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A Publication of the RROC Atlantic Region



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On The Cover

Tom Heckman's 1914 Rolls-Royce Silver Ghost, Brooks-Ostruk tourer. Chassis #36PB. Photograph taken in Yorkshire, England, courtesy of Tom Heckman.

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A MESSAGE FROM OUR CHAIRMAN

JOE MARLEY



As I write this message, September 22nd, the last official day of Summer, is still more than a week away. But Labor Day's always seemed the end of Summer. Frankly, after enduring this past Spring and Summer I'm more than ready for Fall.

In retrospect, there was one spot of brightness this Summer...our August Concours at the Curry Estate in Hopewell Junction, New York. That event was an immense success. The Curry grounds provided a gorgeous venue. They showcased not only our beautiful cars but more importantly our sense of community and resolve as a Club. We proved we can gather with our lovely Rolls and Bentleys if we all take reasonable precautions.

To that end, we've planned a "Covid safe" Columbus Day luncheon for Saturday October 10th. Then, we have two possible locations in mind for our Christmas - Hannukah Party, the first Sunday in December. More on that at a later time.

This year we may have to drive a little further than usual to participate in activities or find suitable facilities that can safely accommodate us, but after all, aren't we supposed to drive our PMCs? I've spoken with my counterparts in the Keystone, Yankee, and Iroquois Regions and we've all been challenged to think outside the box.

As you read this, several Atlantic Region members, including your Chairman, are joining new friends from the Iroquois Region RROC at their multi-day event in Western New York State. It promises to be a great time. Others among us are linking with our Keystone Region fellows at the Tour de Crab in Delaware. We hope to interact more with other Regions going forward.

So keep your tires pressurized, your crankcase full, and your mask and sanitizer handy. When restrictions ease and opportunities for events arise, we'll seize them. Above all, stay safe and, if I may borrow from Rolls himself, each day "find the best and make it better."

Cheers,
Joe Marley





LETTER FROM THE EDITOR-IN-CHIEF

JOAN IMOWITZ

Dearest Atlantic Region Club Members,

It's been a difficult and stressful year thus far dealing with the outbreak of COVID-19. As a direct effect of the Coronavirus, many RROC events had been postponed or cancelled. Now that we are seeing some semblance of normalcy retuning to our lives, we can hopefully resume our regular routines in short order.

Those of us who have lived through these horrific times, have much to be thankful for. We are exceedingly grateful that our families and friends have survived the pandemic of the century.

For those who weren't as fortunate, the members of the Atlantic Region would like to extend our condolences to those families whose loved ones succumbed to the Coronavirus pandemic. Our thoughts and prayers are with you.

Looking toward Atlantic Region functions, the Concours and Luncheon event that had been held at the Curry Estate on August 22nd, was a tremendous success, hosting a large turnout! Additional events between now and our Holiday Party in December such as the Columbus Day Luncheon on October 10th in Boonton, NJ, have been confirmed. Additional events are in the planning stage. Announcements will be sent out as scheduled.

A special thanks to Tom Heckman for providing the feature cover article: "A Ghost Story" pertaining to his inimitable 1914 Rolls-Royce Silver Ghost - a rare treasure.

I would also like to welcome Ira Starr and Michael J. Thompson to our roster of contributing authors. We look forward to many more excellent articles from them.

Just as an aside, I'm sure you are all aware that the Postal Service is relied upon to deliver the mail through 'snow, rain, sleet and the gloom of night,' so it is, The Atlantic Lady takes pride that we never stopped publishing throughout this horrendous pandemic.

Have something to say? Send your comments to Joan Imowitz at: rroc.tal.magazine@gmail.com

Joan Imowitz
Editor-in-Chief
The Atlantic Lady Magazine



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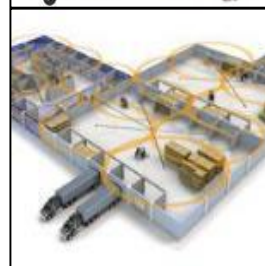
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UPCOMING EVENTS

- September 24-27, 2020: Shuffle Off to Buffalo weekend driving tour to the Iroquois Region, hosted by David Corbett. Skeet shooting, a river cruise and a trip to the Pierce Arrow Auto Museum are among some of the highlights of the trip: david.elwingrant@gmail.com or telephone (716) 200-6269
- September 26, 2020: The Keystone Region Tour de Crab, hosted by John and Beverly Wik. [Face masks required]. For further information or to book this event, contact John Wik: jdwik@aol.com or telephone (302) 383-9923. RSVP by September 21st
- October 10, 2020: Atlantic Region Columbus Day Luncheon at Michelangelo's Italian Restaurant in Boonton, NJ. RSVP rroc.vp.activities@gmail.com
- November 21, 2020: The Keystone Region Frost Bite Tour. - Tentative
- December 13, 2020: The Keystone Region Holiday Party - Tentative
- At this juncture additional 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 on Facebook: <https://www.facebook.com/groups/2828067040585061/> Check us out!!
- Contact kkoswener@hotmail.com for any needed website assistance.

SPOTLIGHT ON RARITY



A Ghost Story

TOM HECKMAN

This all started about 60 years ago when I used to attend the monthly meetings of the Delaware Valley Region of the AACA with my father and after the dinner and business meetings were over, some of “the old guys” would sit around and talk about what great cars there were ‘way back when.’

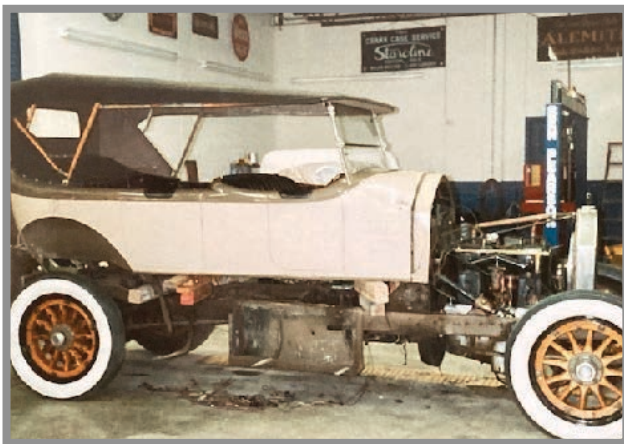
Packard, Pierce Arrow, Simplex, Cadillac, Mercedes, Lozier and the like, were thoroughly

discussed, but without fail, the discussion would eventually lead to the Silver Ghost.

All parties agreed that if you wanted a reliable car for comfortable long-range touring, you definitely wanted a Rolls-Royce Silver Ghost. Being 12 years old at the time, I could hardly afford to buy even a model of a Ghost, let alone the real thing. But as time passed, I never forgot what “the old guys” said.



36PB Leaving California.



The Body Coming off the Simplex.



The Body Being Fitted to Ghost's Firewall.

At this time I should mention that my dad, Rod Heckman, drove a 1925 Rolls-Royce, a 20HP (GSK81) with a lovely Kellner Salamanca body, and he was an early Activities Director of the Keystone Region of the RROC, so I did have some knowledge of the Rolls-Royce automobile.

Dad continued to drive his 20 HP and luckily I had free access to it and actually mastered the fine art of double clutching the four-speed gearbox, which came in handy later on.

Fast forward to the early 1970s - I was out of school, getting married, building a house, working for my dad's business and along the way some cars came and went - including a couple of Rolls and a Bentley, but still no Silver Ghost.

So what was so special about a Ghost and why would I want one? Easy answer: There was simply no better automobile made in the pre-World War I era.

The engine is a silky smooth 6 cylinder of some 450 cubic inches with 7 main bearings and complete pressure lubrication throughout - even the wrist pins are pressure fed so the durability is readily apparent.

The frame, axels, springs, steering and brakes are perfectly matched for a well balanced, comfortable ride with almost sports car-like handling - it was really something for that time.

More time passed and I was made aware of a 1914 Silver Ghost chassis (36PB) that was for sale by a private party in California, whom I came to find out was no ordinarily "private party," but a well-recognized buyer and seller of early interesting cars. I mentioned the chassis as the original Barker Cabriolet body had been taken off and scrapped during WWII. Thankfully, nothing was stripped from the chassis and if I had mounted a seat on it, I could have driven the automobile as it was.

I flew out to California in March of 1988 and the seller, Ben Paul Moser, picked me up at the Santa Barbara airport driving his 1912 Ghost, which was just spectacular. His car was known as the “Jade Ghost” as the rear door handles were made of pure Jade. This car is now part of the Robert M. and Anne Brockinton Lee collection of Nevada.

Needless to say, between the sunny California weather and being driven in the Jade Ghost, the dye was cast and I bought 36PB. What I did not know until I actually saw it, was the this one was an “Alpine Series Ghost,” which as the name suggests, was designed to be driven through the Alps. As such, it has a larger cooling system (7 1/2 gallons), a larger carburetor, a four-speed gearbox and huge rear brakes - which is really important as there were no front brakes back then.

A little bit of background on 36PB is a Mr. Elmer Speed of Canterbury, Kent, UK, originally ordered the chassis, which was “On Test” May 5, 1914 and thereafter dispatched to Barker & Company for the earlier mentioned Cabriolet body. For reasons lost to history, in 1916 the Ghost traded hands and moved to Hamilton, Ontario, Canada under the new ownership of Mrs. W. E. Sanford. Knowing that The Great War was in full swing at this time, makes me think how fortunate it was that the ship carrying the car was not sunk by a U-Boat! By 1959, the car was owned by a Mr. F. S. Wilkinson, also of Canada, where it stayed until purchased by Mr. Moser.

Something else interesting is that by 1914 most automobiles had evolved from brass to nickel trim, but 36PB had been ordered from the factory with brass trim and radiator, which came into play a bit later on. And, speaking of the radiator, the standard radiator for an Alpine Ghost was 22” high, while this one was ordered at 20” high, but is one-half inch thicker to accommodate the extra cooling capacity and this height helps to create a much lower profile.

I should mention that right about now Mary Jo Ashenfelter entered the picture and luckily for me,



The Simplex Body Placed on the Ghost’s Chassis.

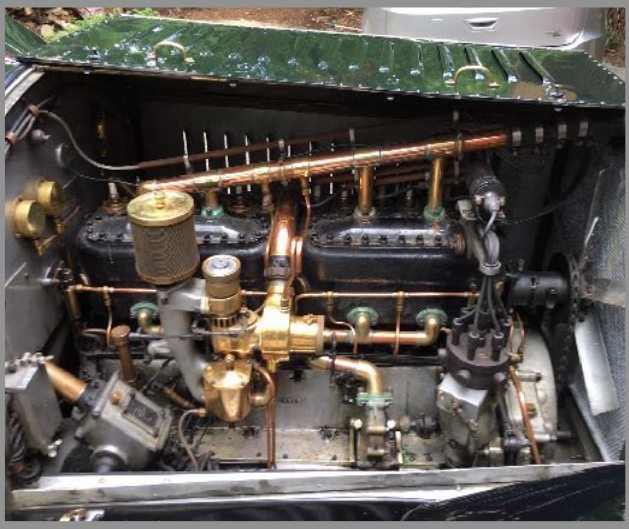


1914 Silver Ghost (background), with garage mate 1934 Freestone & Webb 20/25 saloon, GUB27.



even though she didn't know what an old car was all about, she really took to the antique car hobby and touring in particular. Her only short coming is that she refuses to polish brass, stating that the fumes from the polish gives her a headache! We were married in 1990 and I have been polishing the brass ever since....

So, while the chassis was being shipped home I was chatting with Keystone Region member, Bill Ford, who told me of a Brooks Ostruk 5 passenger body being taken off a 1913 Simplex chassis in Florida. The Simplex had a 144" wheelbase - the Ghost was 143 1/2" so things were looking good. I bought the body over the phone and within a week of the chassis arriving, the same truck that had delivered the chassis to me was back with the body. Things were really looking good and I was extremely happy to have a "period body" - meaning one built in the same era as the chassis - as opposed to a "replica body" of recent fabrication.



I put the body and fenders aside and started working nights and weekends on the engine and chassis, cleaning accumulated dirt, grease, grime and filth. New wheels were ordered and I completely rewired the electrical system and painted everything - with the exception of the wheels - things were moving ahead.

The Engine Compartment.



The pre-war Ghosts were equipped with 2 ignition systems - a battery for starting and a magneto for running. One Saturday afternoon after cleaning the gas tank and hooking up the fuel lines, I pumped up some pressure in the gas tank just to see if fuel flowed to the carburetor and nothing leaked! At this point there was no battery in the chassis but for some unknown reason, I decided to crank the engine over a few times just for kicks - and the damn thing started!! It started solely on the magneto, which hardly ever happens! I knew right then that this car wanted to get back on the road!

Then it was time to fit the body to the chassis, which was somewhat involved, but not really



difficult. The major challenge was that the firewall of the Ghost was about 3" lower than the Simplex and 4" narrower, so I made a pattern of the Ghost's firewall and shaved down the body, which is aluminum over ash framing and easy to work with so that I could get the contours just right. Luckily, I knew a very well skilled welder, Richie, who was fascinated with the project and would bring his TIG Welding kit to my house on Saturday afternoons after work to stitch up the aluminum where I had sliced it.

It was then time to fit the front and rear fenders. By now, I had my own MIG Welder for the steel fenders and proceeded to fit and finished them. The beauty of this project was that since any Rolls-Royce of that era was custom bodied, I really couldn't do too much wrong. Once or twice I did not care for the outcome, so I simply did it over until I was satisfied.

There was one stumbling block with the body mounting process and that was the main sill of the Brooks Ostruk body sat directly on top of where the transmission shift lever was supposed to be. Hmmmm....

After a discussion with Richie, we moved the shift and hand brake levers outboard by 4 1/4" so the body fit perfectly on the chassis and shifting is a breeze as my right hand naturally falls directly onto the shifter. Please see the picture showing the levers between the body and spare tire along with the speedometer - pretty neat outcome.

OK, let's move along to painting and here is where the brass trim & radiator come into play. I wanted something subtle so the body is painted a very deep green with a black accent section at the top of the body, separated by a black belt molding with red pin striping - see the picture where the molding sweeps toward the center of the hood. The fenders are black as are the wheels - the upholstery and top are also black with ribbed aluminum covering the running boards.



Rear view.



Chassis number plate 36PB.



1914 Rolls-Royce Silver Ghost Brooks-Ostruk tourer.





An overnight stop at Cricklade House prior to boarding ferry to Ireland.
May 13, 2015.



Parked in front of actor Jeremy Irons' "Tower Castle" in Skibbereen - Kilcoe, County Cork, Ireland.
Jeremy was there to greet us and explain the restoration of the castle.
May 21, 2015.

Time had been passing and one day my dear friend Don Meyer (sadly gone, but survived by his lovely wife Liz), asked if I was going to "do the 1993 Alpine Rally." I did not know what he was talking about, as it was being organized by "The 20 - Ghost Club of England" and I was not a member. So thanks to Don, I was proposed for membership, was accepted and I immediately signed up for the rally. The event started and ended in Vienna, Austria, but as we had the car shipped to Mannheim, Germany, we spent four days driving south and east to Vienna all by ourselves with no reservations or schedule - but that's another story....

Anyway, the event retraced the route originally followed in 1913 when various manufacturers would compete for any number of awards in this great challenge. Along the way we passed through the Alps and the Italian Dolomites, climbing and descending 27 Alpine Passes taking us south to Lake Garda in Italy and then east into Croatia and Slovenia. Thank goodness for the four-speed transmission and the great brakes - if only on the rear. All in all, we covered about 3,000 miles over 4 weeks and I encourage you to Google the 1993 Alpine Rally and watch the 45 minute film that was produced by the BBC, excellent photography, narration and background music.

A fun part of this is one night in Salzburg, Austria, while I was in the garage tending to the car, Mary Jo happened to meet the BBC crew at the hotel bar and struck up a very happy relationship, which caused her to be interviewed a couple of times with some good laughs. The film pays proper tribute to the Rally and does a much better job than I could ever do. Without a doubt, this event remains the most memorable of any tour or rally that we have ever participated in - including ones that Mary Jo and I have organized. Following "The Alpine" we continued our membership in The 20 - Ghost Club and have enjoyed many excellent tours which have taken us all through England and Scotland, from the south to the north of Ireland, France, Belgium, Holland, Germany, Poland, Switzerland, Italy, Croatia, Slovenia, Spain and Andorra. Most recently we were invited to tour with an independent group

driving from The Hague in Holland to Istanbul, Turkey, which in addition to many of the above mentioned countries, also took us through Greece.

I think I have identified all of the “overseas” countries where we have driven the Ghost, but I should also include Australia, where we were SUPPOSED to have driven - but the shipping line transporting all 11 Ghosts from the USA went bankrupt and we did not see our cars for about six months. But - that’s another story....

Most of these tours are steeped in history (which Mary Jo loves), provide lovely scenic byways, beautiful vistas, opportunities to visit private collections and estates not open to the public and recently traveling behind what was the “Iron Curtain.”

On one particular memorable tour through western France, down to Biarritz, the gasoline delivery truck drivers went on strike so we had to deal with a lack of fuel. A rather desperate situation when a Ghost gets about 10 mpg with 500 miles still to go! But that’s another story....

Meanwhile, back home as members of the RROC and the Silver Ghost Association, along with the AACA, Horseless Carriage Club of America and Friends of Ancient Road Transportation, we have toured in Canada and many - but not all - of our United States. And then there was “The Boys’ Trip” down the Baja Peninsula of Mexico and, yes, that’s another story....

Regardless of where we have toured, the consistent pleasure is meeting new people from literally around the world and sharing the joy of touring in a Ghost.

All in all, I am certain we have put 100,000 miles on 36PB and we are ready to leave on the next adventure - as soon as Covid-19 allows - which will be the next story....

Lastly, in the words of my British friend, John Bentley, **“THERE IS SIMPLY NOTHING LIKE A GHOST.”**



Parked by The Timble Inn with other cars on the rally. Yorkshire, England. May 23, 2018.



A rainy day in Grafenstein, Austria, A very fun rally headquartered in Velden on Lake Wörthersee. August 26, 2018.



At the Technical Museum in Sinsheim, Germany. May 28, 2019.

Photographs courtesy of Tom Heckman

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Article provided by Steve Schade

New Vernon Coach and Motor Works (NVCMW) has been in operation since July 1986. Steve Schade has been the owner since the doors opened. He currently has three other mechanics working with him. “We are called ‘technicians’ these days, but I still refer to myself as a ‘mechanic,’ because I’m an old school kind of guy.



“We are located in New Vernon however, the GPS address should be input as ‘Morristown, NJ 07960.’

“NVCMW specializes in high-end imports and exotic cars, specifically (but not limited to) Rolls-Royce, Bentley and Ferrari. “The Rolls-Royce models we service typically range from Silver Clouds to modern.

“I began working on British cars in the late 70's while working at another shop. I was fortunate that one of the other mechanics was the former head mechanic at the local Jaguar dealer. He could not accommodate all of the Jaguar work

he had and decided to take me under his fender (wing?) as an apprentice. He trained me on the intricacies of servicing British motorcars.

“When people saw dozens of Jaguars in our parking lot, they started coming in with other high-end imports. It was about 1979 when the first Bentley came into my shop, which was my introduction to that marque. Customers brought in their new Rolls-Royce Silver Shadows and Bentleys. I quickly

realized that Rolls-Royce and Bentleys were mechanically the same, which made it straight-forward to perform service on both.

"We had a customer who owned a twelve cylinder E-Type Bentley and then brought in a T-type to service. The first Rolls-Royce I worked on was a late 70's Silver Shadow, which belonged to the president of Emerson Radio Corp. Not long after that, as providence would have it, the Jaguar mechanic relocated to Pennsylvania, so I inherited his customers.



"When I opened New Vernon Coach in 1986, my previous employer was happy to send all of these cars to me. We were also servicing Aston-Martins at the time.

"Early in NVCMW history, I was fortunate again to be able to hire the late, great Jim Tuschinsky who taught me everything there is to know about Silver Clouds. This, along with indispensable technical help and parts supply from Alber's in Indiana, has been a winning combination."

NVCMW does all varieties of work from the Silver Cloud series to the latest Dawns and Phantoms. That includes the full spectrum of mechanical work for engine repairs, A/C, transmissions, brakes and starters.

"We perform work such as Bentley Arnage head gaskets (a common problem), in-house. We are high-pressure braking system specialists. I always try to explain the intricacies of the

Shadow high-pressure braking systems to the lay person, or even to a professional who has never seen that type of system before.

"As far as an engine or transmission overhaul, we remove the engine or transmission and then send the component out to a rebuilder for overhaul. The car stays here and when the engine or trans is done, we reinstall it and make all of the required adjustments.

"I provide phone support and technical information free of charge to owners, as well as other repair shops who need help or advice.

"I was, for a time, an authorized repair center for Citroen in the early 90's when a Middlesex County, New Jersey based company called "CXA" was importing and federalizing Citroen CX sedans for use in the US. Therefore, I am well acquainted with complicated hydraulic systems.

"Just as an aside, in 2010 Rolls-Royce Corporate loaned me a brand new \$525,000.00 Phantom to use in a charity drive event. I had asked for a Phantom drophead when they inquired about which model I might like to borrow. They were apologetic when I went to pick up this car, as the drophead was in Georgia at the time, so they were unable to get it back here, washed and polished in time. Oh, and if the Phantom comes back to them missing the umbrellas, that will cost \$375.00 each!



"Note: the Spirit of Ecstasy statue in the photo showing the rear of the Phantom is a silver plated bronze casing, which stands 23" tall and weighs over 40 pounds. It belongs to me and is currently sitting on my desk watching me.

"I also have a bronze "Rolls-Royce Limited by Royal Appointment" sign, but regrettably, no Royal appointment - yet!"

New Vernon Coach and Motor Works has five work bays.

Labor Rate: \$140.00 per hour.



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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RICH HALPRIN Presents:

Welcome New Members

Article provided by RICHARD REEVES

This 1988 Rolls-Royce Corniche is a new purchase for me. [chassis #ZDX22581. I bought it from a dealer in classic cars, The Stable Ltd., located in Gladstone, N.J.

The exterior color is “Mason Black” with natural hides and matching leather top. It sports a burl walnut fascia and interior trim.

The first owner bought it new in Palm Beach, Florida, then drove it for 35,000 miles. It was then sold to a gentleman from our area who kept it for fifteen years before letting the Stable Ltd., find a new home for this elegant Rolls-Royce.

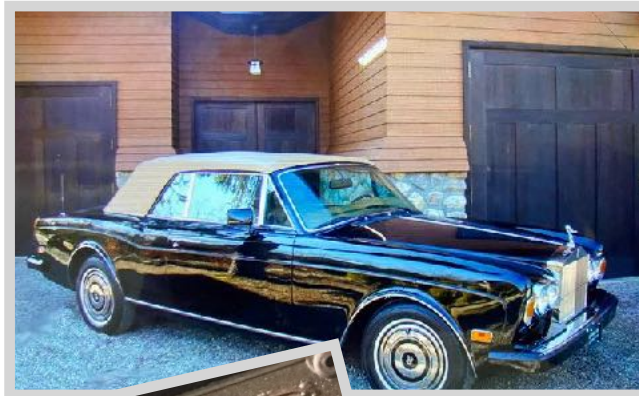
I bought it with all service records and 51,000 miles on the odometer. It's a fun car to drive in excellent condition and was reasonably priced.

The car has won many awards including a “Best in Class” at a Rolls-Royce Owners Club National Meet in Virginia.

As an aside, my great-grandparents owned a Rolls-Royce. A 1920's chauffeur driven PMC that they kept for over twenty years in their carriage house in Brooklyn Heights, NY. It was used daily to take my great-grandfather to his office.

They had it shipped to France every summer for use during their vacations. Their chauffeur was apparently a Rolls-Royce mechanic. How handy is that?! Their Rolls-Royce was built to last, but regrettably, was melted down for scrap for the war effort.

In this day and age of planned obsolescence, Rolls-Royce has retained the select people who appreciate the finer



Photographs courtesy of Richard Reeves

things in life and who have worked hard to maintain their position. Owning a piece of automobile history is very worthwhile and educational.

Being PMC owners yourselves, I believe you understand my affection for the Rolls-Royce marque. They have always lived up to their reputation. We are all so very fortunate to continue a tradition of excellence.



ROLLS-ROYCE AND BENTLEY – 25 YEARS OF EXPERIENCES AND LOVING EVERY MINUTE

IRA STARR

It all started back in 1995 at the age of 45 when I hit the typical, guy mid-life crisis. I had to do something totally off-the-wall and something I always wanted to do; buy a Rolls-Royce motorcar.

I was always interested in cars, dating back to my teenage days, and for some reason British motorcars were my passion. My first British motorcar was a Triumph TR-4. Running that into the ground, I went on to the Triumph TR-6 and after that the Jaguar XJ-6 and XJS 12-cylinder sports car. The one thing I remember most clearly was these cars looked great, were not the most dependable running cars, and the most difficult to repair, especially the 12-cylinder Jaguar XJS.

I've always had the knack of being able to repair cars no matter what the problem. I got this skill from my dad who was an electrical engineer. He had a tool shop in his basement which I inherited and moved into my basement,. My current house includes a nice sized two-car garage perfect for working on cars no matter what the season.

So, back in 1995 it made perfect sense to venture forward and buy the car that I always dreamed of driving ever since watching the TV series "Burke's Law" a 1960's American detective series starring Gene Barry as a millionaire captain of the LAPD who was chauffeured around to solve crimes in his 1962 Rolls-Royce Silver Cloud II. Well, it turned out that the Silver Cloud seemed to be a bit old in vintage at the time and I was concerned

about getting parts and dealing with reliability issues. So, why not get a more modern RR like the Silver Shadow? Back in 1995 I knew nothing about Rolls-Royce motorcars and did not know this is the wrong car to get as a first PMC due to its complexities.

Having made up my mind as to what model of RR to buy, I went to the only source I knew as to where to purchase these exotic cars: Hemmings Motor News, the paper edition, of course. Searching for quite a while, I did come up with a gorgeous 1979 Silver Shadow II which I had to have. The only problem was it was located in Delray Beach, Florida and I was located in Cortlandt Manor, NY. After looking at pictures that were sent to me by the dealer, I was convinced that this was the PMC for me. So, physical sight unseen, and with a bank check for the amount quoted by the dealer, I got on a plane with my 45-pound toolbox hoping to be met at the Florida airport by the dealer. Sure enough, he was waiting for me at the baggage carousels and off we went to see the Shadow.

At first glance of the walnut over black Shadow, I was dumbstruck by the beauty and massive size of this motorcar. It was stunning and sitting at the wheel in a RR for the first time, with that Connelly leather fragrance, I will never forget that moment. It didn't take long and with a quick test drive around the property, I was ready to take it home. One quick look in the engine bay

scared the heck out of me. The engine was massive and loaded with various emission equipment systems around the massive engine. But when I left the dealership, everything seemed to work as intended, even the AC and windows.



Having zero technical knowledge on the Shadow and nothing in hand except the owner's manual, I got in the car and drove off headed for Orlando to get on the Amtrak car-train and save a long drive to as far as Fairfax, Virginia. Once the train hit the last stop, it was time to disembark and wait for the Amtrak service attendants to remove my car from the car storage trains and bring it to me. Here was my first panic situation. Will the car start, and will it continue to proceed for the long, long drive to NY? My fears were calmed when I saw the Shadow in the distance being offloaded from the storage train and brought to me at the receiving station. I was on my own at that point and was determined to drive non-stop to my house. So, there I was, 305 miles and a five-hour drive from my house in NY. God must have been with me because I made it without incident. That was my segue into Rolls-Royce motorcars.

I owned the Shadow for three years and became a quasi-expert on maintaining one of the most complex RR motorcars of the modern car era. I can remember several issues I had with that model PMC:

- **Problem #1:** Leakage of rear dampers where RR363 brake fluid would leak out of the dampers and travel backwards inundating fluid across the entire rear of the car. Making matters worse, when I drove the car to/from work at 55 MPH, I didn't realize the damage RR363 could cause until I got home and went to the trunk to take my work suitcase out. I was stunned to see that RR363 had worked its way to the trunk lid and covered the entire lower part of the trunk and totally removed the clearcoat.
- **Problem #2:** Leakage of oil through the valve seals and causing misfires was the second most annoying issue. Of course, the problem was located in the worst possible location; cylinder B4, driver's side spark plug up against the firewall which was totally hidden by A/C components and brake lines to the hydraulic pumps. The only way to get to that plug was to lay my body across the engine bay with my head facing the "B" side of the engine so as to have the right mechanical advantage to remove the spark plug with a small-handle socket set. Therefore, every 200 to 300 miles, I would have to repeat this process to remove the Champion spark plug and replace it with a new one.
- **Problem #3:** Leaking of antifreeze from the engine block weep holes was the straw that broke the camel's back and seeing a puddle of antifreeze on the garage floor led me to this serious issue. I had constantly seen leakage of oil from the weep holes which I was not too concerned about. After time, I started seeing antifreeze leaking and at that point this was the sign for me to trade in this PMC and find another one.

- **Problem #4:** Corrosion of the rear rubber brake hoses from age and RR363 fluid to the point where the rubber inside clogged up the hose making it operate like a one-way check valve. This would cause the brake pads to continue to engage the rotors, heating them up to the point where the grease in the hubs starts to melt and smoke appeared from the rear and smelled like the car was on fire. This is a common problem across the board for all PMCs as these brake hoses degrade over the decades and if not replaced, turn into check valves that could cause the car to feel like the brakes are engaged and drag the rear of the car making weird groaning sounds and smoke around the rear wheels.

It didn't take me long to find another Rolls-Royce and it was within driving distance to my house. I always loved a Rolls with Right Hand Drive [RHD], where the steering wheel is positioned on the right side, as no one in the Tri-state NY area drives that kind of car. And so, there it was, a right-hand peacock blue 1990 Silver Spirit with very low mileage for sale from a dealer within a short drive from my house. Off I went to check out this gem and I did the drive down to the dealership in my 1979 Silver Shadow so if this was the car for me I could get a good idea as to a



trade-in value the dealer would give me for the purchase of the Spirit.

When I got to the dealership, there it was on the driveway pristine clean and sparkling. It was the most gorgeous Rolls I had ever seen with the steering wheel on the right, a gold Spirit of Ecstasy, and an interior of parchment and lots of wood which was in pretty good shape. I couldn't wait to drive it around the neighborhood. After driving the car around for a bit (which was an experience in itself) and haggling with the dealer over price and trade-in value for my Shadow, I was ready to make the deal, which I did.

Of course, the dealer wanted to drive my Shadow too and what scared me was if he decided to put it up on a lift to check out the underbody and internals. Had he done so, he would have seen the leak of oil and antifreeze from some of the engine weep holes. Luckily, he could care less as to the condition of the car and offered me a menial trade-in amount which at that point I was happy to take whatever he offered and get rid of my Shadow problems for good. I was thrilled to get ownership of the Silver Spirit and promised the dealer I would be back within the week with a bank check in hand and trade in my Shadow.

As promised, I was back to the dealership with check-in-hand and ready to trade in my Shadow and say good buy to it forever. Making sure I had all the tools, manuals, NY State emissions and safety inspection sticker on the window (which I did), and temporary plates to drive the car legally, I was off in my new 1990 Silver Spirit by myself sitting on the right side driving away and soon reached the highway where I saw everyone to my right on the road looking at me in amazement as to why I was driving on the wrong side of the car. Also, making left turns at intersections was very awkward and driving the car to work in southern New Jersey was an experience as I had to get out of the car to pay the tolls on the Garden State

Parkway being that the toll taker was on the left side of the car.

I owned the Spirit for less than a year as there were a few things that bothered me. As a novice on the more modern car than the Shadow, I again had to learn everything there was about this model. I noticed the engine bay seemed very roomy as there was a lack of emissions equipment as would be available on typical North American versions. Looking under the car there were plenty of mufflers and silencers but at that time I hadn't realized there was no catalytic converter. That worried me and after awhile I got concerned and well before my next NYS emissions and safety check, I took the car to a local garage and asked the mechanic on duty to perform an emissions check which failed so badly I thought that was it for me. Now I was stuck with a car I couldn't get re-inspected and pass emissions which meant I couldn't get a proper sticker for the window and thus not drive the car.

I was so upset and quickly realized that the dealer had literally pasted a NYS inspection sticker to the window and not doing a proper emissions inspection as it would have failed as badly as it did when I had it checked independently. I even went as far as checking out the previous owner which I found lived in Florida and in that state, there was no emissions check so of course there was no problem driving the car around.

At that point, the only thing left was to call the dealer and get my money back after a few months of driving the car. To my great surprise, the dealer didn't argue with me over the situation he had put me into and was happy to take back the car and exchange it for another one which happened to be a 1981 Silver Spirit which I was glad to take at that point. So, these were the issues I had in the short time that I owned the 1990 Silver Spirit:



- **Problem #1:** No emissions equipment and unfit to drive and pass NYS emissions requirements.
- **Problem #2:** The rear-end of the car bounced wildly when going over bumps which was due to gas springs that were totally discharged of Nitrogen.
- **Problem #3:** The start of an antifreeze leak (again!) at one of the pipes attached to the front of the engine block which looked like a big deal to repair.
- **Problem #4:** Sticky seats when you sat on them because someone before me did not properly take care of the leather and decided to dye it improperly thus causing the dye to incorrectly absorb into the leather and instead lay on the leather surface and become tacky when the weather became hot.

I was back in business now and after the bad experience I had with the 1990 Spirit, I promised to never do business with that dealer again. I took ownership of the 1981 Spirit in September of 1998 and kept it for many years. I drove the car as a daily driver to/from my house and southern NJ where I worked. It was a long drive, but it was fun driving in a Rolls with around 30,000 miles. The car was in pretty good shape overall and I kept it until 2016 which was a long time to own a normal car let alone a Rolls-Royce. The good thing was I had found out about the RROC and joined that club as quickly as I could. I

CULLINAN

ONE LIFE, MANY LIFESTYLES



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enjoyed the forums and the exchange of troubleshooting information from members around the world. Along with what I learned from my fellow club members as to troubleshooting issues for Rolls and Bentley, I purchased and obtained every piece of technical material I could find about Rolls-Royce and Bentley and over the years became an expert at diagnosing problems and repairing this complex motorcar.

Of course, owning a Rolls for such a long period of time, you tend to have many issues as this is an old car and driving it daily only puts more stress on the rubber and other parts of the car. The problems I had with this car were many but here are a few that I can remember most of all:

- **Problem #1:** Accumulators on the 1981 Spirit had not been changed since the car was probably new. Changing them were a nightmare as they were on so tight, even a proper chain wrench with a breaker bar could not remove them. I had to hit the chain wrench handle repeatedly with a hammer to loosen them. That was a scary thing to do and had to be done as a last resort.
- **Problem #2:** Misfiring of cylinders again, due to leakage of oil around the valve stems such that the oil dripped on to the spark plug fouling the plug. The only way to find the misfire was to remove all the plugs and inspect each one by one. Of course, the ones that were fouled were soaked in oil or caked up with carbon.
- **Problem #3:** Leakage of oil at the valve covers due to the cork gaskets disintegrating over time. This created all sorts of problems as the oil leaked on to the front suspension taking out the rubber bushings on the front suspension and the rear and front-center engine mounts.

- **Problem #4:** Fail-to-Proceed was the worst of the problems I had with the Spirit and this was due to the overheating of the fuse board and taking out the circuitry for the fuse controlling the fuel pump. In the diagram below, you see I installed an override switch connecting the fuel pump relay socket to a power circuit and when you wanted to start the car you had to go to the trunk, turn the switch to on, then you heard the fuel pump running, then go into the car and turn the key to ignition start and voila; the car ran fine after that. Of course, you had to do everything in reverse to turn the car off.



Engine Run Sensor Override Switch Connected to the Fuel Pump Relay Socket

And so, it was time to say good-bye to the Silver Spirit and purchase another PMC this time a much newer model.

Looking around the internet I found a dealer out in Chicago who had a beautiful 1991 Silver Spur II for sale with only 15,000+ miles. It was a car I couldn't pass up. Again, site unseen and with just looking at pictures I decided this was the car for me. However, this time I was going to get on a plane and go

out to Chicago to see it in person with the intent that I would buy it on-the-spot and pay for it via a wire transfer to my bank account. There I was at the Chicago airport and got into a cab and drove 30 minutes to the dealership to see the car. When I got to the dealership the Spur was sitting out in front all polished up and immaculate and ready to drive home. I spent the entire day at the dealership checking out every aspect of the car. It was great having all the niceties that come with the car which actually worked: air conditioning, cruise control, working windows and seats that moved in all directions. Who could ask for more? At the end of the day, I made the deal and paid for the car with a wire transfer with the intent of shipping the car on an opened truck and when I received the car, I would give the truck driver my car to send back to the dealer as a trade in.



I was excited and couldn't wait for the Spur to arrive. As my luck would have it, the car was supposed to be delivered within 3 days at a location near my house that was accessible to a huge car trailer truck. But instead, I received a call from the truck driver that his rig broke down on the highway and would be delayed at least a week. I waited and waited until finally the truck arrived near my house in which case, I drove my 1981 Spirit to the drop-off point to make the car exchange. Finally, getting the Spur and

driving it home and going through all the hassle of going out to Chicago and back and exchanging my Spirit for the Spur, I would say it was worth the effort. Driving in a fully working Spur was a dream including having new tires, heat, A/C, and automatic ride control. I was in heaven.



Saying 'goodbye' to my Silver Spirit

It's coming up to almost four years since I've owned the Silver Spur and, for the most part, it's been a reliable and fun car to own and drive. Since this was my first really modern Rolls, I do have to comment on the complexity and reliability of electronics in the car, although we are talking about a car that is now 29 years old. As a Rolls owner would expect, these electronic components and other issues fail just when they are needed the most. In the four years these were the most problematic of issues:

- **Problem #1:** Failure of the Drivers Information Panel which caused all warning lights to not display as intended so driving the car is now riskier. I have mitigated the risk as much as possible by constantly checking all critical systems (e.g. brakes) before the car is driven. In order to repair this display, the entire instrument cluster must be removed

(i.e. speedometer, gauges) and sent to England for repair by specialists. That should take at least a month!

- **Problem #2:** The microprocessor board controlling heat, A/C and fans stopped working in the middle of last summer making it a déjà vu situation again for me as with all my previous PMCs. I've lost the HVAC comforts normally taken for granted in cars other than Rolls and Bentley. That board may be easier to repair as it does not have to go back to England. It can be swapped out for a working one and acquired from shops in the USA.
- **Problem #3:** The old familiar misfire problem was back which I experienced on every previous PMC that I've owned. Recently, I removed all eight spark plugs and to my shock, many of them were caked with carbon, oil and other elements making it obvious that the plugs were the cause of the misfire.

I've always wanted to drive a Bentley and in June of 2017 I found what I thought was a beautifully kept 1988 Bentley Eight that was being offered by a dealer in Pennsylvania about a 3-hour drive from my house. Again, sight unseen and looking at pictures and talking to the dealer, I was convinced this was the car for me and I rented a car from Enterprise Rent-a-Car and drove with a bank check in hand to see and possibly purchase the car. Driving into the dealer lot, I saw the two-tone Claret over Garnet Bentley Eight sitting in front nicely polished and ready to go. I fell in love with the car immediately and as you would expect, I purchased the car and drove the rental to the nearest Enterprise office (20 minutes away) with the dealer's mechanic driving behind me. I returned the rental car and got into my newly purchased Bentley and drove praying all the

way home for the next three hours that I would not fail to proceed at any point in the journey. As luck would have it, I made it back in great shape just like the time I drove my newly purchase Shadow II back from Fairfax, Virginia to my home with every tool and test gauge you could think of sitting in the trunk - just in case.

It's been almost three years now owning the Bentley and it's been a joy to drive along with my Silver Spur. I drive both PMCs as daily drivers to/from work every day which ensures the cars are driven and enjoyed to the max. Of course, this is an older car than my Spur and the electronics are minimal. However, it doesn't mean that the car is less complex or easier to maintain as evidenced by performing a replacement of ignition wires which was a nightmare effort.

To-date these were the major problems I've had with the Bentley:



- **Problem #1:** Misfire of a few cylinders which was due to a combination of old and worn spark plugs coupled with ignition wires that were 32 years old. Once I replaced the wires and plugs, the car ran like a dream.
- **Problem #2:** In the middle of the winter, the A/C compressor decided to make a screeching noise when the A/C compressor clutch was engaged which

could be the clutch or the compressor itself. Of course, I had to use the car in temperatures around freezing and I was concerned with using the heater which uses the compressor as well to supply heat to the cabin. Hence, I drove the Bentley and Rolls in the dead of winter and bundled up with heavy cloths to sustain the 40-minute drive to/from work.

There you have it, my 25 years of dedication to driving Rolls-Royce and Bentley motorcars and all the challenges and great times to go with it. What makes these cars easier for me to maintain is the following:

- Excellent subject matter experts in the RROC and local regions willing to help members with any kind of issue
- Good supply of used and new parts for modern Rolls and Bentley motorcars
- Having the right British, metric-type tools to maintain these cars
- Having expertise in car repair and mechanically inclined
- Excellent service manuals and technical documentation available in hardcopy and online
- Frequent tech meets where you can bring your car for evaluation by club members and professional experts in Rolls and Bentley motorcars

Check out some of my issues described above on Youtube.com where you can actually see the problems I experienced through short videos

- 1991 Rolls-Royce Silver Spur 2 Engine Misfire: <https://www.youtube.com/watch?v=5NmQrVcvbbE>
- Bentley 8 Tailpipe Misfire Sounds: https://www.youtube.com/watch?v=j_q7j4nZq9k
- 1988 Bentley 8 Vibration of Hood Due to Misfire: <https://www.youtube.com/watch?v=CCqewNE0rQs>
- Bentley 8 Compressor Noise: https://www.youtube.com/watch?v=h7ZM_2OXZqY

Happy motoring!!!!

~ Ira Starr





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MEMORIES

(Remember When)

RICH HALPRIN

This edition of the 'Remember When' looks back at some of the more unusual Rolls and Bentley models we have seen at some of our meets over the years. While many postwar cars follow a standard body style, we have seen some quite unusual varieties at our meets. For the prewar group PMC's, just about anything can be seen, as many were not only built by various coach builders but each builder had their own style, not to mention owners adding their own special, bespoke touches to their cars.

- 1) Our first vehicle should be easily identifiable as a Bentley. The year is 1929. But what of the body builder? Any guesses (actual builder named at end of the article). HINT: Check the radiator – not a traditional style. This car was seen at the 1987 Long Beach National meet at the Hyatt. Note the giant high beams located at the windshield area on the left and right.



- 2) This is another unusual looking PMC. Definitely a Rolls but check out those headlights? This particular model is a drop head which makes it all the more unusual. This car was seen at the Phil Wichard picnic which was all the way back in 1988. To those of you lucky enough to enjoy the picnic and open house on his estate on Long Island, it was only second to the garage, hidden on the property, with numerous classic era cars of makes and years. I have limited information on these types of



PMC's but this is what I have been able to find. "This notable version is by Mulliner Park Ward, having unusual slanted headlights (on fixed and drop head's). It was derived from the earlier H. J. Mulliner & Co. design for the Bentley S1 and S2 Continentals made also available for the S3. Some 100 of the 328 coach-built Silver Cloud IIIs were of this style."

3) This PMC is a smartly bodied Sedan De Ville Town car. It appears to be a Phantom I but am open to correction. Also seen at the Wichard residence in 1988, it sits stately in front of its British flag. This particular one has dual side mounts. Some of these cars had spat's on their wheels covering the classy spokes. But this owner decided to go sans covers. To each his own.



4) This PMC is one of the smartly bodied roadsters from the America's. It appears to be a Phantom I type of roadster. There were numerous styles made. The better known are Piccadilly, Brewster, York, Henley and Playboy, to name a few. This one was seen at Tuxedo Park in 1989. Perhaps this car was at the club during its inaugural opening in 1886? Maybe it attended a few Gatsby parties in the roaring 20's. It's nice to know this PMC is still visiting the Tuxedo after all these years.



5) Also at the Tuxedo park event is this most unusual bodied Bentley. I don't know the builder, but it appears to be a coupe. Even the headlights are very unusual. Does anyone out there know more about this one of a kind Bentley?



- 6) Also at the Newport National meet was this unusual paint scheme – al la Chinese checkers. Appears to be a Phantom II saloon but pre 1933 as the RR badge on the grill is also red.
- 7) Our own Club's concours meet in 1989 was held in Short Hills, NJ. The meet's in those days were held over the weekend during the fall with judging on Saturday followed by a banquet in the evening. A board meeting and farewell lunch would follow on Sunday. It was a grand time of year to be driving with the weather cooler and perfect to be out during the day. This Bentley has to be one of the more unusual bodied Bentley's we have ever seen in our club. Note the unusual wheel covers in the back. Anyone take a guess at the body builder? I wonder where it is now?
- 8) For our last PMC, we once again see another SCIII with the slanted head beams. This is different PMC than the one we saw in photo #2. This one was at Boscobel, a Museum located in Philipstown, NY. The club has been here in the past to visit the house and gardens. It's a great place to visit in the fall when the weather is cooler but a summer picnic would not be out of the question. This SCII, also a drop head, was on the grounds in 1992.



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Answer: For photo #1, body style is **Saoutchik**, who were a top-class French coachbuilding company founded in 1906.







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# OBSESSION ~ Part Two

JOHN T. CARTER

In mid-May, while suffering from procrastination, striving for perfection, and general Covid lockdown malaise, I was beginning to wonder whether I would ever have my Corniche put back together again. Actually, I had made great progress in all the necessary repairs and restorations. It was the final reassembly that had yet to be conquered. It seemed as though the reassembly might be for naught since every car event including the RROC National Meet had been cancelled! The necessary motivation came in the most unexpected way. Specifically, a small private classic car event picnic was announced to be held on June 13th in the James Baird State Park in NY. An actual car event during Covid! That was all the push I needed to get me moving again.

## The Repairs

I had completed several repairs at this point. I had the stop arm fixed on the driver's door hinge at Automotive Restorations in CT. The stop arm is notoriously easily to break when a valet flings open a huge heavy door. While the dashboard was ripped apart, I replaced the alarm battery. I also realized the main car battery was seven years old and replaced that for good measure. Jeff Palermo at International Motorcars replaced the rear gas springs, did a brake caliper rebuild, and replaced the heater core.

I am not sure about other Rolls-Royce models, but the heater core replacement on the Corniche III was extremely difficult. As shown in the picture

below the heater core box is sealed shut using a number of small screws. The silver heads of the visible screws are easily seen and removed. The problem is the same screws are mounted along the rear side of the box and virtually inaccessible. In fact, there is a heavy structural support bar visible just above my finger in the photo. The screws sit directly underneath this bar. Using an angled wrench, I was able to partially extract the screws but could not fully remove them because they hit against the support bar. I finally got them out using a pry bar to slightly lift the support bar away from the heater box cover. Putting the same screws back in would be impossible. I solved this problem by purchasing shorter screws which I was able to maneuver into position with much difficulty. If all that wasn't bad enough, it took about six hours of tedious manipulations to fasten four screws holding the heat pipes back into the heater core.



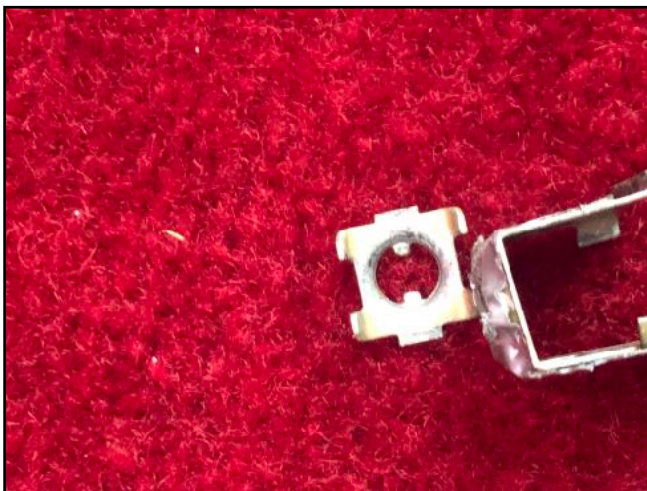
Heater Core Box within Dashboard





Heater Core with Corrosion Visible

One final repair was necessary in the boot. For the longest time, every time I opened the boot I noticed that the tool box stowage door was ajar. Luckily, Albers came through with a replacement DZUS nut. I had never heard of these before but I am told that these are commonly used on racing cars to secure body panels for quick and easy removal.



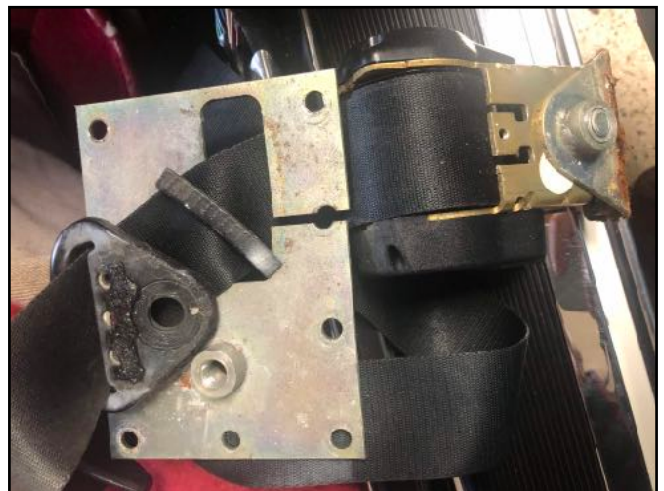
DZUS Nut for Tool Stowage Bin

## Seat Belt Restoration

From the moment I acquired my Corniche, it was clear that I would not be using a seat belt while driving. The seat belts simply did not retract well and it was a big hassle to feed them back into their spools every time they were used. I cringed every time a passenger got in and used the seat belt.

I tried to fix this myself many years ago but I could not figure out how to remove the front seats belts. I was very eager to fix this problem and so I consulted the technical manuals. It turns out the bolts holding the front seat belts in place are actually on the underside of the car (and covered with undercarriage coating).

Once I had the seat belts removed I sent them to a company called Safety Restore. They were able to replace both the belt webbing as well as the internal retraction springs. Unfortunately, the rear seat belts are crimped shut in such a way that they cannot be opened for repair. Luckily, it is not often that I have passengers in the rear seats.



Front Seat Belt Partially Removed



## Leather Restoration

People often ask me, “How do you keep these white seats so clean?” The answer is a combination of deep cleaning, and in severe cases re-dyeing. Let’s face it, when you’re driving around in a convertible the seats get bombarded with all sorts of particulate pollutants not to mention sweat. Sometimes it is necessary to strip and re-dye certain pieces to restore them to a perfect finish. I will go into this procedure in further detail in a future article.

I completely treated all the leather pieces using rejuvenating oil, cleaner/conditioner and a final crème polish. Since all this was done with the pieces out of the car I was able to reach spots that can never even be seen. That is not to say that cleaning these areas is unimportant. If you’ve ever stuck your hand between the seats of a car to feel nasty grit and grime that has been accumulating for years, you’ll understand what I’m talking about. I made sure every piece was pristine *before* it was placed back into the car.

## Carpets

The last item I addressed was the carpets. While I had them out of the car I gave them a quick shampoo. One important note on shampooing is that wool carpets will shrink if exposed to hot water. I made sure to use lukewarm water only (measured at 92°F) to ensure I wouldn’t have this problem. Also, it is important to note that the shag Wilton wool rugs cannot be shampooed at all. In no case should you ever attempt to clean these with water based or dry cleaning methods (as per the car instruction manual).

## The Coronary!

Before embarking on the final reassembly I decided to take a full inventory of all the items and screws I had removed from the car. I nearly had a coronary when I realized that an entire bag of screws for the passenger door handles was missing. I was very careful to put all screws for different sections of the car in labelled Ziplock bags. All the bags were placed into a box. How could anything possibly be missing? Well, at one point I tossed one of the bags into the box from across the garage, or so I thought. The bag actually missed the box and landed on the floor. Luckily, a search quickly located the missing bag. As anyone who has conducted restorations on their PMC knows, proper screws can be difficult if not impossible to find. Losing a screw or cup washer can be a virtual nightmare.

## Reassembly from the Floor Up

Pictured below is what the inside a Corniche looks like with the entire passenger compartment virtually emptied of all trim. Actually, the only thing I did not remove is the center console although I did remove the center console stowage cover to refinish.



Passenger Compartment Empty

I carefully vacuumed the floor of the car to remove the years of dirt and dust that had accumulated under the carpet. It was at this point that the actual reassembly could begin from the floor up.

The front seat belt units are actually mounted slightly below the floor of the passenger compartment so I reinstalled those first.

Next, I reinstalled the carpets. This is fairly easy on the passenger side. The driver's side carpet is a bit more difficult as the gas pedal needs to be slid through a leather grommet in the carpet. At each stage I vacuumed the carpets to be sure not a speck of dust would remain, even under the seats.



Carpets Reinstalled



Rear Seats Reinstalled

Next, I installed the rear quarter panel trim, rear seats belts, rear seat backs and seat squabs. The car was finally beginning to look like a Rolls-Royce again.



Dazzling White





Front Seats and Dashboard Complete

The next step was to completely install the dashboard. I did this before putting back the front seats to give me additional room to work which was quite helpful. The dashboard has numerous parts that had be installed. The fuse box door and release mechanism, driver's knee roll, top roll, instrument panel trim and all wood components.

Lastly, I installed the front driver and passenger seats.



First Drive to the Picnic at James Baird State Park



## Success!

I must admit, I was exceedingly pleased with the results once I had everything back together. The car was absolutely gleaming and beautiful.

Most importantly, I had all this done with several days to spare before the picnic. That gave me an opportunity to give the exterior of the car a complete wash and also a wipe down of the engine compartment.

There was lovely weather on the day of the event and I was able to drive a few hours roundtrip with the top down. One final point is that just a few days ago I finally completed the Evan's Waterless Coolant Conversion. Since this special coolant has no water in it, corrosion of any coolant related components is virtually impossible. In fact, Evan's provides a free warranty on components like the heater core, radiator, water pump, etc.



Evans Coolant Conversion

Jeff Palmero from International Motorcar is regrettably relocating to Nashville but he managed to squeeze me in as one of his last jobs in NY. And I'd also like to thank Mike Tourville from Evan's for assisting with some technical questions during the conversion. Should you decide to do a conversion Mike will not let you fail.





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Article provided by HARRY CLARK

## **1928** Rolls-Royce 40/50hp Phantom I Ascot Dual Cowl Sport Phaeton





This is one of the very few cars ever to hold co-star status within a great American classic novel, an iconic movie, and an actor such as Robert Redford. This 1928 Rolls-Royce 40/50hp Phantom I Ascot Dual Cowl Sport Phaeton is nearly perfect after benefiting from a thorough restoration with marque experts costing in excess of \$1 million. We believe it is safe to say that between its provenance on the silver screen and the restoration, this is one of the most important Rolls-Royces in existence.

F. Scott Fitzgerald selected a Rolls-Royce as the car to be featured in his classic and timeless novel, *The Great Gatsby*. The car was described in detail in the novel and was an important highlight in the movie as well. And with an all-star cast selected by Paramount studios, it was important that the Rolls-Royce was equally as stunning. Robert Redford starred alongside Mia Farrow to create this all-time classic movie.

S304KP was just the right car to co-star with Robert Redford. It had been owned by Ted Leonard who was a well known collector from Seekonk, Massachusetts. The Rolls is likely the only Ascot sport phaeton built as a dual cowl. And this was one of the details F. Scott Fitzgerald included in his description of Jay Gatsby's Rolls: "He saw me looking with admiration at his car. "It's pretty, isn't it, old sport!" He jumped off to give me a better view. 'Haven't you ever seen it before?' I'd seen it. Everybody had seen it. It was a rich cream color, bright with nickel, swollen here and there in its monstrous length with triumphant hat-boxes and supper-boxes and tool-boxes, and terraced with a



labyrinth of wind-shields that mirrored a dozen suns. Sitting down behind many layers of glass in a sort of green leather conservatory, we started to town.”

After being selected as The Gatsby Rolls, S304KP required its livery repainted in the creamy yellow combination and its leather interior to be dyed in an elegant green. The result was perfect.

Chassis S304KP was originally a Town Brougham delivered to Mildred Loring Logan of New York City, and was later owned by American Tobacco Company president, George Washington Hill. There is no documented history in the Rolls-Royce factory “Schoellkopf Cards” from 1929 through 1964. The research determines that the Ascot body was originally mounted onto chassis S240RM and that the body was moved onto chassis S304KP sometime during or after 1945. The history of the Rolls is well researched and documented, and copies of the related factory and historical information accompany the motorcar. Mr. Leonard acquired the car just in time for the starring role as The Gatsby Rolls. The Leonard’s maintained ownership of S304KP for the next 36 years.

In 2009, The Gatsby Rolls was sold at auction from Leonard’s estate to John O’Quinn of Houston, Texas. Mr. O’Quinn died suddenly a few months later, and the car was eventually sold to the current owners, for whom a ground-up restoration was completed from 2011 through 2019. Many of the leading experts were involved in the restoration. Steve Littin from Vintage & Auto Rebuilds in Chardon, Ohio did the full



mechanical restoration and the paint and body restoration was performed by Shawn Robinson from Yesterday’s in Tyler, Texas. The Gatsby Rolls is nearly perfect today after a total investment in the restoration of about \$1.2 million. It would be welcomed at any concours event throughout the world, and had been invited to be shown at the 2019 Pebble Beach Concours.

The elegant cream paint is excellent in all respects and is accented by the abundance of concours quality chrome. The green leather interior is complimented by the tan Haartz cloth canvas convertible top and the beautiful wood dashboard with chrome bezels.

The Ascot body is widely considered one of the most stunning designs of the classic period. It is both sporty and elegant.

The Great Gatsby as a book has sold about 30 million copies and the number of people who have watch the classic movie is beyond estimation. This is an important fixture in America's culture.



Photographs, video and article courtesy of Harry Clark of Classic Promenade Auctions

[Click on above photograph for video link]

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







# *The Curry Concours d'Elegance Luncheon*

MICHAEL J. THOMPSON



**O**n August 22<sup>nd</sup>, 2020, I drove my 1967 Rolls-Royce red Silver Shadow Coupe to the very charming Curry Estate in Hopewell Junction, NY and felt at home right away.

The reason that this particular feeling came to mind so quickly was because exactly one week before the Concours, I had attended the first local show in New Jersey, both since buying the Silver Shadow at the end of last year and since all of the Covid lock downs from March.

The local shows are geared more towards Ferrari's and Lamborghini's, so when arriving in the Rolls-Royce, I was directed off towards the side, and felt quite out of place. I was relegated to be amongst random muscle cars. It made me feel ostracized. Not a welcoming feeling!

However, the initial feeling was completely different at the Curry Estate. Before parking my Silver Shadow, seeing all of the other Rolls-Royce and Bentleys in the parking area, I immediately knew this was where I was meant to be.

Once I parked my Rolls-Royce, the very first thing I noticed was that I was wearing the wrong type of hat! I saw our Chairman, Joe Marley, wearing a 'boater,' [a 1920s type of straw hat], so I was under the impression that it was the proper headwear for this event. But I soon discovered that Joe likes to wear a boater to Atlantic Region events, therefore, I was in proper fashion form wearing my sun visor! *[Editor's note: If I may weigh in, I'd like to remark that Joe **does** look rather dashing in his boater, as does Michael in his sun visor!]*

Upon signing in, my temperature was taken and then went on to introducing myself to the other owners that were parked on either side of me, as well as the judges. We all wore our face masks and practiced social distancing throughout the entire luncheon (except when eating).

Once we were seated, it was a pleasure to meet an entire new group of owners at the table I was assigned to. They had all been members of the RROC for years and most of the talk around the table was of their mechanics, cleaning techniques and various storage issues.

It is always exciting to hear the stories and learn a lot of interesting new facts and get helpful advice. This was advantageous right from the start.

During the luncheon, I was able to speak to several fellow owners from NY and NJ that I had met at the '76 House luncheon held in Old Tappan, NY, back in March.

The food served by the Curry Estate was exceptional. I seem to remember the cheesecake had 2 courses served prior, of which my selection was the Caprese Salad followed by the Salmon.

The judging aspect of the Concours event was very interesting as well. My car does not have the original paint or carburetor, so I wasn't expecting anything major in terms of scoring, but was curious nonetheless. I was told for a 'Touring Car' that is over 50 years old, it was in relatively decent shape. A few items were pointed out in the engine compartment and inside the cabin, which is a benefit to learn, so







that I will be able to get those things taken care of by the end of this year.

I had told the judges that the Silver Shadow almost didn't make it there!! The Saturday before when driving back from the aforementioned local car show, I had a rather large leak on the rear passenger side. My mechanic, Greg, from Greg's Coachworks in Midland Park, NJ, had said it could be one of three things, so the following Monday I had the car towed to Greg.

He knew that the car was going to a Concours to be judged on that upcoming Saturday, so he proceeded to repair the entire rear hydraulic system in a timely fashion. He also knew that going to the Concours was going to be the longest drive I would be making with the Silver Shadow and that I was nervous about it making the trip to Hopewell Junction and back. Granted it was only about 50 miles each way from where the car is stored, yet it was a concern.

The whole event was thoroughly enjoyable and very comfortable right from the beginning, which is why I described it as being at home. Simply cannot wait to drive the Silver Shadow to the next Atlantic Region get-together.

See you all at a future Atlantic Region event!







Photographs courtesy of  
Ken Koswener, Michael J. Thompson  
and Merrie Webel

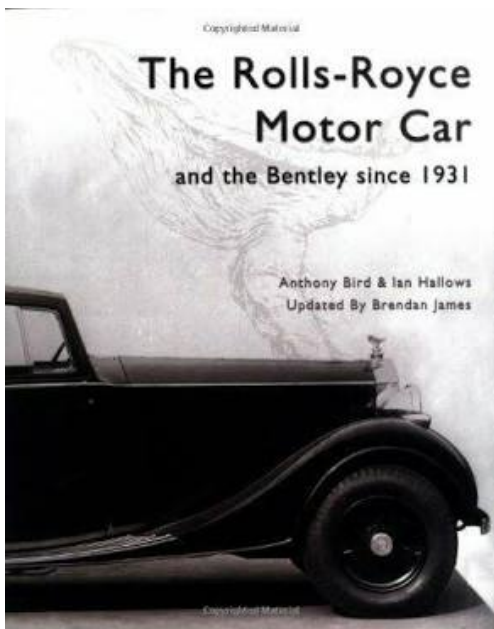




# ROLLS-ROYCE BOOK SUGGESTIONS: AN INTRODUCTORY QUARTET WELL WORTH YOUR CONSIDERATION

BILL WOLF

This is being written during house arrest—to the tune of The Corona Blues. And we are not talking here about that summertime refreshment often garnished with lime or lemon. Hopefully by the time you are reading this article, we will all be back to normal. Whatever that may be. As all Silver Clouds (the ones in the sky, not those in some of your garages) have a silver lining, perhaps our enforced isolation has given us a renewed wont to read and/or reread books. Go on eBay, Amazon and dozens of other websites, and you will find a veritable ocean of books pertaining to Rolls-Royce and Bentley motorcars. Although my knowledge in this area is hardly complete, I do have some experience in the literature. So I thought I would pass on four recommendations to those new to our hobby or to those looking to learn even more about the cars that we so admire. Although this foursome will primarily take the reader, in depth, from the early Royce cars to the Silver Spirit Series, at least an introduction to the cars that came afterwards (the Silver Seraph, the Arnage and the cars manufactured after the Rolls-Royce/Bentley split) can also be found in this selection.



***The Rolls-Royce Motor Car and The Bentley Since 1931.*** Sixth Revised Edition. Anthony Bird and Ian Hallows/Updated by Brendan James. B T Batsford, England. 2002.

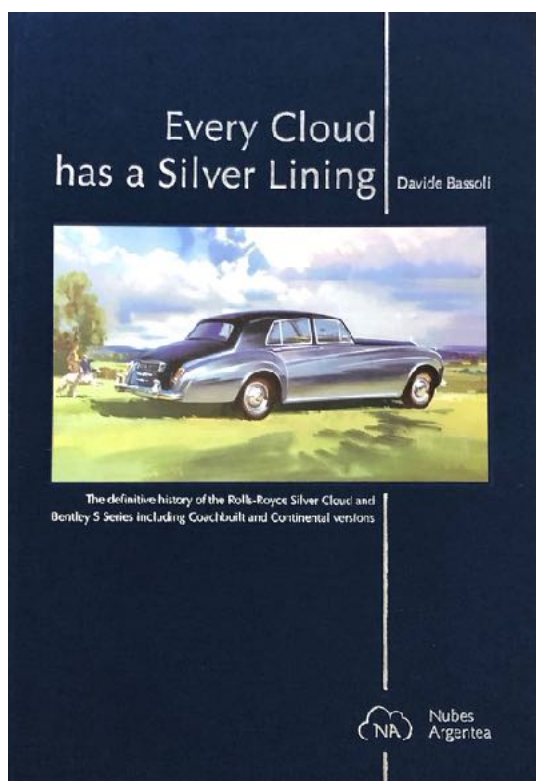
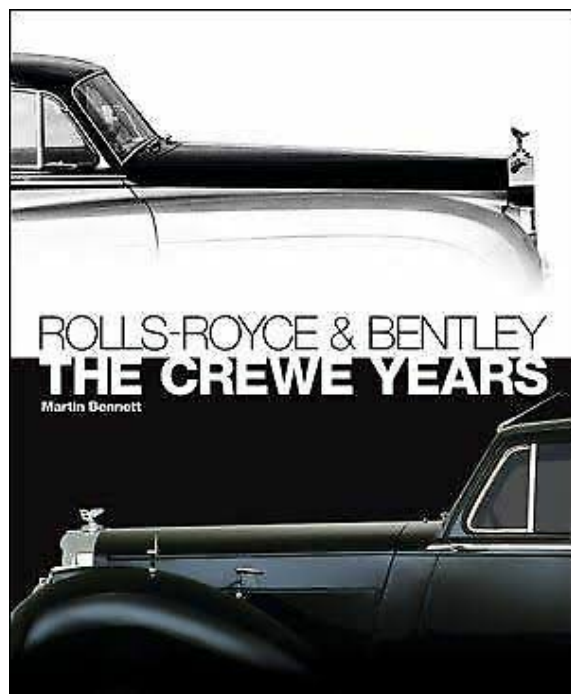
The first edition of this book was published in 1964, and that edition ended with the Silver Cloud and Bentley S series; the sixth edition goes up to the Rolls-Royce/Bentley divorce. The sixth edition keeps, virtually unchanged, the story of the very beginning of Henry Royce's involvement with the motorcar and a wealth of information and opinions concerning the prewar cars. As these were written in the early 1960s, Bird, born in 1917, possessed a knowledge no one could acquire today. Being a young man in the 1930s, he was able to later recount his personal experiences driving cars that were contemporary during these years. It would be like driving, now, cars from the 1990s, cars not yet regarded as classics, cars hardly considered important at all. Because of this experience, he

was able to make hands-on comparisons among Rolls-Royce motorcars and their contemporary rivals. This certainly adds insight to the fine qualities and gives weight to the sterling reputation of the prewar Rolls-Royce and Bentley products. The early history of Henry Royce's endeavors, the growth of the company from Cricklewood to Derby to Crewe is presented in detail. The abundance of facts and the many vintage photographs make this a very fitting introduction to the Rolls-Royce/Bentley story.

*Rolls-Royce and Bentley/The Crewe Years.* Martin Bennett. Third Edition. Haynes Publishing, California. 2011.

After World War II, Rolls-Royce moved into a factory that had been building airplane engines for the war effort, located in Crewe, about 180 miles northwest of London. Production of the Mk VI Bentley, the first model that was built as a complete car by Rolls-Royce, began in 1946, followed soon after by its sister car, the Rolls-Royce Silver Dawn. During the early years, the Silver Wraith was also produced at the Crewe factory, but this model was, like all of the prewar cars, sold as a chassis only. All of this is explained in detail and in highly readable prose. This latest edition takes you through the Silver Dawn and the Silver Cloud eras, the advent of the modern cars, and through to the Rolls-Royce/Bentley separation. Mr. Bennett prefers to use vintage photographs whenever possible, and these are accurately and attractively reproduced,

sharp and clear. Among these are images of the working factory floor, and these rarities are always welcome. The reader, in the appendices, will find lists of delivery dates, production figures for selected models, a review of the various mascots through the years, and other useful information.



*Every Cloud Has a Silver Lining.* Davide Bassoli. *Nubes Argentea*, Parma, Italy. 2014.

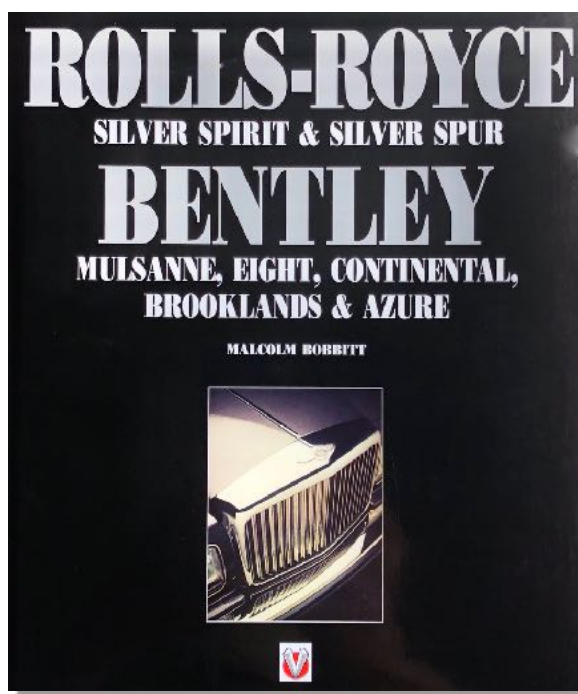
The Silver Cloud/Bentley S series is considered a true benchmark by scholars and enthusiasts alike. Mr. Bassoli, a consummate Rolls-Royce expert, reveals dramatically his love and admiration for these timeless motorcars. His esteem for the designer of the Silver Cloud standard saloon, John Blatchley, shines throughout. The photography, much of it done by Mr. Bassoli himself, is beautiful. The book is divided into the three Cloud series, and for each of them, every single example of a coachbuilt model is illustrated and explained. A brief history of the major coachbuilders is given. The prose comes across quite well, sprightly, alive. The appendices are chock-full of information, and the presentation here is clear and accurate—Mr. Bassoli has spent countless hours, days, weeks, months scrutinizing the Hunt House archives. Those who know are aware that for an accounting of the Rolls-Royce Silver Cloud, there is none better.



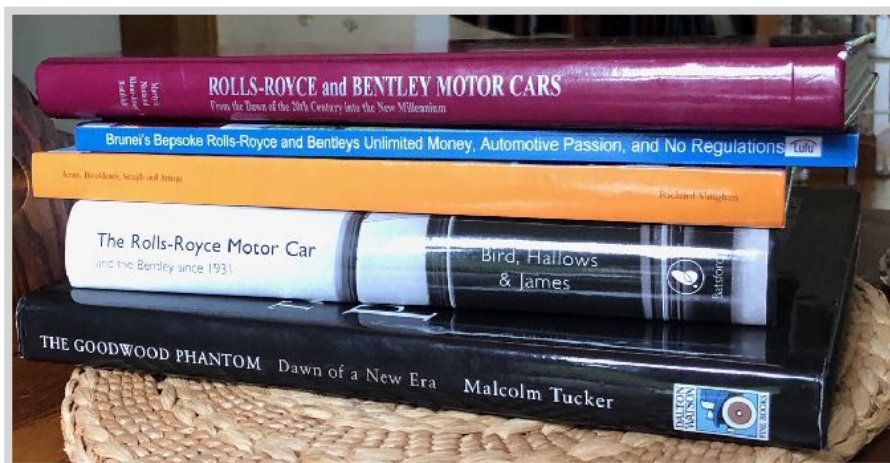
*The Rolls-Royce Silver Spirit and Spur/Bentley Mulsanne, Eight, Continental, Brooklands & Azure.* Malcolm Bobbitt. Veloce, Dorchester, England. 2002.

Finally we come to the Modern Era. It began in 1965 with the Silver Shadow/Bentley T series. These were the first cars with monocoque construction. In the introductory material, Mr. Bobbitt covers the Silver Shadow development before he delves into the subject at hand. He has written several books on Rolls-Royce and Bentley, and because of his numerous contacts within the company, his books offer insight into how new models are proposed, designed, manufactured and marketed. And, too, because of these contacts and the subsequent access to the company records, his book offers a range of quality photographs. This book abounds with images of clay design models, factory production, suspension and engine details, wash drawings from the design studio, automobile portraiture and the key people involved in the project.

Towards the end of the book, a brief introduction to the Silver Seraph and Arnage series is given. The final chapter deals with “living with a Silver Spirit or Mulsanne”. Found here is advice on buying and maintaining these cars and, in essence, a clarion call to the unwary and uninitiated concerning the often severe problems and great expense that may ensue.



Photographs by Bill Wolf



This quartet, I believe, is a solid introduction to Rolls-Royce and Bentley motorcars. If your inclination is to more contemporary cars, I would suggest looking into Richard Vaughan's series of books on the modern era. Mr. Vaughan is quite active in the RROC, and his stint as an automotive designer adds a definite heft to his work. Malcolm Tucker's *The Goodwood Phantom* introduces the BMW Rolls-

Royce cars with insight, detail and superb illustrations. I would also suggest visiting the website [speedreaders.info](http://speedreaders.info) for hundreds of automotive book reviews. If, as you are reading these lines, we still find ourselves under house arrest, I hope you might take some of your downtime to read about the always captivating history of these captivating cars—these cars that have become such an agreeable part of the fabric of our days.



# *Icing on the Cake*

## *Everflex Roof*

MIKE SERPE

The application of Everflex vinyls have had wide impacts on products from automotive to marine and beyond. It is a well known vinyl that can be used to protect fabric based elements. but in the case of Rolls-Royce it was, for decades, applied to the fixed heads of Silver Shadows, Corniche Coupe FHCs, Silver Wraith IIs, Silver Spurs, and Silver Spirits. It had already proven to be the perfect heavy duty material for the special construction used on the Mulliner Park Ward Drophead Coupe.

Long before MPW applied it to its versions of the Shadow, there was another British Fixed Head that made Everflex famous. Jaguar and MG would also later follow. For decades, long standing British coachbuilder Vanden Plas used Everflex. It became quite famous when highlighted in 1948 at the Earl Court Motor Show. The background is that just two years prior, Vanden Plas had been bought up by the Austin Motor Company. Austin was integrating what Vanden Plas could bring to the table in various parts of its offerings. One of those was on the Austin 90 Atlantic hardtop coupe. In order to both protect the rolled steel hardtop as well as to add a contrasting color tone similar to what was being ordered on many convertibles and phaetons the Atlantic stunned at the show. Press was delighted and the car became well adorned with accolades. Other designers took notice, and Everflex began to be applied to more and more British motorcars.

Everflex was offered in eight different colors for Rolls-Royce as well as for a few of the Bentley T2s, as shown in catalogs. I am yet to come across a Bentley Corniche or Continental FHC with Everflex, but if anyone knows of one please reach out!! Paint colors could be combined with different tones of the same color or they could be contrasted with other colors. The standard issue Everflex top was black which made a great contrast with many of the colors. Intriguing is that some are fire retardant and some are not. Everflex could also be ordered with two tone body paint treatment making for 3 options. Some were in great taste, some seem pretty poor, but who am I to judge?

The fire resistant Everflex colors were Tan, Beige, Dark Blue, Black, Cream. Non fire resisting Brown, Dark and Light Greens finished out the original list. Later white could be custom ordered, and with the introduction of Series II cars there was the added, and very pretty, Light Blue.

At first the Everflex was offered only as an option. Later it was standard for long wheelbase saloons, although it could also be ordered “deleted” and the car would delivered with a standard painted top. Thirty to fifty years on we find cars originally fit with Everflex where, upon repainting, the covering was stripped and deleted, the roof primed or zined, and then just painted instead. Everflex has not stood the test of



time for durability nor has it been a timeless design cue so many were replaced with paint *by choice*. There have been times where it has fallen completely away from desirable but these well trimmed PMCs are making a comeback, especially where you see the colors working well together. Sometimes, I imagine the folks at Crew or MPW must have been ready to get sick to their stomachs with some of the crazy combinations that just don't seem to work together having been ordered and applied to the cars, especially in the 70s. Everflex is very high quality, durable vinyl, but it does not outlive the decades the cars can endure.

MPW FHCs and their subsequent sister-ships the gorgeous Corniche FHCs would also offer the Everflex option. The pricing was not too bad being just under 300 pounds sterling in the early and mid seventies (about 3000 in 2020). The standard saloon started at just over 16,000 pounds sterling so adding the Everflex option was not really that big of an extra financial burden. Either you wanted it or not, it was not considered, dollar or dollar here or pound for pound in Britain to be any major Bespoke accessory. It did however jazz up the appearance, especially of the saloon, and made those still looking for the chauffeured coach experience a little more at bay.

When I think back to my youth when these cars were new or slightly used I can recall not finding the "fake convertible tops" desirable. To me they were the antithesis of doom. I recall thinking it was spelling out quite clearly to us all in America, that the end of the five seat convertible was upon us! For the big three, it was indeed the end around 1976 when the last Eldorado convertible left the factory. At least until 1984 they would not reappear again on these shores. Mercedes also did away with the large body convertible in 1973, the last of these S class 280SEs get handsome sums of money these days, especially the 3.5 version.

There is a good reason. Try taking your friends out for a picnic in an SL model! Not!

While it is true, some of the wacky and wild 1970s colors can put out enough Electro-magnetic radiation to stimulate your photoreceptors into a mad frenzy, they can be tamed down with a contrasting warm toned Everflex top, no matter the body type or model. When I was young, thinking only about the death of the ragtop, aka, *you are taking my fun away and I don't like it!* I was not at a point where I could grasp or even cared about color contrasts, but now I get it, and I do find them more attractive.

I have some old RR brochures from the 1970s. I also have a collection of "newer" ones I just won at a local *automobilia* auction from the 2000s. It's been fun to compare them on random Covid restricted Friday nights....."zzzzzzzz". Well more fun than TV at least. In the 1978 brochure there are some drawn out representations of craftsmen doing their thing at MPW, suggesting "Quality" over all else. One of the drawings shows a man fitting Everflex to the roof of a saloon at MPW. It shows him making tape lines and assembling the three part construction. It's as if they needed to remind you where your money was going. The top took many hours to cut, prepare, and finally adhere to the head of the monocoque. Surely if it was adhered out of symmetry or without proper alignment there would be hell to pay! The craftsmen took their time and got it right or they would scrape it all off and start again.

That same 1978 Rolls-Royce Motors Corniche brochure describes the DHC "*As for saloon but with power operated hood in Everflex with cloth lining. Rear seat headrests not fitted*".

Interestingly, in the FHC section it doesn't even mention the Everflex option, but it does have a lovely photo of a two tone FHC body wearing a black Everflex top. The tri-tone is quite neat and the Corniche can wear it well with its high hip curves flanking the rear roof pillar bases where it all comes together so nicely from every angle.

Whether opting for a four door saloon or two door coupe, drophead or fixed, one could bedazzle their car with an Everflex covered head. The Camargue was the only model in the 1970s where it was not offered and then in the 1980s the option was ceded to future SY Rolls-Royce models only. The SY Bentleys were being freshened up with more sporting looks and the Everflex option was seen as more of a coachbuilt design element.

Moving the market's conception of what a Bentley is became more about redefining the car back to its roots of sport, back to the days of W.O. and the Bentley boys, back to winning races at the Sarthe and Brooklands circuits. The Everflex top was not in line with that vision or feel. Despite fabric materials having actually been used on some W.O. Bentley vehicles and Rolls-Royce motorcars back in the 1920s and 30s by a long list of coachbuilders, there was no reason to continue. It was seen as a dead design cue.

The previous applications during the original Bentley days facilitated the Carrossier Weymann of Paris fabric body and it is something I hope to cover in a future article as they are very interesting adaptations of early aero design to auto design. Overall the new Bentley was going to move away from the old people's car image Rolls-Royce had become stereotyped as being driven by in the 1980s. The rockers had moved on and punks made elegance less cool. When the 70s Rockers moved on to Mercedes SLs, Ferraris, and Astons-Martins, the car lost some of its "culture cool". Bentley sought to change this back for its

Marque. Disallowing the Everflex option, less chrome trim, and a transition to body colored grilles signaled a new way forward.

What really surprised me most when I was learning about restoring SY and SZ chassis based models with these Everflex tops is that there is no paint beneath them! Shout out to John Palma on that, who was kind enough to offer up a selection of part-cars to dissect. One would imagine the car being sprayed or electro-charge dipped entirely before anything else is added onto the monocoque. No, not at Crewe, and no not at MPW. In both cases, if Everflex was ordered, the car's head would be left primed (like the color of the Golden Gate Bridge) at best, leaving little metal protection beneath the skin of the PVC vinyl. Rolls-Royce has had some interesting cost cutting methods over the years. Was this one?

Because vinyl can shrink, knick, tear, delaminate from what it is adhered to there are a wide range of problems with the cars of thirty and forty some odd years ago that wear these adorned hoods (roofs). Whether you own one now and want to look after it or are looking to purchase an SY/SZ based PMC, it is good to pay attention to the vinyl material's condition, its seams and edges, and address issues while they are small, because they will always grow larger over time if left unaddressed.

Any vinyl material can bunch up, stretch out, and deform leaving at best a bad looking head. At worst it will begin to leak or allow condensation to enter between itself and the metal. The result will be trapped moisture, never good. Severe degradation to the sheet metal underneath happens over more time and eventually it becomes just an awful mess. The cars that have been exposed to heat or major variation in dew points and humidity seem to fare the worst. Note that the Everflex can be redone very well, so



sometimes it is hard to tell restored vs. original and with this it can sometimes even be a benefit to know it has been stripped and redone. The Everflex vinyl will hold up well in climate controlled environments and I do still see all original PMC with their Everflex looking good decades beyond, but as with all things lovely, they do require tender loving care.

When looking over the conditions of an Everflex optioned car, check the base of the roof pillars where the vinyl transitions to the paintwork. There are trims that hold down the edges and serve to transition. Good applications allow these to blend right in, bad installs will have these misaligned or looking like cheap tin snipped patchwork on a-pillars especially. Check the two lengthwise seams where the material sections meet up for damage as well as down along each rain gutter where damaged edges are the start of problems.

Be sure to analyze the top's color dye in various light. Faded dye or discoloration may be hard to correct but can be possible. Surfex and other companies can accurately produce dyes if the vinyl material is in good order but there is discoloration. It is hard to reach perfection and may require re-dyeing the entire crumple. (*How do the Brits say "whole enchilada" anyway? That's my best guess!*)

If you already own a PMC and are considering a restoration of the hood or whole body, then your first choice will be whether or not you want to stick with the vinyl coated top. If not, then the Everflex and its adhesive can be stripped off and the underlying metalwork taken down and then re-coated as with any other sheet steel bodywork.

If you plan to reupholster the top you have some more choices to work through in your head. Keep

the same color or go with something different?...Now is your big chance!! Choice three will be material, do you want to spend the extra for original British Everflex or will slightly lesser vinyl do? Bison Vinyl (also known as Colonial Grain) looks the same, will it do the job for less?

Vinyls for fixed heads and dropheads alike are recognized in the Auto upholstery profession by grain, texture, and durability. How long you plan to keep this car will determine that choice. Your drive (or not) for originality may also influence your decision. Should you just have a nice "driver car" like a mid 80s Silver Spur with a reasonable valuation, perhaps better to go with a less expensive restore, if she looks great but the top doesn't. These are things only you can decide, but take in all your options and give it some thought, budgeting and advance planning.

Once you go ahead and find a shop to do the job, or if you are doing it yourself, you will need to measure and mark off at the top of the windshield frame and the top of the rear glass frame so that the three pieces can be laid out symmetrically. The seams will need to be equidistant. The Everflex is laid out in trial and never adhered until you are totally 1000% sure you are good to go on fitment. Everflex can also be screwed using special flat wide headed screws, which are covered with trims. This would only be done at edges. The sides drop into the rain-gutters. Usually, glue is enough and the trims are added front and rear to hold the edges.

There are some different approaches to these trims. On the front I have seen some cars have a small black or body paint color strip of soft metal which overlaps the bottom/leading edge of the Everflex at the base of the a-pillar. On the rear there is a larger piece of polished chrome moulding which holds up better than the front strips of tin but can sometimes cover hidden issues at the trailing edges. Front

trims will rust and pull away over time, next that allows the Everflex to pull out of the trim, peeling off, or bunching up.

As the Everflex is adhered, it needs to be done so in a way where no bubbles (trapped air) occur and this is easier said than done. Key areas to think about are your approach where the roofline makes any sharp bends. Soft curves are easy to cover, but the sharp bend like that on the Corniche DHC's elegant roofline, above and just aft of the rear side glass is harder to press down and around correctly especially without pulling unevenly on the rest of the material.

I have seen pro jobs look great as they should and pro jobs look awful. I have seen pro jobs start out looking great and move towards awful over too short a time period. Reasons can vary! Just be sure to pick the right technicians who take the time to do a great job and will stand by the work. If you go it alone, buy extra material and some curved sheet metal. Doesn't need to be from a car, but it is helpful if it has some curves. An old scrap fender shaped with an English Wheel or in my own case I used an old Mercedes hood off a heckflosse [Fintail] junker offering me some curvature as well as flatter sections and no risk of failure! And failure I had! But fail fast and try again, this is not nuclear pressure vessel design, *you can do it!*

Bridging the gap between the coach and the modern monocoque motorcar, the Everflex hood brought older and younger generations together under one car design, able to suit all their desires. From old money retiree to new Rock n Roll stars the Silver Shadow was captivating and sold very well. I have to admit I searched and searched but could not find any of Alice Cooper's or Keith Moon's PMC sporting Everflex!

### Acknowledgements:

Rolls-Royce Motors USA Sales Literature 1978  
Rolls-Royce Motorcars Ltd. US Sales Brochure 1990  
<https://rrsilvershadow.com/EKleur/Kleur4.htm>

### Everflex Color Charts

<http://www.globalupholstery.com/product/convertible-tops/vinyl/everflex-vinyl.html>  
<https://sunroofexpress.net/a-guide-to-convertible-tops/> Concise Review of Vinyl Top Materials

### Everflex Top Chart

#### **Color / Color Code / \* = non fire resistant**

Beige 5201  
Buckskin 5202  
Black 5218  
Light Blue 5228  
Light Green 5261\*  
Light Gray 5435\*  
Dark Blue 5470  
Dark Green 5505\*  
Brown 5567\*  
Creme 5568

Other colors I have seen but could not find in brochure:

Maroon 5204  
Red 5437

White: *Special Order Only, no code found, anyone know?*

*Special thanks to John Palma for providing his expertise and parts-cars for dissection.*

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**Photo gallery on next two pages.**

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This Silver Wraith II. exhibits many of the faults found on original Everflex cars, from corrosion to splitting to bunching up and even some lumpiness!



Also on the Silver Wraith II, typical damage can be found beneath the rear glass and above the bodywork.



Original vinyl peeled away and without any adhesive, this head is still in restorable condition.

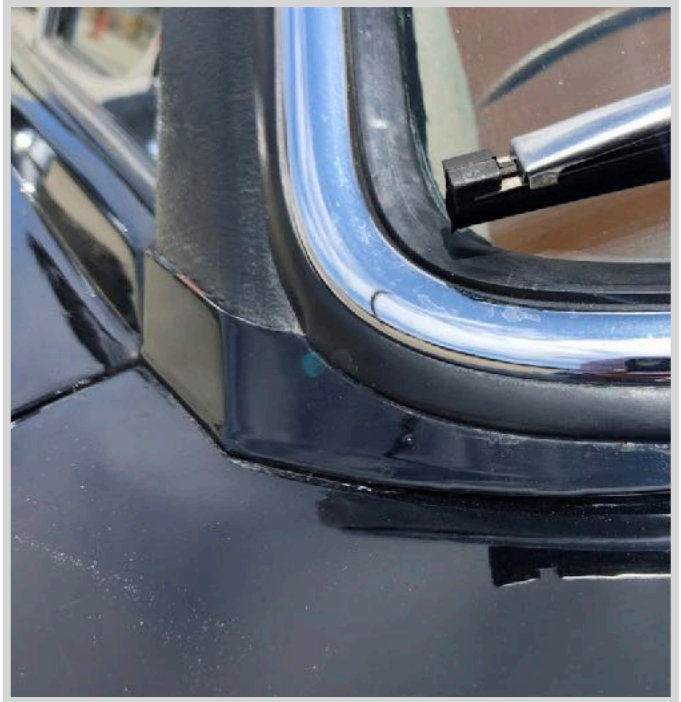


Note how the Everflex (if well applied) perfectly encapsulates the accents and shapes in the metalwork on the Corniche FHC models.





This Silver Shadow shows what happens when water gets trapped between the Everflex and the sheet metal for too long, the damage from which is beyond the point of worthy return.



Small sheet metal trims are applied to protect and hold down leading edges of the Everflex.

Photographs courtesy of Mike Serpe



The return of the LWB on the Shadow Platform brought with it a standard Everflex fitted hood, although it could be special ordered as “deleted.”



1982 Silver Spur  
A perfect exemplar of a properly applied Everflex roof.





# Two New Jersey Car Guys, a Vintage Bentley and Lime Rock Park

BILL WOLF



Our author, Bill Wolf  
at Lime Rock Park, CT, 1987

The photo is from 1984, Lakeville, Connecticut, Lime Rock Park. From 1984 to circa 1990, I would trek up to Connecticut from New Jersey to attend the vintage racing there. I was brand new to the Rolls-Royce/Bentley hobby, but I knew a true classic when I saw one.

It was just great fun to watch the cars racing through the curves and the wide hairpin--old Aston Martins, Jaguar 120s, Lagondas, Bugatti Type 35s and the rest of the pack. And Bentleys. I always have held fond admiration for the owners who would run these cars--with always the possibility hovering of metal-to-metal contact. It made for an entertaining, exciting and fun Saturday afternoon. The races were held in the autumn of the year, which made the surrounding hills glow in bright yellows, oranges, reds and pinks.



Mike Ohoppi Lime Rock Park, CT., 1984



As the years went by, the number and quality of cars declined, and by the end of the 1990s it was not worth the time and effort to attend.

Years later, upon talking to someone who knew his way around classic motorcars, I was told that a strong possibility for this was that when the value of these cars spiked, the insurance spiked with it, making it difficult financially for owners to risk their investment. How valid is this? There are other factors to be considered, but, whatever the reason, the diminution of the event became an unwelcome fact.



Bill Wolf leaning on a 1978 Silver Wraith,  
North Branch, NJ., 3-27-89

The bearded fellow on the previous page is an old, very good friend of mine, one Michael Ohoppi. He accompanied me on my first trip to Lime Rock Park. We had stayed overnight, and there is a slight but amusing anecdote connected with our holiday. When it was time for dinner, we had to try several eateries before we were finally seated for our meal. The reason? It never crossed our mind that we should have packed a sports coat and a tie. In 1984 Connecticut, the atmosphere in Connecticut was obviously more formal than we Jersey guys were used to. The car--do you think anyone out there can ID the chassis? Ah, offer a toast to *auld lang syne*.





# *Rolls-Royce Secretive as a Spirit with Regard to New Ghosts*

MIKE SERPE

Blips of news are being dropped to media around the world at the rate of a sloth hunting on a hot summer's day about the upcoming replacement for the 11 year old Ghost.

While surely no Vision prototype, the new Ghost will be drastically different from the model we have come to know well. The Ghost has been the highest selling Rolls-Royce of all time and will continue to be a major focus of the company going forward. It has bridged the gap that Rolls-Royce has tried for a long time to achieve, perfect chauffeured and awesome when driven!

The new Ghost is redesigned from the ground up with 2 entirely different ethos from the previous design. Number one is a focus on simplification, less is more, but with the ultimate quality. Number two is that this car will be 100% unique to Rolls-Royce and on the aluminum space frame similar to the Phantom and Cullinan, meaning it will not be a shared BMW saloon platform as the current model has been constructed.

Other things recently announced by trickle and drip are that the car will feature AWD and AWS standard. It will also feature a new a “smart” suspension is named Planar. A camera based system monitors the road ahead and adjusts in advance. It also uses Satellite derived GPS data to pre-shift the transmission for the next turn!

Don't expect a massive styling redo, the changes on the surface are modest but underneath is a new car through and through.

The car will have laser headlights with a 600 meter range! The engine will be a 6.75 liter V12 delivering 850 NM and 563 Bhp.

Deliveries of the new Ghost will begin in the first half of 2021. Stay tuned to the Atlantic Lady for more updates and in depth coverage.

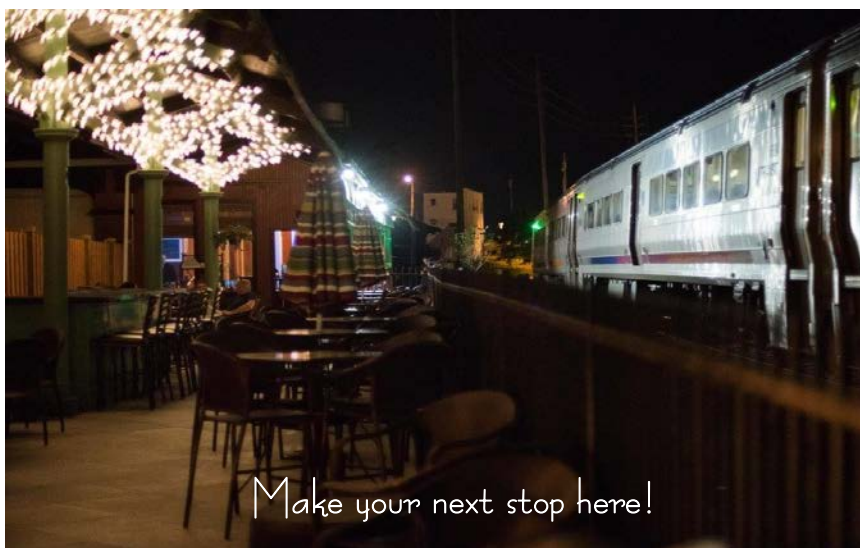


Photograph courtesy of Phil Schuch



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