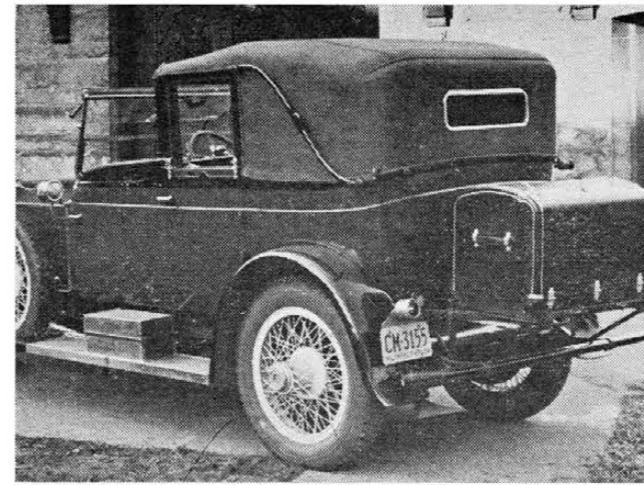


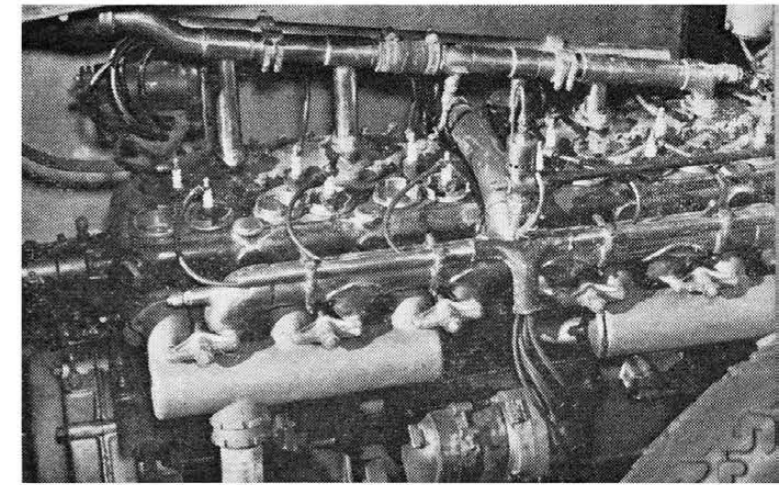
FROM
THE GOOD
OLD DAYS



1923 Springfield Rolls-Royce Silver Ghost



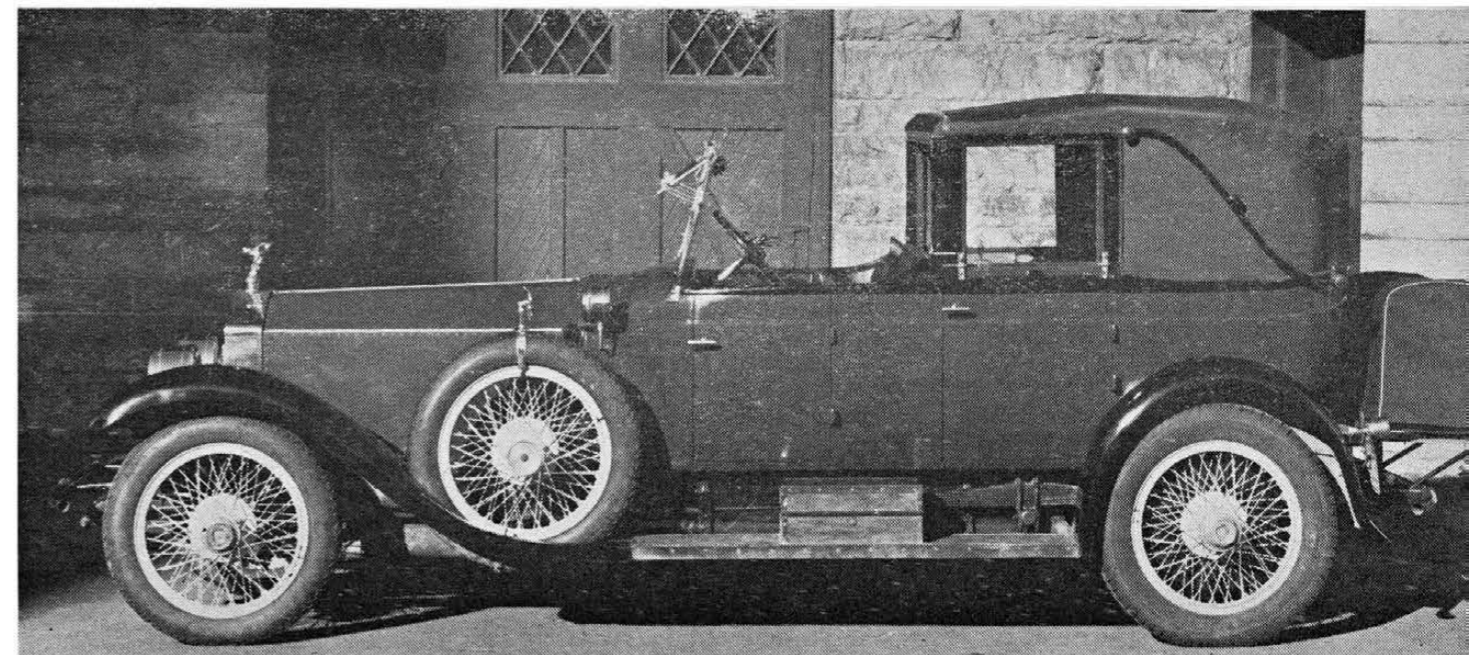
Separate trunk, containing fitted luggage, can be added for prolonged trips. The glistening body is aluminum, on an ash frame. Original leather top has been replaced with vinyl. If the owner wished, he could fold down the entire rear section (no easy task!) to get an open tourer.



The 7.5-liter, L-head engine has heads integral with the block and is cast in two three-cylinder halves. Cap-like pieces on top (every other one holds a spark plug) provide access to valves. Magneto of dual ignition system is visible below exhaust manifold. Carb is on other side.

Photo Story by John Webb de Campi

It may seem strange to think of a Rolls labeled "Made in U.S.A." but here's one 37 years old that displays its Anglo-American heritage proudly



In the early 1900s Messrs. Rolls and Royce found America a prime market for their fine cars, so in 1920 they decided to produce cars in the U.S. They bought an old Indian motorcycle plant in Springfield, Mass. and sent 53 supervisors over as a nucleus around which a skilled

staff was built. They produced an average of one car per day until the depression slowed sales and closed the plant in 1931. The Salamanca body style had an amazing versatility; chauffeur's compartment could be enclosed. This regal beauty's wheelbase is 143 inches, length 190.