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A Publication of the RROC Atlantic Region



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Winter 2020

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On The Cover

Lew and Renée Cohen's 1938 Bentley Gurney Nutting. Chassis #B-139-LE Photograph courtesy of Lew and Renée Cohen.

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A MESSAGE FROM OUR CHAIRMAN

JOE MARLEY



Hello again RROC Atlantic Region Members & Friends:

For me, the holiday season triggers feelings of nostalgia. As I decorate, I unpack nearly a century's worth of old heirlooms in tissue stored in boxes from long defunct department stores. I become reflective. Time certainly has a way of putting distant memories into a kind of soft focus where everything just seems so warm and fuzzy.

But when I focus on the more recent memories, specifically this past year, every moment remains sharp. I think of that overused yearbook quote originally from the Grateful Dead:

"What a long strange trip it's been."

Years from now we'll recall the time spent at home exiting only to forage for toilet paper and meat; wearing our rubber gloves and masks; and of wiping disinfectant onto everything from the mail to Cheerios before bringing them into our houses. How we missed birthdays, graduations, and even our national convention. When "zoom" changed from an act enjoyed in our cars to a thing we endured at our desktops. How some of us actually long to get back to the office!

But we'll also remember how gradually this bizarre world changed from reality to memory, and how presently lingering remnants of this altered reality soon followed suit. The antidote to all of this is mere weeks away. Never before have I looked so forward to getting a needle.

Through all the adversity our Club's been cohesive and committed. We've met challenges and jumped all the hurdles placed in front of us. Where others could only identify problems we found solutions.

The year 2021 is within sight and it brings great promise for a full return to a robust slate of activities. I know there are ambitious plans for some weekend driving events too in the coming year.

So have a Merry Christmas, a Happy Hannukah, and join me and your fellow members of the Atlantic Region RROC in looking toward a very full and exciting 2021!

Joe Marley, Chairman



LETTER FROM THE EDITOR-IN-CHIEF

JOAN IMOWITZ



Dearest Atlantic Region Club Members,

I loathe to belabor this subject, but given that it is constantly in the news and has a great impact upon us all, I feel I must once again discuss the continuing Coronavirus with you. These are frightening and singular times in which we live. We have experienced a seriously dangerous pandemic, which taught us to change our lifestyle; living mostly in isolation to avoid contagion. We watched in horror as our cities burned with rage. Our economy frantically oscillated like a clapper inside a swinging bell. Still, we are resilient and kept our spirits hopeful. On December 14th, we witnessed the historic rollout

of a novel vaccine to address the Covid-19 pandemic. We now hope to see our country heal and stabilize.

I'd like to once again thank the essential workers on the front lines. They are our heroes! As most of you know, there has been well over 300,000 deaths in America due to Covid-19. The frontline workers have our sincerest gratitude for all they have done, and are still doing to keep us safe. Our region would also like to extend our deepest condolences to all those who have lost loved ones from the Coronavirus.

On a happier note, I am thankful to all those members who supported **The Atlantic Lady** by contributing articles, photographs, epigrams and cartoons. I am very grateful to all of you.

Thanks go out to our Treasurer, Lew Cohen, for providing the cover story "Rolling Sculpture" pertaining to his rare 1938 Bentley Gurney Nutting, for this edition.

I would also like to welcome our newest member, Mel Davis, to the Atlantic Region and thank him for his engaging profile in this issue of **The Atlantic Lady Magazine**.

Wishing you all a very happy and healthy New Year!

Contact me if you would like **your** PMC to be the featured cover story of **The Atlantic Lady Magazine**:
rroc.tal.magazine@gmail.com

Joan Imowitz
Editor-in-Chief
The Atlantic Lady Magazine



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- March 13, 2021 - Rolls-Royce Foundation 25/30 HP Seminar - Mechanicsburg PA
- June 23-26, 2001 Annual Meet Lake George, NY email: RROCHQ@RROC.ORG
- Sept 10-12, 2021 British Invasion XXX Mini-Meet - Stowe, VT
- Sept 10-18, 2021 National Fall Tour - Vancouver Island Pootle
- Sept 20-26, 2021 National Fall Tour - Michigan
- Sept 22-26, 2021 - Saugatuck/Douglas National Fall Tour
- At this juncture events are in the planning stage. Contact Merrie Webel, VP of Activities, for your event suggestions: rroc.vp.activities@gmail.com
- Be sure to visit our website: www.rrocatlantic.org for the latest news & events. While there, download a prior copy of The Atlantic Lady Magazine.
- Please put us in your email contact list to assure that you receive our updates and invitations.
- Atlantic Region is now on Facebook: <https://www.facebook.com/groups/2828067040585061/> Check us out!!
- Contact kkoswener@hotmail.com for any needed website assistance.

SPOTLIGHT ON RARITY

LEW COHEN

In early 1981, I had my 1955 Buick in an exhaust shop for some work. I vividly remember admiring a vintage Bentley in the next bay. Little did I know, I would end up owning that very car a few years later.

In 1988 I purchased the very same car. It was offered in consignment by Dragone Classic Cars. Which, at that time, was located in Bridgeport, Connecticut.

My 1938 Bentley 4 ¼ Saloon, chassis number B139LE, was originally sold to J.H. Kaye in England on March 12, 1938. This is indicated on the original build sheet and order invoice with usage indicated as for “town work and touring.”

The cost was indicated as £1150, less 2 percent (or £920), with an order date of February 14, 1938. Car Mart, a popular vendor during that time, is listed as the seller.

Jack Triplett, a Bentley author who specialized in writing about vintage Bentleys and various coachbuilders, indicated to me in a letter, dated June 3, 2000, that this car was displayed on the Gurney Nutting Stand at the 1937 London Motor Show. He provided to me a picture of the car taken at that venue. It appears, at that time, the car was finished in a dark color, possibly red.

In 2000, Mr. Triplett was engaged in drafting a book on Bentley cars from this era. This included the coachbuilder

Gurney Nutting, who is the maker of this car.

This car has very notable razor edge rear styling and a divided rear window. I have been told it is the only one produced in this style. Gurney was known for their “sweepy” styling in this era. Interestingly, the car is fitted with a single Marchal driving light, dual P100 headlights, and dual Bosch horns mounted below the front grille. These accessories are not noted on the build sheet, but were, perhaps, added by the selling dealer.

This car has other interesting features which includes a sunroof, fold out windshield, and a series of six interior lights over the rear seat headliner which cast a very glamorous aura when activated (and of course it is 12 volts).

I have never been able to determine how this car arrived in the U.S.A. I suspect it may have been



via a returning U.S. Army member after World War II. The earliest information I have is the Connecticut title dated April 17, 1975 in the name of E. Motyle with a Bridgeport, Connecticut reference. Motyle had purchased the car from Winer Motors in Bridgeport, whom I believe was a Chrysler dealer at that time.

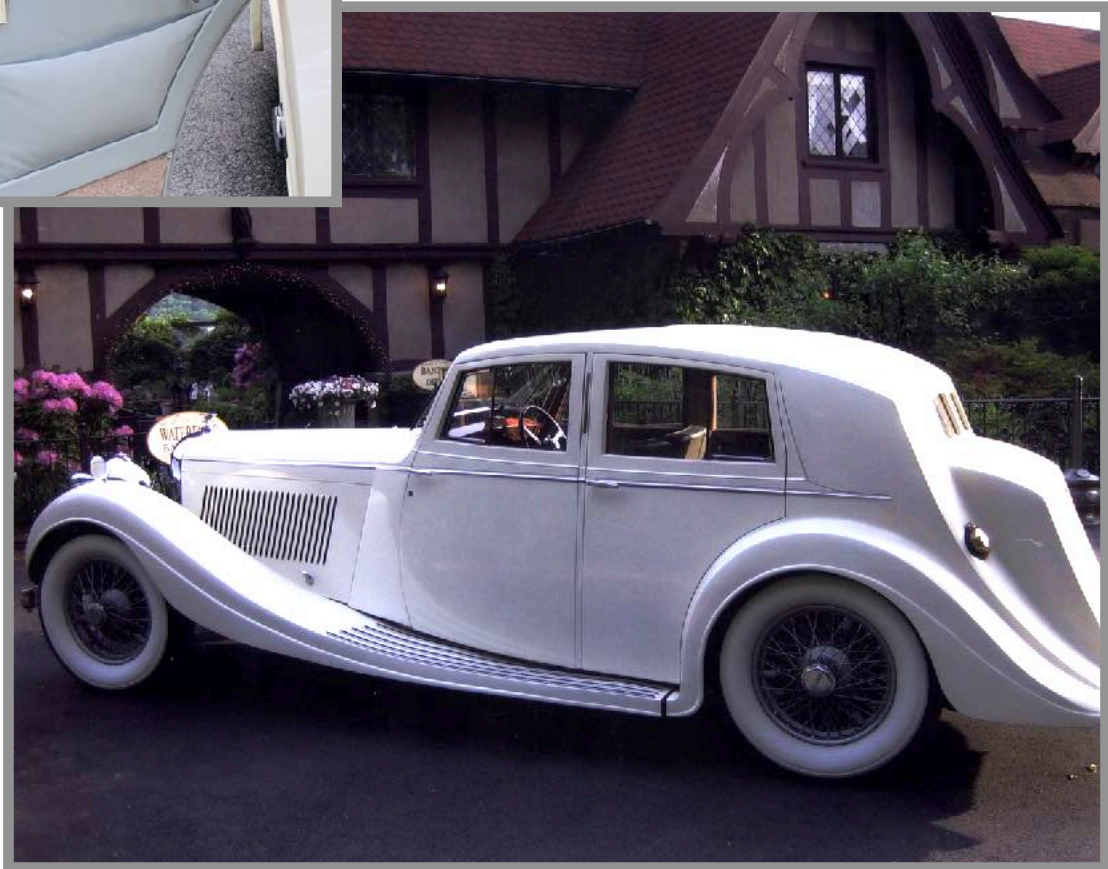
At the 1998 Newport Meet, we were approached by a man as we were stopped at a traffic light. He was weighted down with all sorts of photography gear. He handed me his card and asked if we would meet him at one of the Newport mansions so he could take some pictures. His name was Ozzie Sweet and, it turned out, he was a famous photographer of people such as Mickey Mantle and Bernard Baruch. (The famous photograph of Mr. Baruch feeding pigeons in New York's Central Park was one of his creations). As a result of this encounter, our 1938 Bentley ended up as the featured car on the January 2000 NAPA calendar!

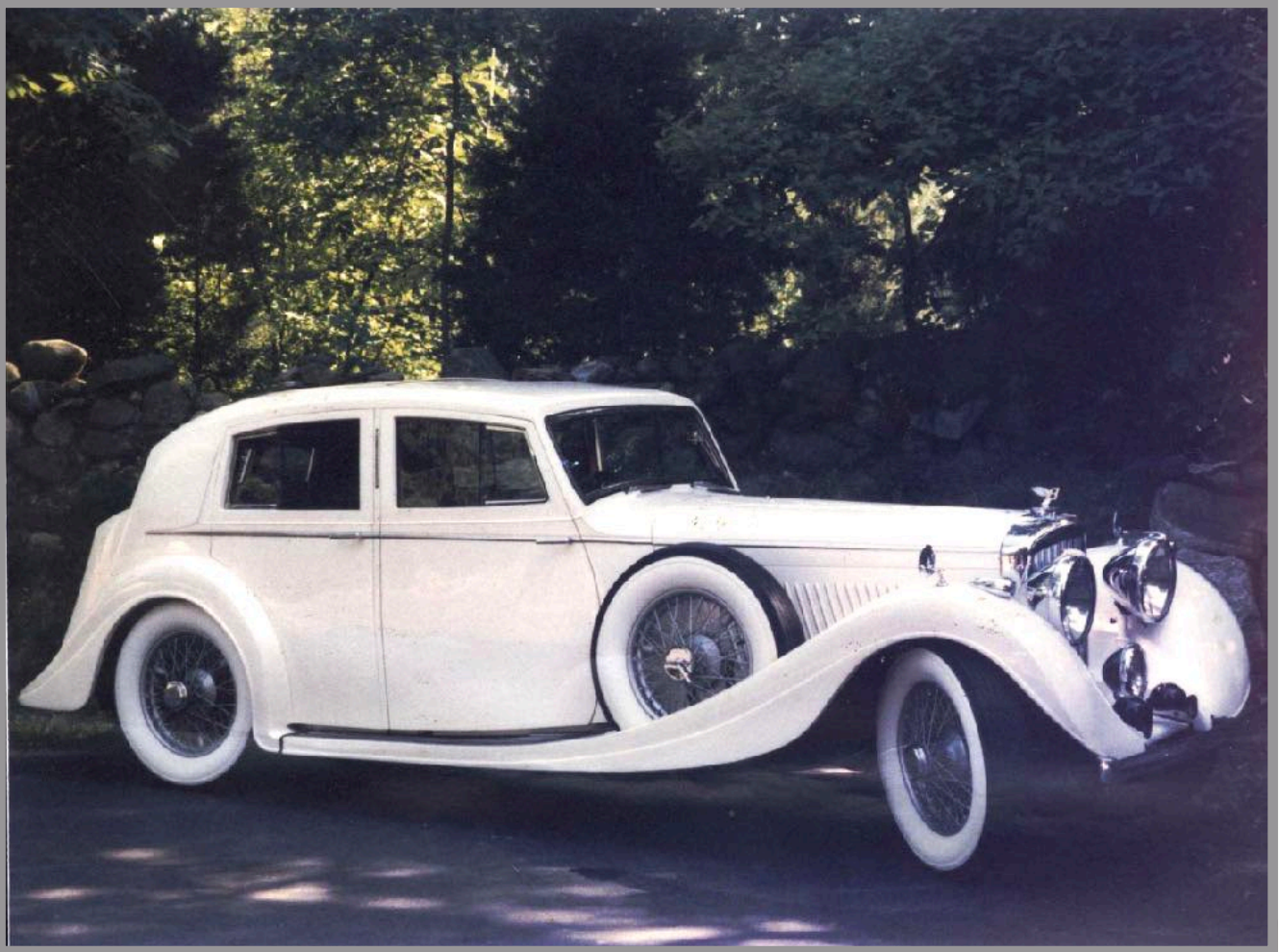
The car is presently finished in white, which was done by a prior owner. We have driven the car to the RROC National Meet in Philadelphia, the Newport National Meet in 1998, and numerous local events over the years. I do not own a trailer!

In 2012-2013 we rebuilt the entire engine including new heads and block castings as provided by Fiennes Restoration in England.

It is, once again, on the road and ready for another 80 plus years of service!







Rich Halprin Presents:

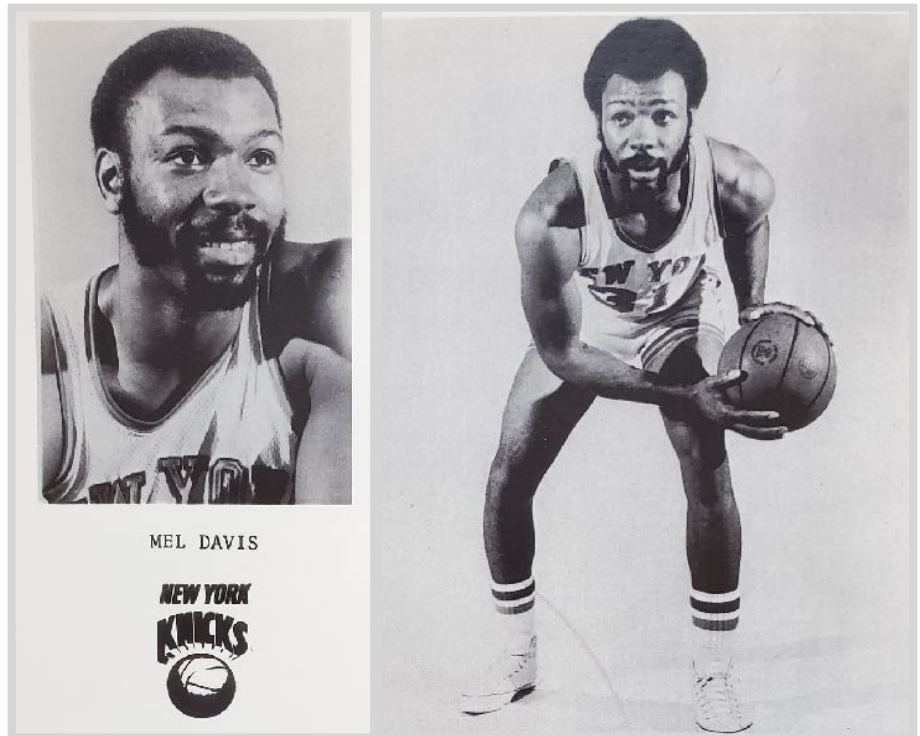
Welcome Newest Member

Article provided by MEL DAVIS

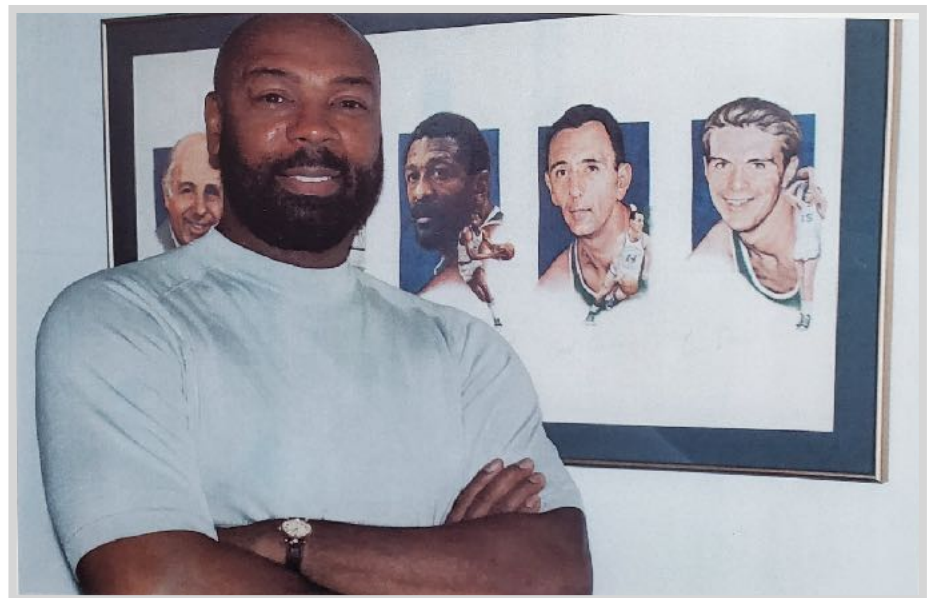
My love for cars and classic cars in particular, began when I was a freshman at St. John's University in 1970. At 6 ft 6 inches tall, there are not many sports cars that are comfortable, however, I had my eye on the XK150 Jaguar coupe, which I purchased. The car sat in my Aunt's open garage for two years until I could afford to spend money on restoring it. I wasn't aware that cars must be exercised at least once a month to operate efficiently.

Fast forward, in 1973 I was fortunate to be drafted by the New York Knicks and could afford to have my XK150 Jaguar restored and enjoyed it for 27 years, until I sold it.

My teammate on The Knicks, Walt Frazier, had a 1965 Silver Cloud III, two tone Cranberry/Antelope. As a rookie, Frazier gave me a ride and I was blown away. I could not believe the interior opulence, exterior style, and the smooth ride to and from training camp. The love affair began that day. One day I would own a Cloud and I began my research to find the right PMC. I joined the Rolls-Royce Owners' Club, developed relationships, attended car shows and tech sessions. Forty-five years later I



Above: Mel Davis playing for the New York Knicks.



Mel Davis.



Above: 1963 Silver Cloud III. Chassis number LSCX541.



2008 Bentley Azure. Chassis number 200813.



was very fortunate to purchase a 1963 Ebony Silver Cloud III, with Scarlet interior, as my retirement gift to myself.

I want to thank my friends who helped me during this journey... John Palma, John Cory, Steve Aiello, his son Michael, and author Davide Bassoli.

In my opinion the Silver Cloud is the most beautiful PMC ever made - then and now; hand constructed, bar none. Of the many PMC's we had test driven, I didn't decide on which Silver Cloud III to purchase...my **WIFE Joan did!** I love her dearly for her encouragement in making my decision.

During my journey, I came upon another diamond, A Bentley Azure. Since I love rag tops and at 6 ft 6 inches, all sports cars have minimal room. I was looking to purchase a Bentley GT anyway, and my dear friend John Cory convinced me to strongly consider the Bentley Azure. It was love at first sight and driving it was amazing with plenty of room. I now have two legendary HAND-made limited edition PMC's from CREWE, England.

I am grateful for my parents, who always emphasized patience and would encourage me to WAIT, do my research, make an educated decision and apply that motto to anything I want in life!

Blessings, Mel Davis.

Photographs courtesy of Mel Davis



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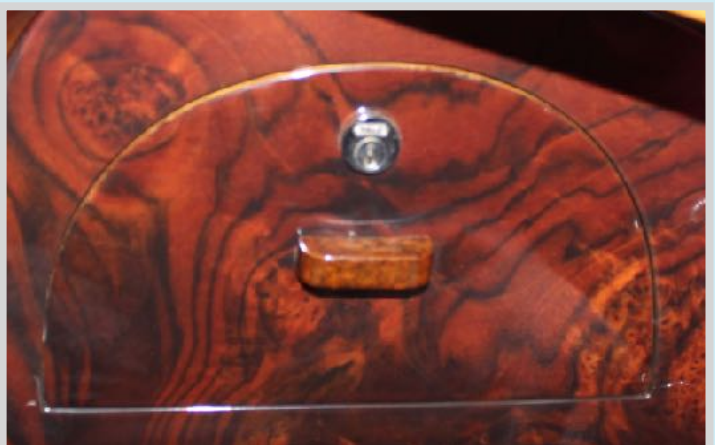
Usually there is the chassis number—but there is a good reason for not identifying the car for this article. Trust me. And there is a subtle pleasure in not bothering with the usual automotive scholarship and getting right down to the *élan*—the nitty-gritty of elegance if you will. I had asked a fellow Atlantic Region member for a favor. James Taylor (no, not *that* James Taylor) is working on his next book, this one covering Freestone & Webb coachwork. I got the okay, and I, along with my friend Dick Stella, were given the distinct pleasure of touring in this car then photographing it for Mr. Taylor. This was considerably more pleasant than your typical New Jersey afternoon.

In 1923 Mr. V.E. Freestone & Mr. A.J. Webb opened their shop in Willesden, North West London. They erected bodies on many of the Cricklewood Bentleys. Later, they made bodies for Daimlers and Rolls-Royce. Initially, they were praised for the high quality of their construction.

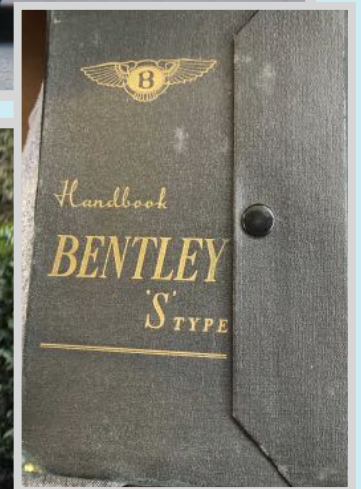
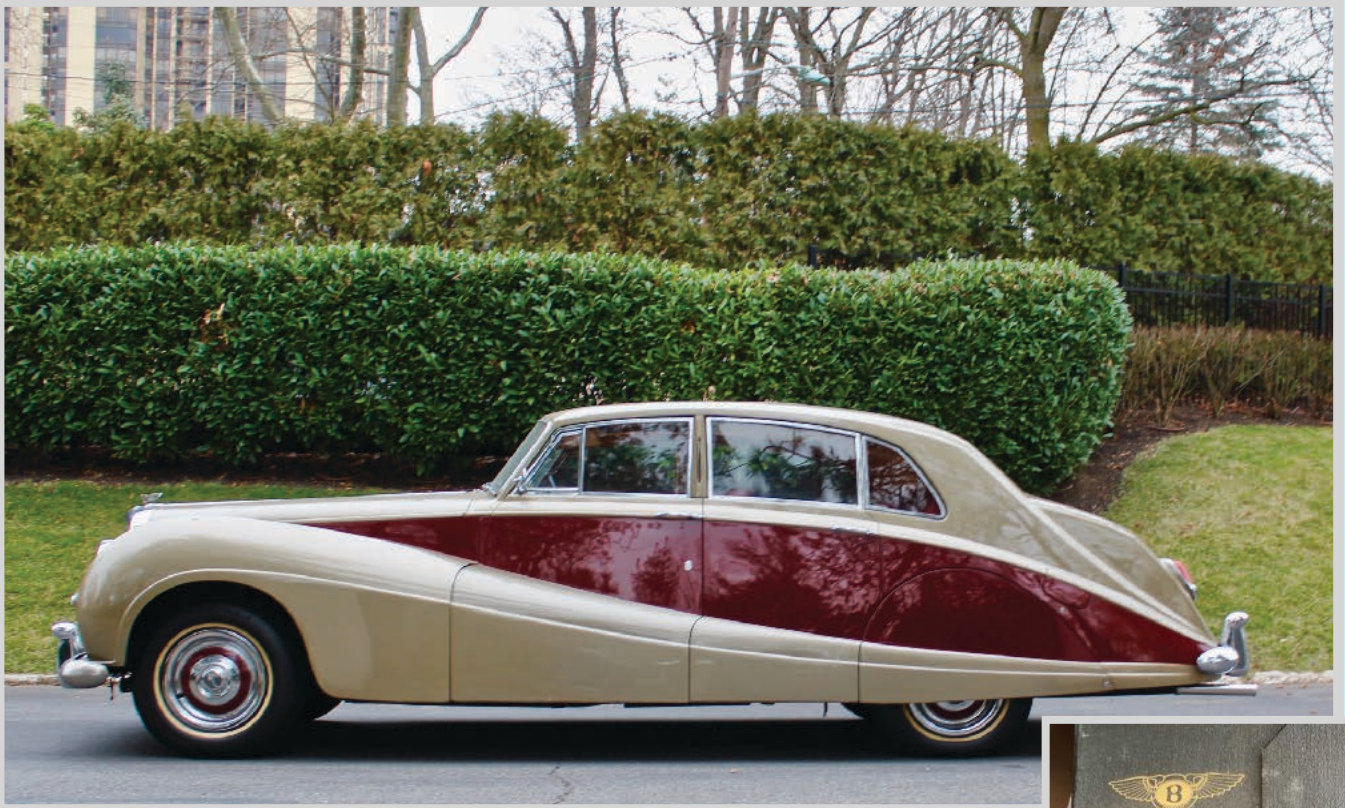
And although their reputation for build quality declined in the 1930s, after World War II, because of the elegance of many of their designs, their reputation staged a comeback. In 1955 Mr. Webb passed on to join the other great coachbuilders in the sky, and the company was sold to one H.R. Owen who owned a Rolls-Royce dealership. By 1956 F & W was a coachbuilding concern no longer. (Information found in Nick Walker's *A-Z British Coachbuilders 1919-1960*, 2007).

The photographs of this 1955 Bentley S speak for themselves and really don't require explanatory captions—except, perhaps, for the trafficator on the B-pillar; the thick, black, Bakelite knob on the dash that controls it; the chrome T handle on the headliner that opens the sunroof; and the chrome buttons on the front wings that serve as plugs for the mounting holes for the original side mirrors. Indulge your eyes.











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Elizabeth Taylor's "Green Goddess" Rolls Royce Silver Cloud II Drophead Coupe, serviced and prepared for Guernsey's Pierre Hotel auction by the craftspeople at Automotive Restorations, Inc.

These and more great Rolls Royce and Bentley stories at
www.automotiverestorations.com/portfolio

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Next in Our Series of Rolls-Royce and Bentley Service Centers, Rich Halprin presents:

AUTOMOTIVE RESTORATIONS, INC

Article provided by KENT BAIN

This edition of the Atlantic Region's local service center shops takes us to Stratford, CT, where we highlight Automotive Restorations, Inc. We are fortunate to connect with one of the original principles, Kent Bain, as he takes us through the beginnings, growth of the shop and where they are today.

"Rolls-Royce and Bentley motorcars are very much a part of our culture at Automotive Restorations, Inc. We have restored, serviced and assisted in the sale of many superb examples since establishing the company in 1978."

Beginnings: "Nineteen seventy-eight brings up an interesting footnote to our history as further evidence of the firms foundations in RR restoration activities. It was the Fall of 1977 when three of us were sitting in a Fairfield, Connecticut restaurant booth discussing our plans to start a restoration enterprise. At one point, a fellow leaned in from the next booth and said, "I could not help overhearing your plans and admire your enthusiasm, I've got a project for you, please come by and have a look." He handed us a business card and left the establishment. It was not long before we visited him and found his 1933 Rolls-Royce Shooting Brake in need of substantial attention. The car had been purchased years prior at a UK Military surplus auction painted flat tan, having been commandeered for WWII Military service, then put aside.

"Automotive Restorations had indeed "started up" in the Spring of 1978 with this very RR as our first project in-house. Two of the three principals at the restaurant that night is still with the company, myself and chief technician, Charlie Webb.

Present: Well into my late 60s, I sold the business in January of 2017 to two younger enthusiasts, one of which had been with us for over a decade serving as our parts manager. I now function as an advisor and consultant. The entire transfer is working just perfectly adding youth to management and stability to our long term, highly skilled and hard to assemble staff of craftspersons. The key man is Brian Oliver along with his right-hand man, Tony Christy.



From left to right: Tony Christy, Brian Oliver, RR Silver Cloud III and Kent Bain.

“Onto all the intervening years and our roles in keeping the fine motorcars of RR/Bentley reliably on the roadand of course, looking their best.

“What do we do, you ask?

Shop Specifics:

“As you can calculate, we have been in operation since 1978 – that’s 42 years!

“We have 36 employees that perform various duties for us.

Photographs courtesy of Ken Bain



“Size of shop – in-house and all in one 40,000 sq. ft., divided but easily accessed space we have our mechanical services shop, engine shop and dynamometer, machine tools shop. The panel shop for body fabrication in alloy or steel, upholstery shop, component and tube frame fabrication shop, body and finishes areas, vintage racing restoration and prep shop. The always busy wash and prep bays, showroom, parts space and offices. We do all in-house, save sandblasting, powder coating and plating operations. Additionally, we have 15,000 sq. ft., of warehouse space for long term, ‘bit-at-a-time’ projects, seasonal storage and hard-to-find parts inventory. Finally, we maintain two semi-trailers, several 5th wheel, open and closed smaller trailers, flatbeds and a fleet of trucks for all the event services we offer and that odd day when

your RR just happens to need a lift to the hospital @ ARI.”

More at: <https://www.automotiverestorations.com/events-on-the-road-1>

Current Rolls-Royce and Bentley projects include exhibit level refinishing of a 1965 Silver Cloud III convertible, finish repair and service of a 1958 S1 Bentley Mulliner Park Ward Drophead and an interior restoration and service of a 1962 S2 Bentley Flying Spur by M.P.W.

“For sale, we have the very nicely done and unique 1933 Bentley 3 ½ liter “Ice Cream Car”? This title stems from the fact that this very respectable prewar Bentley was recommissioned to take a full family, including grandkids to the ice cream shop on those fine northeastern summer days.” To find out more, the unique story is told at <https://www.automotiverestorations.com/1933-bentley-3-12-litre>

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If you would like the service center you use to be featured, please contact Rich Halprin at: rah4539@yahoo.com

Disclaimer: “The featured service centers have been compiled from queries submitted to individual Atlantic Region RROC members about their own experiences and appear in random order. The list is for reference only and inclusion of an individual or business in this listing should in no way be construed as any kind of endorsement or guarantee by TAL, The RROC Atlantic Region, or its Board.

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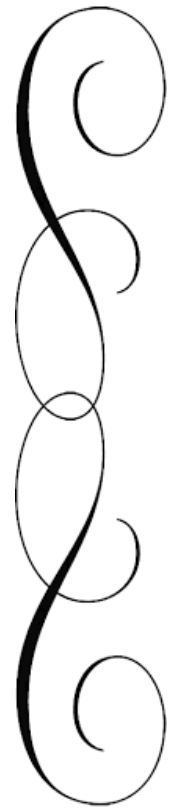


Above R-Type B217TO was the first Bentley with automatic gearbox delivered in the U.K., having been used by the Company as a sort of mobile test-bed for 4BP5, the first automatic Phantom IV. In 1953, when new, B217TO was the subject of road-tests in The Motor and Autocar, as well as being driven to Oxford for a photo-shoot using the famous and picturesque university city as a back-drop. The locations of some of the photographs are easy enough to recognise, such as Oriel Square in these two photographs taken 66 years apart, the lower one by the writer on June 19th, 2019.

B217TO and pinpointing the sites of old photographs

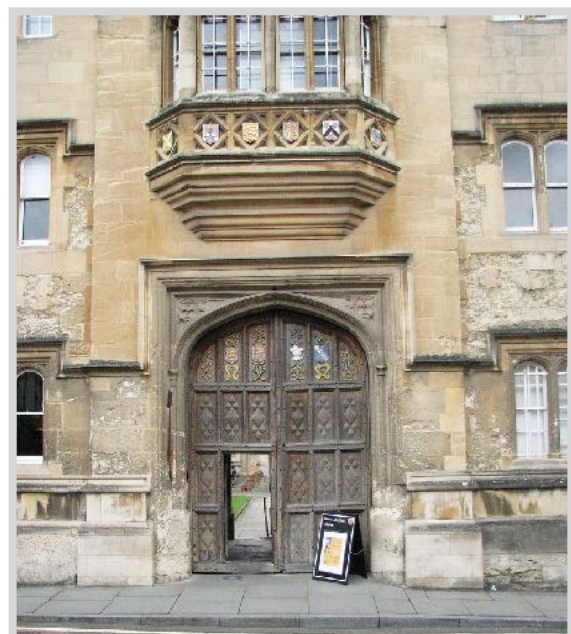
MARTIN BENNETT (Australia)





Above: Some other locations were a little more difficult to pinpoint. Here, B217TO is clearly outside one of the college entrances, looking into the quadrangle. Standing in Oriel Square, taking the lower photograph on the previous page, it was realised that this entrance was on the right and that the car had only been moved a few yards in the original photo-shoot! The college is of course Oriel, founded in 1326 and associated over the centuries with countless notables including Sir Walter Raleigh, who was an undergraduate between 1572 and 1574, and Cecil Rhodes, to name only two.

Right: The entrance to Oriel College as photographed by the writer on June 19th, 2019.



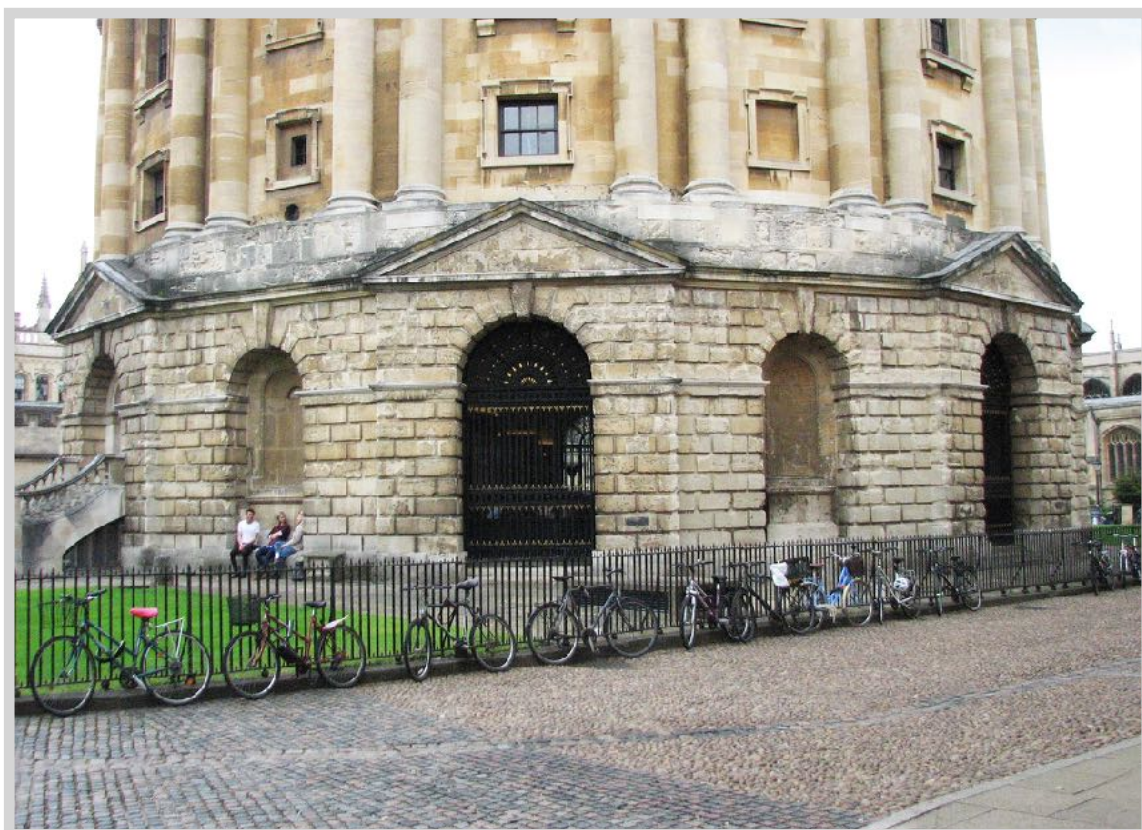


***Above:** A little trickier to pinpoint, but this scene on Magdalen Bridge over the River Cherwell eventually yielded its location, seen **(below)** in modern times. B217TO was finished in Velvet Green over metallic Shell Grey and unlike most home market R-Types was fitted with 'heavy-export' bumpers and flashing turn signals. B217TO has been in the United States for many years.*





***Above:** B217TO with the Radcliffe Camera in the background. This university building was opened in April 1749 to house the Radcliffe science library. **Below** is the famous Oxford landmark as photographed by the writer in modern times.*



Photographs courtesy of Martin Bennett (Australia)



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MEMORIES

(last in the series)

RICH HALPRIN



Our 'Remember When' article looks back at some really wonderful National Meets from the 1980's. This was a time when we easily could have a turnout of 500+ PMC's on the judging field and several thousand attendees.



1989, you could not ask for a finer and more broad selection of PMC's to view.

National meets have been held at numerous locations across the country. I will be remembering some meets from both coasts once again. From the meet in 1987 in Los Angeles at Hyatt Regency to our wonderful East Coast meet at the famed mansions of Newport in



In 1987, we descended onto Los Angeles for the National Meet. The Los Angeles meet had some wonderful side visits. At the time, the San Sylmar facility was just in its infancy but still had a top flight collection as JB Nethercutt had already been collecting cars for many years. We were fortunate to have a private bus tour through the facility.

We also had the opportunity to visit Long Beach to see aircraft

designer Howard Hughes' rare Spruce Goose (which has since been move to Oregon). In the evening we also had cocktails on Queen Mary, which is still located in Long Beach as a hotel and event venue. It's nice to see these wonderful items of history saved for future generations to view.

In similar fashion, 1989 saw the National Meet head to the East Coast, to Newport, RI. Not to be outdone, Newport provided ample access to the mansions and all the finery that Goat Island has to offer. Numerous cocktail parties at the mansions were held throughout the week.

Judging was at the famous Kennedy compound Hammersmith Farm and we loaded the field with the best of the best. Banquet was black tie at one of the Newport mansion gardens.

This year's National Meet would have been held at Gettysburg, PA, however, COVID-19 intervened and the Meet was cancelled. As much as we would have all liked to attend, our health and safety took precedence.

Perhaps next year?





Photographs courtesy of Rich Halprin

As we bid farewell to Rich Halprin's fascinating "Memories" feature, we will endeavor to create new memories of our own over the coming years. Thanks Rich for all the delightful "Memories" articles!



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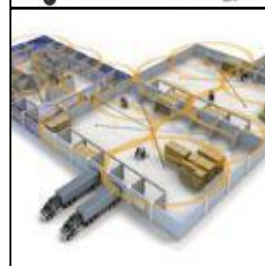
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5LVB23: The First James Young Phantom V With Hooperesque Rear Quarter Lights

BILL WOLF

*I*t's hot in Tennessee in the summer. You are there to see about purchasing a Phantom V.

You get out of the bright sunlight into an airplane hangar. Your eyes adjust to the darkness. You see the Porcelain White limousine in the corner. Your knowledge of these cars is deep. You are delighted to see the unusual treatment of the rear quarter windows—a Hooper feature on James Young coachwork. You make the deal. The car gets hauled to New Jersey. This car fits nicely, securely, the scope of your collection. You like uncommon cars, and you have some one-offs; you appreciate the particularly beautiful coachwork of the master coachbuilders.

On October 7, 1963, chassis 5LVB23 was delivered to James Young Ltd, 37 London Road, Bromley, Kent. A quick aside: The Rolls-Royce Phantoms V and VI are considered to be the last production cars of any marque to be built with classic coachbuilding methods, and James Young was the last *independent* coachbuilder to erect bodies on a Rolls-Royce chassis. Before closing their doors in 1968, James Young had built many bodies on Rolls-Royce and Bentley chassis, both before and after World War II. When the modern era of Roll-



Royce motorcars arrived, cars with unibody construction, they gamely built a handful of fixed-head coupes for the Silver Shadow and Bentley S series cars. But these were basically a cut-and-paste affair using the standard bodies as a starting point—the Phantoms V being the last built by James Young in the traditional manner: A chassis was delivered to the coachbuilder, and the coachbuilder, using either a design from a series or a one-off design, built the body and interior around the rolling chassis.

Our feature car is a touring limousine, body number 9043, design number PV15 (modified). It

was tested as 690GK, and the engine number is B11PV. Assuming that I counted correctly, there were thirty-five PVs with the PV15 design, but, because of the nature of coachbuilt cars, these were not necessarily identical. 5LVB23 is a case in point. The first owner, Mr. Robert Henderson of Texas, sent James Young Ltd a photo of a Silver Wraith with Hooper coachwork. He called attention to the semi-trapezoidal shape of the rear quarter window and wanted this feature on his PV. Carriage lamps, rear wheel spats, power windows, seat belt anchors, flag staffs, wing mirrors, a radio aerial, a cocktail cabinet, a writing table, picnic tables and a power division were fitted. A refrigeration (AC) unit was installed under the dashboard—but the duct work for this was to be installed in America. And so James Young and Mr. Henderson looked upon that which was made and, behold, they saw that it was good. The car was delivered to Mr. Henderson on February 8, 1964. The delivery was made to a New Orleans address. A subsequent owner was Mr. John Neal of Columbia, Tennessee.

The car is now in New Jersey under the care of a fellow RROC, Atlantic Region, member (he prefers to be anonymous); he purchased the car from Mr. Neal.

Although he has been known to have modified some of his cars, sometimes to

the chagrin of purists, he is quite pleased that, for this one, he kept it original—with four exceptions: He moved the wing mirrors to the A-pillars. The original upholstery (black hides in front, blue-grey hides in the rear) was changed to the creamy soft caramel-colored leathers in front with dark tan broadcloth for the rear passengers—expertly sewn by Mr. Julio Munoz. Also, he didn't care much for the original Porcelain White. In September of 2014, 5LVB23 was painted in a handsome two-tone scheme of pewter over forest green. He also arranged to have manufactured a Phantom V emblem that was fitted to the boot. And, please, notice how nicely the side privacy curtains enhance the beauty of the Hooperesque rear quarter windows.



The author was first introduced to 5LVB23 on January 12, 2014.

Our collector believes that his cars are not show pieces to be pampered and put under glass. He regularly exercises each one, and he is not shy about driving them into New York City. If I may end on a personal note, this was providential for my friend Dick Stella and myself. On August 27, 2017, we were chauffeured into Manhattan, in this magnificent motorcar, to enjoy a late lunch, across from the Metropolitan Opera, at the Café Fiorello. O! Such sweet memories of those pre-pandemic days!



Above: Even without the grille, we know this is a special automobile.



Below: Standing alone, the iconic grille still evokes the majesty of the marque.



Below: The car was repainted in September of 2014.



Chassis No. 5. LVB. 23.	
Chassis Type Phantom. V.	Series B. Order Ref. PX. 536.
Territory O.M.C.	Goumey Louisiana.
Retailer Rolls-Royce, Inc., New York.	
Sub-retailer or Trader O.M.C.	
Owner Robert G. Henderson, 920 St. Louis Street, New Orleans, Louisiana, U.S.A.	
Body Style 7 pass. Limousine.	Coachbuilder James Young Ltd.
Colour(s) Porcelain White. T9676	Body No. -
Upholstery Black Peat Hide to front. Gray Hide to rear.	
Chassis Delivery Date 7. 10. 63	To the coachbuilder. Springs LH UR. 3440.
Car Delivery Date 28. 2. 64	To the owner. RH UR. 3440.
Engine No. B. 11. PV.	Lock No. 620. Date of Issue of Guarantee 28. 2. 64.
Battery Exide reg'd.	Radio No. 082328. Manual No. PV.
HF. 12/DER. 10.10.63.	

chassis No. **5. LVB. 23.** yearbox No. **1. 1688/3.** Date of test **18.1.64.**
 Built to U.S.A. Specification - plus:- Registration No. plates **690. EGK.**
 Firestone w/s tyres. Parking/blinking lights to centre pillar.
 Refrigeration unit fitted under dashboard. Electric windows.
 Ducting for refrigeration - to be completed in AMERICA.
 Manual window winder. Hirschmann electric aerial.
 Plain Sundyne glass. GREY lambswool rug. Detachable rear wheel covers. carriage lamps fitted N/S & o/s. Anchorage for safety belts.
 Rear quarters modified. Sp. cocktail cabinet with 2 decanters, 4 glasses.
 Electric division. Writing table N/S of division. Picnic table o/s division.
 Box containing surplus Becker Radio equipment. "T" Key.
 Vanity companions. 3 Keys No. KE. 88 to lock cubby, cocktail cabinet & rear doors. Wing mirrors flagstaff. Electric clock. Becker Grand Prix radio
 Car handed over to the owner **28. 2. 64, HF. 3/DER. 3.3.64.**

Special Features

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TELEPHONE: LADBROKE 2444.
TELEGRAMS: 'SILVAGOST, WESPHONE LONDON'



FACTORY
PYM'S LANE, CREWE
TELEPHONE CREWE 5515
TELEGRAMS: ROYCRU, CREWE
TELEX 36-521

ROLLS-ROYCE LIMITED CREWE

SHOWROOMS
14/16, CONDUIT STREET, LONDON, W.1
TELEPHONE: MAYFAIR 8201
TELEGRAMS: ROLHEAD, PICCY, LONDON

INVOICE NUMBER

36524

6th December, 1963

Mr. Robert G. Henderson,
331, Del Mar Blvd.,
Corpus Christie,
Texas,
U.S.A.

YOUR ORDER NUMBER

DATED

OUR REFERENCE NUMBER

PX. 536

CHASSIS NUMBER

ENGINE NUMBER

To:

One Rolls-Royce Phantom V Chassis with all tools and accessories, fitted with a James Young 7 Passenger Limousine Body, painted Porcelain White, upholstered in Black Pearl Leather to front and Grey Leather to rear and complete to specification.

7685 0 0

Ducting for Boot Air Conditioning

95 0 0

Underdash Air Conditioning

150 0 0

Sundym Glass

28 10 0

Carriage Lamps

75 0 0

Becker 'Grand Prix' Radio with duplicate controls in rear compartment

80 10 0

Modifying rear quarter windows and fitting vanity companions

45 0 0

Cocktail Cabinet with lock and writing table

90 10 0

Rear Wheel Covers

100 0 0

Ice Box to rear door locker

18 10 0

Wing Mirrors and Flag Staff

17 10 0

Home Delivery, handling and delivery charges

43 0 0

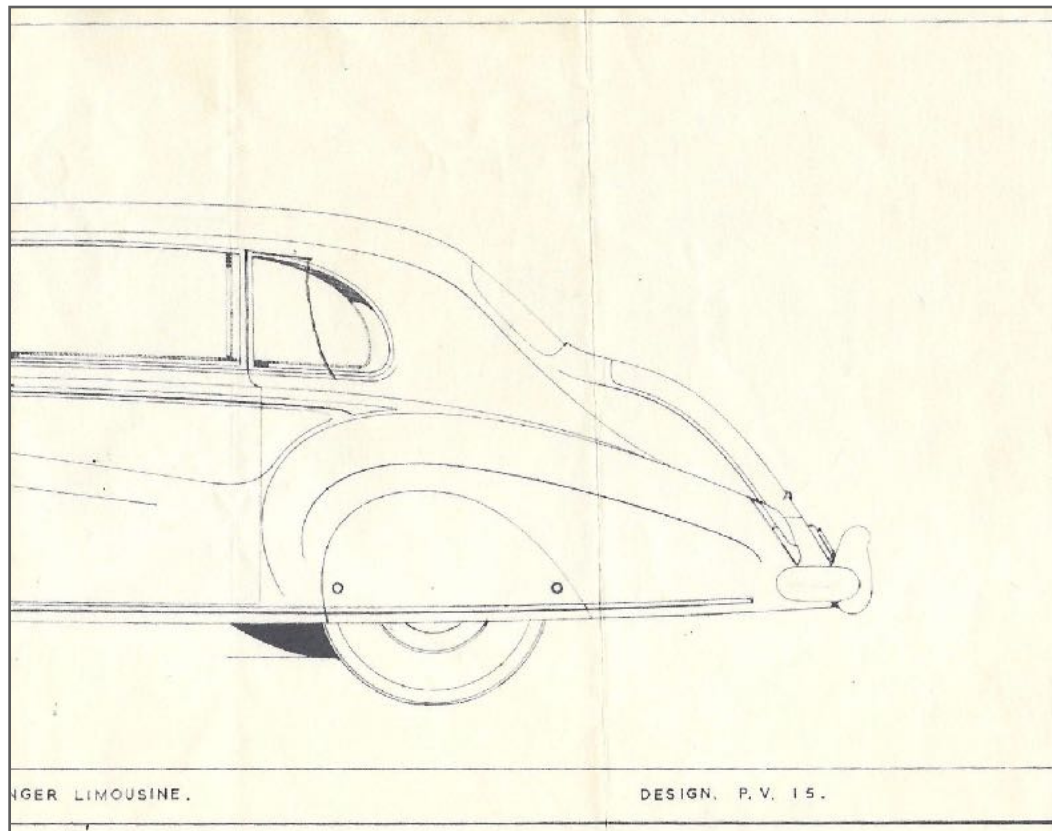
£8428 10

7529

TERMS - NETT CASH.

Finding the original invoice is always welcome. Courtesy of the owner of 5LVB23.

Design drawing: The Hoopesesque rear quarter window.
Courtesy of the owner of 5LVB23.



Rendering of Phantom V's rear section.



Vanity mirror for the left rear passenger. We also get a glimpse of the author and, more important, the broadcloth of the rear seating upholstery.



An unusual fresh air vent.

On our way to New York City on
August 27, 2017.



Here, the car is parked in front of Café Fiorello,
across from Lincoln Center.

Midtown Manhattan.

Below: Notice the intricacy and beauty of the carriage lamp.



Despite being photographed in poor lighting conditions, the car still commands respect.



Below: The Phantom V badge up close. With few exceptions, Rolls-Royce did not place badges for the model designation on their cars until they did so on the Silver Cloud III.

The Phantom from the rear. Notice the unorthodox Phantom V emblem.





The author's good friend Dick Stella with 5LVB23. Notice the coach doors.



Phantom V 5LVB23: A simply beautiful motorcar.
This is from the December 2015 Atlantic Region Holiday Meet.



CULLINAN

ONE LIFE, MANY LIFESTYLES



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A MYRIAD OF MISFIRES

IRA STARR

My venture into Rolls-Royce and Bentley motor cars started in 1995 with the purchase of a 1979 Silver Shadow II. Then, further purchases over the years with a 1990 Silver Spirit II, followed by a 1981 Silver Spirit, a 1991 Silver Spur, and finally a 1988 Bentley Eight, bringing me to the current year, 2020. The one thing in common for me with those motor cars in every case, except for the 1990 Spirit II, was the quintessential sign of a misfiring engine.

So, what were the classic signs of a misfire on the Rolls-Royce and Bentley motor cars one would ask? For me, it started out of nowhere in the morning when I started up the car. No sooner did the engine start, I knew something was wrong. You feel it in the steering wheel and in the driver's seat; a vibration and shaking, sometimes very subtle and sometimes quite significant.

I remember back the first time it happened on my 1979 Silver Shadow. I had driven the car to the supermarket and all was fine. When I got back to my car to drive to the next chore location, out of nowhere, the car did not feel right. There it was, the vibration and slight shaking the moment I started the car. Not experiencing this problem before on this motor car, I proceeded to my next scheduled stop wondering what the heck was going on now? Under speed, the car performed OK yet coming to a stop and waiting for a light was a totally different situation; significant vibration and shaking in the steering wheel and in the driver's seat. The situation got worse when I continued to drive the car up the hills in

Westchester, New York. There was obviously a lack of power from the engine as I climbed the steep hill which forced me to press harder and harder on the gas pedal to get the car to the top of the hill. I knew I had a problem and continuing to drive the car to complete my chores was a bad idea, but I was with my wife and had no choice but to continue on our journey. She knew something was wrong as I got really quiet and pensive and wasn't really listening to her conversation. It took a while and I finally got the car back home and that night I reached out to the RROC Discussion Forum for some help. Sure enough, by the next day, I had some responses from my RROC colleagues who suggested it could be a misfire problem due to bad

spark plugs, ignition wires, distributor parts (cap and/or rotor), or even fuel injector issues.



So off I went to determine if I had a bad spark plug or if the ignition wires, distributor cap, or rotor was at fault. I chose to tackle the spark plugs first to see what they looked like because I never removed the plugs since I owned the car. The plugs were Champion RN14YC and taking them out was not easy. I had to use a few different ratchet sizes (1/4 and 3/8 inch), a spark plug socket, and different extensions and adapters to get at the plugs on the "A-Bank" side

first, which were easier to get to than the "B-Bank" side. As each plug was extracted, I looked at the top and overall condition carefully. Starting with cylinder "A1", it was covered with some oil and was wet looking. I replaced that plug with a new one and gapped it according to the specifications in my owner's manual. The entire removal/insertion process from start to finish for one plug was as follows:

- I used a spark plug boot puller tool (see picture #1 first tool on left) to carefully remove the spark plug boot from the plug itself. Since the wires were connected to the plugs for quite a while, removing them without destroying the ignition wire was a challenge. In using the puller you must try and break the bond between the boot and the plug shaft by turning it left and right while on the plug. Once the boot moves, you have a fighting chance of pulling the boot off the plug without destroying the boot.
- Using various size ratchets, extensions, and a spark plug socket (see picture #1), I carefully removed the spark plug from the cylinder hole turning it very slowly to ensure no damage to the threads.
- Once the boot was removed, I inspected it for oil residue, carbon build up and incorrect gapping. See pictures A1 (oil and carbon buildup), A4 and B2 (heavy carbon buildup) and B3 (soot covered and incorrect gap).
- I took a small circular brush and put a little paint thinner on it.
- Carefully, I inserted the brush into the spark plug cylinder hole and turned it around a few times to clean up the threads as there was oil and sediment stuck within the threads.
- Once the hole was cleaned sufficiently, I inspected it carefully with a magnifying glass to make sure the threads were not stripped from any maintenance done previously to me owning the car.
- Using a new spark plug, I ensured the gap on the plug was set to the exact specs as documented in the owner's manual.
- I placed a small amount of anti-seize compound on the threads of the plug to help with the removal of the plug at the next plug maintenance schedule.



Picture #1 – These are the array of tools you need to remove the spark plugs, a combination of mirrors, ratchets, sockets, extensions, and spark plug boot pullers.



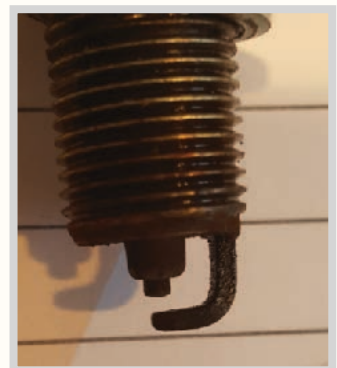
A1



A4



B2



B3

Picture(s) #2 – 1991 Silver Spur spark plugs.
Note: plugs from cylinders A1, A4, B2 are badly fowled and B3 is covered in soot and the gap looks too wide.

- I took a small diameter piece of rubber tubing about two inches long and pushed it on to the spark plug cap so that I could screw the spark plug into the cylinder hole straight and with sufficient mechanical advantage and clearance from various parts that surround the cylinder hole.
- I carefully screwed in the plug going a little forward, then a little backwards, if there was any extra tension felt.
- Once the plug was fully seated, I removed the rubber tubing from the plug cap. I used my ratchet and socket to tighten it down and continued to turn the ratchet until I felt the metal washer crush into position. Then with a little more effort, I ensured the plug was tight in the hole but not overdoing the torque on the ratchet. I did not use any breaker bar extensions; just the regular ratchet making sure I did not over tighten the plug.
- I then took dielectric grease and placed it on a small screwdriver and coated the inside of the spark plug boot to ensure I could remove it easily at the next maintenance cycle.
- Pushing the boot back on the plug and having it seat right is not as easy as one would think. You must move the boot around with you hand and wait for the click when the metal clip at the end of the plug wire snaps into place over the spark plug cap. Many times, I did not hear the click so I had to remove the boot a dozen times before I was sure I heard and felt the infamous click.

I then replaced the other seven spark plugs as documented above. Some of the plugs looked worn and in using the feeler gauge, I determined that the gaps were way off all due to age and use. It looked like these plugs were not replaced in a long time. Of course, the car came with zero maintenance records so I had to assume the plugs were rarely ever changed. I must have worked on the car for an entire week extracting the plugs and replacing them. One thing is obvious with the Shadow motor is that

Rolls-Royce obviously assembled all the spark plugs in their respective cylinders out of the car and I'm sure that was a breeze to complete. When you're surrounded by ignition wires, valve covers, A/C components, emissions equipment and other assorted components, taking out each of the plugs is more difficult and each cylinder requires a different technique and ratchet tool combinations to remove each plug.

So, after a few years, it was time to move on to the next set of challenges and eventually I purchased a 1981 Silver Spirit. For quite a while, the car ran well and I drove it long distances to/from work. Driving short distances with lots of stop and go driving wreak havoc on the Champion spark plugs and with this particular engine. I thought for sure the plugs would be in great shape as I was driving the car at 60+ miles per hour for two and a half hours a number of times a week. Well, they were except for the fact that one cylinder was experiencing a slight valve stem leak. Sure enough, the classic symptoms occurred one morning as I started up the car. It was obvious something was wrong as the car started with no issue but it shook and vibrated slightly as it warmed up and as I pulled the car back out of the garage it was running very rough. Placing the car in neutral and opening the hood, you could watch the engine shake from time to time and you could tell there was a misfiring cylinder somewhere. Over the years, maintaining Rolls-Royce motor cars, I learned yet another useful technique to detect misfires. By placing your hand within a few inches at the exhaust tailpipe while the engine is running, you'll hear a popping sound as you move your hand closer to the tailpipe. Try and do this while the engine is just starting up because the exhaust gas gets very hot as the car warms up. You can see the technique I used by going to my YouTube Channel Link (See YouTube Video #1 and #2) below:

1. 1991 Rolls-Royce Silver Spur 2 Engine Misfire: <https://www.youtube.com/watch?v=5NmQrVcvbbE>
2. Bentley 8 Tailpipe Misfire Sounds: https://www.youtube.com/watch?v=j_q7j4nZq9k

The 1981 Silver Spirit was similar to the 1979 Silver Shadow II and getting to the spark plugs was again exceedingly difficult. It was hard to determine which cylinders were misfiring so once again, all the spark plugs had to be removed and inspected. This time around I knew it was time to renew the ignition wires and to pull apart the distributor cap and rotor, as I had no indication when they were last changed prior to buying the car. I ordered the replacement wires from Kingsborne and the distributor cap and rotor from Albers in Indiana. Once all the parts arrived, it was time to get to work and hopefully find the misfiring cylinders. Having much experience removing plugs from the Shadow, I proceeded with the easy bank of plugs and started the removal and reinstallation of Champion plugs on the "A" bank side of the engine. It wasn't easy but there was enough room to get them out with the assortment of ratchets and extensions. The "B" bank side was a different situation. It was not that difficult to get to the spark plugs for cylinders "B1" to "B3" however "B4" was a whole different matter. You could not clearly see the plug nor could you fit a ratchet to the spark plug because of A/C equipment and brake tubing lines in the way. I struggled to get a ratchet in place but even when I got the ratchet on the plug, I had little mechanical advantage to turn the ratchet. I thought at this point, I'd have to take all the parts that blocked the plug out which entailed not hours but days of extra work. I wondered why Rolls-Royce designed the engine bay in such a way that parts which needed to be replaced on a regular basis were difficult to remove and replace. Nevertheless, I had to think of a way to get the "B4" plug out. So, I did the unthinkable. I took a small ratchet and with a small handle and an adapter connected to the spark plug socket, I laid my body across the top of the engine with a towel over the top of the engine to cushion the engine parts from direct contact with my body. With my head facing the "B" bank and feet hanging off the front fender, small mirrors taped to the firewall and positioned to the "B4" plug, and with a small flashlight taped to the left front inner fender, I now had a better view and mechanical advantage of placing the ratchet on the "B4" plug. With tiny movements on the ratchet handle, I was able to remove the plug. Sure enough, there was the

misfire problem. All seven plugs that I removed prior to the plug in "B4" were in okay shape, yet they were worn but probably didn't contribute to the misfire I was experiencing. The "B4" plug was covered with oil and was the culprit of the misfire. I couldn't wait to replace the plug, using the process described above, and start up the engine to see results. Getting the plug back into the hole straight was the next challenge. That required the use of the mirror taped to the firewall, and positioned in such a way that I could see the cylinder hole while shining the small flashlight taped to the inside of the front fender in the direction of cylinder "B4". Getting the plug into the cylinder hole took quite some time to make sure the plug was going in straight and not damaging the threads. At last the plug was in the cylinder hole and it was time to start the car up and see what happened. Sure enough, the engine started with all eight new plugs and it was a beautiful sound; no vibration or shaking. I had solved the problem again and it was the fowled spark plugs that were at fault. Changing the ignition wires, distributor cap, and rotor was another challenging effort. Getting the distributor cap off was not that big a deal. Each wire position on the cap needed to be marked so that refitting the new cap ensured that each wire went back the same way. Failing to do that would absolutely cause a total mismatch of the firing order of the cylinders making the engine run very rough and out of tune. I did that many, many years ago on my Triumph TR-6 and learned my lesson to mark everything before removing and replacing the distributor cap. The challenges with the ignition wires came with removing the metal/rubber guides at the rear of the engine block. I could not easily get at the bolts holding the metal/rubber guides and as such I cut the wires and left the guides in place. Using plastic ties, I bundled the wires nicely around the back and side of the engine and followed the process above to secure them properly. What a job to fix this misfire situation and replace the applicable ignition parts!

I held on to my 1981 Silver Spirit for around 14 years and every so often I had to remove the "B4"

cylinder spark plug as it fouled with oil coming from a leaky valve seal. I had no desire to replace the valve seal on the “B4” cylinder and found it easier to remove the “B4” plug with repetitive practice using the process described above. Since the spark plug fouling and other issues with the Spirit finally took its toll on my patience, it was time to move on and buy another PMC and hopefully make life easier to maintain these elegant older cars. I traded in the Spirit for a beautiful 1991 Rolls-Royce Silver Spur.

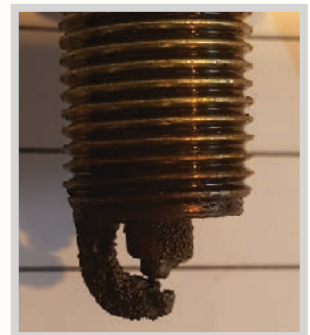
The Silver Spur ran quite well for the better part of a year from the date I purchased it. Again, I had not replaced the ignition parts on this car and did not have any service records to show when they were replaced. I did have one positive thing going for me as I purchased the car with very low mileage. I thought I could get away with replacing parts however the car was old, and the ignition wires were original and quite old yet looked like they were in decent condition.

Then it happened again. As I started up the car one Saturday morning, I could tell there was a misfire as the steering wheel started to vibrate and I felt the vibration in the driver’s seat. Placing the car in reverse to move it out of the garage, I was sure I had a misfire somewhere. The car under load started to shake even worse than when in “Park”.

I had to drive my wife to the train station and then drive to work in the Spur, so I decided to drive the car anyway thinking that the issue may be not driving the car for a week vs. a possible misfire. Well, I got as far as the train station, which was a couple of miles, and I could tell I had a problem for sure. I could smell something coming from the catalytic converter and I knew what was going on. The unburnt fuel, due to the misfire, was burning in the converter and making a bad situation worse. So, as not to prolong the problem and ruin a very expensive catalytic converter, I immediately drove home and left the car in my driveway and got in my 2012 Audi A4 and drove to work.

Over the weekend, I started up the car and performed the tailpipe misfire test and sure enough I could hear the popping sound again. So, it was time to do the traditional spark plug overhaul. As mentioned above, I did not have service records for the Spur and with very low mileage I never thought that the plugs needed changing when I bought the car. Surprise, surprise! What I found was nothing short of serious spark plug fouling not in one cylinder but in many. See picture #2 showing the condition of the spark plugs when extracted from the engine. Many of them were totally fouled with carbon, soot and oil buildup and with the plug gap out of spec. It was amazing that the car ran well for quite some time with the plugs in the shape they were in. Changing the plugs on the Silver Spur was much easier than on the Silver Spirit. All “A” bank plugs were not difficult to get to including those from cylinder “A1” to “A4”. I started changing out the plugs going from the “A” bank to the “B” bank but again saw a

problem in getting to cylinder “B4”. It was buried behind brake lines covered with insulation and of course you couldn’t see the spark plug hole. The trick was to get the new spark plug aligned straight in the cylinder hole which for me took a few hours of pushing the piping away from the hole so I could



B4

get my hand through them and with the rubber tubing attached to the spark plug cap, I could gingerly thread the plug into the hole making sure it went in and seated correctly. I had to screw the plug into the hole then back it off, then screw it in some more as doing this by hand, there is very little mechanical advantage and I refused to use my ratchet for fear of cross-threading the plug in the spark plug hole. The plugs I decided to use were NGK Iridium IX Spark Plugs GR4IX (See picture #4 next page) which I know RROC club members used with much success.



Picture #4 - 8 NGK Iridium IX
Spark Plugs (GR4IX).

Time will tell with my Spur if these are any better than what's required for this model/year Rolls. Finally, after a week of effort and hours of work, it was time to start up the car and hopefully hear that clean, smooth sound and feel of a well running Rolls-Royce engine. No sooner did I start it, in a fraction of a second, I knew I had fixed the problem. The engine sounded perfect and the car did not shake or vibrate at the steering wheel or in the driver's seat. Now the last thing to do was to back it out of the garage and take it for a spin down my street and seeing how it did under load and on the hill at the end of my street. I put the car through a stress test and hit the gas pedal hard going back and forth down the street and it was nothing short of perfect. What a great feeling to get that issue fixed finally.

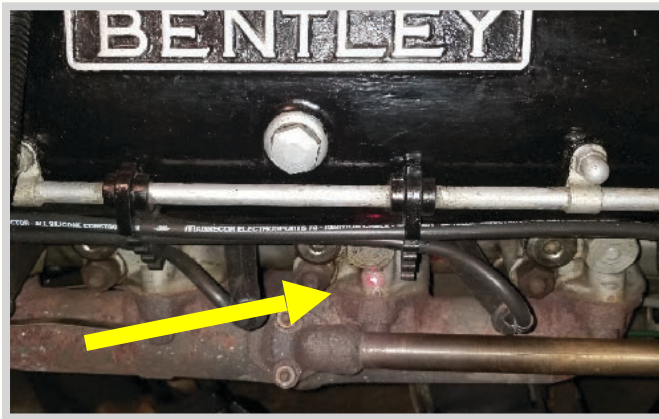
So, the story continues. I decided it was time to buy a Bentley since I felt my Rolls felt lonely in my two-car garage sitting next to an Audi A4. Shopping around a bit, I found a beautiful 1988 Bentley Eight in Pennsylvania. Within a short time, I had purchased the car and started driving around in my Bentley giving the Rolls some time to rest. The Bentley was also a daily driver and I put at least 40 miles on the car driving it to and

from work (Pre COVID-19 days). As one would expect, I did not have service records from the previous owners as I purchased the car from a used car dealer who bought the car at auction. The car had 38,000+ miles on it and I surmised that the spark plugs and ignition wires were original and quite old. The car ran perfectly for the better part of a year and then one summer day, I pulled it out of the garage to wash it after it sat for a week. No problem in doing so and I washed it well and rolled it back into the garage getting it ready for my journey to work the next day. When the next day came and I got into the car and started it up, there it was again, the shaking in the steering wheel, the vibration in the driver's seat, and when I opened the hood to inspect the engine, the hood was shaking at the hinges (See YouTube video #3 below). I said to myself, here we go again, it must be the plugs.

3. 1988 Bentley 8 Vibration of Hood Due to Misfire: <https://www.youtube.com/watch?v=CCqewNE0rQs>

This time around, I decided to do something different. Watching a number of videos on misfires, I saw a new technique to determine the bad cylinder. With the newer PMC models and OBD2 features included, using a simple OBD2 scanner, one could easily identify the misfiring cylinders. Since these cars are old and pre-date OBD2 functionality, you have no choice but to remove the plugs and inspect them for issues. However, I discovered another technique to check for cylinder misfires, due to bad spark plugs or ignition wires, by using an infrared temperature thermometer gun like the ones used to check a person's temperature for a possible COVID-19 virus.

In my case, I used the infrared thermometer to measure and compare the temperature of the exhaust gases at each exhaust manifold port. A misfiring cylinder does not produce as much heat energy as a normal working cylinder, so the exhaust temperature from a weak cylinder will not be as hot as that from cylinders that are firing normally. To find the misfire, I aimed the gun at



Picture #5 – Using the Infrared Temperature gun to measure the temperature of exhaust gases at the cylinder exhaust port.

each exhaust port on the manifold (picture #5) and noted the temperature reading and compared the results of all eight cylinders. Any cylinders that are misfiring will read temperatures significantly lower than the others. Sure enough, I saw large discrepancies between the cylinders.

I knew I had bad plugs or ignition wires and I was determined to remove them all to fix the misfire problem. Once they were all removed, I was sure I had found the root cause of my misfires. Look at the spark plugs in picture #6 (below). You'll notice how worn and dirty they are with gaps greater than the required specifications. I again replaced all the plugs with NGK Iridium IX Spark Plugs (GR4IX) using the technique described above which took another



Picture #6 – 1988 Bentley Eight spark plugs. Note plugs from cylinders B1 to B4 are worn, dirty with carbon deposits and gaps that are too big.

week. I was anxious to start the car to see if the misfires disappeared. I was sure they would. Lo' and behold, the car started right up, but much to my disappointment, the misfire was still there. I could feel the slight roughness of the engine and when I put the car in gear I knew the problem didn't go away. I felt shaking in the steering wheel and vibration in the driver's seat. At this point, I was perplexed and tried to think of what to do next. Could it be the ignition wires? Visually they looked fine but the plugs looked original. I decided at that point to overhaul the rest of the ignition system which required replacing the ignition wires, distributor cap and rotor. Perhaps there was a bad wire(s).

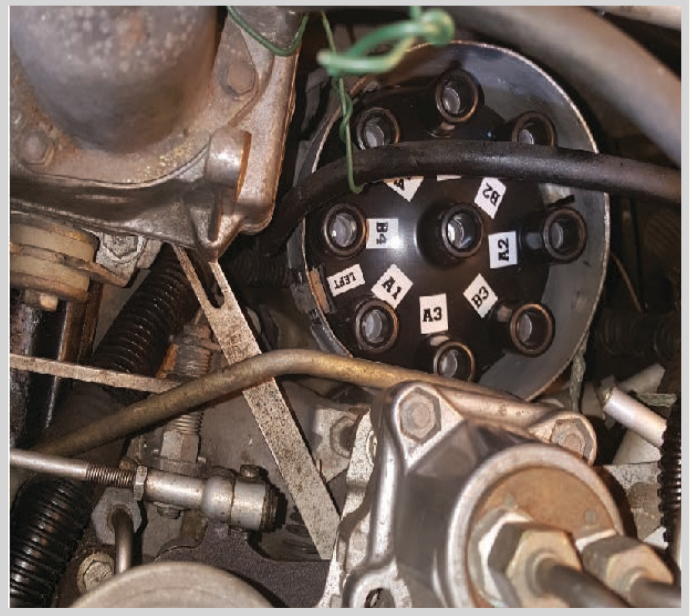
I immediately ordered the ignition parts from Flying Spares in the UK which I paid priority mail costs to get them to my house as fast as possible. Once they came, it was now time to pull the wires out, remove the distributor cap and rotor, and put it all back with new parts.

Taking out the distributor cap again was difficult. It is located at the back of the engine and close to the firewall. Removing the metal cylinder around the distributor was not easy as various parts are in the way. Figuring out how to take out the metal cylinder and the distributor cap, without dismantling parts of the fuel system was the ultimate challenge which took hours finagling the parts, hoses, and other components to get at the distributor cap and rotor. Finally, with great struggle, the distributor cap and rotor were removed and the rotor replaced (picture #7 following page).

You'll notice in picture #8, I marked the position of each ignition wire and the position the cap was located on the distributor body so that I could ensure the right wires went back to the right distributor cap ports making sure the right firing order was maintained. I replaced the rotor and mounted the new cap refitting the metal cylinder, and reconnected the new ignition wires with great difficulty because of zero clearance behind the engine.



Picture #7 – 1988 Bentley 8 with the distributor cap removed.



Picture #8 – 1988 Bentley 8 marking the spark plug ignition wire positions.

At last, everything was back to the way it needed to be. Now the moment of truth! I got in the car and started it up and immediately I knew I had solved the misfire problem. The engine ran incredibly smooth and there was no shaking or vibration.

Now it was time to back it out of the garage and take it down the street for a stress/load test. Sure enough, after completing my test run, all was well with the Bentley again. I had solved the mystery of the misfire yet again on my PMCs.

I was proud of myself for my great accomplishment not only on the Bentley but all my PMCs described in this article. Always fascinating moments with these cars!

In closing, I hope my experiences will help you out with your PMCs if you experience the same problems.

Please check out the videos on YouTube, which will show you some of the real symptoms of misfires.

Please note, that I am also available on email if you wish to know more about this particular issue or other issues you are experiencing with your PMCs.

I can be reached at: iralans@gmail.com.

Now, on to solve the next issue...

Happy motoring!!!! Ira





A 100 year story lives on in every Bentley.

Every Bentley on the road today represents 100 years of engineering excellence – thanks to the quality of Crewe Genuine Parts. But some Bentleys are more special than most – like the Mulsanne W.O. Edition, featuring a section of the original crankshaft from W.O. Bentley's 8 Liter. A century after he founded the company, the influence of the great man lives on.

The name 'Bentley' and the 'B' in wings device are registered trademarks. © 2018 Bentley Motors Inc. Model shown: Mulsanne W.O. Edition by Mulliner.



Flying On Land, Ghost 2021 The Spirit of Design

MIKE SERPE

Flying On Land is one of the many ways that Rolls-Royce designers characterize the driving experience of the new Ghost after spending over five years redesigning its most highly successful car. The new Ghost is the perfect iteration linking heritage with innovation guided by an ethos of purity with a focus on serenity. When asked to describe some of the themes, lead designer Henry Cloke summarized this explaining how “by removing excess we are in fact left with more”. He states that the new Ghost “has visual authenticity as a Rolls-Royce and is the company’s purest expression yet”.

Starting with a complete departure from the previous Ghost’s BMW underpinnings this new edition is based on the same superstructure as the Phantom and Cullinan. This provided from the very onset of the project a better skeleton upon which to design but also to build. There is no shortage of high tech new features and accoutrement but in no way do they stand out. The controls are simple and the features complex but the ease of use is unrivaled. One idea was to realize that Rolls-Royce customers have a lot going on in their life and the Ghost was designed to be, as Cloke describes it, “the oasis in your hectic day to day”.

The new superstructure brings added rigidity and lightness but also provides for more to be packed into it. One of these component sets is the sound deadening system. The fully “deadened” car proved to be so immensely silent during testing that lead engineer Jon Simms described it as “bordering on nausea!” So for perhaps the first time in Rolls-Royce history the cabin was actually made louder. The entire vehicle’s components were tested at all speeds and loads to identify sound, vibration, and resonance out of harmony with the superstructure.

Recalibration of the 563 bhp engine and a lightened headliner padding began to re-introduce some of the soul audibly back into the driver but rather than just any noise the car is actually designed to vibrate at particular frequencies found to be pleasurable. The components have been made to resonate equally and in utter harmony. For instance the rear seat frames and trunk components were designed to create a low “whisper”. The car’s double glazed windows and lightweight tire foam liners are just a few additional aspects that take away undesirable intrusions.

Symbolizing this in an all new way, the Spirit of Ecstasy has been moved from the grill to within the bonnet giving it the respect it deserves as an island of purity in a lake of calm. Under that bonnet however is both a smooth refined drivetrain as well as a snarling V12 powerhouse with 627nm of torque on tap. Take your pick, cruise along with a magic carpet ride and an effortless drive or put your foot in it and wake the banshee! With all its mass the new Ghost still manages a heart pumping 4.6 second 0-60 time and a 155 mph top speed with an eight speed gearbox. GPS actually tells the gearbox in advance about the upcoming gradient providing for seamless shifting, proactively.

Moving the engine behind the front axle has made massive improvements in stability, balance, and also AWD traction. Yes! The new Ghost has torque going to all four wheels and not only that, it also features four wheel steering with dual mode. What is the dual mode? It’s pretty cool actually. The wheels steer in parallel when travelling at higher speeds adding stability and then change to steer opposite directions (front/back) when slow for parking and tight maneuvers.

Goodwood's Planar system is integrated into the new Ghost which uses sensors and cameras to adjust the suspension pro-actively rather than reactively. It literally prepares the car for what is coming ahead. The engineering team has managed to get rid of just about every possible bump in the road and has installed a first ever (for any car) upper wishbone damper. This piece takes away short wave undulations such as lower speed grooves in the pavement which air suspension was not able to damper. So there is a damper on the damper! Normally this would be an odd idea because it is usually an engineering no-no to add unsprung weight but this is about 6 kilos so it is totally negligible. Just in case a bump gets through the damper and the damper's damper, don't worry.....the seats are also....dampened!

tracks" blizzard runs in our 1998 A8 Quattro with AWD and 300bhp ripping up the Sierras to Lake Tahoe like it was yesterday....Awesome!..but this will be better!

Hopefully some owners will indulge and mount up a set of ice shredding Nokian Hakkapeliitta snow tires and take the new Ghost to the max! What?? You don't have Blair, Kramer, or Pechstein as a last name? Don't fret a moment now you too can carve rapid laps around the speed skating oval in your new Ghost and unlike them you won't be breaking a sweat. Just make sure to get the winter floor mat kit (is there one??) and bring some Rubbermaid bins for your snowy covered boots as road salt, clay, and gravel are not the best things to have clinging to your soles as you step into your personal rolling.....oops I mean *flying* apparition!



The combination of AWD and AWS is outstanding. The AWD system brings four season usability in harsh climates to the Rolls-Royce marque and the AWS really sets it apart. I hope to see more Ghosts fit with ski and snowboard racks this coming decade! My wife Dimi and I remember some impressive *"nothing will stop us from getting to fresh*

Coming at you head on, the new front clip is more aggressive starting with the center grill being wider, taller, and illuminated gracefully with 20 LEDs. The side grills are within the front bumper and more symmetric than the outgoing version. The hood stretches out longer and the leading edge is shaped down tapering to the grill. The headlights are larger, more rectangular and have also been tilted to the grill. The superstructure gives immense core

strength which allows for both safety as well as the tapered shape with no shut lines visible. It was noted by engineers that this was more complicated to make happen than it may appear. The lines cut in below the doors and tie all together in the rear where the boot now transitions into the rear bumper. All lines taper and settle out.

Some of the additional little treats the car's designers have added include power front and rear doors for open/close, a 1300W 18 speaker sound system, and on the extended wheelbase version owners will enjoy a new champagne fridge and reclining rear seats. Who remembers riding in the back of a W126 Benz SEL for the first time?? I do! Well about thirty-five years later, the Ghost rear passengers enjoy the same thrill. Just in time for Covid-19 the car also now features a new HVAC purification system for cabin air which is very effective.

OK enough minute detail, there are tons of reviews from the press tests in Texas this Autumn that go on and on so instead of dwelling there on repeat, let's get back to what drove the passion and purity when designing the new Ghost. Rolls-Royce realized some other interesting facets about its customer base. First and foremost the average age of a buyer has continued to drop, substantially! It is now down to just 43 as per a recent data report from Crains Automotive News. In 2010, when the previous Ghost was new, the average buyer's age was also younger than before but it was still beyond mid-life crisis at 56. Think of it, the average is now 43! That means there are a lot of buyers in their 30s and even 20s. Bentley has seen its embrace by younger buyers push the brand, not the usual for Rolls-Royce. So for Goodwood, this is an exciting trend and it means that our beloved marque is less likely to become an Oldsmobile (gone) but instead more likely to retain staying power for years to come. Top hits for the previous Ghost on Instagram show Kylie Jenner, just 23 years old with 197 million followers showing that yes even a bespoke pink interior is cool to order if it fits ya! So get in while it's hot!

This "*individualized*" audience does make things more exciting but also quite tricky for designers. It is rather impossible to describe or stereotype the owners as there is such emphasis on individuality. Most product

designers are stuck with sets of corporate rules, a bean counter looking over, and worse yet, dreaded focus groups to misguide them. Not here, instead with Ghost the car is merely the beginning, the canvas shall we say. The client then decides what is needed and what isn't, and chooses from the purest of forms controlled with the greatest of ease allowing the car and its users to harmonize and realize a continued refinement of the Architecture of Luxury. When the customer builds their new Ghost and later takes delivery, it will instantly feel like it was meant to harmonize with their life.

What Rolls-Royce does know about its customers is that they are confident in themselves and they know what they want. What defines this demographic most is that they do not particularly relish being force-fed a one size fits all, a ye olde run of the mill so to speak product.

Iteration in design must incorporate not only the idea or dream but also the successful application of that idea into a refined final product. It must tie the need or desire to the seamless, effortless solution. The solution should appear, sound, and feel like it was meant to be! Ghost designer Henry Cloke mentions that everyone on the design team "respected the previous Ghost" and notes that this made it that "much more of a challenge" when starting out on the project initially. However the team kept at it and realized these trappings only held them back for so long. Looking forward they would iterate and work closely with engineering as well as production taking those groups inputs at every stage. Cloke notes that "some ideas lose their magic when they can't be engineered, however there are sometimes other ideas that only flourish when they are brought together with Engineering".

The color and trim team for Ghost worked very closely every day with production. This includes exterior, interior, color, and trim designers working

with leather, wood, and paint shop skilled specialists. The production shops at Goodwood want to be pushed with challenges. The designers and modelers go back and forth and often take time out to revisit their initial mood boards which gave inspiration initially to make sure they are still on track. Some ideas get too far off course and need to be reeled back in. Some explode into new expanded themes, some die out. They move from initial 2D sketch to 3D virtual modeling and then onto real prototypes built from 3d printing, clay, and a lot of black tape! Cloke notes that “there are multiple iterations for each design, of every part. The end goal is for the product to deliver a richness of experience rather than just a sign of financial wealth”.

The interior sets a mood of freshness with cool highlights such as the 1340 hand woven starlights in the headliner and the 850 instrument panel lights. In the old days your Lucas lights would die and you would have to figure out how to see the map, now you have 849 extras to guide you hereby killing off the Prince of Darkness slurs forever...LOL! The rest of the interior can be summed up as “elegance in restraint” says Jon Simms whose million task job at Goodwood can best be described as “the bridge” between engineering and production. He notes that the thin steering wheel and unnoticeable gear changes calm his senses most when he drives the car but also the “ambient environment they have created with the new Ghost”. He goes on to proclaim that “the car strikes the balance between heritage and modernity without any retro”.



If it is not possible at Rolls-Royce it is not possible at all. The purification of the Ghost took thousands of loops of development but in the end it delivers calmness, elegance, and a complete detox for its driver and passengers. The exterior result is super clean, simple and in harmony with buyers that are already self-confident. Christophe, a lead interior designer mentions on the Ghost podcast series that the “tough part about the history of Rolls-Royce cars when drawing on them for inspiration is the coachbuilt attribute, there are so many influences but yet no clear design language, no themes to body



Photographs courtesy of Rolls-Royce Motor Cars

shape”. The design team at Goodwood is under a lot of pressure but the spirit of Henry Royce lives on within them and each member is confident that if they try each day to better each idea then in the end they know the results will be what Cloke calls “the purest representation of Rolls-Royce”. The very best of Goodwood’s talented staff believes wholeheartedly in the romance of their work to chase perfection and have an unwavering passion for its pursuit. The result is the new Ghost.

Ring in the Holidays With The Atlantic Region

Told by JOE FRIDAY

THE STORY YOU'RE ABOUT TO READ IS TRUE.
THE NAMES HAVE BEEN CHANGED TO PROTECT THE INNOCENT.

It was Saturday, December 12th in the Tri-state area. The weather was unseasonably warm with light drizzle and patchy fog. I received a call from W. O. Smith, Manager at the Upper Clairmont Country Club just off Route 3 in New Jersey. He informed me that approximately thirty four well-dressed, masked men and women appeared at his Club expecting to celebrate Christmas and Hanukkah. One had come from as far away as Buffalo, New York. I told him not to panic but to keep them there. Perhaps he could offer mimosas, champagne and soft drinks while he waited.

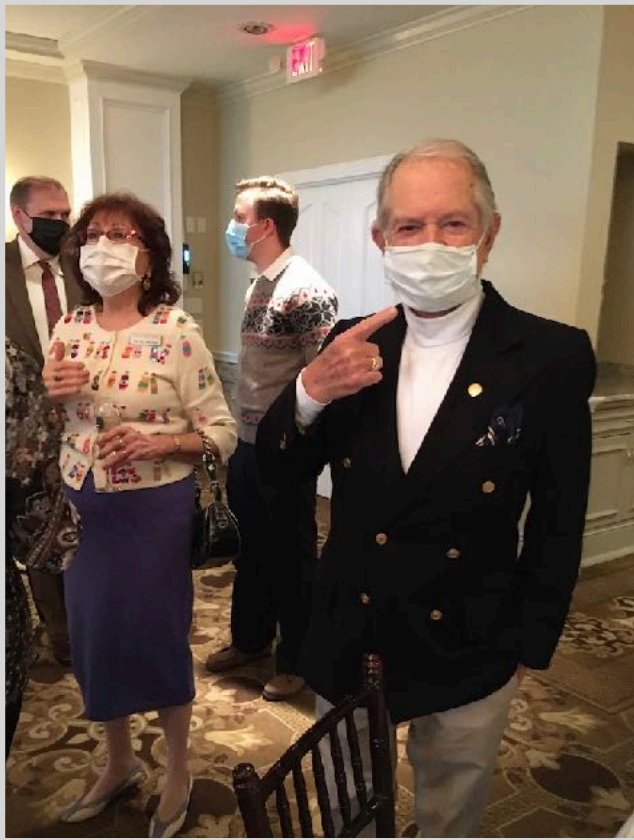
Upon arriving I observed several Rolls-Royce and Bentley automobiles in the parking lot including one that curiously had been adorned with stuffed antlers and a red nose. I proceeded further into the Clubhouse to the main ballroom that ordinarily would seat two hundred fifty, although it was less than a quarter full with tables spread throughout the room. I was immediately accosted by RROC Member, Carter Smith, who insisted upon taking my temperature. I declined his offer of a soft drink and entered the room where I saw numerous persons chomping on what appeared to be a winter berry salad. Within moments Mark Smith ascended to the podium and read a passage from Charles Dickens' Christmas Carol. I later learned that Mr. Smith had read the passage not

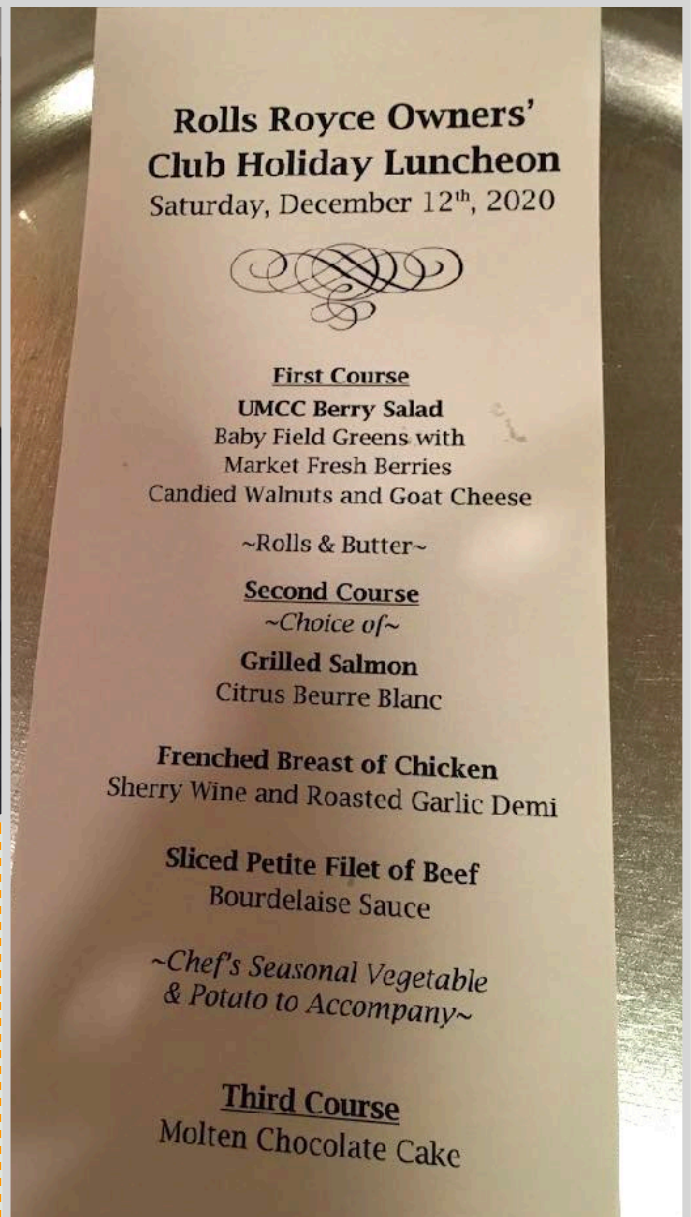
only in the spirit of the season, but also to include a dramatic reading in a "belt and suspenders" approach to satisfy every element of the reigning Governor's then-current COVID restrictions.

Soon the revelers were munching on salmon, beef tenderloin, or chicken while member Daisy Smith handed out award plaques and a vintage trophy {the awards are covered in a separate article}. I joined them for a cup of Joe and a singularly delicious chocolate lava cake. I heard some of the Rolls and Bentley Drivers say they were heading off to an outdoor location to enjoy scotch and cigars but I did not pursue. I informed the Country Club Manager that they seemed like a nice bunch and there were no criminals among them. Further, they had had their party without incident and none of them had failed to proceed from the Club grounds. I decided to head directly home afterward where a cold supper awaited me. As I ate, I contemplated how I might join this group at their next event.

Author's note: In these trying times emotions run hot. Seemingly normal activities such as assembling safely and lawfully with friends can elicit strong reactions. For that reason and with regard to our Members' privacy we took the Dragnet approach to this narrative.







Photographs courtesy of David Corbett, Bob Imowitz and Ken Koswener







Editor's note: As the 2020 recipient of the Graydon and Emily Walker Trophy, I want to thank the Atlantic Region for bestowing this prestigious award upon me. I will cherish this honor for the rest of my life ~ Joan Imowitz

2020 ATLANTIC REGION CONCOURS AWARDS

CLASS 114: Silver Shadow & T Type

FIRST PLACE

Michael Thompson

1967 Rolls-Royce Silver Shadow

Chassis Number: CRX2378

SECOND PLACE

Marc Levine

1975 Rolls-Royce Silver Shadow

Chassis Number: SRD21976

CLASS 115: Silver Spirit & Spur

FIRST PLACE

John Carter

1990 Rolls-Royce Corniche III

MPW DHC

Chassis Number: DAL30022

SECOND PLACE

John Shorter

1985 Rolls-Royce Silver Spur

Chassis Number: NAF12268

THIRD PLACE

Richard Loccke

1987 Rolls-Royce Corniche II

MPW DHC

Chassis Number: DAH20623

CLASS 116: Engine Covered

FIRST PLACE

Andrew Blackman

1999 Bentley Continental

Sedanca Coupe by Pinin-Farina

Chassis Number: ZBX65022

CLASS 118: Bentley GT, Flying Spur, & Azure

FIRST PLACE

Scott LeFebvre

2012 Bentley Continental

Supersports Convertible

Chassis Number: DUC75121

HOWARD KRIMKO PEOPLE'S CHOICE AWARD

John Carter

1990 Rolls-Royce Corniche III

MPW DHC

Chassis Number: DAL30022





Photograph courtesy of Rock Khan



BOONTON STATION

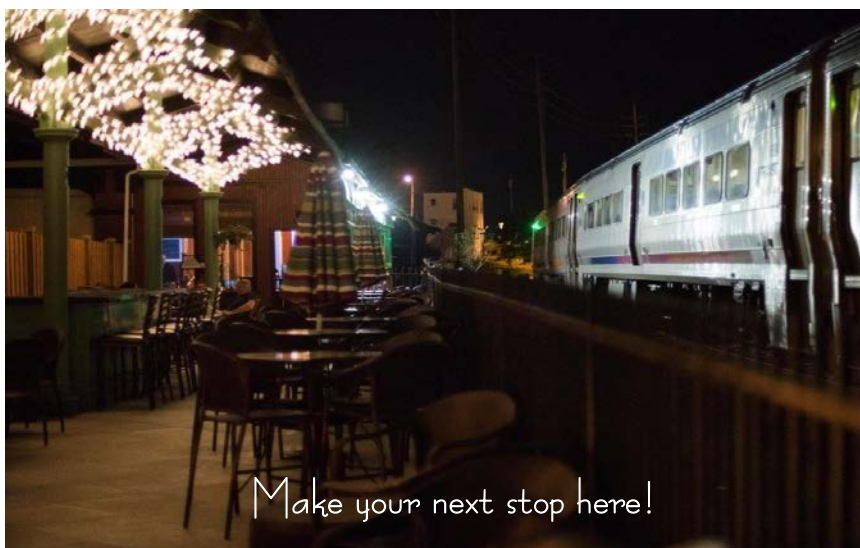
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