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A Publication of the RROC Atlantic Region



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The Atlantic Lady



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On The Cover

Sherry Stern's 1963 Rolls-Royce Silver Cloud III, H. J. Mulliner Drophead Coupe. Chassis #LSCX 231. Photo courtesy of John Robison, taken at the Concours d'Elegance of the Americas at the Inn of St. Johns, July 28, 2019.

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A MESSAGE FROM OUR CHAIRMAN

JOE MARLEY



I sit here writing my usual address during what I hope are the waning days of our “Stay at Home” captivity. Wearing the usual blue jeans and a sweatshirt, my “uniform of the day” over the past two plus months, I wonder what I can add that already hasn’t been said during these difficult days. Joan has done a great job of keeping us updated through her newsletters, so like most of you, I know that the National Meet in Gettysburg has been cancelled; the Greenwich Concours has been cancelled; the NY Auto show has been postponed until August, and Greenwich Polo Matches may restart towards the end of August. Needless to say all of our regional activities still remain on indefinite hold pending further developments.

These have been dark times for sure. So I’m looking back on happier times and our last few gatherings as a Region. I specifically recall our last Christmas Hanukkah Gathering at Upper Montclair Country Club and our speaker, 95 year-old B-17 Gunner Joseph DeLuccia.

Mr. DeLuccia talked about, among his other exploits, landing a burning plane full of shrapnel after completing a bombing run over Germany and enduring sub-arctic temperatures for hours where even the slightest comfort was non-existent. That got me thinking of what other hardships that generation endured.

In England, many of men and women who would go on to build our Wraiths, Clouds, and Shadows, spent their nights in subway tunnels or Anderson shelters they dug themselves in their yards only to emerge into rubble. Here and there most able-bodied men, including my father wound up in battles like D-Day or the Battle of the Bulge, or at Okinawa. Home in New York, New Jersey, and Connecticut rations were a daily reality with butter, sugar, gasoline and coal among the items in short supply. I can’t even touch on the horrors experienced in Nazi-occupied France or besieged Stalingrad. And let us not forget that the prior generation survived World War I and the 1918 Influenza Pandemic.

So what I’m getting at is in the grand scheme of human history we’re experiencing something that isn’t the worst that could be thrown at us. Others we grew up around endured far worse. Two-plus months into this pandemic no word has reached me of any one of us succumbing to the virus. We all owe the Deity a big thank you for that fact. Sure we’ve scrounged for toilet paper and consumed lesser cuts of beef, and some of us no doubt have had a lifetime’s share of lukewarm takeout meals in Styrofoam while I’ve endured my own cooking. But all the while we’ve remained safe and secure in our homes. This may not be one of our preferred activities at least we have all of our comforts and we needn’t be bored -- a Rolls or Bentley in the garage always calls out for more time and attention. So please continue obeying current guidelines, stay safe, and get those PMCs shipshape and in Bristol fashion. Sooner or later you’ll be showing them off and we’ll all be together again.



LETTER FROM THE EDITOR-IN-CHIEF JOAN IMOWITZ

Dearest Atlantic Region Club Members,

As we are all aware, the Coronavirus has taken hold and affected our economy and lifestyle. Many businesses have shuttered their doors - at least temporarily and social events have been postponed until this pandemic has dissipated. Our thanks to all those essential workers who put their lives on the front line daily for the rest of society. You have our deepest gratitude. Please protect yourselves. Be prudent and stay safe!

I would like to know what steps our club members are taking to get through these difficult times. Please tell me how you are coping with your self-imposed quarantine.

As for myself, I would like to thank the maker of Baskin-Robbins Ice Cream, especially Vanilla, for seeing me through this onerous pandemic.

And now I wish to turn our attention to The Atlantic Region publications. Producing a magazine and newsletter is a collaborative effort. I am indebted to The Atlantic Lady's authors: special guest-author Martin Bennett and guest contributor Kent Bain. New members Sherry I. Stern, author of the feature cover story and Michael J. Thompson for his "New Member" article. Welcome! Our staff writers: John T. Carter, Rich Halprin, Ken Koswener, John Palmer, Mike Serpe and Bill Wolf. Without these talented and stalwart authors, there would be only a series of blank pages contained within The Atlantic Lady. Thank you one and all who have contributed to The Atlantic Lady and to our Chairman, Joe Marley for his unwavering support and John T. Carter, who keeps me on track.

As you probably know, I am searching for a club member to be the next star of The Atlantic Lady Magazine. I want to feature you and your PMC in the "Spotlight on Rarity." This is your opportunity to have your PMC grace the cover! It doesn't require much on your part. Simply pen a brief article about your PMC and submit a few photographs comprising all views of your PMC's exterior and interior. Your article could be the next award winner for achievement in journalism!

Please send content to: rroc.tal.magazine@gmail.com

Joan Imowitz
Editor-in-Chief
The Atlantic Lady Magazine



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UPCOMING EVENTS

- June 22-27, 2020: Annual RROC Meet, Gettysburg, PA: cancelled.
- June 28-30, 2020: Vintage Tour, immediately following Gettysburg: cancelled.
- August 8, 2020: New Hope Auto Show will be a one day event with a rain date of Sunday August 9th. Check for updates at: www.showinfo@newhopeautoshow.com.
- August 20-September 13: Greenwich Polo Club. Check website for updated information: info@greenwichpoloclub.com or (203) 561-1639
- September 11-13, 2020: British Invasion XXX, Stowe, Vermont www.britishinvasion.com
- September 11-19, 2020: Vancouver Island in RROC British Columbia. Online registration: https://www.rroc.org/ev_calendar_day.aspdate=9/11/2020&eventid=21
- September 21-27, 2020 - Saugatuck/Douglas National Fall Tour - "Coastal Paradise Explored" Michigan: <https://www.rroc.org/Files/Tours/2020%20Michigan%20Fall%20Hub%20Tour.pdf>
- At this juncture many events are on hold. Contact Merrie Webel, VP of Activities, for your future event suggestions: merrie.webel@outlook.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

MY BEAUTIFUL BABY

SHERRY I. STERN

Silver Clouds are considered the pinnacle of elegant British car design in the early '60's. And of the 2,809 Silver Cloud III's manufactured, just 27 of the Mulliner-designed cars were plucked from the assembly line and "adapted" or factory-modified as left-hand drive dropheads (convertible) coupes.

LSCX231 was delivered in 1963 to the Beverly Hills home of French actor, Louis Jourdan, young, suave and debonair in the Oscar-winning "Gigi" and "The V.I.P.s" then decades later, appearing as the villainous Kamal Khan in the James Bond film "Octopussy."

When the Jourdans moved back to France in the late 1960's, my brother purchased the car. He was the first in the family to move from New York to California, and all our relatives have stories of visiting and going for a "ride in the Rolls" – top down, of course, taking advantage of the generally sunny Los Angeles weather.

The Cloud was my brother's daily driver, but by the mid-70's it was becoming too large to enjoy on the road and was garaged. By the time the Cloud rotated to my care, the car had been sitting for over 35 years. Nothing worked. In 2012 I had a mechanical overhaul and engine rebuild done; my introduction to the 'Land of Many Zeros.' People asked whether I had named the car. I toyed for a while with "MP" – Mary Pat on good days, "Money Pit" on others, but decided against it.

At my first National Meet in Tahoe in 2011, I attended a workshop, "Zen and the Art of Silver Cloud Maintenance." I've forgotten most of the technical tidbits, but the presenter, Doug Seibert, ended the workshop by telling us the ten most important rules for Clouds. He flipped to a clean

sheet of paper and wrote: 1. Drive and enjoy the car. 2. Change the oil. 3. Drive and enjoy the car. 4. Change the oil. 5. Drive...etc.

Once the Cloud had been made roadworthy, I took Doug's words to heart and "exercised" the car regularly with a different friend riding shotgun each time. One month I took an actor friend to the Polo Lounge at the Beverly Hills Hotel to celebrate his lead role in a play, another month a friend and I picked up her 12-year-old son from school – his first ride in a convertible.

The Rolls-Royce dealership in Beverly Hills was a convenient pit stop on my excursions. As I pulled into their courtyard, the sales folks and valets would converge towards my car. "Just visiting the grandkids," I joked as I went inside to say hello to a sales rep I knew.

The best part of owning a classic car is something I discovered on my jaunts around town – everyone loves older cars and they make people happy. I mentioned this to some club members who agreed. One said "driving a classic car is like being in a one-float parade." Another said it was like sprinkling pixie dust over the passersby. It was wonderful to see people waiting to cross the street or at a bus stop looking vacant or glum, but, as my Cloud sailed by, they would perk up, smile, and flash a thumbs-up sign. It was a lot of fun to spread such joy.

Sadly though, my car was shabby – body panels were dented and dinged, the wool carpet was moth-eaten, the headliner hung in shreds, the dashboard wood was sun-bleached, the upholstery was worn and the paint was crackled. She needed a full body/paint/cosmetic restoration.



Above: During the 2012 restoration, Sherry Stern stands inside the engine compartment where her 1963 Rolls-Royce Silver Cloud III engine used to be.
Below: Down to the bare metal, 2016.



As I became more acclimated to the car club I realized that first-generation craftsmen were either retiring or dying. So, in late 2015 I took the car in for a full-on restoration. Everyone who has had a car restored knows the pain...and the relief when the car leaves the shop.

That's how I felt when my baby, fresh from restoration (unfortunately no one mentions up front that it's usually a multi-year commitment), was loaded onto an auto transport headed to Detroit for the 2019 National Meet. It was tremendously satisfying after so many years of attending National Meets without a car that she was actually making her national debut. See? I really do own a Rolls-Royce!

I had also been accepted at the Concours d'Elegance of the Americas at the Inn of St. John's (formerly Meadowbrook), which was held in nearby Plymouth, Michigan the day after our club concours. So, my car was in two shows back-to-back and received tons of compliments.

In fact, at our RROC Concours, she won the Jack Frost Trophy, "awarded to the most popular car on the field" (Ladies Choice). What an amazing accolade.

I left my car in Detroit with club friends, and went back in October for a driving weekend. She made quite a statement at a local 'Cars and Coffee' event. I've decided I like the lines of the car even more in drophead mode.

I had hoped to caravan with the Michigan region to the Gettysburg's National Meet. But now that the Coronavirus has caused this event to be rescheduled to a later date, I can confidently say, "next year in Lake George."





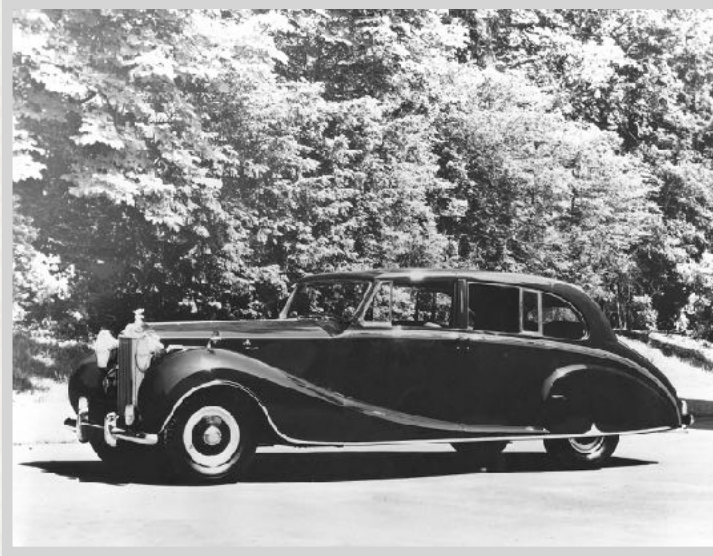
Above: RROC National Meet, Detroit, July, 2019.
Below: Jack Frost Trophy.



A Tale of Two Phantom IVs

Guest Author and Noted Authority on Rolls-Royce and Bentley Motorcars

MARTIN BENNETT (Australia)



An original coachbuilder's photograph of Phantom IV 4AF20, which was the only Phantom IV to have sedan de ville coachwork. The coachbuilder was Hooper & Co.

Given that only eighteen Rolls-Royce Phantom IVs were ever built, the late Bob Shaffner's ownership of no fewer than three of them, was an achievement not to be under-estimated! One of Bob's Phantom IVs was 4AF20, the ex-Aga Khan Hooper sedan de ville, which was fitted by the coachbuilder with a picnic set in what would more usually be the cocktail cabinet in the rear compartment (the Aga Khan was a Muslim and therefore a non-drinker). Bob sent me a photograph of the cabinet showing its contents, in which it was clear that one of the two sandwich boxes was missing. I commented on that to Bob, who replied along the lines that he didn't rate his chances of finding a matching replacement very highly!



The writer owned a Bentley S1 James Young saloon B488AN, which was fitted by the coachbuilder with a picnic set in the left-hand front door. One of the 'Bandalasta' sandwich boxes was missing, and the process by which a replacement was eventually found led to the missing box in 4AF20 being replaced, too.

As it happened, I owned a Bentley S1 James Young saloon (B488AN) at the time. This car had, in a compartment in one of the front doors, a picnic set from which one sandwich box was missing. What is it with these sandwich boxes that people don't put them back where they belong?!

I set about finding a replacement and during that process, having found a number of sources, several of the correct type but the wrong size were acquired. They were manufactured in England under the trademark 'Bandalasta', and were made of bakelite, an early form of plastic and a classic material of the time, with nice chrome-plated clips and handle for the lid.



4AF20's then owner Bob Shaffner sent these two photographs to the writer. The left one shows the picnic set in the rear compartment cabinet, with one of the original two sandwich boxes missing. The right-hand photo shows the replacement box in place, as well as the polished metal item in the middle now fitted. Eagle-eyed readers might notice that the two 'Thermos' vacuum-flasks are slightly different, and Bob was working on rectifying that, too.



Bill Wolf posing pensively by one of Bob Shaffner's three Rolls-Royce Phantom IVs 4BP7, originally owned by HRH Princess Margaret. National RROC Meet, Newport, RI, 2003.

Eventually a sandwich box of the size I needed was found, but by then I had accumulated several 'wrong' ones! One of the 'wrong' ones looked very much as though it might be the 'right' one for 4AF20, and dimensions received from Bob confirmed that it was indeed the right one, along with the information that his surviving sandwich box bore the brand name 'Bandalasta'. I then mailed the sandwich box to Bob, and when he received it, his reaction was amazing! He was absolutely 'over the moon' that his impossible to replace missing sandwich box had in fact been replaced and the Aga Khan's picnic set was once again complete. He wanted to know if there was anything I needed. I couldn't think of anything, but Bob grew persistent. Eventually I realised



Here we see the roof-lamp sent by Bob Shaffner to the writer as now fitted to his Silver Wraith H.J. Mulliner touring limousine WHD101.



The writer's 1950 Silver Wraith WHD101, which has touring limousine coachwork by H.J. Mulliner & Co. The colour scheme is absolutely original, though the front compartment roof-lamp is not!



that my Silver Wraith restoration needed an interior roof-lamp. This was the round cut-glass type as found in post-war standard steel saloons from the Bentley Mk VI through Silver Cloud III.

As it happened, some coachbuilders used them too, including H.J. Mulliner & Co., who built the coachwork on my Silver Wraith. They also built the coachwork on one of Bob's other Phantom IVs, 4BP7, originally owned by HRH Princess Margaret.

Now Her Royal Highness was a heavy smoker, and Bob reported that the roof-lamp over the front seats was stained by cigarette smoke to a quite remarkable degree. Her Royal Highness was known to have frequently driven 4BP7 herself, and the driver's seat was equipped with an elaborate adjusting mechanism which allowed the Royal person to be accommodated in a comfortable driving position. But I digress. So badly was the roof-lamp stained that Bob decided that as they were still available as a new part, he would simply replace the smoke-blackened one with a new one. The upshot of this was that he gave me the original one. It cleaned up nicely with a couple of evenings' effort, which is how Silver Wraith WHD101 came to have an interior roof-lamp that had spent its first few decades in Princess Margaret's Phantom IV 4BP7.

Perhaps stories like this should have a moral, and the most obvious one in this case is: never smoke – it will ruin the interior lights of your Rolls-Royce!

CULLINAN

ONE LIFE, MANY LIFESTYLES



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RICH HALPRIN

John Palma is co-owner of **Palma's Automotive Repair, LLC.**, in Audubon, NJ, a maintenance and repair facility for classic and exotic cars which he founded with his brother Joe in 1980. John and Joe specialize in the sale, service and restoration of automobiles – John of Rolls-Royce and Bentley motorcars and Joe of exotic sports cars. Over the forty plus years that Palma Automotive has been in existence, through John and Joe's hard work and diligence, it has become a national go-to shop for Rolls-Royce and Bentley automobiles.



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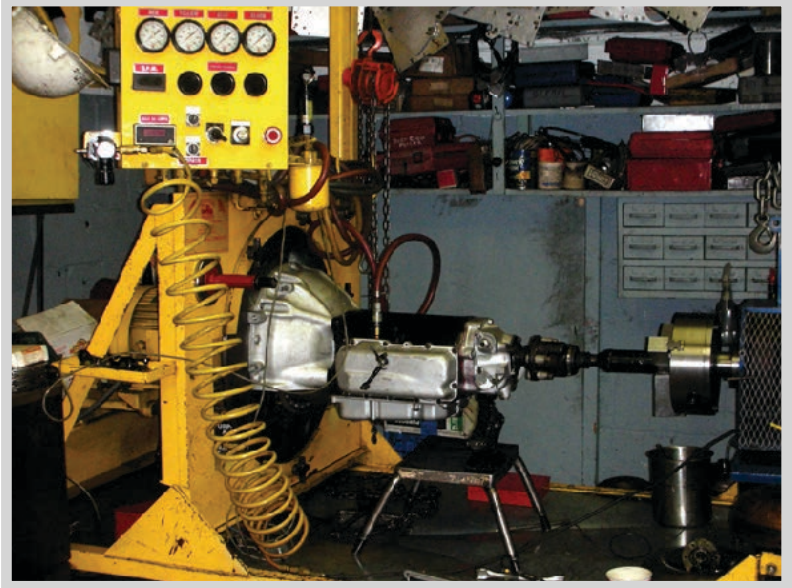
John has been an active member of the Rolls-Royce Owners' Club since 1985 when, with the support of the late Cal West, the respected technical representative for Rolls-Royce, John became a national tech adviser and instructor for the club and its affiliate, the Modern Car Society.

Over the years, John's role in the Rolls-Royce/Bentley community has expanded to the point where he is a widely-recognized expert in the maintenance and restoration of historic and modern Rolls-Royce and

Bentley automobiles, including the development and manufacturing of certain replacement parts and the re-manufacturing and upgrading of NLA parts for those cars.

Palma Automotive is a resource for Bentley under Volkswagen's ownership and is a continuing resource for Rolls-Royce and Bentley dealers as their needs for help with modern pre-Volkswagen/pre-BMW-era cars arise. Palma Automotive works on all models of Rolls-Royce and Bentleys. They test all transmissions on their Dyno system before reinstalling.

John is a life member of the RROC, serves on the National RROC and Regional Boards of Directors and remains a national technical advisor for the club. He routinely conducts technical seminars at his shop, at National Meets and Regional and Inter-Regional programs.



He also produces technical articles for The Flying Lady, The Atlantic Lady, Modern Car Magazine, as well as for society and regional publications. Two of his publications are those early years of pre-production automatic height control system components. John Palma teaches late model Rolls-Royce and Bentley seminars which were published in Modern Car Society and the Flying Lady Magazines.

John is also a member of the RREC and, as many of you might know, John was awarded the **RROC President's Award** for his many years of service to the club and their members. As those of you who are John's customers know, John is a tireless worker on behalf of his customers and prospective customers. He is always available for a consultation, to help find solutions, parts and cars, and to rescue when needed.

John has dedicated his career to the preservation of Proper Motor Cars; the heritage of the companies and individuals who created them, and all of us who are loyal to the brand.

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leather replacement, leather re-dying and treatment. Automatic transmission service & rebuilding, Silver Cloud & S Series, Silver Shadow & T Series, Silver Spirit, Spur & Bentley Series.

Rolls-Royce Owner's Club National Winners restoration work are: Tony Wilner's 1962 Silver Cloud II Drop Head, Second Place in Concours, M. B's 1964 Silver Cloud III, First Place in Touring Class, Robert Costello's 1987 Corniche II, First Place in Touring Class, Hugh Heller's 1974 Silver Shadow I, First Place in Touring Class, Gregory Chew's 1997 Bentley Continental T Mulliner, First Place in Concours.

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Photographs courtesy of John Palma

Palma Classic Cars Warehouse: 19 bays for motorcar storage



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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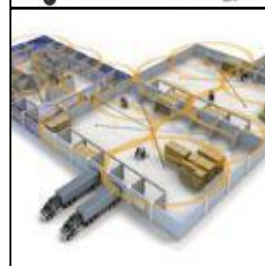
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OBSESSION

JOHN T. CARTER



SARS-CoV-2, more commonly known by its colloquial name “coronavirus” has affected us all. It is impossible to escape the barrage of news stories surrounding the pandemic. Most of us are subject to government imposed lockdowns or curfews and we’re all practicing social distancing. A simple excursion outside our homes requires donning ourselves in an n95 compliant face mask and neoprene gloves. And that’s the story for the lucky among us who haven’t actually contracted the disease. It’s all enough to drive anyone stir crazy.



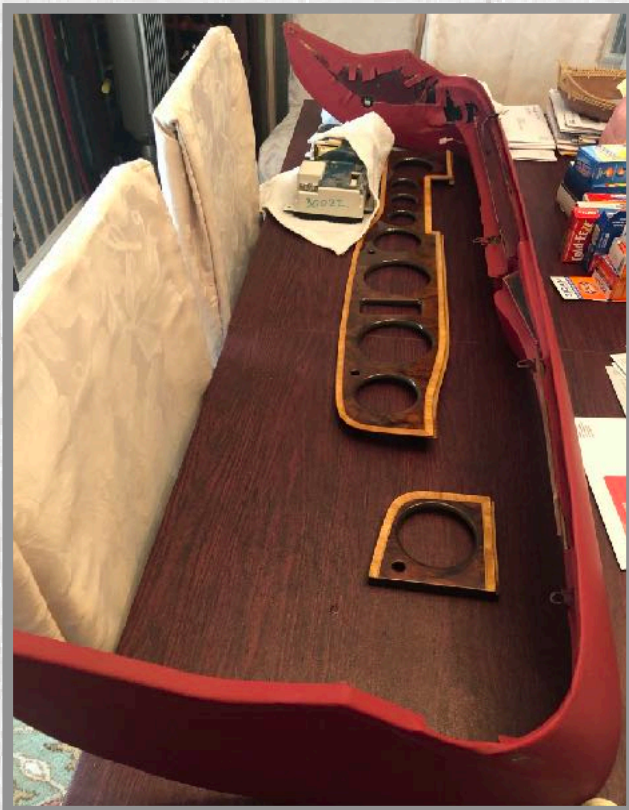
What is one to do while on lockdown at home? Some people have taken to building jigsaw puzzles. I was in for something much more challenging along the same lines. Specifically, seeing how many pieces I could disassemble my Corniche into and still put it back together again. This was not just some demented game but needed to perform some necessary repairs and restorations. This is a story of my obsession.

Normally, during this time of year, I am detailing my PMC to make it as pristine as possible for convertible summer cruising. My car needs to be ready in spite of the fact that the National Meet has been cancelled.

Earlier this year, I visited my mechanic Jeff Palmero of International Motorcar Repair in

Hopewell Junction, NY. One of the repair items on my list was to replace the rear gas springs. It was a big success. Never have I done a repair that had resulted in such a dramatic improvement to the ride of the car. It was necessary to remove the rear seat bench to do the repair. While the seat was out, I saw the rear seat belts and was reminded how poorly they retract. I removed them from the car to get them properly restored.

After I got home, I decided to remove the front seat belts as well. They too needed restoration. Getting them out was markedly harder than the rear ones. It required the removal of the rear wood waist rails, rear quarter leather trim, and center post leather trim on both the driver and passenger sides of the car.



Next, I removed the wood waist rails, leather trim, and cocktail boxes from the front doors. I also pulled the front driver's seat out. Although these particular items did not need to be removed for any functional issues, some of the leather required deep cleaning and dye touchup that would be easier and safer to do with the leather removed from the car.

Finally, I addressed a needed repair of heater core which had developed a minor leak. I will be using Evans Waterless Coolant from this point on! Had I done the waterless coolant conversion years ago I could have avoided replacing the heater core which was the single most difficult repair item ever conducted on the car.

To get to it required disassembling much of the dashboard. I removed the driver's knee roll, upper instrument fascia panel wood, leather trim, top roll, speedometer module, alarm system module, and even the demister ducts. To avoid any possible stains, all the front rugs and carpets were also removed.

I took over my wife's bay in the garage, the sun room, my office, and parts of the dining room to store all the parts I was removing.

I have to admit, having all these items scattered around the house is downright scary. It's not that I am afraid I won't be able to put it all back together again. I know that I can. I've had the car disassembled even more extensively in the past. I have all the workshop guides for the car. I took extensive

I will say that I did put the speedometer module back into the car as quickly as I could. Having done so, I am relieved of the single most scary possible accident that might have occurred.

I am hoping to follow up on this story with the results of some of the actual restorations I am performing, not to mention the results of the reassembly. These include the seat belts, alarm system module battery



Photographs courtesy of John T. Carter

photographs of the disassembly process noting the position of all screws, fasteners and wiring harness connectors. No, the reassembly is not the scary part. The scary part is wondering if some accident might occur such as knocking over and cracking a piece of wood, dropping and breaking the irreplaceable speedometer module, etc. Those are the sorts of thing that really cause high anxiety.

replacement, outside temperature gauge calibration, leather restoration & detailing.

I wish you, your families and friends stay healthy and safe during the pandemic. I hope to see you all again in-person soon after the crisis abates.





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A stunning, one-owner, 1928 Rolls Royce Springfield Phantom I Piccadilly Roadster. Pictured here restored to cosmetic perfection by Automotive Restorations, Inc. for the original owner, Mr. Allen Swift.

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.

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Rich Halprin's WELCOME NEW MEMBER ARTICLE

By Michael J. Thompson



Besides the car being in perfect driving condition, she is a rare 2-door Saloon in an interesting color. The red is a special part of her over-all eye catching uniqueness, and believe the color to be St. James Red. The interior is Champagne Connolly leather with amazing English Burl Wood dashboard and accents.

The car is like driving a gorgeous work of art. She is meant to be seen and is ready to be brought back

I am Michael James Thompson, an Interior Designer with over 25 years of experience throughout the greater New York City metropolitan area and based in Hackensack, NJ. Find me on Instagram as @MJTinteriordesigns. From a very young age I have always appreciated Rolls-Royce more than any other car on the road.

Currently, I am the proud new owner of this pristine 1967 Silver Shadow 2-door Saloon with coachwork by H. J. Mulliner Park Ward. Chassis #CRX2378.

The search for a Silver Shadow with all chrome bumpers and all original parts began a few years ago. Recently my dream was realized when this beautiful red example was spotted at a local car show hosted by Cars and Caffe, in Bergen County, NJ.

to some local shows once the quarantine restrictions are lifted. Until then she is being driven almost every week in and around New York City.

The car does draw a crowd wherever she is parked and makes me very happy for people to be exposed to the classic beauty and design of a vintage Rolls-Royce. The feeling that I am preserving history makes me very happy as well. You can view more exterior and interior photographs of this fine PMC on Instagram @MJT67RR



Car Spotting In Los Angeles

BILL WOLF

In 2019 Dee and I celebrated our 50th—in Los Angeles. Son Eric and his wife Tracy drove down from San Francisco to join us. We had a great time: The Donna Summer musical, a visit to the tar pits, a Bosch tour of Mulholland Drive and downtown LA, the Getty Villa, a visit to the Los Angeles County of Modern Art, a night at the opera—well, you get the idea. We began our stay in Santa Monica in The Georgian, an historic hotel by the sea. Whilst driving out to dine, we passed a nearby valet parking lot. Sitting there was a Silver Wraith. “*Pull over, Tracy, please,*” I rang out. Dee demurred—enough of cars already. “If it were a sheep [*Dee is an expert spinner, weaver and knitter.*] I would stop for you,” I said. Tracy obliged nonetheless. As she has gasoline in her blood, she sympathized. Her Dad, Chuck Smith, in the 1970s, had drag-raced a 1967 Camaro in the Super Modified Stock class. He built and installed a custom engine, raced it at the Tri-City Dragstrip. More than once Chuck had a photo of him and his car, *Tracy’s Toy*, published in *Hot Rod Magazine*. But let us move on. So, I began shooting the 1949 Silver Wraith, [1](#). An attendant only looked at me and shrugged. Crouching down to capture a detail, standing on tip-toe to take the roof, leaning in for an interior shot—that’s me. I left my card, but the owner, so far, has not contacted me.

The Rolls-Royce Silver Wraith, WZB53, James Young coachwork, rests there despondently, the ocean in the near-distance an audio

counterpoint. Alas: The doors have sagged, the paint has cracked, the leather has deteriorated, the wood has faded, and, as Neil Young wrote back in 1979, *Rust Never Sleeps*. [2-5](#). But even in such a condition, the magic of a Rolls-Royce motorcar still shines through. I got back into our car, a new Buick station wagon, the Regal Tour X, an uncommon contemporary vehicle, and we drove off to a seaside restaurant.

I found a few other cars that I stopped to photograph. It seemed that driving your new Bentley into Santa Monica was quite the thing to do. Many were spotted as we walked, day or night, through the town. [6,7](#)

On another day, a side trip took us to Hollywood where I found a sleek, suede Cullinan. [1](#) It was parked across the street from the MedMen, one of a chain of purveyors of both medical and recreational marijuana. Taking photos after visiting the store...ah, but let us not go there. And, on another day, it was quite fitting to find a Wraith on Rodeo Drive. [8-12](#) Luxury also never sleeps.

Car spotting on vacation: a good way to mix pleasure with pleasure.

When it came time to fly back home, I saw, standing in a corner, in the LAX, what just had to be a naughty robot. [13](#)

Thanks for reading my article.



1: It hurt to see this 1949 Rolls-Royce in such a state. WZB53



2-5: Above: interior.





6-7: Many modern Bentleys were spotted in Santa Monica—a happening place.



8-9: A fitting setting for the Rolls-Royce SUV; the Cullinan.





10: The author says that he has never learned to take a decent selfie, but at least he got the Cullinan in the shot!



11: The Rolls-Royce Wraith feels quite at home on the fabled Rodeo Drive.



12: Another view of the Rolls-Royce Wraith on Rodeo Drive.



13: I saw, standing in a corner, in the LAX, what just had to be a naughty robot.

All photographs in this article by Bill Wolf



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INSPECTIONS

MIKE SERPE

The Search: Locating and Evaluating your “Next Proper Motor Car” Part 2 of 2

Time is flying by and Winter is already giving way to Spring in the Northeast. Cold weather rehab projects are coming to a close and hopefully the jack stands pulled away. As temperatures warm up it is always natural that the used car market explodes with more and more vehicles listed daily. In the Winter issue, I laid out some of the more holistic approaches one can consider in order to find the vehicle that best fits the need or desire. Additionally, we discussed why there is so much importance in taking the right steps in order to assure you won't lose your mind, spouse, house, or 401k in the process of acquiring, using, and keeping a classic or late model PMC. The good news is that it can be done and some gorgeous Rolls-Royce and Bentley motorcars can even be owned for less than the price of a new pickup truck, all in, including maintenance. The more rare or collectible PMCs come with a steeper entry cost and heavier expenses for restoration but these can also be great motorcars to purchase and own so long as you have the right starting point.

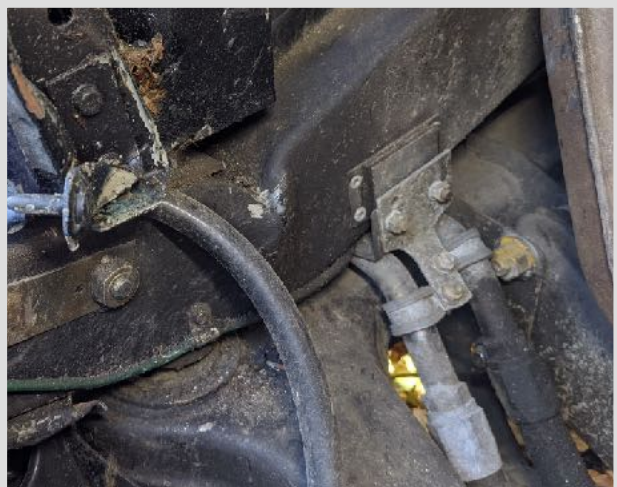
The casual buyer can, armed with a reasonable amount of know-how, an ability to understand basic finance planning, and prowess to do some

basic research, speak with others to learn the ins and outs of a particular vehicle and use that to successfully go do a basic car inspection. This allows you to narrow the market down to a handful of examples to focus on and compare with the added help of a professional onsite inspector or by bringing the vehicle into an experienced shop for a PPI (“Pre Purchase Inspection”). All three modes of inspection can be used in succession to make sure it is a car you want to invest in and also to give you information you can use to negotiate a fair price.

A journeyman type of consultant or inspector is someone who can travel to the location of the car and give it a more thorough inspection. They are often chosen because the seller is unable to permit the car to travel for a PPI or it is logistically unfeasible. If the car does not run or is not registered or insured this may then require an onsite inspection. Onsite inspection professionals will work with you first over the phone or through email to verify the car as best possible. This is when you work with the seller to get a grip on the paperwork, records, title status, in addition to matching up chassis and body

numbers. There is no need to waste time going further if these items don't come clean.

Upon arriving at the inspection the hired pro will visually inspect the whole car end to end as that is what you have hired them to do. I tend to look first for obviously deal killing issues and then dial it down as I go through each segment of the car, which allows me to save time and bail out if I have already hit a no-deal issue. The caveat is that an onsite inspection does not usually have an auto lift, will not likely have the diagnostics computer (not relevant for early cars), and has an limited ability to go through everything. What they do have is flexibility, more time, and can take the car for a thorough drive with you.



The right side longeron (part of the subframe) on this Silver Spur is clearly bent indicating a front impact has occurred sometime in its past

The professional PPI you get at a good shop will also look for the serious issues first and once those boxes are checked off as ok the tech will move on to document all the little nit-picking issues they can. The amount of time they spend is variable so be sure to discuss this before hiring one on. I have seen some PPIs go on for hours

and others be done in 20 minutes.

When I am starting out and I have finally made that determination of exactly what I want and in what condition I begin to scour the market for leads. When I come across vehicles that meet my criteria to the point of true interest, I will reach out and verify the owner is a real human and then try to figure out as much as I can about them. This is not stalker level detective work. What I mean is to find out what their intentions have been with this car, how long have they had it, what has their ownership attitude been in regards to care and maintenance. These types of questions tell me a lot about the car before ever seeing it. It also tells me whether or not the owner knows what they are talking about or feeding me heaps of baloney. After verifying the owner/seller situation I will move onto verify the car through its records. I will request copies of everything and use that in a few ways. First, I will make sure all the numbers jive and that the history matches what the seller has told me or advertised. Second, I will look through the history and generate a series of questions for the seller about particular repairs and maintenance that has been done. Third, I will note what professionals have worked on the car in the past few years and usually reach out to them directly. Some will share information some may not but it is worth a try. Usually, if you ask the seller before doing it, they can call the shop and tell them that it is ok to share the information with you. Of course sometimes that repair shop is long gone but you might at least find out if it was worth its salt.

Now comes the exciting part! I have verified the seller, the papers, and the history, it is time to move onto inspecting the car in person. Each different model has its specific issues. Getting to

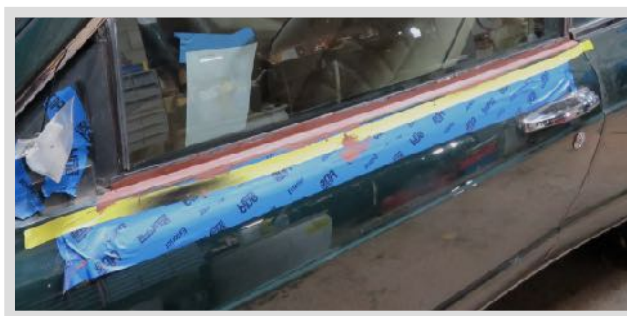
know some of the frequent wear and tear problems is best done before I go. When first arriving I try to start with the big stuff, the deal killers. I start from the bottom up. This takes away the shiny tantalizing stuff. It focuses me on the hidden flaws, again, the deal killers. Make a checklist for yourself, and stick to it!

The deal killers are found by verifying if the car has any previous accident, flood, or fire damage to the point of where it either impacts the long term value (forever branded an accident car) or to where it is too expensive or extensive to restore. Projects like those you have to go all the way with or forget it. Bring a magnet and cloth along which you can run over areas of the sheet metal where applicable. This is an easy way to detect filler under paint on either the topsides or down underneath. A long flex magnet stick is also a handy tool that can get you into hard to reach nooks. Where you are dealing with Aluminum panels like Corniche doors, look for waviness, stretching, and examine all the edges for previous manipulation. You can do this! You have eyes! Next let's look for accident damage.

Check where you can visually see the frame or in the case of the unibody cars like Shadows and Silver Spurs check the corners of the body, the suspension points in the rear, and points at which the roof pillars meet the main body. If the car has been impacted in the front look to the subframe connections to the unibody and/or the longerons as they are likely damaged as a result. Corniches and Continentals have long doors, but especially the pre-1993 models with aluminum doors can hang where the hinges hook on. The metal on that leading face of each door doesn't support the hinge well. I recently asked John Palma if this was the case on the Continentals 1992-on he so routinely services and he has not found that. However this

period coupe has other corrosion issues with its doors. John told me that it is the door top sill trim that rusts out and it then bleeds down the paintwork making quite a mess. Repair work for this is possible but it requires a paint blend or repaint of the door just for a little piece of trim. He sent me a photo of a green getting the repair as an example. The point is knowing to look for this in advance of purchase helps.

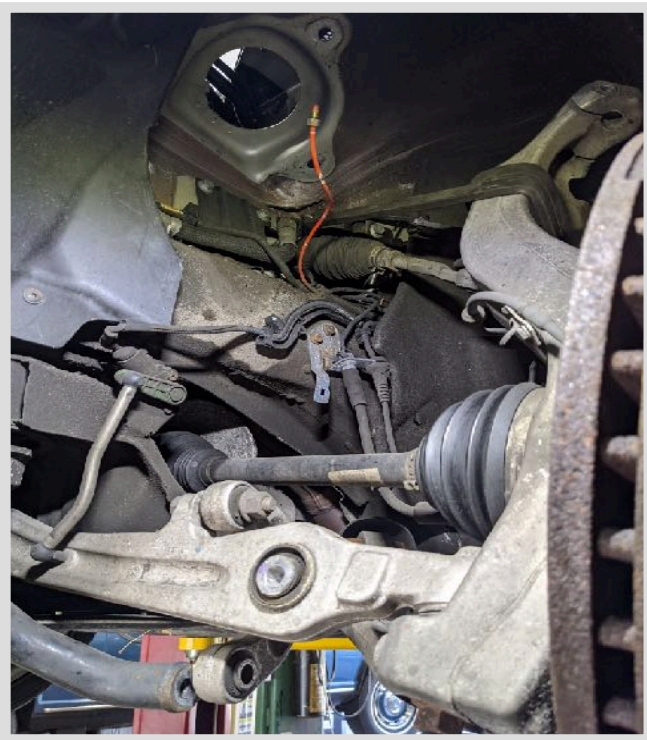
Panel gaps are another thing amateur buyers can surely inspect. I try to get the car positioned where I can walk around it, at a close distance as well as further away so as to eye up and incorrect fitment. Once I find a gap that is incorrect I look to see which end of the gap is opened up and which is tighter. Sometimes it is incorrect in two directions such as often found with doors and boot lids. Then I try to find the reason. Is it just a gasket in the way or that is hardened up or is the panel bent? Is the frame bent? Are the hinges straight? You get the idea.



This 90s Continental gets repaired after sill trim drizzled rust down the otherwise gorgeous green paintwork

The paintwork can be measured with a meter but most amateur buyers don't find themselves toting that in their pocket on a daily basis. By eyeing up the paintwork in various light conditions you can find imperfections if they exist. Look at the paintwork from different angles as well. First I

look for the big stuff like blend repairs, oversprays, incorrectly painted hardware, revealing history on the car. Then I get down to judgement of the actual condition of the paint itself. Over time even the best multi coat well prepped paintwork can take a beating. Original paints were often better on many older cars because the regulations for chemicals allowed for it. As time progressed, chemicals in paint formulas were forced to change with legislation. This can result in cars that have layers that crack or peeling clear coats even while garaged and covered. Other body issues that are common can be associated with the Everflex top coverings, where they tend to trap moisture. Oddly enough the roof is not painted beneath and it is made from multiple sections. This leads to quite a major repair.



Checking rubber boots, CVs, shafts, joints, sensors, bushings, and steering components on a Bentley GT Coupe with front strut removed

When test driving the car, it's best to keep the stereo off. I always remember going to a particular SAAB dealer and driving a used 900 Turbo. The dealer salesperson cranked up the stereo both to appeal to the young buyer but also to drown out the odd noises it was making. Needless to say, I passed on the car but it made me realize always to focus in and catch the noises, rattles, and squeaks. They tell you a lot. Vibrations tell you a great deal about what is going on in the differential, axle bearings, brakes, and more. In order to monitor vibrations, I drive the vehicle in different conditions and at different speeds. I load the vehicle up, I put it through rapid acceleration and deceleration and I drive it on the gas and off the gas coasting at different speeds. Vibrations sometimes are only felt at particular speeds. I don't do this in a careless or rough manner, but I am aggressively putting the car through its paces.

Running the car through its paces is not over the top, they are the types of maneuvers one might need to perform to safely drive the car in a variety of conditions. Note how the car handles them. Most PMCs are automatics and generally they are very robust. Both GM and ZF make great gearboxes so we are lucky most go many a mile. Still, you should shift up and down and drive the car in varied terrain including hills, traffic, and highway to see how it acts. Incorrect shift points might not be so bad whereas any major slipping during the shift of gears could be foretelling a costly repair.

Electronics are a challenge for car buyers to troubleshoot but they are very easy to test. Go through all the operations the vehicle's controls should perform. Take note of the speed at which they operate and document and deficiencies. Make sure all gauges and lights, all HVAC and

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power hoods work as they should. If not, I do some research online or ask someone on the forum to get a better idea as to why because unlike if it was already mine, I cannot very well expect a seller to let me tear into the dash or start pulling door cards and interior panels. Electronics that control how the car runs are more difficult for average buyers to ascertain the condition. I am always armed with my multi meter but you might not be able to access all connections or harnesses.

On cars from late 1970s onward, if the vehicle runs and drives in a smooth manner, starts well, shifts well, then usually the fuel injection control, or ECU on is in good shape. My own experiences with earlier Jetronic Bosch Ignition boxes has found them to be rather reliable and certainly easy enough to swap. I asked John Palma what cars have the most frequency of electronic failure. He told me that Seraphs have greater tendencies toward bad ECU problems. Cars with particular alarm systems also have difficulties as these components age many of which are no longer made. Having limited exposure to these young timers I found these points quite insightful. Palma Automotive, Roll-Royce and Bentley dealers, and some other independents have the computer interface and software to troubleshoot, test, and reset the electrical controls on the later model cars, so for these areas, it is best to bring the car in for complete diagnostic testing. A PPI at great shops like Palma's would include doing this where applicable.

For cars that depend on hydraulics I am going to be found testing out the brake and suspension systems before I drive the car. Most owners and

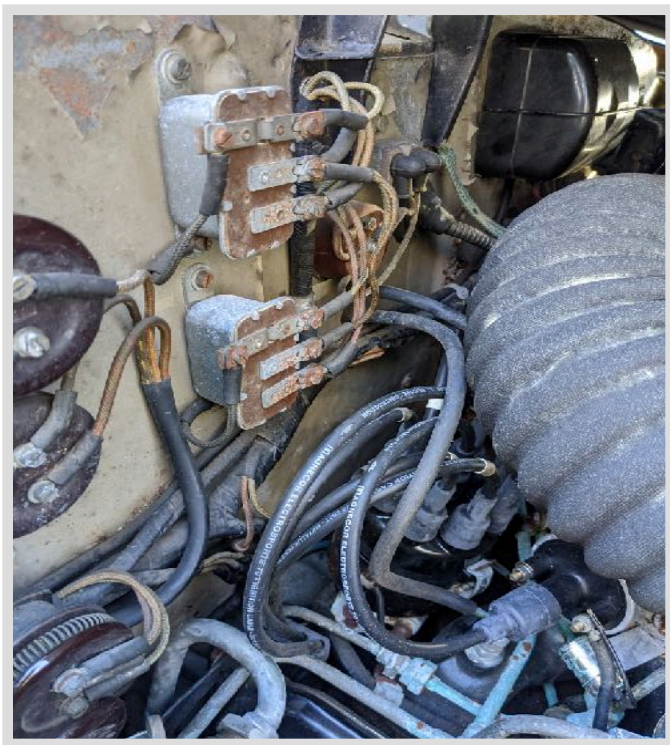
sellers should be aware if their vehicle is going to be able to stop or not but realize that if you are looking at a car at a dealer without marque specific experience or at an auction, please do due diligence to check the hydraulic system functionality so you don't lose your brakes as you drive away. Folks not familiar with PMCs may not realize the consequences if the car cannot maintain pressure or produce enough of it.

Be sure to look up the ways to test these systems on the forum or youtube. They are largely the same but have a few differences across each decade. There are a lot of errors made where the mineral oil cars somehow get brake fluid in their lines which causes a disaster but barring that if the components are sound, the accumulators are good, and if there are no leaks in all the little connections, these Citroen based systems are actually quite reliable. Troubleshooting issues with these systems is best left to a shop unless you can get the car on a lift or up in a way to spend some time underneath, but at the very least you should be able to test its functionality.



Removal of the dash cap is unlikely, therefore having an expert check body electrical wiring and harnesses can be worthwhile

At Palma Automotive, I was impressed to see tooling allowing them to completely test and rework these components. So restoration is completely doable, but factor in the costs and it may change your outlook on a particular specimen you look to purchase.



Electricals like those found on at the firewall of this Phantom V are more simple to inspect compared to late model cars

Earlier cars are less complex in general, but the work that goes into restoration is not necessarily any easier. Some components are no longer available, especially on cars before the 1950s where Crewe and Bentley Heritage parts begins its support. Thus, extra time and money may be required or sometimes buying an entire donor car is needed to get all the bits. Bits that cannot be sourced may have to be fabricated. When investigating PMCs that are earlier than the

mid-50s, it requires more specific experience to each model and professionals are becoming more and more difficult to locate with the tips and tricks for these examples. No doubt the process one goes through to evaluate an early Ghost or Phantom, especially if it has bespoke coachwork can be a unique project. Comparisons between those to the review of a modern car like a Dawn or a SY series car are worlds apart and so are the skills and tools. The bodywork requires skills that are becoming more and more hard to find making it more expensive.



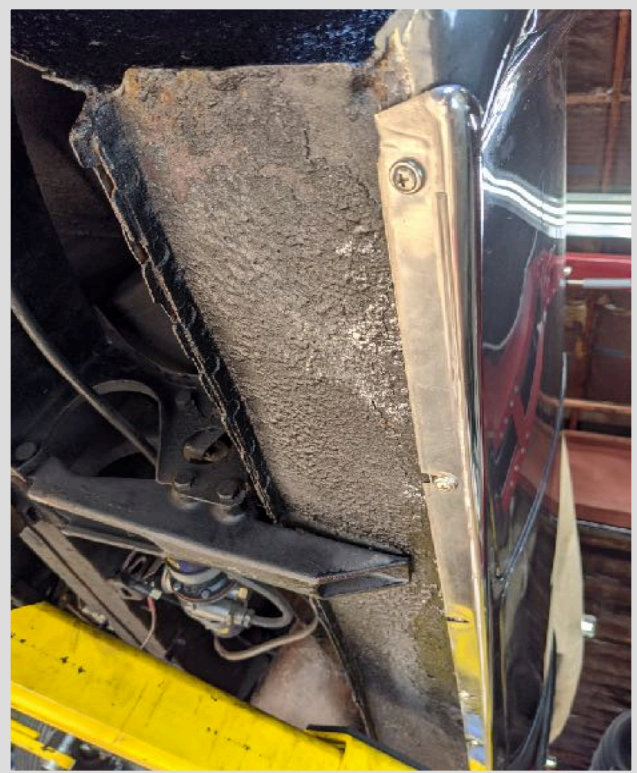
Checking all the areas in the inner wheel wells, insides of fenders and quarters for corrosion

Mechanical ailments are usually many folks' prime concern but oddly enough they are not for me. I would rather buy a straight original

no rust car that has entirely wrecked engine, transmission and driveline vs. a rust bucket or crashed car that runs well. Mechanicals are always repairable and once you do it right it won't come back to bite. That is not always the case with body or chassis restoration especially with corrosion issues. Through your test drive, observations for leaks and vibrations, a compression test and cold starting you should be able to make a basic assessments on condition. Monitoring of exhaust at different engine temperatures and while under load is also helpful while doing onsite inspections. Remember that oil leaks usually happen when metals expand and contract so get the car to heat cycle and check underneath the diff, at the ends of axles, and around the engine and gearbox. Get the car heated up and check the cooling system at each connection, at the radiator and on earlier cars around the water jacket.

You can be confident and take matters into your own hands to a certain point and at that point you should consider getting professional help to finish out the investigations before you make the plunge. I would like to extend appreciation to John Palma without whom this article would be weaker. He kindly helped me gather up a few prevalent examples of things you can check out yourself that were specific to the PMC models as while my experience has depth it is not specific to PMCs.

Realize that these tips on things to look for is merely a sampling as our publishing space is limited. However this is where the RROC forum



Photographs courtesy of Mike Serpe

Make sure that all the sheet metal and welded connections are solid under each rocker panel no matter the vintage

and Tech Meets can fill in the blanks. There is a lot of informative, free content online for our beloved PMCs. Do your best to make use of it. RROC intends to host an incredible University program at the next annual gathering. This will feature John Palma, John Bowling from the UK, and John Robison so make sure to attend! I know it helps me even to review other approaches in addition to what I know (or think I know!). Stay tuned here as well, as I plan to bring more specific “inspectables” to your attention in future issues!

All the best, and happy hunting!





WFC67 outside a country town café while a pleasant lunch is enjoyed inside. In an earlier life, this Silver Wraith spent some years as a mayoral car in New Orleans.

Coping with Covid-19 From an Australian Viewpoint

MARTIN BENNETT (Australia)

It is clear that the Covid-19 or coronavirus emergency has had a very serious effect on life in the United States. It has had a serious effect on life in Australia, too, though the fact that the mainland of Australia consists of a very large island was probably a contributory factor in minimising the impact here.

At the time of writing (mid-May) the death toll had yet to reach 100 (yes, one hundred). That might sound a little startling from an American

viewpoint, and needs to be seen in the context of a country nearly the size of the contiguous United States, with only 25 million people. On a 'per million' basis, that is equivalent to the U.S. having fewer than 1,500 coronavirus deaths in total.

Many Australian coronavirus cases may be traced to a cruise ship which disembarked more than 2,500 passengers in Sydney, some of whom were either known to have or suspected of having the

virus. They were simply allowed to walk off the ship, melting into the population, infecting others. This was a major failure of government, with of course those who should have accepted responsibility ducking for cover. Some deaths, very sadly, occurred in aged-care homes where some of those responsible for the care of the elderly simply infected them.

From the point of view of the hobby we share, my experience of the crisis has been something of a mixed bag. I live outside of a small country town where, perhaps somewhat surprisingly, two Rolls-Royce Silver Wraiths are domiciled. One is my own 1950 H.J. Mulliner touring limousine, WHD101, while the other is a 1949 Hooper touring limousine, WFC67, owned by our friends and neighbours Bryce & Marcia Ronning. These two cars, though they are both Silver Wraiths and both touring limousines, are scarcely even similar in appearance. Had these been American cars of that period, of the same make, the differences in styling would be accounted for by their being a year apart, but such is not the case with Rolls-Royce Silver Wraiths. Their differences are mainly due to their coachwork having been designed and built by different coachbuilders, with each interpreting the touring limousine coachwork in very different ways.

My wife Manuela and I, along with the Ronnings, are members of the Rolls-Royce Owners' Club of Australia (a club unrelated to yours). Between events of the Club that are accessible to us, we often meet for drives, sometimes for breakfast, sometimes for lunch; sometimes in our own town, sometimes in a neighbouring town or village; sometimes all four of us travelling in one of the Silver Wraiths, sometimes taking both cars. Unfortunately, the advent of the coronavirus and 'social distancing' brought all of this very pleasant frivolity to a shuddering halt!



On a breakfast run into the country, nearest the camera is Bryce & Marcia Ronning's WFC67 Hooper touring limousine, while behind is WHD101, the writer's H.J. Mulliner touring limousine. The differences in the foglights and bumpers are attributable to WHD101 having been built to an Australian export specification, with twin foglights and heavy-export bumpers (both of which later became standard on Silver Wraiths), whereas WFC67 was a 'home' delivery car.



Bryce & Marcia Ronning in their Hooper touring limousine WFC67, on a foggy winter's morning, approaching the writer's home to take us out for breakfast.

Attempting to see an opportunity in this adversity, both Bryce and I took our cars to a Rolls-Royce & Bentley garage some 50 miles away to have them professionally assessed for faults and defects. Some were detected on both cars and the required parts were ordered from England. Once they arrive we will be able to ensure that the cars are maintained in the best possible mechanical condition, both being already in a cosmetic condition such that neither owner need feel the slightest embarrassment.

So once the emergency passes our cars will be ready to answer the call for a drive into the country. There is already light at the end of the tunnel, with meetings of small groups of people no longer discouraged. When the cafés and pubs start to return to normal, so will we!



The cabinetry behind the division of the writer's Silver Wraith WHD101. Many lunches and countless cups of coffee have been enjoyed using the picnic tables either side of the central cabinet. Note the art-deco cigar lighter and cigar stubber flanking the ashtray in the division rail. The division glass is electrically-operated.



WHD101 on a country pub run to the Bushranger Hotel, near Goulburn, New South Wales and...



... looking in the opposite direction over the Spirit of Ecstasy.





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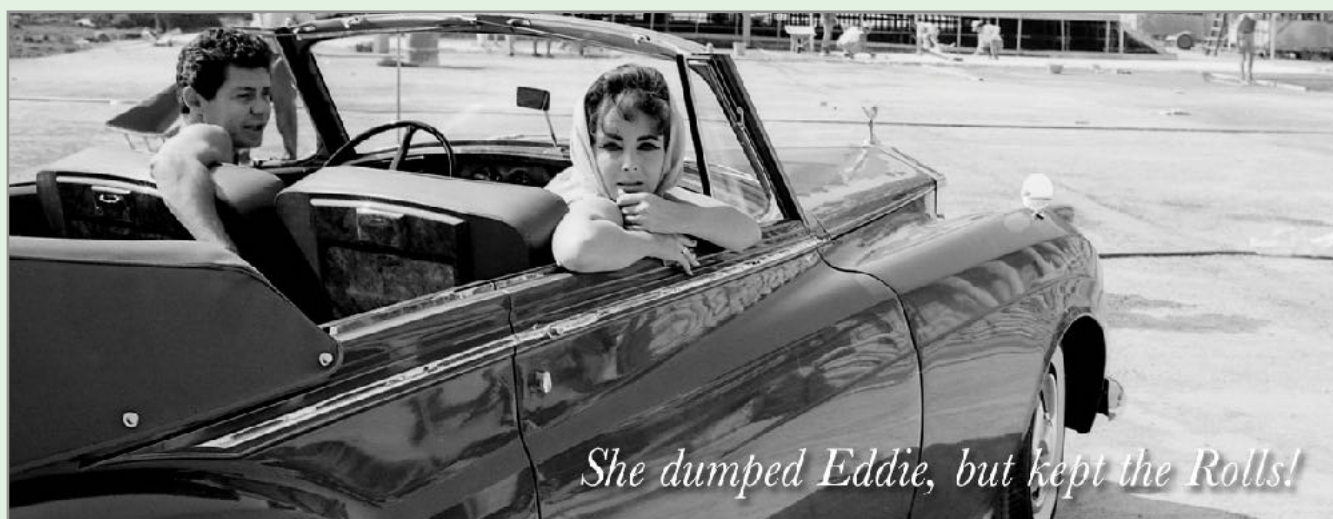
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KENT BAIN

The Green Goddess Redux



The cast of characters starts with The Green Goddess, A 1960 Rolls-Royce Silver Cloud II Mulliner Park Ward Convertible commissioned in a special, favorite color by Elizabeth Taylor at the height of her career. This story Rolls out (pun intended) with Ms. Taylor, Eddie Fisher, a long period of Taylor ownership, ends for this note's purposes, with none other than Arlan Ettinger, the clever proprietor of Guernseys auctioneers. It is a tale of Rolls-Royce and

romance with celebrity intrigue aplenty. An example: under "customer," the original order form said, "Mrs. Elizabeth Taylor Fisher." Someone crossed that out and wrote, in capital letters, "Mr. Eddie Fisher."

Stories abound on the web, so we'll not recount it all here noting that our headline hits the original delivery spot! Lots more at: https://www.guernseys.com/v2/vintage_automobiles.html

Years ago we restored a Bentley R Type Continental for Mr. Ettinger and we'd worked on other projects together over the years. Arlan creates interesting auctions: Moon Rocks, the contents of the luxury liner the USS United States, being two of many examples. And so, when he'd consigned this two owner Rolls of considerable pedigree, he employed the skilled and RR focused craftspeople at Automotive Restorations Inc., in Stratford,

CT, to correct a few minor mechanical maladies then primp and polish so Liz's Green Goddess could look her best.

Clever marketing is a starting point for Mr. Ettinger's auction concern, and he proved it yet again on this consignment. "Liz and Eddie" spent a great deal of their NYC time at The Pierre Hotel, and in fact took delivery of the Green Goddess from the

supplying RR dealer J.S. Inskip Inc., at The Pierre on December 23rd 1960 (with note on the delivery instruction that 'this car is classified as a 1961 model').

What better place to hold a unique single vehicle auction? The Pierre concurred, Arlan arranged it, we prepared the property and delivered it to the preview in plenty of time.

Result; a special auction indeed and sale at \$520,000.00, well ahead of even the best less pedigreed Rolls-Royce SC II Convertible norms.

We at A.R.I., were pleased to have been a small part of this special car's character.



Photograph of 'The Green Goddess' courtesy of Kent Bain

In NYC & out of our trailer, the Taylor RR arrives home at The Pierre Hotel

100 Lupes Drive, Stratford, CT 06615
203-377-6745 fax: 203-386-0486
www.automotiverestorations.com

STUFF

Ephemera. 1: Something of no lasting significance —usually used in plural.

Ephemera (plural) 2: Paper items (such as posters, broadsides, and tickets) that were originally meant to be discarded after use, but have since become collectibles— *aka* **STUFF**.

BILL WOLF

The Collier Brothers ain't got nothing on me. Anonymous

Everybody's gotta have a little place for their stuff. That's all life is about. Trying to find a place for your stuff.
George Carlin.

As he came forth of his mother's womb, naked shall he return to go as he came, and shall take nothing of his labour, which he may carry away in his hand. Ecclesiastes 5:15

Nope. Not just old *Atlantic Ladies*. Brochures. Old catalogues. Letters. Indecipherable notes. Business cards. Newspapers. Day passes. And other... stuff. At our 2019 Holiday Gala, I overheard someone talking about how he just got rid of a collection of old car magazines. “A fire hazard,” he said. Last Sunday morning a televangelist was preaching to her flock concerning the accumulation of worldly goods in contrast to the accumulation of grace. She pointed out that any city of any size has public storage units (25 – 400 square feet. Surveillance systems. Keypad access. Daily access hours.), indicating that we strive for the material rather than the spiritual. Although there are various sides to this, and that there is no disrespect intended for anyone’s dogmata, she did have a point. Have you ever binged-watched TV’s *Hoarders*? Are you buying stock in *1-800-I Got Junk*?

All of this made me pause, think and, eventually, climb the stairs to the attic—and go through decades of accretion. Move other stuff around to get to the car stuff, sift and sort and toss away. I have been involved in our Rolls-Royce hobby for twenty years or so. Time enough, for sure, to gather...stuff. So I queried Joan Imowitz, our distinguished *Atlantic Lady* editor, if she thought it

might be of interest to sample some of this for you, our distinguished readers. After taking some time to scan and edit, we have here the result: images of the archived, boxed, collated, disorganized, disparate, filed, haphazard, indiscriminate, miscellaneous, nostalgic, piled-up, scattered, shelved, unboxed, uncollated, un-filed, un-shelved assemblage of...well, you know what I’m talkin’ ‘bout. So, gentle readers, what has been accumulating in *your* den, office, library, attic, garage—or outside storage facility?

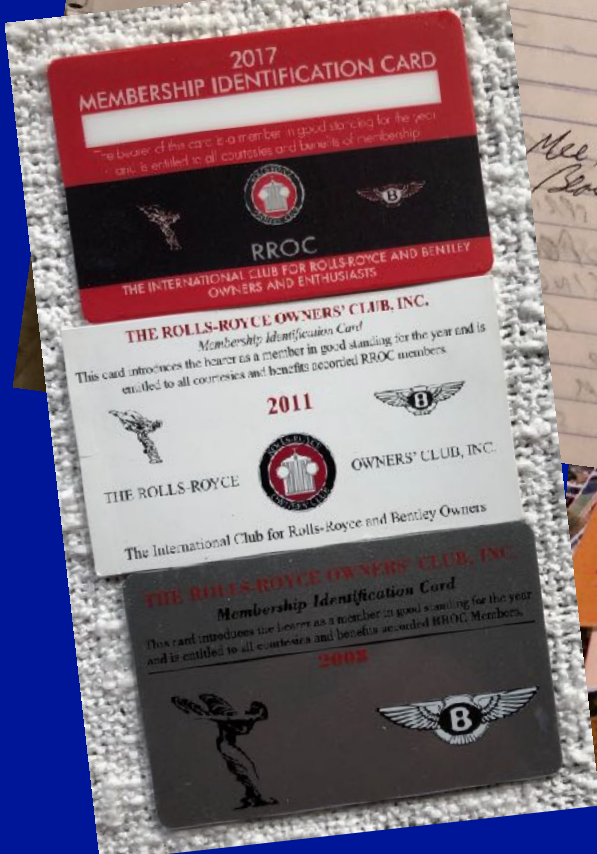
Finis

Side note: It has been a keen privilege to have played a minor role in the worldwide network of Rolls-Royce/Bentley scholarship. Some important Rolls-Royce scholars: Messrs. Bassolli, Bennett, Blaize, Bobbitt, Clarke, King, Roßfeld, Stott, Taylor, Verdés.* Their dedication has been an inspiration for me. Their help and guidance, especially when I was new to our hobby, was kindly given. My appreciation remains great.

* If I missed someone, it is due to feeble memory rather than a deficiency of gratitude.



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All photographs in this article by Bill Wolf



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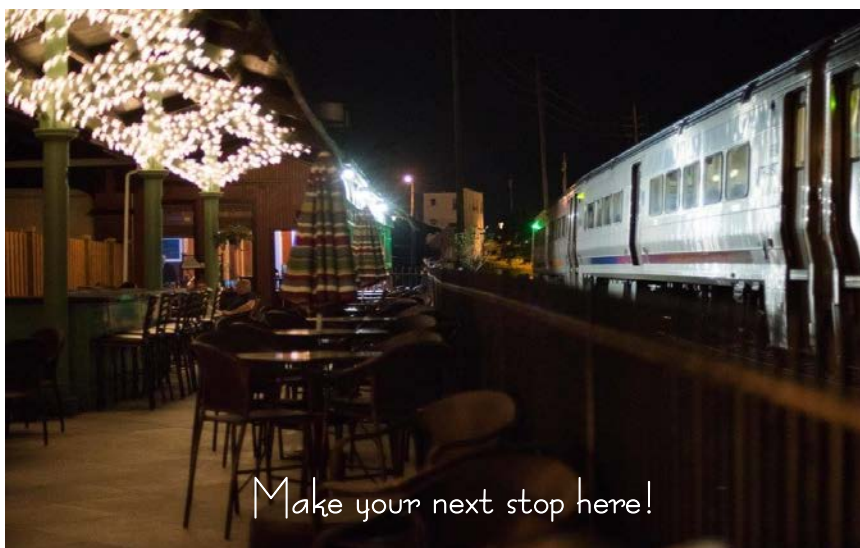
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