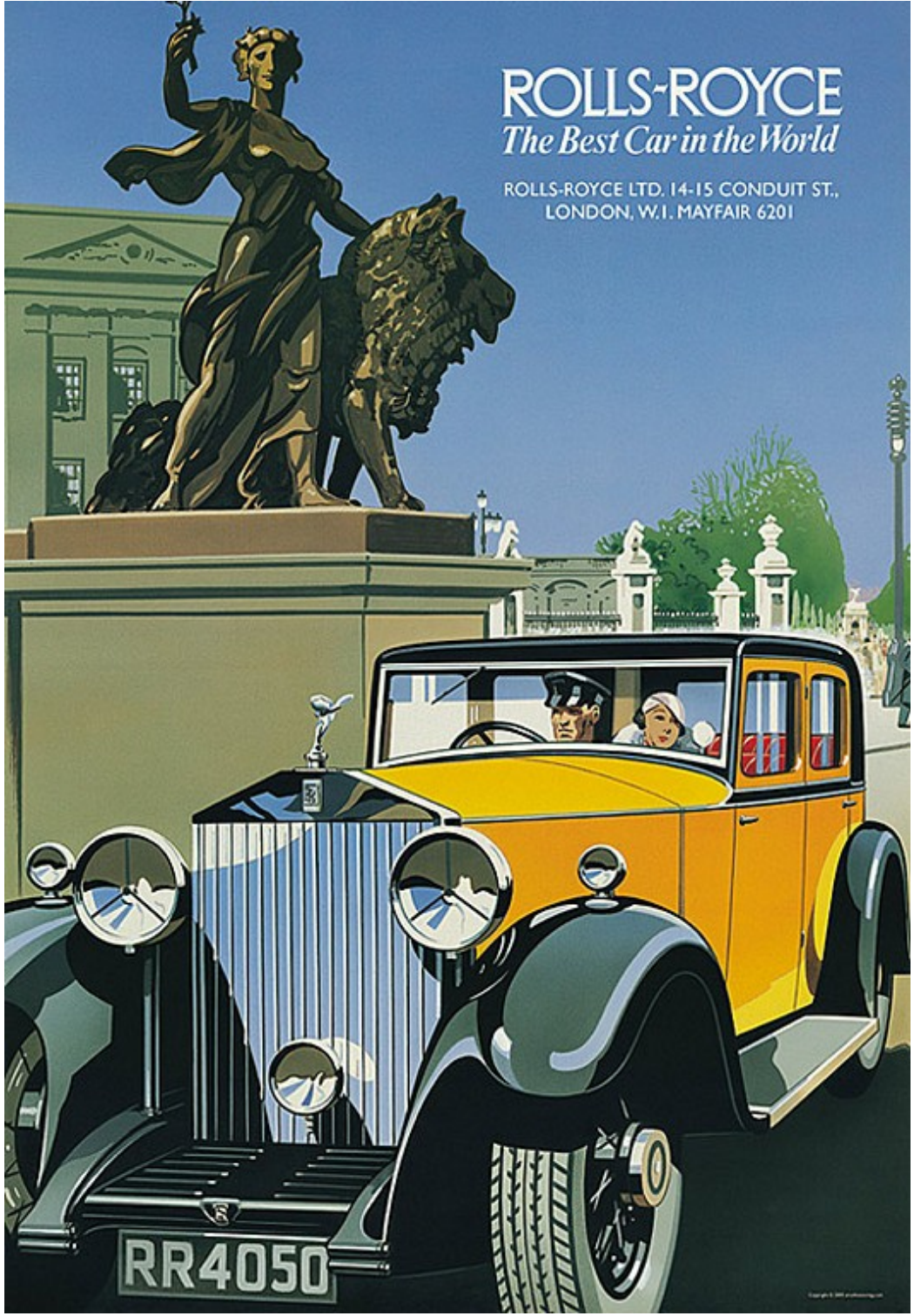


THE OFFICIAL PUBLICATION OF THE SOUTHERN DELTA REGION

THE SOUTHERN DELTA LADY

VOLUME 1, ISSUE 1

MAY 1, 2008



**WELCOME
NEW MEMBERS:**

- Earl Heard,
Baton Rouge, Louisiana
- Paul Earl Cassel,
Hernando, Mississippi
- William Beck,
Eads, Tennessee
- John Desmond McGrath,
Houma, Louisiana
- Les Stallings & Glen Van Der Hart,
Arrington, Tennessee
- Benny Turner,
New Orleans, Louisiana
- Todd and Adrienne Slack,
New Orleans, Louisiana
- Michael Mullen,
Brandon, Mississippi
- Patrick and Helen Pendley
Plaquemine, Louisiana
- Gamini Weerasekera,
Lafayette, Louisiana
- John Kain,
Lacombe, Louisiana
- Leopold Lacoste, II
Houma, Louisiana

**UPCOMING
EVENTS:**

SDR @ MIDDENDORF'S
MANCHAC, LA
MAY 18, 2008

RROC NAT'L MEET
WILLIAMSBURG, VA
JUNE 22-27, 2008

SDR JULY EVENT
TBA

SDR AUGUST EVENT
TBA

RROC FALL TOUR
U.P. OF MICHIGAN
SEPT. 20-27, 2008

CHAIRMAN'S MESSAGE



Since my election to the post of Chairman, our Region has seen some major changes. At the RROC's Annual Business Meeting held in February in Houston, Texas, the RROC Board of Directors failed to approve Bill Pritchard's election to the posts of Secretary and Chief Judge of the Southern Delta Region.

Robin A. James, RROC President visited New Orleans at my request in March to meet with the members of our Board. A resolution was subsequently passed by our Board requesting that the election be ratified. The issue was again submitted to the National Board, but was defeated.

Subsequently, Vice-Chairman and Activities Co-Chair Mike Rome, Treasurer Warren Milan, Membership Chairman Gerard Hebert, and Activities Co-Chair Michael Saltzmann submitted their resignations from the Board of Directors of this Region. I sincerely thank each of you for your years of service on the Board. Your input will be missed. Our Region will continue to conduct business as usual, and all members are encouraged to attend our monthly gatherings that will continue as before. Cathie Mouton continues to serve as Awards Chairman, Bill Borchert remains as Immediate Past President and Bob Maureau remains on the board as Publications Chair-

man. As of May 1, the vacated positions have yet to be filled. Members wishing to serve the club in any of these offices are invited to contact me by May 15, 2008.

As SDR Chairman, I am always interested in hearing suggestions from you about your club, as well as ideas for future club activities. Please contact me any time at 601.942.5087 or via email at rkellykyle@flyinglawyer.com

Thanks for being a part of the Southern Delta Region and of the Rolls-Royce Owner's Club.

- - Kelly Kyle

ON THE COVER:
ADVERTISEMENT,
CIRCA 1930,
FEATURING THE
ROLLS-ROYCE
PHANTOM II



My girls are excited! The snoball stand has opened, and snoball season is here again!

Lots of things are happening in RROC on the National level that you might be interested in.

Robin A. James, RROC National President, was in town for a board meeting and several of us visited Trinity Yacht Builders' facility in Gulfport, Mississippi. It was really impressive. We are scheduling a tour of their New Orleans facility some time before June. If you're interested in joining us, let me know.

Mark your 2008 calendars for the following:

•The Spring Tour hosted by Dr. Tibor Katz, beginning May 23 in Quebec, Canada. It looks to be a fun and fantastic tour.

•June 22 through 26, RROC National Meet in Williamsburg Virginia.

•September 21 - 27 The Fall Foliage Tour hosted by Rick and Sandy Barrett in the Upper Peninsula of Michigan. This tour is filling up quickly!

•There's talk of another inter regional meet with the Texas Region of RROC in Shreveport, Louisiana in October.

The RROC Annual Meet will be held in New Orleans June

15-21, 2009. Make sure you plan to attend. We have lots of exciting things planned for the meet. If you'd like to help out, let us know. There's plenty to do.

This is a busy time of year for most folks, with graduations, weddings and other happenings, but let's remember what's important. Take time today to call someone you haven't talked to in a while and say hello.

Remember to keep the road in front of you, and the exhaust fumes behind ya!

- -Bill Borchert

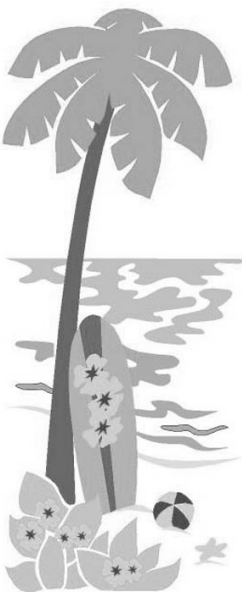
RROC APPROVES NEW REGION

While there was some controversy at the RROC Annual Business Meeting in Houston, not all news from there was bad. The RROC National Board approved the formation of the Aloha Region, a new region formed by Maui residents Tom Purcell and Ned Numata.

In the past, Hawaii has been a part of the Northern California Region, but attending regional functions was difficult for Hawaii residents, given the 2500+ miles of ocean between the islands and the mainland. Purcell and Numata plan to host a number of regional activities in the Islands, and the new “Superferry” which has recently entered service offering inter-island automobile transportation at a reasonable cost will make it practical for members to “drive” their cars from one island to another.

Membership in the Aloha Region is not limited to Hawaii residents, and in fact, all RROC members are invited to join at the very reasonable “charter member” rate of only \$15 per year. If you are interested in becoming a member of the Aloha Region, please email Ned or Tom at AlohaRegion@aol.com.

Note: I just returned from Oahu and Maui in March, and experienced Aloha Region hospitality firsthand. Tom, Ned, and Ned’s wife Miyumi were excellent hosts and I can’t wait for the first regional activity to be set so I can plan a return trip. - K. K.



A NEW NAME AND A NEW LOOK

The Southern Delta Region has had two newsletters in its history, The News Rolls On, edited by the late Fred Fabre, and most recently, The Proper Motor Car, ably edited by Bill Pritchard.

As a result of recent events, it was determined a new newsletter format and web address for Southern Delta’s presence on the internet was needed.

We hope you will enjoy the new format, with more editorial content than before. You are invited to submit your personal news of interest such as birthdays, anniversaries, or new additions to your family, whether it be children, grandchildren, or automotive acquisitions. Members may also list items for sale in free classified ads in the newsletter and on the website. Contact Bob Maureau for reasonable photo display advertising rates.

Our new web address is www.southerndeltalady.com. The website will now be updated on a regular basis, with a calendar of upcoming club events and photo galleries of past events.

Your comments and suggestions are welcomed.

“THIS IS YOUR PUBLICATION. SEND US YOUR NEWS FOR INCLUSION IN THE NEXT SOUTHERN DELTA LADY”

RROC ROOTS

The Rolls-Royce Owners’ Club was founded in May of 1951 by six men, Charles Bradshaw, John McFarlane, Fred Roe, John Schaler, Peter Shavney, and Sam Shoup. The first membership directory, which listed 212 members, was issued in October of 1951. Membership is now over 9,000 members worldwide.

The first National Meet was held in Springfield, Mass. in June of 1952, and attracted 34 cars. Twelve years later, 198 motorcars were on display at Kennedy Airport in New York City, and in 2008 over 350 RR/B motorcars are expected at the Annual Meet in Williamsburg, VA.

In 1968, the first Club Headquarters building was purchased in Harrisburg, Pa. HQ moved to its present location in Mechanicsburg, Pa. in 1976, and in 2004, a renovation and expansion allowed the Rolls-Royce Foundation Museum to move to the site. Combined total office and museum space now totals 16,000 square feet.

The Rolls-Royce Owners’ Club has always welcomed the owners of Bentley motorcars, and is the only club to welcome owners of Rolls-Royce and Bentley motorcars of all eras, and is the only club to enjoy the official support of Rolls-Royce Motorcars, Rolls-Royce, plc and Bentley Motors.

- - From the official website of the RROC, www.rroc.org

THE ORIGIN OF THE SPIRIT OF ECSTASY

We are all familiar with the “Spirit of Ecstasy” mascot that adorns the radiator shell of nearly every Rolls-Royce motorcar produced since Rolls and Royce met in Manchester, England in 1904. Not everyone is familiar with the story of its origin.

John Walter Edward Scott, Lord Montagu of Beaulieu (pronounced Bewley), was an early pioneer of the automobile in England. He was editor of the journal “The Car” and had earlier commissioned his friend, the artist Charles Sykes, to produce a mascot for his own Silver Ghost Barker tourer. Reportedly, Montagu’s secretary and lover, Eleanor V. Thornton, was the model for the sculpture, which depicted a young woman in flowing robes with a forefinger placed to her lips. The piece was called “The Whisper”. Following the trend started by Montagu of placing a mascot on the radiator shell of his Ghost, other motorcar owners began doing the same, but often in questionable style by choosing items deemed mundane, risqué, or even vulgar.

It was after Lord Montagu's commission that Charles Sykes was asked by the Company to create a mascot which in future would adorn every Rolls-Royce. In February 1911 he presented the “Spirit of Ecstasy”, which was easily recognizable as being a variation on the theme of “The Whisper”. Some say that the model for both was Eleanor Thornton. While this makes for a very good story, Sykes’ daughter, Jo, refutes this generally accepted account, stating that Miss Thornton was “of a rather statuesque build”, not at all the type to

suggest the delicately poised figure that Sykes had in mind for the radiator cap of the Rolls-Royce bonnet.

Sykes drew a girl with arms outstretched, holding her flowing gown, and the figure became known as “The Spirit of Ecstasy”, or simply “The Flying Lady”. Sykes used these words to describe his creation: "The "Spirit of Ecstasy" has selected road travel as her supreme delight and has alighted on the prow of a Rolls-Royce car to revel in the freshness of the air and the musical sound of her fluttering draperies."

The Company announced in 1911, "arrangements are being made by which an owner of a Rolls-Royce may acquire one of these figureheads for a few pounds." However the "Spirit of Ecstasy" did not become standard equipment until 1921. Each figure was done using the ancient technique known as the “lost-wax” method. This practice results in the destruction of the mold to reveal the casting, which explains why no two figures are exactly alike. Sykes, assisted by his daughter Jo, later an accomplished sculptor in her own right, remained responsible for manufacturing the Spirit of Ecstasy for many years. From 1911 to 1914 the Spirit of Ecstasy was silver-plated and thus many thought it a massive piece of precious metal, frequently resulting in its theft. Now cast from a highly polished nickel alloy, and reduced in size, the radiator decoration has stood proudly on every Rolls-Royce including those being produced today.

Over the years, various alterations were made. Those mascots for Rolls-Royce motorcars produced at the Springfield, Massachusetts plant were modified to bow a little more forward so they were no longer a danger to the paintwork of a raised bonnet which might have brushed the mascot as originally designed if the figure were not turned sideways.

Sir Henry Royce did not care for the Spirit of Ecstasy, which he thought bespoiled the clear lines of the car. Notably, the order to create the sculpture was given during one of Sir Henry’s frequent absences caused by overwork. Only rarely were Rolls-Royce cars used by Royce ever driven with a mascot in place.

Towards the end of the 1920s the body line of the new range of sports saloons had reduced the height of the coachwork. In response, Sykes created a kneeling version of the mascot which remained when car production started anew after World War II for the new Silver Wraith and Silver Dawn. All following models, however, sported a standing mascot, although this version was reduced in size considerably compared to the original.

Regulations passed in Switzerland and some other countries forbade the installation of mascots on Rolls-Royces, and cars meant for those countries were delivered with their mascot in the glove compartment. The problem was solved with the new Silver Spirit and Silver Spur models; at the slightest blow, the mascot sank into the radiator shell and vanished out of harm’s way.

Eleanor Thornton died on December 30, 1915, when the S.S. Persia, on passage to India, was torpedoed off Crete by a German submarine. Thornton was accompanying Lord Montagu who was on his way to take over a command in India. He was thought to have been killed, too, but he survived and was rescued a few days later by another ship. On his return to England he read the obituary articles in the newspapers about his own demise.

- - Compiled by Kelly Kyle with acknowledgements to www.speedace.info and the RROC Australia.

THE YELLOW ROLLS-ROYCE



(Left) Poster from the 1964 MGM film “The Yellow Rolls Royce” starring Shirley MacLaine, George C. Scott, Art Carney, Rex Harrison, Ingrid Bergman and Omar Sharif.

(Right) The *real* “Yellow Rolls-Royce”, 9JS, a 1931 Phantom II Barker Sedan de ville owned by Neal Kirkham, RROC member from northern California. 9JS was one of at least two cars used in the 1964 movie. Photographed at the 2007 RROC Annual Meet at Skamania Lodge, Stevenson, Washington.



1965 saw the premiere of the MGM film “The Yellow Rolls-Royce”, boasting an A-list Hollywood cast.

The **real** star of the film however, is undoubtedly the new Rolls-Royce which we see for the first time in Hooper’s showroom in London where Lord Frinton (Rex Harrison), an English nobleman, is buying her as a late anniversary present for his beautiful young wife, played by Jeanne Moreau. The car is delivered to his country home in time for the Ascot race in which Frinton’s horse is the favorite. Sure enough, his horse wins, but his day of victory is spoiled when he catches his wife in the arms of another man in the back of his new Rolls-

Royce. This vignette ends when Frinton orders his driver to return the car to Hooper’s with the simple explanation, “It displeases me.”

The car reappears in Italy a few years later when it is purchased by American mobster Paolo Maltese, played by George C. Scott, and his fiancé, Mae, a brash coat-check girl played by Shirley MacLaine. When Paolo is unexpectedly called back to the States on “business”, Mae has a minor dalliance in the car with Stefano, a young Italian photographer, then dumps him to spare him from Maltese’s wrath.

Finally, the car winds up in the hands of American socialite Gerda Millett

(Ingrid Bergman) at the beginning of WWII in Yugoslavia. Millett is coerced into assisting freedom fighter Davich (Omar Sharif), unwillingly at first, but she soon succumbs to his charms, and is thereafter a willing accomplice, risking her life to further the cause of the Yugoslav patriots.

“The Yellow Rolls-Royce” is an entertaining movie with great cinematography, memorable music, and an outstanding cast. For the Rolls-Royce enthusiast, it is a film not to be missed. Regrettably, it is not currently available on DVD, but can be caught occasionally on the Turner Classic Movie Network.

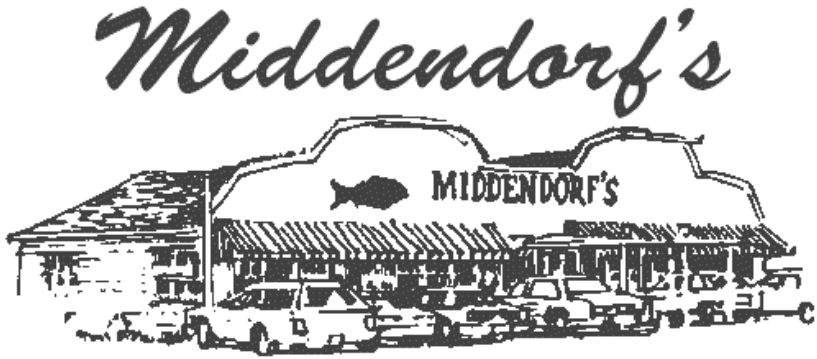
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Chairman, R. Kelly Kyle
rkellykyle@flyinglawyer.com
Immediate Past President and National
Mid-Continent Director, Bill Borchert
bill@billborchert.com
Awards Chairman, Cathie Mouton
tpsturbo@aol.com
Publications Chairman, Bob Maureau
504.246.4326

The Rolls-Royce Owners' Club
191 Hempt Rd.
Mechanicsburg, PA 17050
Phone: 800-TRY-RROC
www.rroc.org

"STRIVE FOR PERFECTION IN
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-- SIR FREDERICK HENRY ROYCE



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CARAVAN FROM NEW ORLEANS LEAVES
LOYOLA AVENUE WELCOME CENTER AT 10:45 A.M.
LUNCH AT 11:30 A.M.
R. S. V. P. TO rkellykyle@flyinglawyer.com
OR CALL KELLY KYLE AT 601.942.5087

RROC 2008 ANNUAL MEET (AND A PRELUDE TO 2009)

Colonial Williamsburg, Virginia will be the site of this year's RROC Annual Meet, June 22-27, 2008. Meet co-chairs Phil and Sue Brooks and Andy Diem have an outstanding slate of events planned for participants.

The Annual Meet is an ideal opportunity for the novice or expert Rolls-Royce or Bentley enthusiast to spend a week completely immersed in all things related to these two great automotive brands. A long list of social events, driving tours, technical sessions, and other activities promise something of interest to everyone.

No annual meet is complete without a large vendors' market area, and this year's meet will be no exception. If you've been looking for a part for your Rolls-Royce or Bentley, you're virtually guaranteed to find it here.

Rolls-Royce Motorcars and Bentley Motors are proud sponsors of the Annual Meet and both will be on hand to display and demonstrate their current product lines. Rolls-Royce debuted their long-awaited Phantom Drophead Coupe at last year's meet in Skamania, Washington, and meet attendees took great pleasure in

test-driving the beautiful V-12 powered behemoth. Bentley Motors debuted their newest incarnation of the Brooklands name, a 400-hp coupe that will see a strictly limited production run of only 550 units, selling for over \$400,000.00.

The week will be capped off by a concours d'elegance featuring three to four hundred Rolls-Royce and Bentleys arrayed on the judging field, followed by an evening awards banquet and drive-by of the award-winning cars.

Southern Delta Region members unable to attend this year's meet should not de-

spair, as the 2009 meet will be held next June right in our own back yard, in New Orleans. Meet Chairs Bill and Laura Borchert have already been busy for three years, planning a week of great activities ending with the judging of cars and the awards banquet to be held in the climate-controlled comfort of the New Orleans Superdome!

Southern Delta Region members who wish to assist in one of the many volunteer positions to be filled at next year's meet should contact Bill Borchert at rvno@bellsouth.net.

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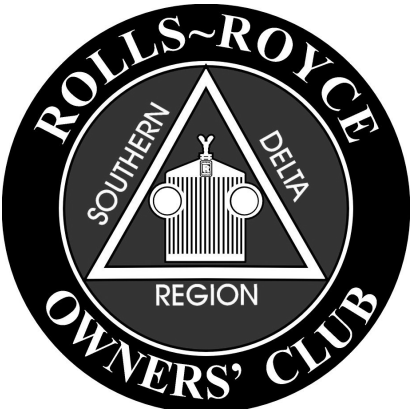
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bill@billborchert.com





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