

ORDER MAY 21. 1936.

This cancels previous specification.

Serial No. 269.

To  
Mr. W.D.  
Mr. W.D./Mr. Mallow: Car or Chassis Specification—Works Instruction

Mr. W.D./Mr. Parker.

Mr. W.D./Mr. Atkinson.

BANTLEY VI.

B 452 EX  
B-452-1.11.

Mr. W.D.

Mr. W.D./Mr. Star.

Mr. W.D.

Mr. W.D.

Mr. W.D.

Mr. W.D./Mr. L.D.

Car Type.....

Chassis No.....

B-226-M.

Engine No.....

Body No.....

B.

Series.....

Works O/N.....

1040

Rear Road Springs, L.H..... RF.3092. R.H..... RF.3098.  
Steering Position..... A. (Left Hand).

Switch and Door Lock No..... WDA.15.

Body Type.....

Body Style..... Drophead Coupe.

Coachbuilder..... Park Ward.

External Body Finish.....

Upholstery.....

#### SPECIAL FEATURES

For use in U.S.A.

White vinyl type.

Speedometer in miles.

"Made in England" name plate.

Sealed beam headlights.

Separate switch on instrument board for centre lamp.

No tail lamp in rear number plate. Special American type rear

number plate bracket and lamp.

Pyrene bumpers.

Private lock to off side door.

Two alloy wheel carriers.

J.B. Lankip Inc.

Customer.....

ST.4.5.40.

TO MR IN LONDON  
MAY 9th.

Delivery promised.....



HISTORY CARD for Chassis <u>B452.LEY</u> type <u>ventra</u> Series <u>E</u>	
Built to conform to instruction <u>B452.LEY 0</u>	
Chassis specification <u>PL5421</u> Body specification <u>issue 4.</u>	
Excess - Instructions shown in Sections	
	LOP alterations Less/Plus Serial No.
5000 Crankcase & Cylinders	7.1.523L
5010 Crankshaft	112 XG30X2 10294
5020 Spring Drive	R.1000
5030 Connecting Rods	
5040 Piston	
5050 Cylinder Head	R.F.604
5060 Valves & Fittings	
5070 Intake Pipe	
5080 Carburettor	0797
5090 Carburettor Air Silencer	
5100 Camshaft	
5110 Water Pump & Fan	M.366
5120 Oil Pump	2630
5130 Enclosure & Fittings	
5190 Water Connections	
5200 Oil & Petrol Fittings	
5210 Relief Valve	2595
5220 Wire Fittings	
5230 Exhaust Fittings	
5240 Controls	
5250 Radiator & Fittings	4346
5260 Bonnet & Valve Cover Plates	
5270 Starting Handle	
5280 Underneath	
6000 Flywheel & Clutch	112.6D246
6010 Clutch Covering	L.R.22
6020 Gearbox	68.3098M
6030 Speedo Drive & Damper Pump	68.3098
6040 1st & 3rd Motion Shafts	
6045 Servo Drive	2609
6050 2nd Motion Shaft	
6060 Reverse Shaft	
6080 Side Change Gear Mechanism	
6081 Hand Brake Mechanism	
6091 Rear Brake Intermediate Shaft	
6100 Propeller Shaft	
6110 Rear Axle	61933
6120 Rear Brakes	
6130 Rear Brake Squelching Gear	
6170 Rear Hubs	
6180 Servo Motor	2567



B452E7

6181 Hydraulic Master Cylinder  
 7043 Front Brakes  
 7044 Front Hubs  
 7000 Frame & Fittings (Makers assembly)  
 7000 Frame & Fittings (General assembly) | REP1118  
 7008 Front & Rear Bumpers  
 7030 Rear Springs & Fittings  
 7040 Yoke & Cross Steering Pivot  
 7041 Cross-Steering Tubes  
 7042 Spring Suspension Mechanism | REP1118  
 7050 Steering Column & Box B.1881A  
 7070 Side Steering Tube  
 7080 Petrol Tank  
 7100 Pedals  
 7130 Dashboard & Fittings  
 7131 Floorboards & Fittings  
 7140 Pipes & Fittings  
 7141 Oil Lamp on Dash  
 7150 Rear Shock Damper B1928, B1928  
 7160 Front Shock Damper S0186, S0196  
 7166 Front Stabiliser  
 7200 Spare & Tools Standard Kit  
 7200 Spare & Tools Extra Kit  
 7220 Spare Wheel Carrier  
 7120 Instrument Board  
 7160 Lamps & Fittings  
 8000/100 Starter Motor Z.16  
 8040 Starter Drive  
 8070 Dynamo Regulator & Cut-Out 1741E  
 8120 Ignition Distributor 2005  
 814 Ignition Coil  
 816 Switchbox  
 817 Distributor Board | RDP716  
 82 Stop & Reverse Lamp Switch  
 82 Car Heater  
 82 Lamps & Body Electrical Fittings  
 82 Petrol Pump D10.97341  
 820 Radio & Fittings | RDP766  
 830 Demister & Defroster | RDP850  
 840 Body Shell  
 850 Doors Front  
 860 Doors Rear  
 860 Doors Trunk  
 860 Spare Wheel Compartment  
 860 Floors & Fittings  
 890 Mouldings Applied

2100 Paint & Panel Treatment  
 2110 Roof Fixed  
 2110 Roof Sliding Head  
 2130 Scuttle & Screen  
 2150 Seats  
 2170 Tonneau  
 2180 Body Trim  
 2190 Wings & Front Apron  
 2200 Body Mounting

Box No. - Door Key - Boot Key - Switch Key W.D.A.15  
 Weight at front - at rear -  
 Standing height at overall - at offside -  
 Toe-in 1/8 Castor - Camber -  
 Cylinder Bore Crank Journals Crank Pins  
 Standard Standard Standard  
 Front Rear  
 Road Springs Near Off Rear Off Serial Nos.  
 Pounds 1518 1518 1245 1260 Near 190064  
 Washers fitted 5 5 off 290314  
 Washers permitted  
 Dept instructions actioned 115

Remarks  
 ENGINE SERIAL NO B.226.E CODE NO B.6237  
 Wheel L.S. D/V 543. 624-502 D/W 607 D/V 604.330  
 Split Shank Piston fitted  
 T. Arnold Chase lining fitted  
 Shortages: Spare Wheel Carrier N/S.  
 Battery

Chassis	Eng	Body	Coach number	Coach description	Body	Design	First Owner
B442EY	B221E	08.49	BENTLEY MOTORS	Maroon	2465		Richard E. A. Bott/R. E. A. Bott (Wigmore Street) Ltd.
B444EY	B222E	05.49	BENTLEY MOTORS	Dual grey	2480		Mrs. G. W. Barraclough/Barraclough & Son Ltd.
B446EY	B223E	10.49	BENTLEY MOTORS	Dual grey	2443		B. D. Sweetapple
B448EY	B224E	06.49	BENTLEY MOTORS	Dual grey	2487		Beves Co. Ltd.
B450EY	B225E	11.49	PARK WARD	Drophead coupé	B.608	100	North of Scotland Milling Co. Ltd.
B452LEY	B226E	06.49	PARK WARD	Drophead coupé	B.603	100	Robert F. de Graff/Pocket Books Inc.
B454EY	B227E	11.49	ABBOTT	Fixed head coupé			W. Holdsworth/J. Holdsworth & Co. Ltd.
B456EY	B228E	08.49	H. J. MULLINER	4d6l saloon	5056	7059/C	H. Burger
B458EY	B229E	09.49	H. J. MULLINER	4d6l saloon	5050	7059/C	Henry Scarr Ltd.
B460EY	B230E	05.49	BENTLEY MOTORS	Dual grey	2489		W. Watson & Co. (Liverpool) Ltd., dealer
B462EY	B231E	05.49	BENTLEY MOTORS	Mistletoe green	2490		Jack Barclay Ltd., dealer
B464EY	B232E	05.49	BENTLEY MOTORS	Maroon	2488		O. V. Judkins/Main (South Wigston) Ltd.
B466EY	B233E	06.49	BENTLEY MOTORS	Black pearl	2500		Lloyds Cars Ltd.
B468EY	B234E	06.49	BENTLEY MOTORS	Black	2474		Capt. Bertram Francis George Currie
B470EY	B235E	06.49	BENTLEY MOTORS	Black	2476		George A. Mansill
B472EY	B236E	07.49	BENTLEY MOTORS	Black	2493		P. D. Sleeman/Valiant Direct Coaches Ltd.
B474LEY	B237E	06.49	BENTLEY MOTORS	Black	2510		Motozbyt Biuru Handl Zagraniczneg, dealer
B476EY	B238E	06.49	BENTLEY MOTORS	Black	2495		T. S. Cordiner
B478EY	B239E	06.49	BENTLEY MOTORS	Black	2506		Dorothy Perkins Ltd.
B480EY	B240E	06.49	BENTLEY MOTORS	Grey metallic	2491		G. S. Worssam
B482EY	B241E	06.49	BENTLEY MOTORS	Dual grey	2447		F. P. Rall
B484LEY	B242E	06.49	BENTLEY MOTORS	Black pearl	2445		H. R. McMillan Export Co.
B486EY	B243E	09.49	PARK WARD	Drophead coupé	B.635	100	Maharaja of Morvi
B488EY	B244E	10.49	FREESTONE & WEBB	2d4l saloon coupé	1515	3029/C	F. W. Berwick
B490EY	B245E	11.49	H. J. MULLINER	4d6l saloon	5073	7220	Car Mart Ltd., dealer
B492EY	B246E	09.49	PARK WARD	Drophead coupé	B.607	100	Jack Cotton/Jack Cotton & Partners
B494EY	B247E	06.49	BENTLEY MOTORS	Maroon	2496		J. F. E. Pye
B496EY	B248E	06.49	BENTLEY MOTORS	Grey metallic	2501		Michael C. Hughes
B498EY	B249E	08.49	BENTLEY MOTORS	Dual grey	2519		K. Gabler
B500EY	B250E	06.49	BENTLEY MOTORS	Black	2460		Edwin Burdett Laycock (VIC)
B1EW	B251E	10.49	HOOPER	4d4l saloon	9555	8111	A. Laland/Albert Edward Dock Sawmills Ltd.
B3EW	B252E	09.49	H. J. MULLINER	4d6l saloon	5057	7059/C	John Croall & Sons Ltd., dealer
B5EW	B253E	10.49	JAMES YOUNG	4d4l saloon	1942	C11	Theodore West & Co. Ltd.
B7EW	B254E	10.49	H. J. MULLINER	4d6l saloon	5052	7059/C	A. C. Stone/British Trimmings Ltd.
B9EW	B255E	10.49	H. J. MULLINER	2d4l saloon	5040	7210	H. J. Mulliner Ltd.
B11EW	B256E	09.49	PARK WARD	Drophead coupé	B.630	100	Sir Robert McAlpine & Sons Ltd.
B15EW	B257E	10.49	H. J. MULLINER	4d6l saloon	5054	7059/C	John Burchall Ltd.
B17EW	B258E	08.49	BENTLEY MOTORS	Black	2499		Jackson's Millboard & Fibre Co. Ltd.
B19EW	B259E	06.49	BENTLEY MOTORS	Grey metallic	2515		Carl Louis Breeden/Wilmot Breeden Ltd.
B21EW	B260E	06.49	BENTLEY MOTORS	Black	2507		D. G. Cossham
B23EW	B261E	06.49	BENTLEY MOTORS	Tudor grey	2504		Frank J. McInnes
B25EW	B262E	06.49	BENTLEY MOTORS	Dual grey	2508		I. H. Lavery & Co. Ltd.
B27EW	B263E	06.49	BENTLEY MOTORS	Black	2509		I. S. Haines



KXA53	GBR	GBR.07	Dudley-Toole	BS1/318: re-sprayed dual grey Mar '51: 2. Unknown builder special	B442EY
LMB223	GBR	USA.95	Frizzell		B444EY
-	AUS				B446EY
KPX118	GBR	GBR.06	Jonkman		B448EY
	GBR	GBR.07		1949 Scottish Show; the milling company also owned B291EW; re-reg'd NSJ937; offered Beaulieu Sep '07	B450EY
-	USA	USA.06	Herbst	FL/2461-2630-3977, B124/30: car delivered GBR reg'd KUU347; twin side mounted spare wheels	B452LEY
BCP555	GBR			Holdsworth also owned B372DA	B454EY
KXE999	GBR	GBR.58	Bolton		B456EY
EVH10	GBR	GBR.06	Smith		B458EY
KKC2	GBR	GBR.07	Goode	Sold to Weatherall Ltd. Nov '49	B460EY
KYU72	GBR	USA.93		Sold to C. J. Banes Mar '50	B462EY
FJU754	GBR	GBR.51	Pemberton	Re-sprayed Tudor grey Dec '50	B464EY
BEE310	GBR	GBR.55	Gillott		B466EY
KUL816	GBR	HOL.07	Bruggeman	Eng now reported in Derby 4¼L B126GA; reg'd FK-91-LV/HOL	B468EY
KUC736	GBR	GBR.06	Jones	Eng rebored to 4½ litre	B470EY
UML815	GBR	GBR.57	Morgan		B472EY
-	POL				B474LEY
GYS155	GBR	USA.93	de Maio		B476EY
KUC740	GBR	USA.91	Cattalani	The dress shop chain later owned B22KM	B478EY
JLJ164	GBR	AUS.01	Winter	To AUS '69; reg'd VB-5945/AUS(TAS)	B480EY
EHS5	GBR	GBR.56	ex St. George's Gar.		B482EY
-	CAN	GER.04	Memmersheim	McMillan was a forester in the Vancouver area	B484LEY
KXL687	GBR	GBR.07		Coys Auct Blenheim GBR Jul '07	B486EY
UMX179	GBR	USA.83	Lonford	1949 Earl's Court/Freestone & Webb stand	B488EY
	GBR	USA.95	ex Vantage Gar.	FL/3009-3032	B490EY
JC1	GBR	GBR.03	de Yong	Re-reg'd JC3, 68HYV	B492EY
HBV675	GBR	GBR.67	Zee	Pye also owned B298DA	B494EY
LMB214	GBR	GBR.06	Pike	Hughes later owned B334NZ; Carter Auct. Nov '79	B496EY
-	AUS	GBR.07		Car delivered GBR reg'd KUC410; restored with that reg'n on return GBR	B498EY
-	AUS	AUS.01	Blashki	Laycock earlier owned B188AK; delivered GBR reg'd KUC409; was reg'd RB-079/AUS(VIC), now NEW-347/AUS(QLD)	B500EY
KXL688	GBR	USA.78	McAmis		B1EW
HFS939	GBR	GBR.68	ex Bilton-Sanderson		B3EW
FFW925	GBR	GBR.57	Formby	Re-reg'd 177CTJ by '63	B5EW
DJA567	GBR	GBR.64	Stone		B7EW
KYR45	GBR	ITA.03		Nut/74, FL/2011-2156-3057-3076-3187, SoE/76, BCM/16: 1949 Earl's Court/H. J. Mulliner stand; re-reg'd UMK75	B9EW
KXH935	GBR	GBR.06	Rollings	PB/191: the construction company also owned B214CF/B389DZ/B148NZ	B11EW
KUR853	GBR	USA.95	Nemchik	Re-reg'd VMO466	B15EW
MXK394	GBR				B17EW
CLB521	GBR	AUS.95	Reed	BS2/679: personalised reg'n lfrd ex B41AJ; re-reg'd LOX750: 2. Mailalieu 006 special; reg'd 926-BEU/AUS	B19EW
JDD657	GBR	USA.04	Turner	BDR224/145, FL/7107	B21EW
KUC735	GBR	GBR.58	Lowe	McInnes also owned B447EW/B128JO/B487NY	B23EW
KKB910	GBR	GBR.65	Beers	Lavery & Co. also owned B326BH/B318CF	B25EW
LPP447	GBR	GBR.54	Ferguson		B27EW

99	Drophead coupé	57	B142DA, B47LFU, B95LFU, B413FU, B425FU, B429FU, B7GT, B345GT, B377LGT, B4HR, B158HR, B166HR, B243HP, B120JO, B136JO, B212JO, B100KM, B188KM, B79LKL, B81KL, B171KL, B6LJ, B20LJ, B186LJ, B268LJ, B347LH, B349LH, B14MD, B18MD, B26MD, B328MD, B334MD, B336MD, B340MD, B394LMD, B396MD, B281MB, B319MB, B72LNZ, B144NZ, B344NZ, B358NZ, B360LNZ, B424NZ, B428LNZ, B95LNY, B117NY, B119NY, B135LNY, B453NY, B455NY, B461NY, B463NY, B465NY, B467NY, B499LNY, B501LNY (design 99 also appeared on 25 examples of the later Bentley R-Type)
100	Drophead coupé	45	B140DA, B144DA, B89DZ, B97DZ, B155DZ, B161DZ, B323DZ, B335DZ, B373DZ, B397DZ, B401DZ, B38EY, B62EY, B74EY, B122LEY, B138EY, B174EY, B220EY, B256EY, B298EY, B300EY, B404LEY, B450EY, B452LEY, B486EY, B492EY, B11EW, B51EW, B55EW, B141EW, B233LEW, B160FV, B162FV, B164FV, B500FV, B69FU, B163FU, B165FU, B167FU, B277FU, B283FU, B417FU, B535FU, B5GT, B154LHR (allocated design number 657, a similar body appeared on the later Bentley R-Type chassis number B310YD)
116	Drophead coupé	1	B375DZ
147	Fixed head coupé	34	B97EW, B196FV, B73FU, B97LFU, B99FU, B249FU, B251FU, B279FU, B301FU, B421FU, B537FU, B343GT, B6LHR, B80HR, B57HP, B181HP, B245HP, B198JO, B165LJN, B169JN, B102KM, B149KL, B184LJ, B73LLH, B337LH, B16MD, B262MD, B264MD, B398MD, B277MB, B283MB, B113NY, B123NY, B281NY (design 147 also appeared on 6 examples of the later Bentley R-Type)
149	Fixed head coupé	1	B410LFV
177	Drophead coupé	1	B498LFV
230	4d6l saloon	1	B93GT
238	4d6l saloon	1	B235HP
Total		172	

### Pininfarina

Works: Turin, Italy

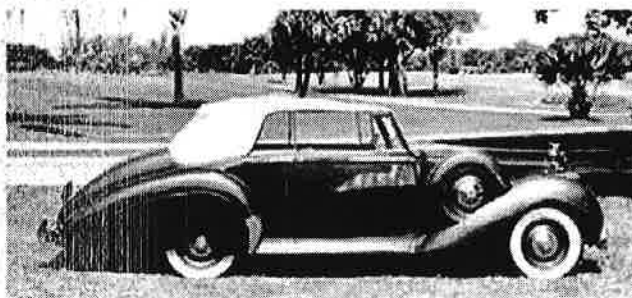
Established as a coachbuilder in the early twenties as Stabilemente Farina and the original company produced just one body for a Rolls-Royce on a 20hp chassis. Later work, the company by then renamed Pininfarina, was on single examples of the Phantom II and Silver Dawn, five Bentley Mk VI and a single R-Type Continental. The first of the Mk VIs, chassis B323CD, was designed at the behest of Walter Sleator of Franco-Britannique Autos in Paris on the specially modified "Cresta" chassis; also see chapter 1.1 and Facel Metallon in this chapter. All coachbuilding ceased in the mid-fifties and since, they have specialised in coachwork design winning contracts from the British





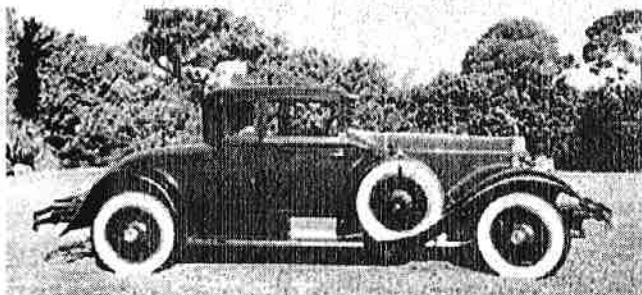
WVH100 Freestone & Webb limousine Photo: M. Karger

*Freestone & Webb made one bodies like that on Ed Meyers' Silver Wraith, though few of them would have carried this unusual paint scheme. Can't see built in headlamps with the separate type on WFC76 below.*



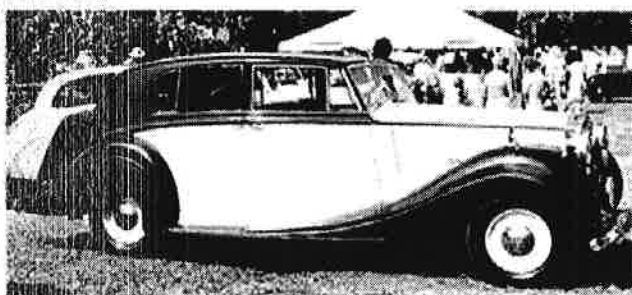
B452LEY Park Ward drophead coupe Photo: K. Karger

*Couchbuilding design usually advocated staidly—note the continuity of shape of the top, quarter light, and rear wing between Dale Pinner's Mark VI with that on B398MD below. The flow of the front wing gives the drive car a very different look.*



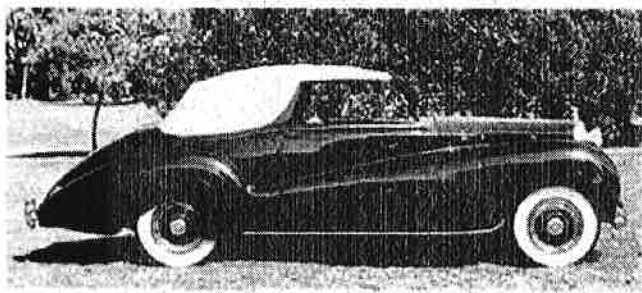
S370FM Brewster coupe Photo: K. Karger

*Leonard Schwartz has campaigned his car for several years now; each year it is improved, its wire increased, and it takes a higher price.*



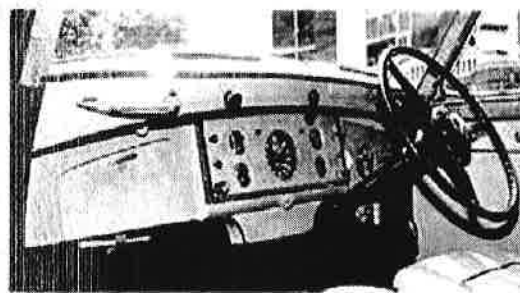
WFC76 H. J. Mulliner limousine Photo: M. Karger

*Forster Naylor's late early Silver Wraith displays the earliest (and perhaps cleanest) style of post-war wheelbase. Compare with second style on W0650 and third style on RC63AF on next page.*



W0650 Abbott drophead coupe Photo: M. Karger

*Few post-war bodies were built by Abbott, though most were dropheads, usually on Mark VI chassis. Now the large Lucan R100 headlamps and chrome strip below the sill on Gil Fredrick's Silver Wraith.*



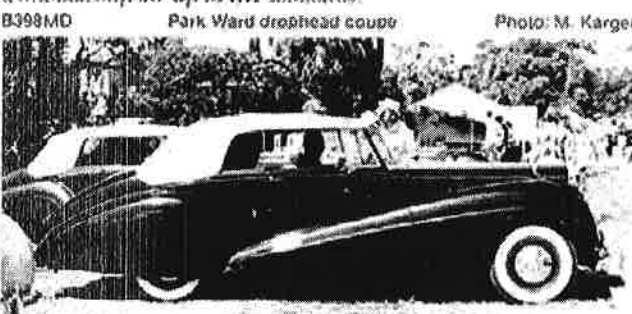
W0650 Photo: M. Karger

*The real surprise in this car is inside where very blonde wood is carried right through. The door compartments contain lovely thermos flasks and other picnic paraphernalia.*

*For a lesson in couchbuilding tradition, compare this H. J. Mulliner body with that on WFC76 above right—noting especially similarities in wing and window shape.*

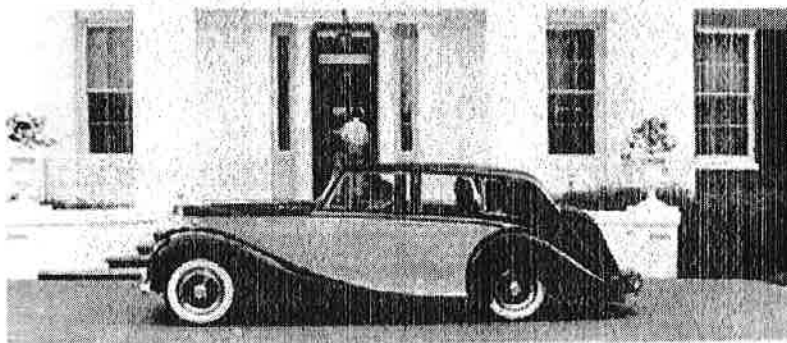


B65HP H. J. Mulliner saloon Photo: K. Karger

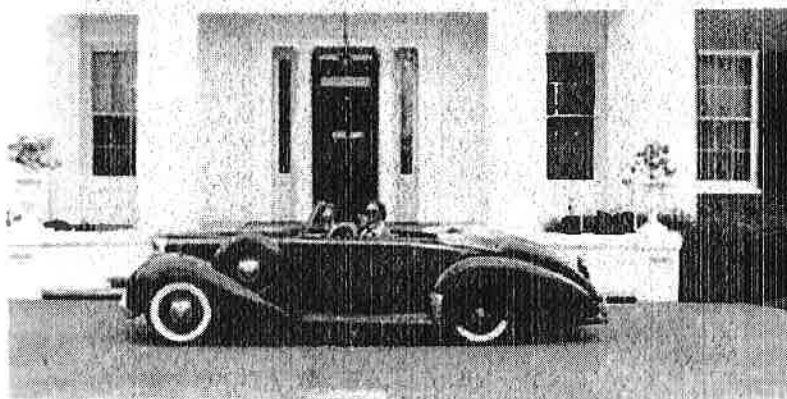


B398MD Park Ward drophead coupe Photo: M. Karger

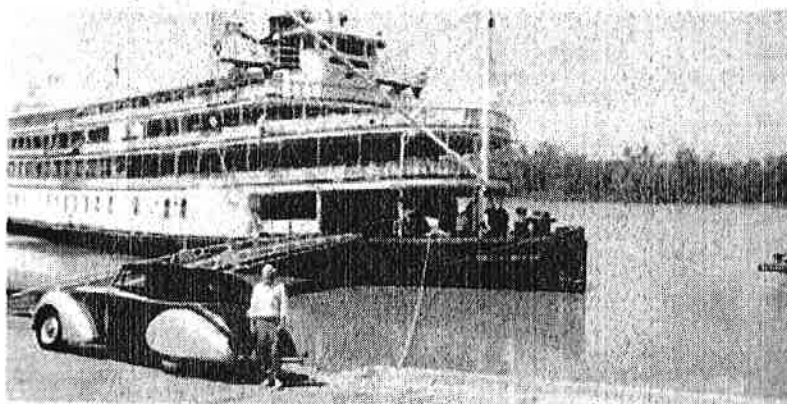
*George Storch's car is painted a very black black. Does the light top keep him cool in Florida's sunshine? Club judging rules permit an outfitting on any post-war car without penalty of materials and workmanship, one up to RR standards.*



Robert and Shirley Mace toured in their Silver Wraith Hopper Tevot III touring limousine, WLE26.



Dale and Marcia Powers drove B452LEY, their Mark VI Park Ward drophead.



Akin Davis' Mark VI Fivestone and Webb drophead, B76AK, and the Delta Queen make a striking contrast in modes of transportation.

the time we gathered at Delta Region member (and Baton Rouge Parish's coroner) Dr. Hypolite Landry's home. Dr. Landry collects and plays many musical instruments; he, his son, and a musician friend provided piano and organ entertainment while we sipped wine and ate delicious snacks provided by Fred Fabre and Sally and Richard Norem. Our host led group singing of *Dixie*, *When the Saints Go*

*Marching In*, *The Battle Hymn of the Republic*, and—typical of the Southern hospitality shown throughout the tour—*Yankee Doodle Dandy*. He is quite a guy; 20 years ago he flew a single-engine plane around the world.

Thursday we motored down to the Maritime Museum and a tour of the USS *Kidd*, which survived a kamikaze attack and was awarded eight battle stars in World War II and

Korea. On hand near a restored P-40 dedicated in his honor as a World War "Flying Tiger" ace was member Brig. Gen. Wiltz Segura, who related some of his experiences. We learned that when Claire Chennault founded this daring group, he named it for the LSU tiger mascot—hence, "Flying Tigers."

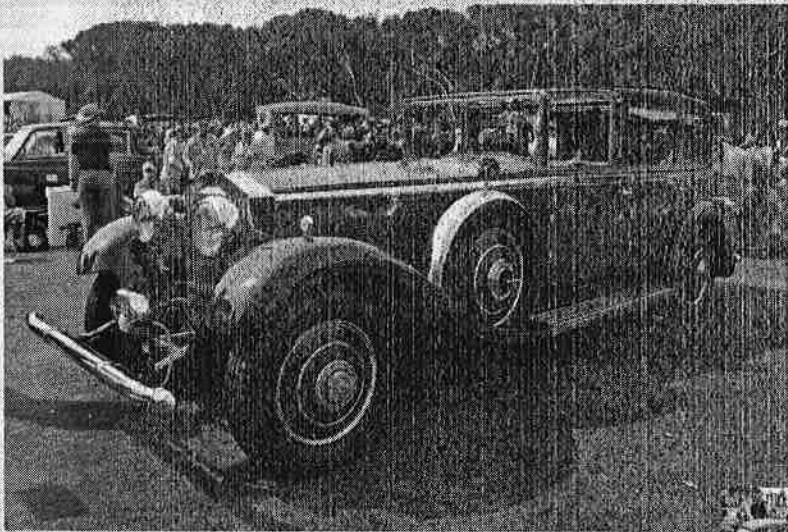
Following flawless directions from "The Book," we headed to New Orleans Thursday afternoon, arriving at the Hilton, right on the Mississippi, before rush hour. Most of us had excellent views of the mighty river. We were on our own that night, and many of us took ferry boat rides across the river.

Friday several moved their cars to the front of the hotel for news coverage. Later, the group went on trolley and by foot to the French Quarter, Bourbon Street, and the antique shops on Royal and Chartres Streets, where the Woodards and Bill Davis were spotted. Many sought out spots to eat that renowned New Orleans food!

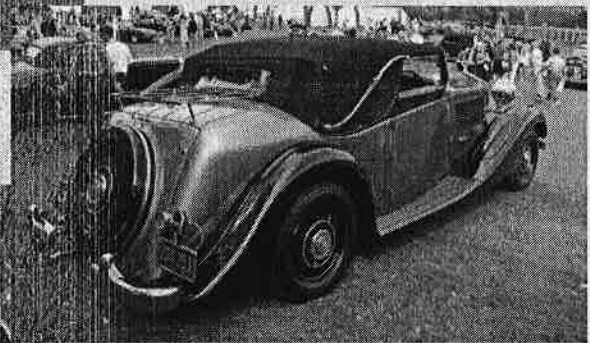
There could have been no more fitting conclusion to the "Heart of Delta" tour than dinner at Brennans, after cocktails in the outdoor courtyard on a balmy evening. Following a delectable dinner complete with Bananas Foster over ice cream, Activities VI Ed Eaton presented Harry and Patsy Fox a plaque and a watercolor of a New Orleans courtyard with sincere thanks from the group. Bob Mace explained the criteria for the Leonard Horwich award, which was presented by Bill Davis to veteran Club members Norris and Dorothea Allen. Harry presented the oldest car award to Missy and Len McKeand, and the longest distance driven award to Paul Dorval and Monique and Pierre-André Quimet from Quebec, but no hard luck award since no one really experienced any serious difficulty. Harry recognized Sheila and Ian Deswick from Great Britain as having traveled the longest distance to attend.

Harry and Patsy Fox, with the assistance of Fred Fabre, Glen Lazaro, Sally and Richard Norem, Gerard Hebert (who drove the luggage van) and other Southern Delta Region members put on an outstanding tour, over to be forgotten by all of us.

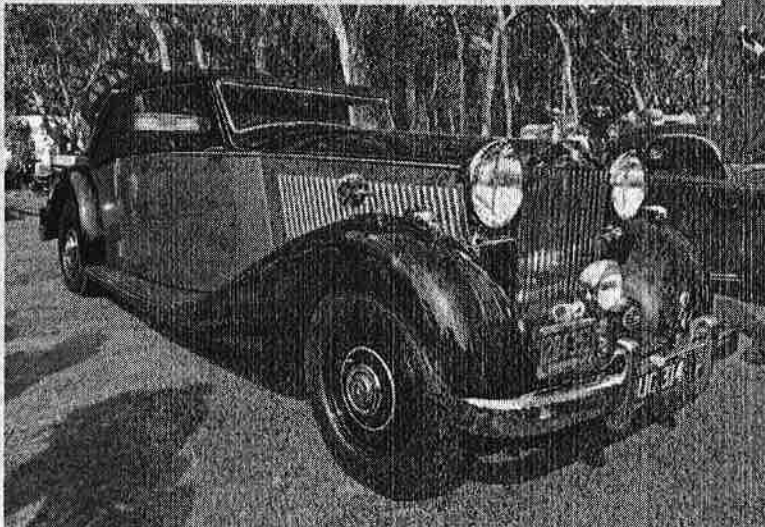




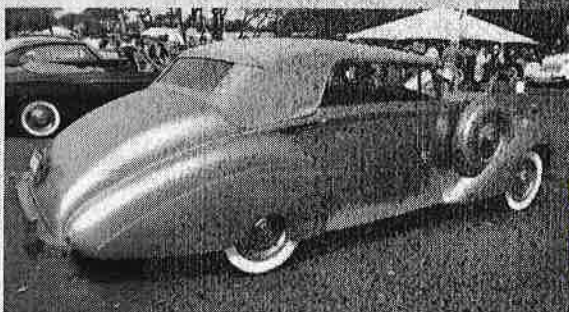
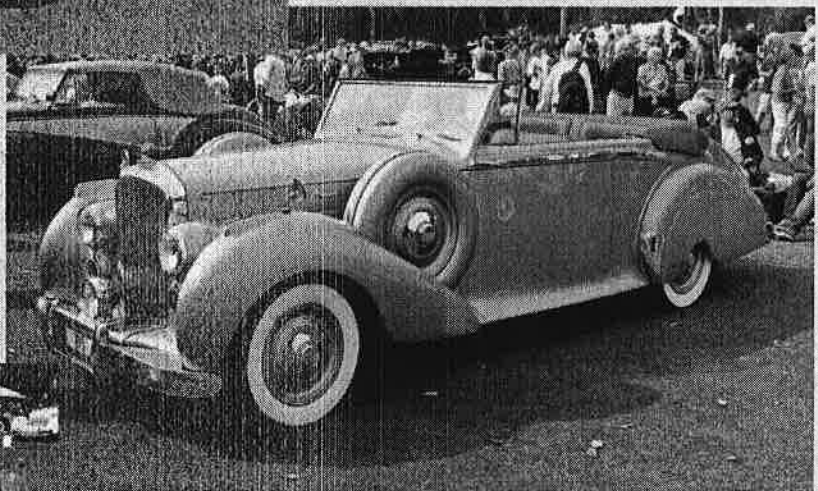
**282AJS** (1933 P II) Castagna landaulette  
Owner: R. Atwell  
Best in Class, Landaulet



**3AZ174** (1936 P III) Freestone & Webb dhc  
Owner: D. McIninch  
Amelia Award, European Pre-War (1936-1938)



**B452LEY** (1949 Mark VI) Park Ward dhc  
Owner: E. Herbst  
Amelia Award, Bentley

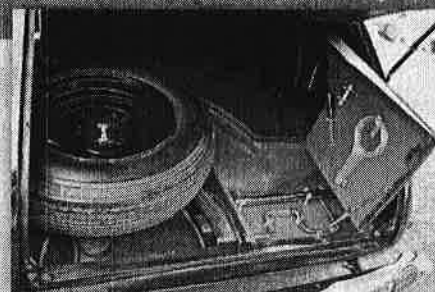
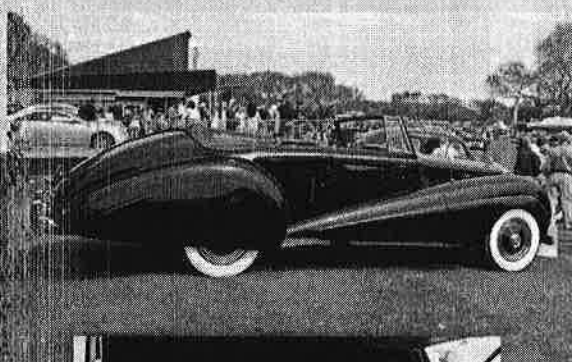




## 2012 AMELIA ISLAND CONCOURS D'ELEGANCE (ROLLS-ROYCE AND BENTLEY ENTRANTS)

Year	Model	Chassis #	Coachbuilder	Owner Name	Award
<b>CLASS BPW: BENTLEY POST-WAR</b>					
1949	Mark VI	B88LFV	Worblaufen dhc	P. Heydon (MI)	
1949	Mark VI	B452LEY	Park Ward dhc	E. Herbst (NY)	Amelia Award-Bentley
1952	R Type	B18RT	Abbott dhc	The Botway Collection (NY)	
1954	R Type Continental	BC29D	Park Ward coupe	F. Kriz (Monaco)	Best in Class-Bentley
1956	S1 Continental	BC22LBG	Park Ward dhc	Orin & Stephanie Smith Collection (FL)	
1959	S1 Continental	BC32LFM	H.J. Mulliner "High Wing" fastback coupe	S. Haymes (NY)	
1961	S2	B123LBR	saloon	D. & D. McCullen (FL)	
<b>CLASS EPRE: EUROPEAN CLASSIC PRE-WAR (1930-1935)</b>					
1932	Phantom II	239AJS	Brewster Croydon dhc	D. & C. Mouton (TX)	Best in Class-European Classic Pre-War (1930-1935)
1933	Phantom II	35MW	Peterson Engineering tourer	D. & D. Wadnie (FL)	
1935	Bentley 3 1/2 Litre	B26DG	Barker dhc	S. Skowronski (FL)	
<b>CLASS EPRE1: EUROPEAN CLASSIC PRE-WAR (1936-1938)</b>					
1936	Phantom III	3AZ174	Freestone & Webb dhc	D. & J. McIninch (VA)	Amelia Award-European Classic (1936-1938)
<b>CLASS LANDAULET</b>					
1933	Phantom II	282AJS	Castagna landaulette	R. Atwell (TX)	Best in Class-Landaulet
1968	Phantom VI	PRH4577	MPW state landaulette	S. Brauer (MO)	
1970	Phantom VI	PRH4578	MPW limousine	Moody Antique Automobiles (FL)	
<b>CLASS RRPW: ROLLS-ROYCE POST-WAR</b>					
1950	Silver Dawn	LSBA108	Park Ward dhc	The Guy Lewis Collection (FL)	Best in Class-Rolls-Royce
1955	Silver Dawn	STH29	Radford Countryman saloon	J.P. Fanjul (FL)	
1963	Phantom V	SLVA51	James Young limo	J.C. Williams (FL)	The Amelia Island Award for the Most Elegant Formal Sedan or Town Car
1964	Silver Cloud III	LSDW573	H.J. Mulliner dhc	J. & J. Duke (FL)	Amelia Award-Rolls-Royce
1965	Silver Cloud III	LCEL87	MPW drophead sedan	S. Wolf (FL)	
1965	Silver Cloud III	LSHS353C	MPW Flying Spur	R. Gorman & G. Checkman (FL)	
<b>CLASS RRSg: ROLLS-ROYCE SILVER GHOST</b>					
1911	Silver Ghost	1671	Graber Roi des Belges	T. & P. Sierra (FL)	The Millard Newman Award for the Rolls-Royce Best Representing the Spirit of Millard Newman
1911	Silver Ghost	1797	Barker landaulette	M. & C. Sierra (FL)	
1913	Silver Ghost	2651	Ley & Sons tourer	P. & S. Isquith (OH)	Amelia Award-Rolls-Royce Silver Ghost
1913	Silver Ghost	1NA	Robertson of Glasgow limo	The Suskin Collection (GA)	
1919	Silver Ghost	37LV	Brewster service vehicle	W.R. Kennedy (IL)	
1925	Silver Ghost	390XH	Brewster Riviera Town Car	R. Pass (MO)	Best in Class-Rolls-Royce Silver Ghost

**LSBA108 (1950 S. Dawn) Park Ward dhc**  
 Owner: The Guy Lewis Collection  
 Best in Class, Rolls-Royce





- much of which is only marginally more expensive than it was 10 years ago, but it is becoming increasingly difficult to maintain the advantageous prices that we have been able to offer. We have for a number of years been advising members that the one time buys made by Rolls-Royce Motors in the past (sometimes the dim and distant past) were running out and that many difficulties were occurring in the replenishment of these parts and we take this opportunity of highlighting some of our problems.

1. Prior to the beginning of 1980 all parts supplied by us were genuine 100% Rolls-Royce supply.

2. Early this year, with the agreement of the Company, we started to obtain from original suppliers small quantities of proprietary parts. This has since been extended to include a very small number of manufactured parts, including pistons and bearing, and the facilities at Rolls-Royce have been offered to us to test and inspect these items.

3. On items which have long been non-available we are seeking to establish contacts with non-genuine manufacturers to provide a good quality product which we would hope maintains an acceptable standard, and we are in the process of negotiation with a silencer manufacturer for stainless steel systems for pre-war cars with a lifetime guarantee, and if these are suitable we have agreed to hold a minimum of one of each system in stock.

4. We have now established a continuous recondition service on shock absorbers, starter units, half shafts etc. with Rolls-Royce Motors, Hythe Road, and we are seeking similar agreements with recognised companies for the refurbishing of starters, dynamos, distributors and instruments.

5. With assistance from your committee we have already produced the large mascot in the original specification and we are now anxiously awaiting the smaller mascot for the 20/25 range in original plated brass. These changes have themselves caused us considerable problems and to some members extreme

annoyance with the extended delay in replacing stolen or damaged mascots on their cars.

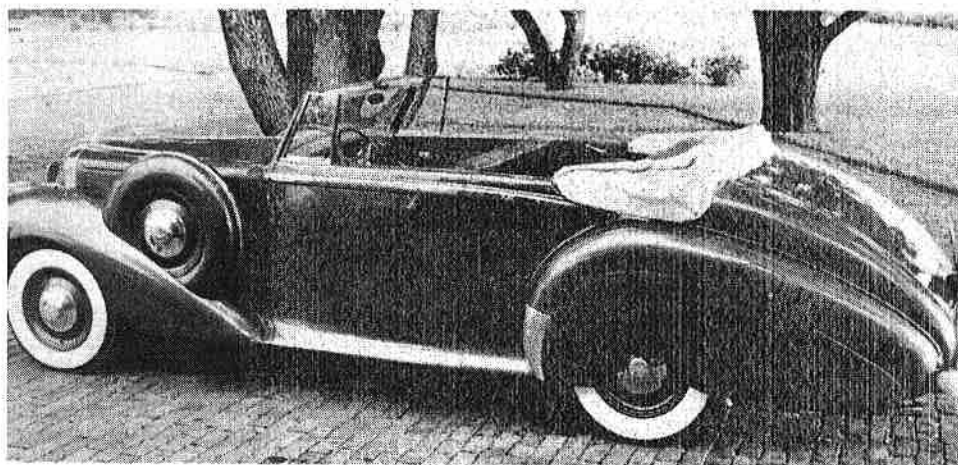
6. The major problems of supplying are caused by any one or combination of the following factors:

- (a) Non-availability of drawings.
- (b) Small quantities requirement.
- (c) Material specification.
- (d) Pattern equipment.
- (e) Tooling.
- (f) Financial investment.
- (g) Suppliers.

During the past two years Rolls-Royce Motors and ourselves have met regularly to discuss the problems outlined above which are now occurring at an unprecedented rate and as examples of the problems occurring we would indicate just three items which have caused everyone concerned considerable frustration.

Main bearing for all 1940-1954 models were, for one or two bushes only, becoming low in stock at Rolls-Royce Motors in March-April 1979. Quotations were requested in May and were received from the manufacturer in August 1979 and indicated that minimum quantity of 20,000 of each half would have to be ordered or, alternatively, the 500 of each required which cost slightly more than 20,000 off. THE RETAIL PRICE TO THE OWNER WOULD HAVE BEEN IN EXCESS OF £400 PER SET. After considerable correspondence and discussion, an alternative source of manufacture was found and an order placed in May 1980 for six months' delivery and, after further delays while a complete set of drawings were provided, production of samples has proceeded and it is hoped that these will be available, at a price very comparable with the current price, early in 1981.

The second example concerns a manifold for which unmachined castings were available and a need for further supplies were highlighted during August-September 1979. On submitting the castings to a machine shop we were advised that the wall thickness was insufficient and it was suggested that it should be



## MEMBER'S MOTOR

This LHD 1949 Bentley Mark VI (B452LEY), with attractive Park Ward drophead coachwork and side mounted spare wheels, was originally registered in Britain. The present owner is Dale Powers, 1181 11th Avenue North, St. Petersburg, Florida 33713, USA, and he would be pleased to hear from anyone who knows anything of the car's early history.