



It's all about the ride.

DIRECTOR'S MESSAGE



I am saddened to report that one of our long time board members Harold Scheavitz passed away last month. He was only 63 years old. He leaves his wife of twenty years and a 17 year old daughter. No one saw this one coming.

This is a reminder to all of us that life is shorter than we think. I hope everyone has their assets in order in the event a health emergency arises. I also hope everyone is living their lives to the fullest and rewarding your spirit.

As you may know, my wife and I were in Indianapolis for the week of 9/13/26 celebrating the Annual Grand Stutz Classic. We saw massive classic car collections, car tours, and a personal tour of the IMS speedway with a lap around the track. It was a great week of automotive celebrations. Indianapolis is the birthplace of the American automobile.

While we were there I was asked to lead the Stutz Club, which has about 400 members located though out the world. It's a big challenge and a great opportunity to build the brand and the Stutz community. It is for this reason that I will be stepping down from my current roles with the DVR. I have had a lot of fun leading the DVR club for the past three years, and I've made a lot of new friends. I will insure a smooth transition over the next three months, and we'll have a professional team in place by January 1st.

I want to thank all the members for their kindness and support, and a special thanks for all the members that submitted articles for the newsletter. The newsletter is the thread that binds the club. Thank you for three great years.

Sincerely,
Robert Praetorius,
Director



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UPCOMING EVENTS

Plan now to join us for our upcoming events! See dvrcca.org for more details and additional events.

Friday Event at Tom & Jill Lee's Open House

27 November 2026
Newtown Square, PA
RSVP to Tom Lee, 610-212-5047

If you know of any local events of interest, please send a list to Robert Praetorius at rjpraetorius@gmail.com. If you have photos or commentary on an event, send them too, so we can include them in upcoming newsletters and on our website. Thank you!

WHAT IS IT? MYSTERY CAR SOLVED!

In our last newsletter, we presented a What-Is-It mystery car. After a false start or two, the mystery has been solved!

Dear Cliff,

I finally found your dream car.

It is sitting in the Cars and Carriages Museum in Luray Virginia. It's a **1935 Hispano Suiza model K6 Cabriolet** bodied by Fernandez and Darrin. It is one of three survivors. The fourth car was destroyed in WWII. The second one is in the Estate of Morton Bullock III near Baltimore. I have pictures of that car if you want to see it. And the third one was sold to a private collector at Bonham Scottsdale in January 2016 for \$869,000.00.

Your car is still painted black with the full disc hubcaps and the same license plate is on it: BGT 598. The plate is proof that it is your car.

For a road trip and a \$35.00 admission fee you can go and see it again in person. It's about 4.5 hours away.

Robert Praetorius



The original mystery from the DVRCCCA newsletter, Vol. 3 Issue 3, June 2026

Identification was confirmed by Chris Weaver of the Luray Cars and Carriages Museum. He kindly included some photos with his reply.



Hello, Robert. Since our last communication I have discovered that we acquired the Hispano Suiza in your photos in 1956, which would be the year after the photos you have were taken. Our museum opened in 1957, so the Hispano has been with us since the beginning. We acquired it from a gentleman in Pennsylvania when we were seeking out cars for the museum. I have attached a couple more photos. One is of the interior, one of the original owner's manual, and one of a collection of handwritten notes about the care and operation of the vehicle from the previous owner. I look forward to the follow-up in your September newsletter, and if I can be of any further assistance please let me know.

Chris Weaver
Assistant Manager
Car & Carriage Caravan Museum
Luray Caverns Corporation
970 US HWY 211 W / PO Box 748
Luray, VA 22835
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www.luraycaverns.com

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MYSTERY CAR: 1935 HISPANO-SUIZA (CONTINUED)

THIS CAR IS A 1935 HISPANO-SUIZA. IT WAS THE ORIGINAL CAR MADE TO SHOW THE 1935 MODELS AT THE PARIS AUTO SHOW IN NOVEMBER OF 1934. THIS CAR WAS SOLD NEW TO MR. H.S. PERRY OF HALLINGTON, SURRY, ENGLAND, AT THE ORIGINAL COST OF \$19380.00. THE CAR WAS BROUGHT TO THIS COUNTRY LAST YEAR BY A MAN WHO PURCHASED IT FROM MR. PERRY. ALL SPARE PARTS ARE READILY AVAILABLE IN PARIS FOR THIS CAR. IT IS A 6 CYLINDER, DUAL IGNITION PUSH-ROD ENGINE OF 132 HORSEPOWER. THE CAR WEIGHS 5000 POUNDS.

Above: A description of the car and the handwritten document found in the glove compartment. Page 1 reads:

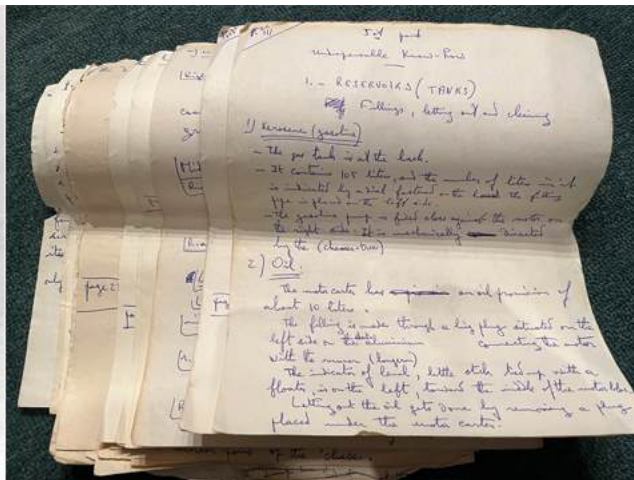
Indispensable Know-how

1. RESERVOIRS (TANKS)

Fillings, letting out and cleaning

1) Kerosene (gasoline)

- The gas tank is at the back.
- It contains 105 liters, and the number of liters in it is indicated by a dial fastened on the board. The filling pipe is placed on the left side.
- The gasoline pump is fixed close against the motor on the



right side. It is mechanically directed by the (chames-tree) [the camshaft - a literal translation of French arbre à cames - Ed.]

2) Oil:

The motor carter has an oil provision of about 10 liters. The filling is made through a big plug situated on the left side on the sheet-aluminum connecting the motor with the runner (longeron). The indicator of level, little stick tied up with a floater, is on the left, toward the middle of the motor bloc. Letting out the oil gets done by removing a plug placed under the motor carter.



Left: Another view of the car and its information sign in The Car and Carriage Caravan Museum. The sign reads:

1935 Hispano-Suiza Drophead Coupe

The handsome and superbly engineered Hispano-Suiza (Spanish-Swiss) automobile was created for the 1935 Paris Motor Show, and it was, indeed, one of the jewels of that show. The accent trim line on the body is made of solid brass, and the rest of the exterior appointments are of German silver. The interior trim is made of genuine pig skin and lizard skin. This car has a dual ignition system.

Did You Know? Found in the glove box of this automobile was a notebook of hand-written pages titled "Indispensable Know-How." The notebook was written by the original owner for future owners and included service records and tips for maintaining the car.

Original Cost: \$20,000

Horsepower: 132 HP

Motive Power: 8-cylinder, water-cooled gasoline engine
Made in Bois-Colombes (Seine), France, by Hispano-Suiza



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MYSTERY CAR: 1935 HISPANO-SUIZA (CONTINUED)



Hispano Suiza made 4 of the 1935 model K6 Cabriolet by Fernandez & Darrin. One was destroyed in WWII. The second one is in the Morton Bullard III Estate in Baltimore. The pictures were previously supplied. The third one which Cliff took pictures of in 1955 resides in the Cars and Carriages Museum in Luray Virginia. The last one was sold at Bohnams Scottsdale Auction in 2016 for \$869,000.00 to a private collector.



Left: Close but no cigar: This is Morton's 1935 Hispano Suiza K6 Cabriolet in Baltimore. The license plate is two digits off from our mystery car. **Above:** Can't get enough Hispano-Suiza? Check out "Nethercutt's 1933 Hispano Suiza J12 | Jay Leno's Garage" at youtube.com/watch?v=0oXVNqDVH9U.

It's amazing that 3 out of 4 of these cars survived all these years. It's been a great adventure to hunt them down and collect all this information about one make and model from a distant marque that has a Spanish and Swiss name that was manufactured in France. The mechanical genius behind this marque was a Swiss gentleman named Marc Birkigt.

More info: cars.bonhams.com/auction/23132/lot/55/1935-hispano-suiza-k6-cabriolet-chassis-no-16014-engine-no-333022/

AUTOMOTIVE PIONEERS: MARC BIRKIGT

By Jim Donnelly

Originally published March 26, 2024 in Hemmings Motor News: www.hemmings.com/stories/marc-birkigt. Article and photos used with permission of Hemmings Motor News and Jim Donnelly.

Due largely to political meddling from people in gaudy braid, Hispano-Suiza had its feet planted on opposite sides of the Pyrenees, depending on the point in time. Thanks to the presence of Marc Birkigt, it can be said that Hispano-Suiza was also strongly Swiss. Its wonderful motorcars were never produced in Switzerland, but Birkigt was a child of Geneva, a founding director of Hispano-Suiza, and a pure genius in both aeronautical and automotive engineering.

Birkigt's early years included gunsmithing for the Swiss army, creating machine tools for watchmakers and, later, moving to Barcelona to join a venture building electric railway locomotives. That flopped. So did the next plan, the 1901 La Cuadra, a one-banger named for the firm's owner, who soon capitulated to his creditors. It was the greatest happenstance Birkigt could have enjoyed. He agreed to stay with the reconstituted manufacturer only as a partner and chief of engineering.

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MARC BIRKIGTS (CONTINUED)

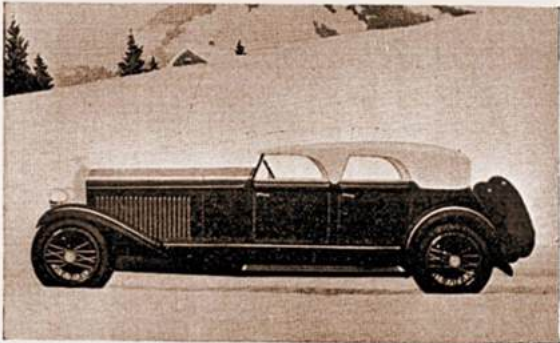
The new firm was named Hispano-Suiza, the second half of its name a salute to Birkigt's heritage.

He is the dominant figure in the company's existence, which dates from 1904. Within two years, he had prototyped a 7.0-liter straight-six, marvelous, even among the era's uppermost crust. Birkigt took the Hispano-Suiza racing team to France beginning in 1908, where it enjoyed success. France became the first big export market for Hispano-Suiza, most notably in the form of a smaller car that had a 2.6-liter engine cast en bloc. Founding partner Don Damian Mateu, with an obvious gift for flattery, named it the Alfonso XIII in honor of the reigning king of Spain. The car was so popular among French buyers that Birkigt was assigned to set up a plant at Levallois-Perret, which opened in 1911.

Then the First World War started. Birkigt returned to Spain and began designing aircraft engines. The engine



Hispano-Suiza HS.8A SOHC WWI aviation engine with overhead camshafts, preserved in a Brussels museum. Photo credit: Stahlkocher, CC-BY-SA-3.0



HISPANO-SUIZA
OF AMERICA, Incorporated

37 WEST 57 STREET

Resale Cars—Guaranteed Condition

Chassis - - -	\$2,000	Weyman Sedan -	\$2,500
Cabriolet - - -	6,500	Sport Touring -	4,500
Sedan - - -	8,500	Full Cabriolet -	8,500
Small Sedan - -	12,500	Convertible H. & D.	12,500

Plaza 8030-8031-8032

he created, a water-cooled SOHC V-8, is considered a benchmark of early aviation. It was exponentially more reliable than other competing Allied engine design, including those being built in the Hispano-Suiza plant, then running under lease. It powered the SPADs of Captain Eddie Rickenbacker's "Hat in the Ring" Squadron, among others. Birkigt took the plant back and converted it to build the V-8, which close to a dozen licensees also produced. Nearly 50,000 were made by war's end.

Hispano-Suiza was suddenly a legend, and building cars in both Spain and France. Two places in Spain, to be exact, when Alfonso XIII decreed, in the middle of the war, that a plant should be opened in the chronically destitute province of Guadalajara. It was independent through 1923 and later, briefly, became a Fiat holding. The Spanish cars were bright mid-size creations with OHC power. In France, where Birkigt had relocated, Hispano-Suiza was going elsewhere. He created the H6, with a spectacular OHC aluminum straight-six, mechanically inspired by the aero V-8. Its chassis was a delight. This car became the canvas for the grand, coachbuilt Hispano-Suizas beloved of nobles and celebrities.

It couldn't last. Birkigt was among the Hispano-Suiza holders slapped with a seemingly ungrateful lawsuit by

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MARC BIRKIGTS (CONTINUED)

French authorities who said their aero engine's walloping success constituted war profiteering. Lawyers settled that argument, but then Alfonso XIII fled into exile with the rise of the Second Spanish Republic in 1931, foreshadowing Spain's civil war and the coming of Francisco Franco's dictatorship. Stripped of its royal sponsor, the Spanish component of Hispano-Suiza eventually became a state holding, building mainly trucks and aircraft engines.

In France, the same thing nearly happened once Mateu died in 1935. Production of the staggering Hispano-Suiza cars ended in 1938, just in time for the Nazi incursion. Birkigt retreated to Barcelona, where he worked on diesel engines. His son, Maurice, organized licensed Hispano-Suiza aero engine production during the war. A fair



1933 Hispano Suiza J12 brings V-12 power to Jay Leno's Garage: youtube.com/watch?v=0oXVNqDVH9U.

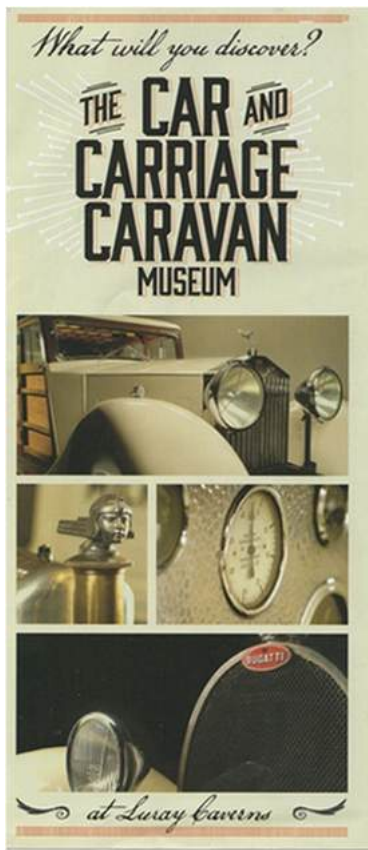
number of those engines ended up powering post-war American race cars. By then, Birkigt had returned to Switzerland, where he died in 1953, at age 75.



THE CAR AND CARRIAGE CARAVAN MUSEUM AT LURAY CAVERNS

by George G.

Originally published in *Where Gumbo Was* #393, September 21, 2020, www.travelgumbo.com/the-car-and-carriage-caravan-museum-luray-virginia. Article and photos used with permission.



Would you like to visit our Mystery Car? It's housed at The Car and Carriage Caravan Museum in Luray, VA, within driving distance of the Delaware Valley! The car is in good company. This 2020 article from Travel Gumbo shows highlights of the museum. If you go, let us know! Your fellow enthusiasts would love to hear your stories and see your pictures.

In addition to the famous caverns, Luray hosts a number of museums and historic sites. The Car and Carriage Caravan Museum is my personal favorite and boasts one of the country's oldest transportation museums. Admission is included with the purchase of a general admission ticket at the cavern's booth, which also includes admission to the Antique Toy Museum, Shenandoah Heritage Village, and the Luray Valley Museum. All of which are only a few steps from the cavern's entrance and the adjacent free parking area.

Professor Abe was the only one to recognize the site in our puzzle. Congrats!

Back in the 1950's, H.T.N. Graves, president of Luray Caverns Corporation set out to create this museum by finding and purchasing vehicles of aesthetic beauty and cultural significance. He and his staff worked tirelessly to get the vehicles in pristine and operable condition. Most all of these vehicles are currently operable.

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CAR AND CARRIAGE CARAVAN MUSEUM AT LURAY CAVERNS (CONTINUED)

Upon entering, I was overwhelmed by the gorgeous condition of all the vehicles and other items on display and how they got so many vehicles crammed in this building. There are too many to display in this blog, so I will try to focus on the interesting and unusual vehicles.

The first item encountered is the 1927 Portuguese Nobility Carriage (right) which was built in France for the Royal House of Portugal. This Berlin Coupe de Gala is the oldest carriage on display in the western hemisphere.



Up next was an 1890 baby buggy, a rare 1890 7-passenger sleigh (most were 3 or 5 passenger models), some unusual bicycles, and a 1900 Surrey Spider (below) which was famously celebrated in the song "The Surrey with the Fringe on Top" from the musical Oklahoma!



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CAR AND CARRIAGE CARAVAN MUSEUM AT LURAY CAVERNS (CONTINUED)



The 1908 Delaunay Belleville Town Car was custom-made in Saint Denis, France with mahogany coach work and leather fenders specifically for Baron Rosenkratz.



The 1906 Double Tulip Touring Cadillac was very popular at its time even with only a 1-cylinder, 7 horse-power engine.



The 1908 Baker Electric was popular with women because it was very smooth and quiet. During WWII, they were used when gas rationing occurred.



And the 1912 Metz Roadster that had a “mother-in-law seat” in the back. The 1913 Stanley Steamer had a wood frame and handmade aluminum body with a boiler that was wrapped in piano wire to help prevent explosions.

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CAR AND CARRIAGE CARAVAN MUSEUM AT LURAY CAVERNS (CONTINUED)



A few early Ford Model T trucks were the 1912 Humpback Delivery Truck and the 1914 Milk Truck which was the last year Ford used gas lamps.

The 1932 Rolls-Royce Shooting Brake (below) is a real beauty and the only one produced in 1932. It was considered a “gentlemen’s hunting wagon” and the coach was made with Honduran and African mahogany. The term “shooting brake” was used to describe sleek luxury vehicles that carried hunting (shooting) parties with their equipment and game.



Considered a real beast for its time was the 1928 Mercedes-Benz Model S Tourenwagen (left). It was one of the heaviest and most powerful (220hp supercharged engine) vehicles on the road. It was designed by Ferdinand Porsche and built by Daimler-Benz. The three pointed star on the hood ornament and company logo represented the use of Daimler engines on land, sea and in the air.



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CAR AND CARRIAGE CARAVAN MUSEUM AT LURAY CAVERNS (CONTINUED)

The English 1931 Morgan Super Sports (plural) is a three-wheeler that carried one person who had to use a hand pump on the dash for vehicle lubrication.

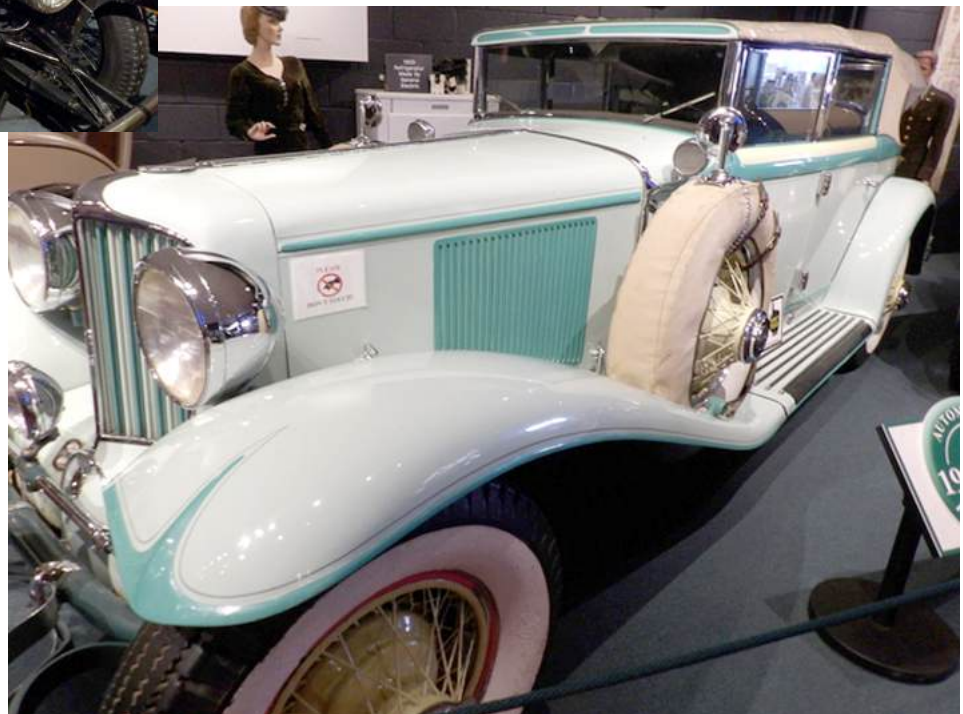


The 1923 Willys-Knight Country Club Phaeton was the predecessor of the famous Jeep. A phaeton was a term used in the late 18th and early 19th century for sporty open carriages.

The 1925 Rolls-Royce Silver Ghost Town Car was ordered by the silent screen star Rudolph Valentino, who never took possession since he passed away in 1926. The intentionally alligatored paint was to give the impression of a leather covered body.



The Cord is one of my all-time favorite classic cars, and this green 1930 L-29 Phaeton was a real gem.



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CAR AND CARRIAGE CARAVAN MUSEUM AT LURAY CAVERNS (CONTINUED)



Then we have a 1931 Pierce-Arrow Convertible Sedan in original condition, a 1927 Bugatti, and a beautiful gleaming 1927 Hispano-Suiza Drophead Coupe created for the 1935 Paris Motor Show. It was trimmed on the exterior with German silver and on the interior with pig skin and lizard skin. There are many more vehicles and carriages to see in this museum.

The town of Luray is located in Page County which was named for John Page, Governor of Virginia from 1802 to 1805 who was a friend and closest college classmate of Thomas Jefferson. The town was started by William Staige Marye in 1812, a descendant of a family native to Luray, France.

Bus and taxi combined, or private / rental car seem to be the modes of travel to get to Luray from Washington DC which is about 90 miles away. Luray is located in the Shenandoah Valley of Virginia with many other attractions nearby. Adventures such as horseback riding, river canoeing, and wilderness camping are plentiful. Local vineyards conduct wine tasting. Luray borders the Shenandoah National Park which has many more natural sites and attractions for the entire active family.



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A Jeep greets the visitor at the museum entrance.

CAR AND CARRIAGE CARAVAN MUSEUM AT LURAY CAVERNS (CONTINUED)

The address to enter into your navigation GPS is Luray Caverns, 101 Cave Hill Road, Luray, VA 22835.

General Admission includes Luray Caverns, the Car & Carriage Caravan Museum, Toy Town Junction, and the Shenandoah Heritage Village. Prices are Adults \$30, Seniors \$27 and Children (6-12) \$15 and under 6 is free. Cameras are allowed in all museums and the caverns. There is a wide variety of ticket discounts and you can get your ticket sent to your phone to show at the entrance without printing it. You can check the discounts here: luraycaverns.com/visit-us.



THE HILLS ARE ALIVE WITH THE SOUND OF ENGINES - PART 2 **ROLLS-ROYCE 80TH ANNIVERSARY ALPINE TOUR, 1993**

By Caroline Steinfeld. Photos courtesy of Tom Heckman.



photo by Tom Heckman

Heckman's Ghost is still going strong! Just this month, it returned from Canada, having enjoyed a 700 mile rally in the Blue Mountains and the island of Manitoulin - a 2 hr car ferry ride each way.

This is Part 2 of an article based on the Old Top Gear video in which viewers join hosts Jeremy Clarkson and Tony Mason at the 1993 Alpine Tour. You can view the entire video at youtube.com/watch?v=AQcUyXRWX-Q. See the previous newsletter (2026 Vol. 3, Issue 3) for Part 1.

Standout Vehicles

The oldest car in the rally is a 1911 Ghost from Australia. It's a beautiful machine, black and gold, with an open top and tan upholstery. Because of last-minute repairs, Tony Mason explains, it literally missed the boat and had to be flown in by jumbo jet. Amazingly, it fitted perfectly in the hold with 2 inches to spare. He turns the mascot to release the hood and

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ROLLS ROYCE ALPINE TOUR (CONTINUED)

folds the panel back to reveal the shiny, well-maintained engine. Like those of the other Ghosts, this engine is 7 1/2 liters with six cylinders in two banks of three. It produces 50-60 horsepower, with an impressive top speed of 60 miles an hour. This 1911 vehicle is one of the few cars on the event without an electric starter, so it must be cranked by hand. "But I'm told it's very easy," says Mason. He walks to the front of the vehicle and turns the crank, and the engine immediately rumbles to life and begins to purr. "What they didn't tell me," he adds, "was that cranking Ghosts is a rather hazardous occupation, and any Ghost owner worth his salt has probably broken at least one arm in their career. But whatever its bad habits, they can be tolerated when a car is finished like this."

After the 1911 Australian Ghost, we see another car with Ontario plates. This one was manufactured, not in Britain, but at a factory in Springfield, MA. From 1921-26, about 1,700 were made there. Several features set these vehicles apart from their British cousins. First, the bodywork was considered to be more fashionable. Second, they had functional, shock-absorbing bumpers years ahead of the British models. And third, the customers enjoyed customizing them with extras, such as extra tail lights and turn signals with indicators in the silhouette of pointing hands. As is usual in American cars, the steering wheel was usually on the left, and there was a more modern gear lever. One thing stayed the same: the early cars were only available with right-hand drive. In Mason's opinion, "Henry Royce clearly considered that what was good enough for the British was good enough for the rest of the world."

Croatia

The next portion of the tour, the southeastern leg, has been of concern to some participants. The route travels through Slovenia toward Croatia (Slovenija and Republika Hrvatska), where active fighting is happening about 100 miles away from the route. The distance doesn't quell all apprehensions, but the group is given a warm welcome by local residents. A well-dressed, smiling young man greets them in English, welcoming them and wishing them fine weather. But, "if it rains, no problem. Beautiful car!"



photo by Tom Heckman

Old Top Gear - Rolls Royce Alpine Tour 1993: Watch the entire 48:53 video at <https://www.youtube.com/watch?v=AQcUyXRWX-Q>

Not all participants are strangers to the area. Colin Crabbe traveled here previously, when it was the single country of Yugoslavia. His main concern is the roads. He describes them as "pretty dreadful," noting that there's not much sign of them being repaired. Mason asks him whether he has a good stock of tires and wheels, to which he laughingly replies, "No, don't talk to me about tires again, please. I pray I've got enough to last me out. You'll see the various tires and tubes tied on the side of the car now."

After more lush greenery and leisurely hairpin turns, the tour arrives at its southernmost point, Opatija, once a thriving coastal resort town. Though the tourist industry has shrunk a shadow of what it once was, the travelers receive another warm welcome. Tony Mason is excited to spend some time riding with his friend Derek Detoit in the latter's vehicle. They take off in top gear, and soon the buildings and relatively level streets of Opatija gradually give way to tree-lined roads. Mr. Detoit, in his long-sleeve polo, khaki shorts, and jaunty dark cap, describes some outstanding features of his car.

"The flexibility of these cars were one of the big selling points," he explains. "These cars are really humbling cars from the gearbox department. Every now and again, every single one of us misses a gear;

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ROLLS ROYCE ALPINE TOUR (CONTINUED)

it's something that we hope we never have on camera." Mason laughs and predicts that he probably will. "What we're do doing is getting it in without touching the clutch that makes it easier. Now we open up." A gear shift adjustment is accompanied by a creaking noise. Mason was right. "Whoops, missed it," he laughs. "It's pretty easy to miss sometimes if you're over-exuberant." He tries it without the clutch, and that works. What about the old steering, asks Mason, do the arms ache at the end of the day? No, says Detoit. "They had the lightest steering of any car around. And, properly lubricated, these cars are just fantastic in the steering department- the road holding and the steering very good. And most of the time you would be driving at a thousand revs, fifteen hundred max. As a matter of fact, these cars will idle down to 80 revolutions a minute, and you can actually count the beats coming out of the exhaust."

This car has some extra attachments at the center of its steering wheel. Their functions aren't immediately obvious, so Mason asks for some details. A lever on the left, silver with a dark ball at the end, is the governor, a sort of early cruise control. A matching lever on the right is the ignition. The marked plate bears the words EARLY and LATE. Adjusting the lever upward allows the driver to choose an early spark, best for regular driving. When starting the car in the morning, adjusting the lever downward for a late spark prevents a kickback. "Today it's done automatically; in those days you did it by hand and listening to what the engine sounded like." The controls also include electrical switches. The one on the top adjusts the carburetor strength. A small lever on the floor, to be slid with the foot, is the exhaust cutout. "That's when you're using them in anger or exuberance," says Detoit. "That doesn't sound at all Rolls-Royce, now," chides Mason, only to be interrupted by Detoit's exuberant exclamation of "Here we go!"

Slovenia

After Opatija, it's time for the final, northward leg of the journey. Next stop: Slovenia. Though participants expected a warm welcome, they are completely caught off guard by the enthusiastic reception they receive! In

Vipava, residents greet the travelers with bread and music. Eight men sing, accompanied by two accordions. Many of the locals wear modern clothing, but there's also a fine showing of festive local garments: for the ladies, a long, dark overdress, white blouse with puffed sleeves, jewel-toned fringed shawl, and white, scalloped-edge head-scarves; for the gentlemen, white, a puff-sleeved shirt and red vest with small floral designs.

Local ladies carry large, fluffy loaves bread on cloth-draped plates. One hospitable young woman offers some to Tony Mason and Amanda Robins, shyly explaining that this is a local specialty, and they give it to guests who visit Slovenia. They are to tear out a piece of bread and dip it into the bowl of salt held by her companion. Tony and Amanda taste some. This is much less harrowing than the Stelvio Pass. When asked if they like it, Tony says it is "very nice, lovely, very good. I think it might make me thirsty, I need a beer now. You got some beer?"

A general party atmosphere surrounds the visitors. More food is shared, and the locals have stationed some vintage hard-top cars in front of a stately mustard colored building for everyone to enjoy. A group of young people poses for photos in front of a burgundy Rolls-Royce. Alan Clark's wife Jade has come to accompany him on the rest of the tour, and locals ride along on the running boards of car #45 waving as they drive slowly through the street accompanied by accordion.

The sun comes out as the convoy proceeds northward on winding but not overly steep roads past fields and towns. They attract interest everywhere. Residents peer out windows and pedestrian heads turn to watch as the Ghosts pass through fairytale towns and under train trestles. The classic automobiles fit right in.

They Came From Far and Wide

Participants have come from far and wide for this experience. Tony Mason interviews John and Susie Jeeves, cotton formers from Zimbabwe. Their car has spent most of its life on the game reserves of Africa, and the couple has never experienced anything like the greetings they receive in the medieval town of Škofja

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ROLLS ROYCE ALPINE TOUR (CONTINUED)

Loka. Crowds line the streets, and emotions run high. The couple is unfazed. Susie, a tall blonde with a ready smile and exuberant manner, gives Mason a hug and responds to his questions about the roads. "They're a little bit bumpy, but we are used to that in Zimbabwe, and this car is used to it, though I think lots of people would complain." Her husband agrees. "I was back at home again, you see," he says. Susie suggests he would have liked to have some rain on the road, and he laughs. "That would have made it really interesting."

The group takes a break to sit and have some al fresco refreshments. Mason speaks with Ron Bonar, a dapper Scotsman in a white fedora. He notes that as soon as they crossed the border between Italy and Slovenia, the price of fuel dropped by about a third. "It's cheap motoring here in Slovenia, long may it last that way. As a Scotsman that's important." His companion at the table, a bespectacled American with black hair and mustache, is Tom Heckman of the Delaware Valley Region. Tom laughs and adds "As a Scotsman? As an American it's important too." As recently as April 2026, Tom participated in The Circle South Tour, a 2 week event covering approximately 1,750 miles, driving his 1914 Silver Ghost. (Great roads in Virginia", he writes. "I wish Pennsylvania would take a lesson!")

Any break is also an opportunity to tend to the vehicles. Drivers gladly help each other. John's vehicle has developed a small hole in the radiator, and Don Meyer is kindly plugging it for him. There are about five tubes to repair, he says, but the problem isn't serious. John says it would still be good for 50 miles. He requests a small hammer "to give it the old tap treatment." It must be done carefully, since the real liability would be ruining the radiator worse than it was. There's another liability Don hadn't foreseen. The repair complete, Don looks around and exclaims indignantly, "Someone stole my beer!"

Re-opening the Loibl

Now it's time to leave Slovenia and continue northward through the Loibl Pass. This section hasn't been used by traffic for 25 years, but the organizers

have had it specially opened for this event. The rough road won't pose any problems for the James Radley Silver Ghost; it has been this way before, in 1913. Unfortunately, its current owner, John Kennedy, won't be able to drive it. He had his arm broken the night before when the starting handle kicked back. The drive must go on, so Colin Crabbe is now in the driver's seat.

The James Radley Ghost deserves due respect. Crabbe has exchanged his casual attire for an elegant dark suit, curved goggle-style glasses, and a black fedora. He compares the car with his own vehicle, noting that this one is earlier in date and a lot lighter, with different brakes and power curve. He's not worried; he drove it 40 or 50 miles the previous day to get ready for this next task. He has high praise for the Ghost: "It seems to be magnificent." Mason asks him about the significance of the Loibl Pass, and Crabbe explains that it was the hardest pass in the 1913 trial, making it very significant to Rolls-Royces. It proved their reliability. Will that continue in this rally? "We started off with 44 cars," he says. "We've still got 44 cars. Whether we will after this pass, I'm not so sure."

Drivers coach each other before they traverse the pass. If you're going a bit fast and you lose your grip on your front wheels a bit, really slow in. Power out. Once you're straight, keep going, and let the back tires down a little bit. The advice works, and the cars successfully climb the loose, gravelly road, kicking up dust on the hairpins. As the cars get underway, cheers and whoops are heard from drivers and passengers.

At the top, the Rolls-Royces pass between two distinctive banded obelisks flanking the road. The monuments were built to commemorate the 1728 visit of Emperor Charles VI, and they marked the former border crossing into Switzerland. Tony Mason takes his microphone and interviews some of the drivers.

The first, a bearded, bespectacled gent wearing a flat cap and red polo shirt, laughs jubilantly. "It was absolutely super duper. No real problems at all."

Mason speaks with another driver, clean-shaven and wearing a white brimmed cap. A lot of people with the older cars weren't going to come because they thought

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ROLLS ROYCE ALPINE TOUR (CONTINUED)

it would be too demanding, and the driver says he thought so too, and his wife thought it was even worse. He laughs. "But I persuaded her, and I'm glad we came. I think she's glad." Are we certain? Mason asks what she thought of it. "Pretty hairy, pretty hairy."

Others enjoyed it more. "What do you think of that?," Mason asks another participant. Blonde wisps escape from her soft brimmed bonnet-cap. "Marvelous, marvelous!" she answers cheerily. "Tough, I mean the road's not very good as you've probably discovered coming up, but we've done it."

Not everyone is overawed by the Liobl. Our old friend, the Rt. Hon. Alan Clark, disembarks his vehicle, removes his sunglasses and attempts to smooth his wind-tousled hair. Did the pass meet his expectations? "No," he says, "not really. It was too easy." Really? "Well yeah, it's just a matter of staying in bottom, and you know, locking it over on each corner."

The last word comes from the irrepressible Don Mayor. "What a wonderful view and a wonderful experience." Is he going to do it again? "I'm going right now," he says, and then he does.

Catching Up With Alan Clark

While Mayor makes his second drive, Tony Mason finally has a chance to ask Alan Clark about his vehicle, #24. Though not as bright and shiny as most of the others, it's attracting a lot of attention. "I don't wash it very often. I think it's 'cause it looks so rakish," replies Clark. "It's so light, you know, it looks as if it's really meant to fly up and down the hills, which it's been doing."

Originally a very formal saloon (sedan), the car was cut down just after the Great War in India and used by the military there. It "had a machine gun on the back on a pillar, and I suppose they used it for machine gunning the natives, I don't know, but when that practice died away, the car just stood idle for years and years." Clark bought it in 1966 and states that he has never touched the engine, except for changing the oil. "There's 1919 sludge all over the inside of that engine, 'cause it's never been opened," he says. "It really is a tribute to that engine and that chassis that all these cars

- many of them grossly overweight - and, you know, many of them, shall we say, 'indifferently' driven in terms of sympathy with the machine - and yet not one is broken. I don't understand it. We're three quarters of the way around, and we've climbed Mount Everest three times or whatever the equivalent is, and they're still all in one piece."

Mason draws attention to the mascot at the front of the hood. This car doesn't sport the usual graceful "Spirit of Ecstasy." Instead, it's fitted with a shining silver flying bat, facing straight ahead with its wings wide, head raised, and mouth open. Clark explains. "The mascot is a bat, Fledermaus as they call it in Austria. It's a vampire, if you like, but it's the Bat Out of Hell, actually. You couldn't put a lady on the car like that; she'd have a hot flush, I think."

What about the history of Rolls-Royces in the First World War? They were critically important, says Clark. They went with Lawrence of Arabia, and there are pictures of them going into Damascus. He references a famous picture of a uniformed T.E. Lawrence being driven by his Corporal in a Rolls-Royce configured in military style. Clark points out a spot behind the back seat of his own vehicle where a machine gun once turned on a centered tower. On either side were trays for the for the bell and empties, as well as a little chair at the back almost like a typist's stool for the gunner and something else for the loader, the man who feeds the bell. The military implements have been removed now.

More Than a Pleasure Trip

After three days in Slovenia and Croatia, the course has returned to Austria. Dust and gravel have given way to smooth paved roads, still surrounded by greenery. Participants won't forget this part of the world; for months they've been collecting money to rebuild the Children's Hospital in Osijek, Croatia in collaboration with the Red Cross. This rally is the latest in a line of fundraising events which included activities from coffee mornings in Macclesfield to parachute jumping in Sussex. At one stop during the tour, a display is set up in a historic area along a busy road, and a family holds small red donation canisters

continued on next page >

ROLLS ROYCE ALPINE TOUR (CONTINUED)

so passersby can contribute. The fundraising is successful; before the Alpine Tour is even finished, contributions have reached around £50,000, with more continuing.

Tony Mason, who has obviously enjoyed narrating and presenting the account of the Rolls-Royce Alpine Tour, has heard all the drivers say how fabulous these cars are to drive. He finally gets his chance to drive #38. How does he feel about his experience? "It was brilliant to drive," he says. "It handled as sure footedly as any modern car I'd ever driven. "

He only has one nagging question remaining: how much are these Silver Ghosts worth? The owners are cagey. Among the replies:

"We don't discuss it where we live; security is a great problem."

"They are a collector's item, and it's very hard to identify what something is worth to a particular person."

"I wouldn't have a clue what mine is worth, and it's sort of academic, because if you've had it a while and you don't intend selling."

"I won't talk about the value."

At last, Tony Mason finds a dollars and cents answer, which is that there's a wide range. These classics are worth anything from well over £750,000 (over a million dollars) for the oldest and most original down to £30,000 (about \$40,000) for something with an ugly replica body in rather poor condition. Originality matters also. Car #33, built in 1922, has never been restored, despite an active life which involved time in Jamaica. It sports the interesting feature of a separate windshield for the passenger in the backmost seat. Others have been rebodied three or four times during the course of their lives. Coachwork on another car, a vivid red vehicle with shining golden trim, was completed in 1989.

Book value aside, Alan Clark sums up the owners' views of their Ghosts. "I wouldn't sell my car for anything, so it doesn't matter what it's worth. It might be worth what I paid for it, which is £900, or it might be worth more, but it doesn't make a slight bit of difference to me. You could offer me anything for it. I wouldn't sell it, not now anyway."

The Finish Line

After fifteen days, the tour is ending. With a sense of once-in-a-lifetime accomplishment, the 44 returning Ghosts gradually arrive and pass beneath a yellow banner bearing the words "The Motorola Alpine 93 Finish." First to return are Alan and Jade Clark in their 1919 vehicle, followed by Keith and Kerry Wherry. All smiles, they are greeted with congratulations, cheers, and a dark blue padded box containing their medal, a silver rectangle with an embossed Rolls-Royce above the words "The Motorola Alpine 93" in sleek Art Deco lettering.

The air is filled with celebration. Champagne is poured, and even the few skeptics have come around.

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photo by Tom Heckman

Finish line in Vienna, having experienced zero problems.

HAROLD SCHAEVITZ: A CELEBRATION OF LIFE

By Andrew Rosen, photos courtesy of Cliff Woodbury

It was very sad news to hear of our friend and fellow DVR member Harold Schaevitz, who passed away suddenly on August 3rd at the age of 63. Harold was the loving husband of Sheen for eighteen years and devoted father to his seventeen year old daughter Eva. His family was the light of his life, and Eva was definitely his copilot. He was an expert machinist and had a passion for the sensor business. He led two companies as President and CEO. His passion for the automobile hobby was evident whether he was tooling around in his 1905 Cadillac or tearing up Pocono Racetrack in his Corvette racecar. He also owned a nice 1966 GTO and his beloved 1967 Shelby GT 500, as well as a 1914 Packard that he was planning to restore when he retired. His father Howard was a legendary Packard collector and passed his love of automobiles and family on to his son. You will be sadly missed, my friend.



Harold Schaevitz of Mount Laurel, New Jersey, passed away on August 3, 2026, at the age of 63. He was born in Camden, New Jersey.

Harold loved his family. He was a devoted husband to Sheen for 18 years and a quintessential "Girl Dad." He relished being a father to Eva, with whom he shared all of his enthusiasm. He drove Eva around the track and attended every dance rehearsal and event he could. It is an understatement to say that his family was the light of his life.

Harold was known for his high energy and passion for a multitude of subjects. He was an expert machinist and shared his father's passions for entrepreneurship and automobiles. He led two companies as President and CEO: Alliance Sensors Group for 14 years and The Sensor Connection for 20 years. Harold loved working on his Corvette, Shelby GT500, GTO, TransAm and 1905 Cadillac. He took the Corvette to the racetrack frequently.

Harold was preceded in death by his parents, Barbara Ryan and Howard Schaevitz. He is survived by his loving wife Sheen Schaevitz, his daughter Eva Schaevitz, his sisters, Annette and Tema, and many nieces and nephews.

"You know that I care
What happens to you
And I know that you care
For me too

So, I don't feel alone on the weight of the stone
Now that I've found somewhere safe to bury
my bone.
And any fool knows a dog needs a home
A shelter from pigs on the wing"

-Obituary published on Legacy.com by Platt Memorial Chapels, Inc., Cherry Hill, NJ, Aug. 3, 2026.

All of us at the DVRCCCA send our love and deepest sympathy to Sheen and Eva, as well as all of Harold's family and friends. He will be greatly missed. Visit plattmemorial.com/obituaries/harold-schaevitz, to sign the guestbook to show your support, view and upload photos, and order a Remember Book. Harold's memorial service was recorded by Platt Memorial on Friday, August 7, 2026, and it may be viewed at youtube.com/watch?v=gnVrXC9dEo.



ROLLS ROYCE ALPINE TOUR (CONTINUED)

Tony Mason speaks with Ian Fraser, #26. "We want a performance those Ghosts have put up. I'm not a Ghost man, you know," says Fraser. This rally has changed his mind. "I think I'm becoming a convert, you know ... It's an incredible record to take that number of cars around quite severe conditions in stinking hot weather and have so many finishers. What an achievement!"

We've come to know these Rolls-Royce enthusiasts and their cars over the past 15 days, but it's now time to say goodbye. Program co-host Jeremy Clarkson sums up the experience. "It's incredible, isn't it, that these eighty-year-old cars have completed 1,750 really very grueling miles with virtually no mechanical histrionics. I find myself wondering whether in the year 2073, people will be doing similarly demanding

things in their Ford Mondeos and Vauxhall Cavaliers, and I say to myself, no - because the roads will still be full of people trundling around in their 160-year-old Rolls-Royce Silver Ghosts."



Further Reading:

- www.detour-roadtrips.com/home/vintage-rolls-royces-re-enact-110-year-old-alpine-adventure
- www.press.rolls-roycemotorcars.com/rolls-royce-motor-cars-pressclub/photo/detail/P90509549/VICTORY-IN-THE-1913-ALPENFAHRT-ESTABLISHED-ROLLS-ROYCE-S-TITLE-THE-WORLD-S-BEST-CAR
- www.ewrc-results.com/events/1491-osterreichische-alpenfahrt
- www.epikdrives.com/best-drives/stelvio-pass
- en.wikipedia.org/wiki/Loibl_Pass
- en.wikipedia.org/wiki/Alan_Clark

CAR JOKE OF THE DAY

Q: What do you get when you cross an electric eel with a sponge?

A: A shock absorber!



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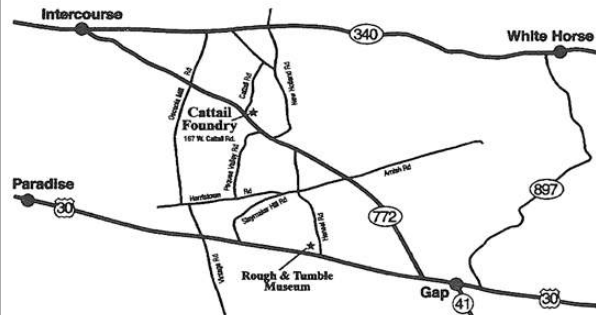


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