

# THE FLYING LADY

MAY 1960

THE PERIODICAL OF THE ROLLS-ROYCE OWNERS' CLUB

NO. 80-3

## The successor to the Shadow III

A phone call from the R.O. Rolls-Royce Motors International Headquarters in Lyndhurst, NJ confirmed the rumor that one of the prototypes designed to succeed the Silver Shadow III has been quietly tested in the United States. This model has been code named at the factory, "S2" (also "Silver Zephyr" as has been reported).

Intelligence reports circulating among journalists, backed up by a rather fuzzy picture of what was believed to be one of various prototype models that had been built, suggest that the car will be more rakish than the present Shadow. Guaranteed: the familiar grille and the Flying Lady mascot at the front.

Rolls-Royce personified themselves, and looking forward to the unveiling. Everything the company has learned in three-quarters of a century of making motor cars will be embodied in "the new Shadow."

Rep Abbott, Sr., Executive of Public and Industrial Affairs at the New Jersey headquarters says, "It will look like a Rolls-Royce. It will ride like a Rolls-Royce, and you can be assured it will be priced like a Rolls-Royce." He says the company has placed considerable sole investment in this new car, and expects that it will be in the U.S. by late Spring '61.

The car has been styled "in house" at Crewe. The stylist and engineers have been working hard to reduce the weight in order to improve fuel consumption, but it is expected to be some years before any major improvement can be reported.

Much technical effort is going into the design of new smaller engines. As the overriding factor in fuel consumption is weight, the plan is to save weight in each of dozens of components and assemblies rather than in one major area. The task is to save a few pounds here and a few pounds there and the cumulative effect saves several hundred pounds.

Rep. added, "When the car is lighter, a smaller engine can be considered. Function, efficiency, serviceability, longevity, and quietness will still be the key words."

## National Meet: Newport, RI Aug. 5-9, 1960

The Newport Meet will feature special participation prizes for all those with Springfield P-1 cars. Steve Anish, Meet Chairman warns, "Don't come without reservations."

## Herbert A. Schoenfeld, Sr.

We have all lost a friend in Herb's sudden passing on April 29th. He served the Pacific Northwest Region for many years and was Chairman of the 1955 National Meet at Bellevue, Washington.

Joe Cerman for CMA



The Bentley Mark VI above is R.O.'s participant in the operation of the 20th anniversary of former Joseph Ruggles' birth by passing on a woodland treasure. Credit for owner, Lincoln Motor Corp. or McDunly's Department Store, Rochester.

An amusing subplot was the machine at 2 AM at one of the cops in the presence of a lonely security guard, who stopped that pulled his pistol and ordered to return the car. The next shift was spent answering questions like, "How any Bentley's lately, don't?"

## Suggestions for the Club's future

John McFarlane, former RRDC President, and one of the Club's founders

(These are guidelines by John McFarlane, looked down after he retired from the RRDC Presidency at the January Business meeting this year in St. Petersburg.)

1. Keep cars functioning well. As a quick check on your car's gas economy, look at the color inside the tailpipe. Light gray is good, black says gas or oil is being wasted.
2. The coming of many Silver Shadow cars to our Club adds a new aspect of Club benefits. Many of us can maintain the simple but massive engine of an early Phantom or Ghost, but the electronic and hydraulic intricacies of a Shadow are beyond most of us. Perhaps it should be our role to work with the Company to establish more mechanics, competent, honest and widely distributed.
3. This is not primarily a social club. The RRDC has been founded for an exchange of technical information. It should continue this way.
4. If we receive more trophies, I hope they will encourage driving our cars. Now you can drive your car, or compete, but not both. A "go" car should compete fairly with a "show" car.
5. In planning activities, please don't forget our members of modest means. While they may be a minority, some activities should be affordable to them. (This is something that was brought up in the FL surveys. Eds.)

# Rolls Royce Owners Club Magazine Flying Lady

**Lei Shi**



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