Between

YUMA and PHOENIX, ARIZONA
Two Letters on Trans-Continental Touring

by
FREDERICK PHILLIPS
PHILADELPHIA

Robert R. Bridgman, P.E.
24 Spring St.
Springville, N.Y.
Yours as ever,

you hear some more.

My best respects to Brother Hull Will let
14 easy—Mother & Father, I should say.
that runs on the plains of prairies she has made
when we went there all day and when we have
every day and I have been hunting from 10 to 11
and 2 suck eggs. I have been having quite a bit
I have been feeling rather bad and been

she to do so well

the Rolls-Royce. I probably would have been

when you, if I had been employed to advertise

Well, we have had a wonderful trip and as I

as long as I need it.

the Rolls-Royce is pretty to stay together above

and have done our other side to a Harvey

down the other side, came down into the bed of

a portion there and follow it into the bed of

down the other side, came down into the bed of

you in which direction you will encounter least

Consolation: Attention Mr. Docking

12 and Christmas Streets, Philadelphia

Pennsylvania Avenue, N. W.

THE ALVARADO


BETWEEN LUCEY AND FLAGSTAFF, ARIZONA
Pennsylvania Motors, Inc.,
21st & Chestnut Streets, Philadelphia.

Gentlemen: Attention Mr. Doolittle

Well, here I am and the Rolls-Royce hasn't fallen apart yet, as so many of our boulevard artists predicted, but on the other hand, after traveling through the frozen gumbo of Missouri and the rotten ruts of Kansas, crossing prairies, no roads, just a board with an arrow to show you in which direction you will encounter least trouble, then up the side of a mountain to come down the other side, crawl down into the bed of a forgotten river and follow it into the bed of a mud hole and out the other side to a Harvey Hotel to sleep, it has begun to dawn on me that the Rolls-Royce is likely to stay together about as long as I need it.

Well, we have had a wonderful trip and as I wired you, if I had been employed to advertise the Rolls-Royce, I probably would not have been able to do so well.

I have been literally mobbed, but am getting used to it now. The motor has been getting better every day and I have been hitting from 10 to 11 miles in mountains all day and when we have had runs on the plains or prairies, she has made 14 easy—almost 15. "Top hole", I should say.

My best respects to Brother Hull. Will let you hear some more.

Yours as ever,
Rolls-Royce of America, Springfield, Mass.

Attention Mr. Southern:

You may remember when I was in your factory I told you I was bound to go to the coast. I left on March 15th about 3:00 in the afternoon. I arrived in Los Angeles on March 31st—304 miles. I drove 251 gal. gas which is a little better than 13 gals. to the gallon. I stayed in California until April 14 when I left and arrived home in Los Angeles on May 3rd covering 3584 miles. I drove only 13 gals. of gas or better than 13 miles to the gallon.

I went out all the way on the old Transcontinental Trail which is the only way possible to do it during the winter. We had perfect roads from the beginning to St. Louis, but after that they were all bad. In fact, after we left Colorado there were no good roads or trails and open country. I was just in time to see winter in the open prairie and what poor roads we had over the mountains. There were long stretches where we drove 65 miles without seeing another car or anything and I can tell you it was the best satisfaction it was to be able to do what one felt nothing could prevent.

Many times I was told that it was impossible to cross the mountains, but I did it and feel that it is a good proof of what a Rolls can do. My wife and daughter came with me, and we had a lot of luggage which made a bit more work, but never had to touch a thing, just
Rolls-Royce of America,
Springfield, Mass.

Attention Mr. Southern:

You may remember when I took my car from your factory I told you I was going out to the coast. I left on March 15th and arrived in Los Angeles on March 31st—3043 miles and used 251 gal. gas which is a little better than 12 miles to the gallon. I stayed in California until April 14 when I left and arrived home in Philadelphia on May 3rd covering 3584 miles and used 267 gals. of gas or better than 13 miles to the gallon.

I went out all the way over the Santa Fe Trail which is the only way possible at that time of year. We had perfect roads until we reached St. Louis, but after that they were bad. In fact after we left Colorado there were nothing but trails and open country. I was told that in the summer you could get through on a trail all the way, but when I went I had to leave the trail all together on account of the water, which covered parts for miles, and had to make the best of the open prairie and what passes I could find over the mountains. There were times when I drove 65 miles without seeing a hut or one living thing and I can tell you it was then that I realized the satisfaction it was to be driving a Rolls to which one felt nothing could possibly happen.

Many times I was told that I couldn't get through but I did and feel that 17 days was a good proof of what a Rolls could do. I had my wife and daughter with me, also my man, and a lot of luggage which made a heavy load and I never had to touch a thing, just gas and oil. I
Your very truly,

[Signature]

Somehow, it seems as if you were not quite sure how much you were doing, at least not how much you could do. The trouble is, one thing is the trouble with a thing one thing.
really sometimes hit plains that I cannot begin to describe, where I thought I would have to tear something off or apart but did nothing to the car except dent her underpan.

I rode 130 miles in desert from Yuma to Phoenix. The thermometer was 102° in the shade in Yuma in the morning and 98° in Phoenix when I arrived in the evening. I have one of the hand operated shutters on my car and only had it 3 notches open all day to keep her at about 1900 which surprised me very much. I only wish I was able to explain in words what a terrible lashing my car got but it is utterly impossible unless one saw it.

I am enclosing a few photos of the trip which may interest you. I have driven a lot of cars and do a great deal of long driving, and by the way, I drove every yard both ways on this trip, and must say we only drove from about 9:30 in the morning to 6 in the evening and none of us were ever one bit tired.

There is only one thing the trouble with a Rolls, and that is that it makes one so careless, as you don't care where you go or how much you abuse it, it comes up smiling always the same.

Yours very truly,
ROLLS-ROYCE, Inc.
Springfield, Mass.

You may send me a copy of booklet, "The Story of Rolls-Royce, Its Design, Workmanship and Materials." with this understanding, of course, that it places me under no obligations.

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