

THE OFFICIAL PUBLICATION OF THE SOUTHERN DELTA REGION

THE SOUTHERN DELTA LADY

VOLUME 1, ISSUE 2

SEPTEMBER 1, 2008



**WELCOME
NEW MEMBERS:**

- Sneed Adams,
Katy, Texas
- Ray Alexander,
Memphis, Tennessee
- Jefferson and Mary Beth Craddock,
Heber Springs, Arkansas
- Don Knobler,
Dallas, Texas
- Duncan Stone,
Brandon, Mississippi

**UPCOMING
EVENTS:**

RROC MICHIGAN FALL
TOUR, SEPT. 20-27

SDR/TEXAS
INTER-REGIONAL MEET
BOSSIER CITY, LA
OCTOBER 17-19, 2008

SDR HOLIDAY PARTY
DEC. 7, 2008
LA PROVENCE
LACOMBE, LA

SDR
BUSINESS MEETING,
JANUARY, 2009,
DATE TBA

DR. JOHN MAXFIELD,
RROC MEMBER SINCE
1956, AND HIS WIFE, DR.
MARGARET MAXFIELD, AT
THEIR RUSTON,
LOUISIANA HOME.
READ MORE ON PAGE 9.

CHAIRMAN'S MESSAGE



The Southern Delta Region is staying on the move! Record high gas prices this summer have not stopped our members from enjoying their cars and generally having a great time. Our May outing to Middendorf's is a perennial favorite, and this year was no exception. Some new faces were present, as well as some old ones who had not been seen in a while. Several of us went to the National Meet in Williamsburg, Virginia in June. See the article on Page 8 for more details. July's activity was a lunch at Galatoire's Bistro in Baton Rouge that was very well-attended, and in August, not even torrential rains from the remnants of tropical storm Fay

could keep our members at home. We made a rainy trip to Houma for an exceptional lunch at Cristiano Ristorante that was arranged by one of our newer members, Houma resident Chuck Lacoste. Chuck has agreed to assist the members of our Board as Activities Coordinator, and he has some exciting ideas for our activities calendar for 2009. Another member who has volunteered his services to the Region is Dan Mouton, who will serve us well as our new Chief Judge. I also want to welcome Brent Labatut to the Board of Directors in his new position as the Region's Secretary. Bob Maureau, currently serving as Publications Chairman, will also serve as

Club Treasurer.

We are happy to welcome several new members to our Region, some of whom I have had the pleasure of meeting. I hope to meet the rest of you soon, possibly at our upcoming Annual Show-Off, which this year is also an Inter-Regional Meet with our very good friends and neighbors in the Texas Region. Registration forms have been emailed and are on our website, but are also included with this newsletter. Quite a few SDR members will attend the Fall Tour in Michigan later this month. I'm looking forward to a week of good friends, good company and fine cars.

- - Kelly Kyle

NATIONAL DIRECTOR'S MESSAGE



It's been three years since Hurricane Katrina devastated our Region. In July of 2005 Laura & I asked to be named co-chairs of the 2009 Annual Meet because we love New Orleans and our Southern Delta Region. Following the storm, we spent almost two and a half years, fighting to keep the meet in New Orleans. The bad media coverage and rampant rumors surrounding the events that followed the storm have made planning this meet difficult. The recent SDR board resignations and subsequent Annual Meet committee departures have added to our meet workload.

Fortunately, we've had a number of people step up and

volunteer to help make the 2009 RROC Annual Meet a great success. (There's always room for more.) We are looking forward to showing the rest of the nation how great our fair city and region are. We have plenty of fun activities, technical sessions, society dinners and driving tours planned. Mark your calendars for the third week of June 2009. We begin the week Monday with a "voluntourist" day and finish the week with the Judging and Awards banquet in the Superdome.

If you haven't participated in regional activities in a while, I invite you to refamiliarize yourself with our great region. Our region has a new

newsletter, the *Southern Delta Lady*, and a new website, www.southerndeltalady.com. Recently, we had Brad Zemcik, our National Membership V.P. in town to hold a well-attended photo shoot at Audubon Park. The following day even T.S. Fay couldn't keep twenty-something of us from caravanning to Houma for a wonderful luncheon. A special thanks to one of our new members, Chuck Lacoste, for stepping up and doing a great job planning the luncheon.

We are a vibrant Region with lots of activities scheduled over the next year. Check out the website or this issue of Southern Delta Lady and mark your calendars to attend.

- - Bill Borchert

SPOTLIGHT ON
NEW MEMBERS
AND
NEW CARS IN
THE REGION



New member Todd Slack of New Orleans and his 1998 Bentley Brooklands R (above) at Audubon Park. Todd also owns the beautiful 1951 Rolls-Royce Silver Wraith Hooper Teviot III (**WME29**) shown at left.



New member Duncan Stone of Brandon, Mississippi and his 1990 Rolls-Royce Silver Spur.



Kelly Kyle's new 1994 Bentley Brooklands, a near twin to Todd Slack's above.



“A ‘PROPER’ MOTORCAR”

To “PMC” or not to “PMC”

By Phil Brooks (with added thoughts by R. Verdés and B. Granger)

In response to an overwhelming number of pleas – to wit, one – please allow me to tell the story of the term “PMC”. I hope you won’t find it too boring.

I am the author of the term “PMC”. When I was editor of The Chesapeake Lady, back in 1970-73, I created the term as a light-hearted self-deprecating term of “art” for our favorite cars. The initials, of course, stand for “Proper Motor Car”. I was inspired by the scene in Kenneth Graham’s “Wind in the Willows”, and particularly by the Disney film of the book, where Mr. Toad is sitting on the side of the road, winded, and watching the passage of the first car he had ever seen. He says: “A motor car!” And the automotive fever hits him, incurably, forthwith.

Parenthetically, I might add that “Toad Hall” was supposed to have been modeled on Mapledurham House, on the Thames near Reading. As a graduate student, I lived down the little narrow lane from Mapledurham – the lane that Graham must have had in mind for this scene. But that was a few years before I was made editor of The Chesapeake Lady.

The term caught on, and most R-R/B aficionados worldwide seemed to like it, for it certainly had spread worldwide. There are those who are sticks-in-the-mud, who don’t. They have no sense of humor, and can’t laugh at themselves, for the most part. They don’t realize that the term is only to be used lightheartedly, and never seriously or pompously. They don’t realize their own pomposity is what is being attacked by the existence of the term itself! And they haven’t read the little paragraph I inserted into the Manual for Regions that I wrote in 1993-94, as V-P of Regions, explaining the term and its proper use. One must feel sorry for these folks.

I remain absolutely amazed by how far this term, that was started years ago in a little regional newsletter serving about 75 people, has spread around the world – and by

the fact that businesses have used it in their name. I think (and hope) that its popularity shows that most of us have a healthy respect for the cars “and” a good sense of humor.

Finally, please remember that it isn’t about snobbishness. It’s about Mr. Toad!

This piece written by Phil Brooks has appeared in many newsletters, most recently in “The Florida Lady” (the Florida Region newsletter), originally printed in The Chesapeake Lady (the Chesapeake Region newsletter).

As amazed as Mr. Brooks remains over the passage of his pun into Rolls-Royce lore around the world, I find it to be so fitting that it has. This “lighthearted self-deprecating term of “art” for our favorite cars” along with phrases like “fails to proceed” – like a wink – do show that those who use it “have a healthy respect for the cars “and” a good sense of humor”.

As a father of three, and a child at heart, I too am familiar with The Wind in the Willows, especially the 1949 Disney animated version. (As a side note: the way Mr. Toad is entranced by his first vision of a “motor-car” rather aptly describes this enthusiast’s recollection of seeing a Rolls-Royce for the first time – and I do remember!) The thought to add “proper” to “motor-car” is Mr. Brooks’ alone. The movie and the book make many references to “motor-car”, and use the word “proper” quite often, but never putting the three words together. Adding “proper” to “motor-car” does seem to add to the jest of it all. I’m tickled every time I use the phrase!

So why all the “to do” on this you ask? Well, unfortunately, as Mr. Brooks points out, there are those out there that “didn’t get it”.

Bill Granger, Editor of The Piccadilly Times (the Indiana Region newsletter), shared similar thoughts regarding “PMC” (taken from the Winter 1999/2000 issue):

To PMC or not to PMC, that is the question, whether it is greater to suffer the slings and arrows of outrageous fortune... OK, you get the idea. Our former Flying Lady editor, the late, great Ken Karger, was adamantly opposed to the use of this shorthand moniker for our

Rolls-Royce and Bentley motorcars. Many fellow editors out of respect for Ken are now banning this term from their publications. Well I say “Phooey”!

There is nothing at all wrong with this charming term. Ken’s argument that the use of this term implies that non-RR/Bs are thus “improper” is specious. I have owned about 20 non-PMCs and 2 PMCs. I still own 2 non-PMCs and still don’t feel there is anything improper about them. Let’s face it, we buy our PMCs for different reasons than why we buy our non-PMCs. And it really has nothing to do with snobbery, etc. It’s about fun, or at least that’s what it should be. Let’s keep this delightful term for out beloved cars!

And, finally, here’s the section of the Regional Manual that Mr. Brooks authored, defining PMC and its “proper” use:

A word about use of the term “PMC” or “Proper Motor Car.” This writer, Phil Brooks, created the term in jest when serving as editor of The Chesapeake Lady in 1970, long before editing The Flying Lady. It was inspired by the story of Mr. Toad, of Wind in the Willows fame, when he saw his first car. “Toad sat in the dust, making spluttering noises, thoroughly captivated by the sight, and uttering, ‘Poop-poop.’” The thought came to mind: ‘A motor car. A proper motor car.’ The term seems to have spread throughout the Rolls-Royce community worldwide, which I find quite amazing. Some people take it seriously, and a few take exception to it as being snobbish or patronizing. The term was created completely in jest and must be used only in jest – after all, it is impossible to be serious about Mr. Toad. Any other use or even the suggestion of any other use is completely unauthorized, either by the creator or especially by Mr. Toad!

This isn’t a tech article, nor does it report a regional activity... so why is it here you ask? Well, I would say that this little phrase goes far to characterize the kind of club I hope we want to be, a club where “we have a healthy respect for the cars “and” a good sense of humor” – a “Proper Motor Club” if you will. Phil Brooks is a life member, joining the RROC over thirty years ago. He has supported the RROC in many capacities over the years, including VP of Regions and as Editor of The Flying Lady from ‘86-’89, a role he shared with his wife Sue.

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Clockwise from top left: Barbara Graham and Gaye Diaz at Cristiano's in Houma; Gene Graham's Silver Spur at Cristiano's; Hal Caudell at the Annual Meet; Sue Brooks using a decidedly non-Colonial means of communication; SDR members contemplate



the menus at Middendorf's; Cars arrayed outside Galatoire's Bistro; SDR members enjoying themselves at Middendorf's; Glenn Gaines and sons at Audubon Park with his Silver Spur.



To the 100 men
who will become Rolls-Royce owners
this month:

starting tomorrow, we are going to build a Rolls-Royce on page 3 of TheTimes.

To own a Rolls-Royce is in itself a particularly satisfying experience.

And we believe that, like all objects of value, the more you know about it, the more rewarding it becomes.

To this end, over the next two weeks, we are going to

follow a Rolls-Royce as it takes shape, through an exhaustive system of check and double-check, on one of the slowest motor car production lines in the world.

En route, you will see how we treat a steel body shell in more ways than you thought possible.

How it takes eight hides of finest English leather—enough to make 128 pairs of expensive shoes—to upholster the interior.

And how the engineers actually use a stethoscope to detect irregularities in the engine.

In just two weeks, you will see a process which normally lasts between three and four months.

A process which, even today, relies as much on the skills of master-craftsmen as it does on sophisticated machinery.

At the end, you will be

better able to appreciate the reasons why the Rolls-Royce is acknowledged to be the best car in the world.



The best car in the world.

Rolls-Royce Motors Limited

The two advertisements above ran as part of a ten-page

As space permits in The Southern Delta L



This is the second in a series of ten photographs dedicated to the 100 men who will become Rolls-Royce owners this month.

First, you get a body. Then you spend four days just looking at it.

This is how your Rolls-Royce starts its life—a gleaming steel and aluminium shell.

A zinc coating about one thousandth of an inch thick is already there to protect the most vulnerable areas from corrosion.

Even now it is beginning to look like the best car in the world. But before it can receive a single drop of paint, a team of dedicated men go to work on it. They call it the

'sweetening' process.

Slowly, inch by inch, they pore over the body, searching for possible flaws.

They measure all the dimensions to within minute fractions of an inch.

They seek out any tiny imperfections in the surface with a highlighting fluid.

Three days, and four complete inspections later, the body is ready for the paint shop. Once in the paint shop,

the body is first of all immersed in a powerful cleansing fluid, rinsed, and then sprayed with jets of near-boiling water.

It is slowly lowered into a bath of zinc phosphate solution. It is submerged in an anti-corrosion primer.

It is covered with two coats of filler, each several thousandths of an inch thick.

The process is completed with an oven bake at a

temperature of 168°C.

Only now is the body of your Rolls-Royce ready for its first, careful, coat of paint.


By the time it leaves the factory your Rolls-Royce will have received at least 10 applications of primer, filler and paint, and been rubbed and polished by hand as many times.

From time to time a section of the body shell is sliced in half, in order to examine the

paint distribution, both inside and out.

It has taken nearly three weeks for your Rolls-Royce to progress this far.

Tomorrow we shall look at the engine, and the most unpopular man at Rolls-Royce Motors.

 The best car in the world.
Rolls-Royce Motors Limited

ge series in The Times of London during the early 1970's.

1 Lady, we will republish the series here.

RROC ANNUAL MEET IN WILLIAMSBURG

Thirteen Southern Delta Region members attended the 2008 Rolls-Royce Owners' Club Annual Meet in Williamsburg, Virginia in June. The Colonial setting seemed particularly appropriate for a gathering of British motorcars, and in fact, this was the fourth annual meet held at Williamsburg in the history of the Club. Our members in attendance included Sneed and Anne Adams, Bill and Laura Borchert, Hal Caudell and Kelly Kyle, Jason Coker, Dan and Cathie Mouton, Dennis and Kittye Norris, and Les Stallings and Glen Van Der Hart. Sneed and Anne trailered "Marque", their 1953 Bentley R-Type (**B361TO**) all the way from their home in Katy, Texas. Sneed and Anne were also in attendance at the last Williamsburg meet in 1978, driving their 1933 20/25. Dennis and Kittye Norris drove their beautiful Silver Cloud from Tennessee to their first Annual Meet, and although Hal and Kelly flew to the

meet, they drove home in a new 1994 Bentley Brooklands purchased from a RROC member in California and shipped to Virginia a week before the meet.

Bentley Motors sponsored a dinner that was opened by a troupe of marchers playing drums and fifes, preceding a Bentley GTC carrying Patrick Henry, who addressed the assembled company in a rousing rendition of his famous "Give Me Liberty or Give Me Death" speech. A number of RROC members were seen in period costume at this and other events throughout the week.

Not to be outdone, Rolls-Royce Motorcars gave us none other than General George Washington arriving in a new Phantom Drophead Coupe at their dinner two nights later. His wife, Martha, bore a striking resemblance to former RROC First Lady, Anne Ward. Just a coincidence??

Most driving activities at this Annual Meet had a connection with the history of the area. They included trips to the Yorktown Battlefield, where Washington defeated the British General Lord Cornwallis; Jamestown, Virginia, the first permanent English settlement in the United States; and historic plantations along the James River. Informative technical seminars were held throughout the week on topics of interest to all in attendance, from maintenance issues of the Silver Ghost to ordering a new bespoke Rolls-Royce or Bentley. A large vendors' market offered merchandise from Club Stores and hard-to-find items from other purveyors of various Rolls-Royce

and Bentley parts and collectibles. In addition, Rolls-Royce Motorcars and Bentley Motors had representatives on hand to offer meet attendees test drives of all their current models, including the Rolls-Royce Phantom Drophead Coupe' and the all-new Bentley Brooklands.

The final day of the meet saw approximately 300 cars on the judging field surrounding Bassett Hall, the home of the John D. Rockefeller, Jr. family during the restoration of Colonial Williamsburg. The oldest car in attendance was Mermie Karger's 1913 Silver Ghost Saoutchik Tourer (**2442**) which she has driven many thousands of miles in the years she has owned it. One of the most unusual was a 1937 Phantom III Voll and Ruhsbeck cabriolet (**3BT187**) reportedly owned by Nazi foreign minister von Ribben-

trop. The Adams' "Marque" took first place concours honors in the Mk. VI/R-Type class, adding another rosette to a long list of awards won over their thirty-five year period of ownership. Sneed and Anne have overseen two restorations of this lovely car, and they are avid tourers, having recently taken Marque on the 2005 Lazy River tour, the 2006 Blue Ridge tour, the 2007 Texas Hill Country tour, which they hosted, and numerous Annual Meets.

Although the grounds of Bassett Hall provided an impressive stage on which to display our cars, there was one universal complaint heard on Judging Day: the heat. Temperatures soared to over 100 degrees on several days during the meet. SDR members pointed out that heat would not be a factor at next year's meet in the Superdome! After awards were announced on the judging field, members re-



Above: Southern Delta Region Members Kelly Kyle, and Laura and Bill Borchert socialize with RROC HQ employees Eileen Dilger and Bonnie Hake at the Bentley Opening Dinner. **Below:** The judging field at Bassett Hall at Colonial Williamsburg.



turned to the cool of the Williamsburg Lodge for a beverage or two before the gala awards dinner. During the cocktail reception prior to the dinner, a bagpiper in full Scottish regalia entertained guests with familiar tunes played at full volume. One wit was heard to note that the definition of a Scottish gentleman is one who can play the bagpipes, but refrains from doing so. During the awards dinner, our own Bill and Laura Borchert invited members to attend next year's meet in New Orleans in 2009. There's still time to get involved with planning that meet. Let Bill and Laura hear from you if you want to volunteer.

MEMBER PROFILE: DR. JOHN MAXFIELD

John Maxfield is eighty-one years old and drives a Toyota Prius hybrid as his every-day car. The Prius is a far cry from the Rolls-Royce Phantom I that the retired Professor of Mathematics and Dean of the Graduate School at Louisiana Tech University used as his family’s primary vehicle in the 1950s and 1960s, and still owns today.

The Maxfield family, John, his wife Margaret, and their children lived in China Lake, California when he acquired “Matilda”, a 1927 Springfield Phantom I Brewster Harwick (**S251RM**). John was employed at the China Lake Naval Ordnance Test Station as a member of the team working on the development of the Sidewinder guided missile when he purchased the car from a friend who had bought it from the son of the late William Russell, an early Hollywood film star. The Maxfields have driven the car over 70,000 miles, including more than 10,000 miles in a single round-trip from China Lake to the 1956 RROC Annual Meet at Cobleskill, New York. The family made stops in Seattle, Washington and other cities for Dr. Maxfield to speak at the mathematics departments of several colleges and universities along the way. “Matilda” won the “Longest Distance Traveled” award at Cobleskill that year. Dr. Maxfield told of putting a blindfold on Matilda’s “Spirit of Ecstasy” approaching the Rocky Mountains “so she wouldn’t see the hills we needed her to climb”; using his children’s diapers in South Dakota to keep the rain from a powerful Black Hills thunderstorm from entering the car through Matilda’s leaky windshield seals; and stopping in Canada near Lake Superior to help a stranded motorist who asked for a ride to the nearest town, about twenty miles away. “No need to leave your car,” he said. “Get behind the wheel and we’ll push you into town.” Matilda performed admirably on that trip, although Dr. Maxfield did have to do a roadside replacement of a pair of burned valves.

The Maxfields acquired “Flo”, a 1929 Springfield Phantom I, a few years later for \$250 when they were living in Gainesville, Florida. “Flo” is a Brewster Avon seven-passenger limousine with division (**S378LR**) that the Maxfields drove many miles and that they also still own today.

Dr. Maxfield grew up in Southern California and attended school in Palm Springs, a desert town known for extreme summer temperatures. Dr. Maxfield said the schools, which were not air-conditioned, would close when the temperature, measured in the shade, reached 110 degrees. He graduated high school in Covina, a suburb of Los Angeles. Of the fifteen students in his high school mathematics class, thirteen went on to receive doctoral degrees. Dr. Maxfield received his bachelor’s degree from the prestigious Massachusetts Institute of Technology, and his master’s from the University of Wisconsin at Madison, where he met his wife, Margaret. [Note: The Maxfields will celebrate their sixtieth anniversary this November.] Both received Ph. D.s from the University of Oregon. Dr. Margaret Maxfield retired from Louisiana Tech University as a Professor of Mathematics and Statistics.

Dr. Maxfield joined RROC in 1956 after hearing about the club soon after its inception from his friend Dave Wynn, who had owned a 1927 Phantom I since 1945. Dr. Maxfield worked on that car with Wynn and later acquired his own Rolls-Royce, a 1930 P-I roadster, from Wynn in 1953. In addition to the roadster, “Matilda”, and “Flo”, at one time the Maxfields also owned a 1927 Phantom I all-weather sedan, and a 1937 Phantom III limousine with division. After the all-weather, the roadster, and the PIII were sold, Dr. Maxfield was asked at a mathematics conference if he still owned five Rolls-Royces. “No,” he said, “Times are hard in academia, and I’m down to my last two.”

While the Maxfields have published numerous scholarly texts and many articles in professional journals in their field on such complex topics as “**The Existence of Integers Less than p Belonging to epr-1**” that I am sure are beyond the understanding of most readers of this simple article, [Note: They are certainly beyond the understanding of this writer] his expertise is not limited to the field of mathematics. Dr. Maxfield wrote an article for The

Flying Lady (TFL 1960-5) about fitting an iron head to an aluminum head Phantom I. He noted that “while it was not the intent of Rolls-Royce that it be done”, he “found it to be a reliable conversion” that “cured all past overheating problems that he had.” Obviously, he did the job well, for he reported, “Three days after I finished the job, I left Southern California for Florida to deliver the car to a friend. I averaged 500 miles per day, and other than throwing one blade off the fan and blowing out a few tires, had an uneventful trip.”

These days, “Flo” and “Matilda” spend their days in a barn on the Maxfield farm outside of Ruston, Louisiana. They share the barn with a 1919 Ford Model T depot hack, a 1924 Model T, numerous antique tractors, and other mechanical things that Dr. Maxfield enjoys working on. The Maxfields raise Christmas trees on their farm, something they’ve done for more than twenty years, and they delight each year in having families come out to the farm in search of their “perfect tree”. It’s been a while since “Matilda” and “Flo” have seen regular use, but Dr. Maxfield plans to return them to the road eventually, doing all the work himself. The Maxfields divide their time between their primary residence in Ruston, and a family farm in Vermont they have owned for some years that is just one mile from the Canadian border. They find Vermont’s cooler summers to be much more pleasant than the heat and humidity of north Louisiana. Even when spending his summers in Vermont, Dr. Maxfield stays busy working on the 1923 Model T that he keeps at his farm.

John Maxfield has been interested in Rolls-Royce motorcars for many years now and is as enthusiastic about them today as he was in the beginning. “Matilda” and “Flo” are in capable hands indeed, and I wouldn’t be a bit surprised to see them on the road again one day.

SDR Board Members and Officers

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rkellykyle@flyinglawyer.com

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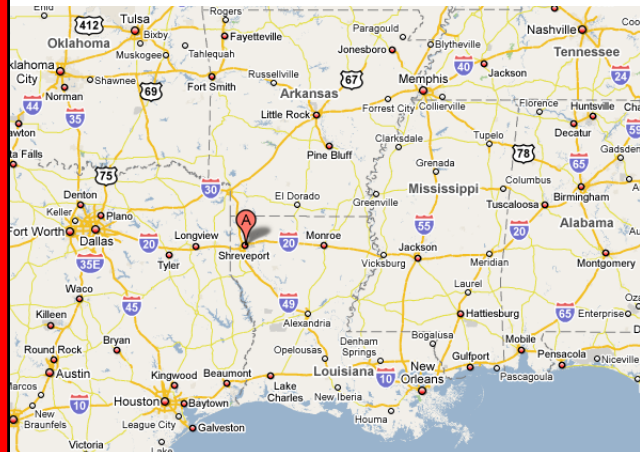
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and Texas Inter-Regional Meet
October 17-19, 2008
Diamond Jacks Casino, Bossier City, LA**



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