cancer research. After dancing to disco music until well past 1:00 AM the night rang out to the sounds of *Auld Lang Syne* played by a bagpiper and some of the night owls convened for further conversation and camaraderie.

Noteworthy among the Bentley memorabilia auctioned was a scooter painted in Bentley colors and insignia that was used at Le Mans in 2003 when Bentley's Speed 8 race car drove to victory—80 years after Bentley's first win there. The scooter had been donated by Dr. Paefgen and brought £8,500.

Those who didn't go dancing stretched their legs by taking a tour of the underground garage where Bentleys old and new were awaiting the Tuesday start of a 30-day "Britain by Bentley" driving tour which included a stop at Crewe for a gala dinner and factory tour. Among the tour cars from Australia, Belgium, the Channel Islands, Germany, Hong Kong, Japan, New Zealand, South Africa, Switzerland, the United Kingdom, Thailand, and the USA were three Blowers, two 8 Litres, and at least nine Speed Sixes. They and the numerous other classics are all drivers and not museum pieces—even the 3 Litre team car raced at Le Mans by Clement and Duller in 1926 that was restored by current owners Jimmy and Pat Medcalf (UK) even if that car didn't go on *this* tour because Jimmy took his 1929 4½L saloon.

Dr. Paefgen went on the tour as well, as did RROC members Ed Gehringer, Marge Sosa, Bruce and Christy Campbell, Peter Heydon, and Kurt Furger. 



LM1345. The Clement/Duller 3L Le Mans car in front of the Savoy.

David Medcalf

BDC 75th Anniversary Ball and Tour

Perry Hirsch (CA)



Some of the Bentleyists from California: Pierre Lemieux, the Hirschs, Ed Gehringer and Marge Sosa.



Bentley Motors



Bentleys of all stripes in the Savoy's garage.



Something borrowed, something . . . green. Ed Gehringer arriving at a Scotland beach in his borrowed 4½L tourer **UK3277**.



Far from home: a Bentley Continental with Hiroshima, Japan registration.



Jürgen Lenz in his 6½L Le Mans tourer **FA2523** in the Lake District.



Phil Sandwith on High Street in Edinburgh in his huge Speed Six tourer **BA2599**.



John Hampson from Santa Barbara parking his father's 4½L Le Mans tourer **FS3601** at Prescott Hill Climb.

The House of Grosvenor, Coachbuilders

by Tom Clarke (UK), ©2011

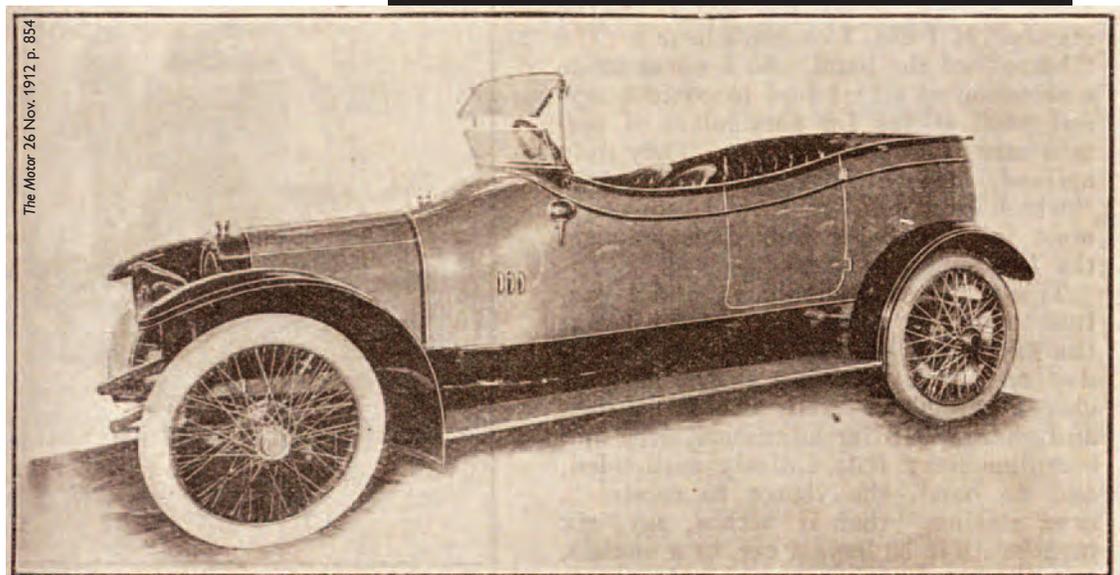
Renowned for his fine motor coachwork Walter Richard Grover (b. ca 1856) began as a carriage builder prior to 1882 and ran his business under the name of Grosvenor Carriage Co. "Grosvenor" was perhaps a play on words of his own name; alternatively, it is possible the firm's name was chosen to add luster inasmuch as Grosvenor was the family name of the Duke of Westminster who owned great chunks of central London, and it has always been a word associated with luxury. Although "Carriage" was in the firm's name it ceased to be a carriage builder and, instead, switched to supplying bodies for motorcars. Once the switch was made, Grover hit the ground running with really stylish designs and superb quality of manufacture. Fortunately for Rolls-Royce enthusiasts, Grosvenor worked almost immediately on bodies for the best car in the world, several of which survive.

Some years after its establishment, Grosvenor was formed into a limited liability company on August 1, 1911 (no. 117088), capitalized at £5,000. Only the company secretary Arthur Albert Talbott figures in company papers along with Grover so it seems the founder was the only driving force behind the business. Grosvenor had its beginnings at 366 Euston Road in St. Pancras, London N.W.1. and by 1911 had been there some years already, not far from the hub of the motor trade at Great Portland Street in central London. As late as 1895 and perhaps longer, this address was the factory of Leete, Edwards & Norman Ltd., a large-scale mechanical engineering business which Grosvenor probably replaced. In 1911 366-368 Euston Road contained other businesses as well and had only recently ceased being the home of the Grande Maison d'Automobiles Ltd. (founded there in 1904 by Ernest Browne), better known as the Motor House. This was a very large agency selling various makes of car from the early years of the century and claimed to be the biggest outlet in the world. In early 1910, however, the Motor House's lavish advertising came to a sudden end, leaving just Grosvenor, and perhaps others, in the building. As Grover had probably bodied cars for the Motor House he was no doubt also out of pocket after the

Motor House closed down. Percy Holland Easton, an engineer and director of the Motor House, found himself in police custody from February 1910 as a result of a client using Easton's stock of cars as security to obtain jewelry under false pretenses. Luckily Easton was acquitted and the real miscreant jailed but it must have been a blow to the motor business. This was certainly a colorful background for Grosvenor's short remaining time at this address, until no later than 1914. Soon after its departure, and probably whilst Grosvenor was still situated there, 366-368 Euston Road was the address of motorcycle maker Hendee Manufacturing Co. (agents for the eponymous U.S. maker of the Indian motorcycle).

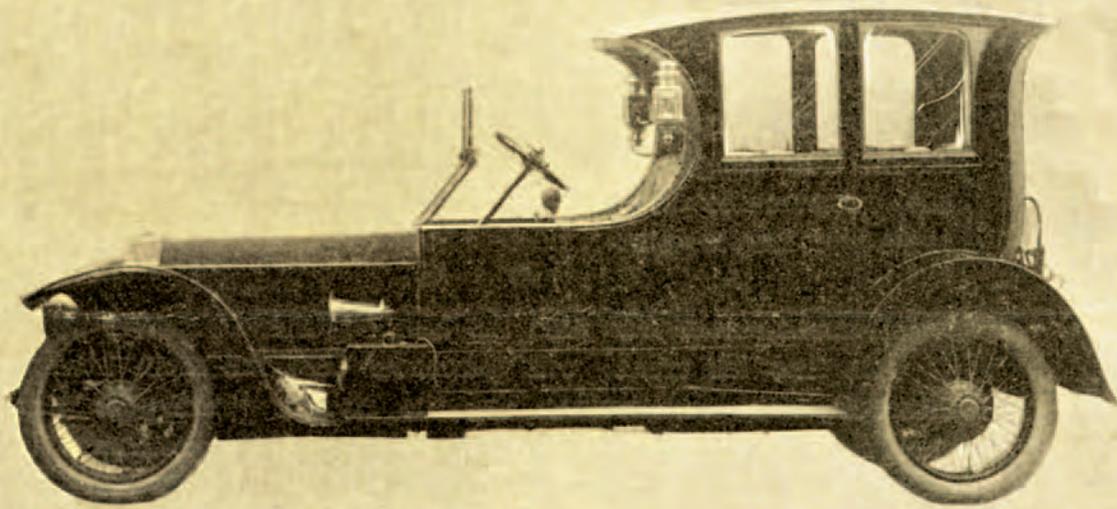
An early source for Grosvenor's regular Rolls-Royce work was the prolific owner Charles Howard Angas of South Australia. In 1909 Angas had ordered two Silver Ghost chassis, **60922** and **1126**, both of which were fitted with coachwork by Brainsby Ltd. of Peterborough and London. In recent books it has been said Silver Ghost 1126 was a Grosvenor when new but that applied only to its *second* body, as will be seen. (It wasn't until 1912 that Angas became a patron of Grosvenor.) Angas's third purchase was 1911 Silver Ghost **1524**, a Hooper limousine used by Rolls-Royce Ltd. as a "Royalty" loan car and completed in the spring of that year. On May 9, 1912 it was purchased by Angas when visiting England from Australia. The Hooper body was retained by Rolls-Royce and Angas then had Grosvenor fit their first ever body to a Silver Ghost, choosing not to use Brainsby as he had done for his first Rolls-Royces. The second body on 1524 showed Grosvenor at their flamboyant best, a Brougham-style coupe de ville that was claimed to have been shown at the Olympia Show in October 1912 before being sent to Australia.

Probably a Maudslay, and one of Grosvenor's earliest bodies. This 1912 streamline 2-door tourer brought the coachbuilder some attention and shows that Grosvenor must have had a competent designer on the staff.



The Motor 26 Nov. 1912 p. 854

A new stream-line body by the Grosvenor Carriage Co., Ltd., 366, Euston Road, London, N.W.



This image of 1911 Silver Ghost 1524 with Grosvenor's stylish body was used in the US magazine *The Motor Age* from November 21, 1912, covering European styles at the time of the Olympia Show. Although not easy to see, this body's emphatic curves at the front and rear of the "coupe" section were actually chamfered as well. These chamfers, the roof, and the reveals around the windows were then painted a contrasting color to add drama to the whole design.

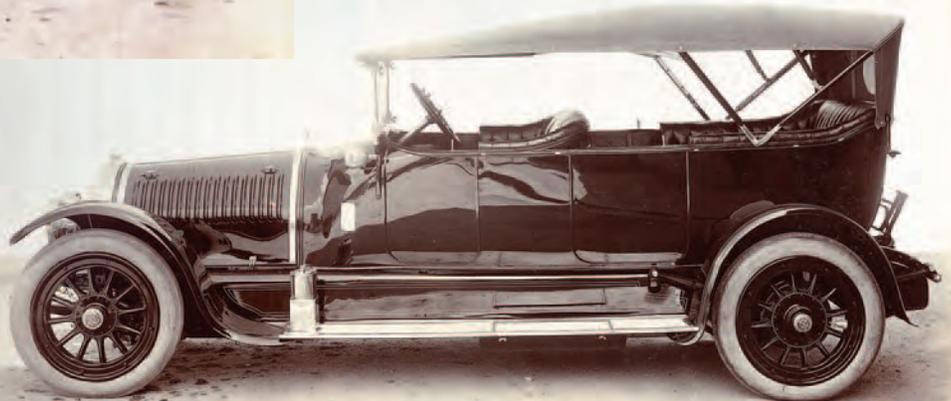


1524 after its arrival in Australia. This chassis survives and a replica of the Grosvenor body is currently being fitted to the chassis in Australia.



A ca. 1912 Theophile-Schneider in seemingly matte paint. The dainty bottom curve of the rear fender under the running board was a recurring Grosvenor theme.

An imposing ca. 1912 Hotchkiss tourer.





The Welbeck Works in Kilburn seen prior to late 1922.

Angas's influence is unlikely behind another Grosvenor Rolls-Royce in Australia, 1913 Silver Ghost **2448**. It was actually first sold to an English customer but almost immediately diverted to a buyer in New South Wales. After October 1912 and certainly no later than 1914, Grosvenor leased the Welbeck Works on Kimberley Road, in the Kilburn area of London N.W.6. This building also had a notable previous occupant in the Simms Manufacturing Co. from 1902–10 (Frederick Simms being the father of the British motor industry). From January 1910 the Welbeck Works were occupied by Simms's Aero-Motors Ltd. until Grosvenor's arrival. The name Welbeck Works preceded Grosvenor's arrival, but it was another grand association: this time it was the name of the Duke of Portland's estate in

Nottinghamshire. Additional premises, the Mortimer Works, were taken nearby some time later. It was at Welbeck Works that the Angas family's next orders were completed. In January 1914 Angas's Silver Ghost 1126 was returned to England for chassis modernization and Grosvenor fitted a sporting beetle-back 2-seater in place of the Brainsby 2-seater fitted when new. Brainsby had gone bankrupt in mid 1913 which is why they did not undertake this rebodding themselves. Although the firm was later re-established, its glory days were over and it finally closed in 1930.



Above: The body framing shop at the Welbeck Works with only Vauxhall bodies in view, seen before late 1922.

Below: 1913 Silver Ghost 2448 with Grosvenor's stylish tourer body owned by Mrs. Isabella Whitney in New South Wales.

