



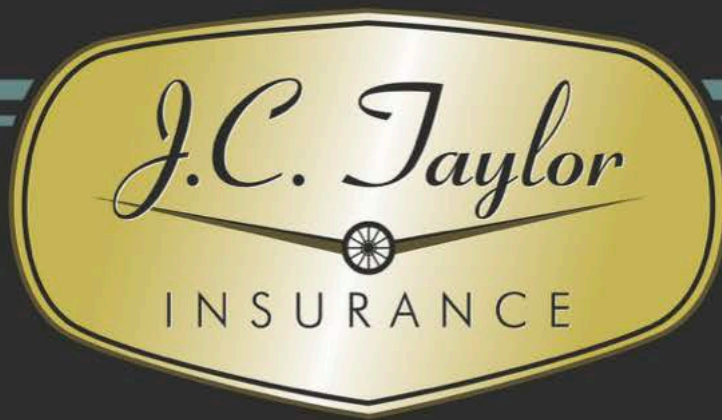
The Atlantic Lady

A Publication of the RROC Atlantic Region

Resplendent 1985 Silver Spur

Winter 2022





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The Atlantic Lady



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On The Cover

John Shorter's 1985 Silver Spur chassis
#X12268

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A MESSAGE FROM OUR CHAIRMAN

JOHN CARTER



I'm happy to report that 2022 has been a great year for the Atlantic Region.

As many of you may remember, our Holiday Party was canceled last year because the venue was shut down due to COVID. This year we've had no such problems. In fact, our Concours d'Elegance at the Highlawn was an attendance record breaking event. And, if that is not impressive enough, our Holiday Party at The Tuxedo Club set an even higher attendance record. I want to thank all our members for making these events a big success.

Our club donation of a new bicycle to the Toys for Tots charity program was a big hit. A special thanks to Don Fish who donated \$460 at the Holiday Party.

It was my distinct pleasure to award the Walker Cup for outstanding service to the club to members Richard Loccke and Ann Twomey whom I have also appointed to our Board of Directors as Directors at Large.

Congratulations to all our concours winners from the Highlawn. All the PMC's present were excellent. The concours winning vehicles are the crème de la crème.

And finally, thank you to all the members who brought their PMC's out to the Holiday Party. I'm sorry to say that we won't see such a large and impressive lineup again until the Spring when our PMC's emerge from their winter slumber.

I wish you all a healthy and prosperous New Year.

Regards,
John Carter, Chairman





LETTER FROM THE EDITOR-IN-CHIEF

JOAN IMOWITZ

Dearest Atlantic Region Club Members,

John Shorter has written the cover story about his 1985 Rolls-Royce Silver Spur; a beautifully maintained vehicle, which I hope you will all enjoy.

In addition, we have a new author, the globally renown Davide Bassoli, who presents us with "Fifty Years of Twin Headlamps," and an introduction to his article by Bill Wolf.

And speaking of Bill Wolf, he has written a fascinating conjectural narrative of 'The 19th Phantom IV' Everyone knows only 18 Phantom IV were built and sold solely to royalty and heads of state, but did you know there was a 19th Phantom IV? You'll find out more about this little known secret when you read Bill Wolf's article.

We welcome new member Dr. Ken Freedman to the Atlantic Region of the Rolls-Royce Owners' Club. You might be interested in reading his impressive credentials.

Mike Serpe continues his "Insights" column in which he gives his impressions of ... well, everything Rolls-Royce and Bentley related.

David Corbett, Chairman of the Iroquois Region, submits his witty juxtaposition between British-English and American-English automobile nomenclatures. The comparisons are akin to Esperanto, but harder to learn.

Joe Marley wrote about the Turtle Rally, sponsored by the Pray Foundation; an interesting read. Ann Twomey has graciously written about events at the Atlantic Region Holiday Party.

In this edition, we find out the winners of the October 22nd Concours event that took place at The Highlawn in West Orange, NJ. Please see related article.

Do you have something to say? Do you want your PMC to be featured in The Atlantic Lady? Have you attended an Atlantic Region event and would like to write about it? Please direct your comments to Joan Imowitz at: rroc.tal.magazine@gmail.com

Wishing you all a very happy and healthy New Year.

Joan Imowitz
Editor-in-Chief
The Atlantic Lady Magazine



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The RROC Atlantic Region Wishes a Joyous Holiday Season and a very Happy New Year to all Atlantic Region Members and Friends



SPOTLIGHT ON RARITY

1985 Silver Spur

JOHN SHORTER

One Sunday night, in the 1950s, when I was an elementary school student in Upstate New York, there was a documentary on television about the Rolls-Royce factory London. I was fascinated by how these beautiful cars were created. I dreamed that maybe one day I would own one. As I grow older, I loved to look at Rolls-Royces and Bentleys at car shows and I would get very excited if I saw one on the road. It wasn't until about a half a century later that I met someone who actually owned one.

When I taught theatre and English at Manhasset High School, I became friends with Susan Cuprill, the Drama Booster Club President. Sue's dad, Raymond Kane, was a successful businessman who had collected some cars including a beautiful 1985 Silver Spur. He had purchased it new from Carriage House Motors in Manhattan. I know this because I have the original bill of sale. I admired the car for many years and had the pleasure of riding in it several times; most memorably to my retirement dinner from 33 years of teaching, in 2006.

Several years later, at age 92, Ray passed away and his wife gave me first refusal to buy the Rolls-Royce. I jumped at the chance and was very excited to start driving. However, I soon discovered that it needed a lot of work to bring it up to safe driving condition. I spoke with guys had some local car shows and got recommendations for mechanics. For several years I poured more and more money into the car. However, many of the problems did not go away. Fortunately, I joined the Rolls-Royce Owner's Club and became a member of the Atlantic Region.



Chassis # X12268

What a blessing to speak to knowledgeable Rolls-Royce owners and attend a tech Meet on Long Island. There, John Palma, Technical Advisor, went over my car with a fine tooth comb. Other club members, with many years of ownership experience, listened/observed and confirmed John's recommendations. Slowly, over the next several years, Palma Classic Cars made my car roadworthy again. That work, culminated in my being able to safely drive my Silver Spur to the National Meet in Lake George, this year. A young boy's dream did come true!









Welcome New Member Dr. Ken Freedman

New Member Profile provided by DR. KEN FREEDMAN

I have always had a passion for excellence. I was named “Best Chiropractor in Central New Jersey” in the 2020 Home News Tribune’s Readers’ Choice Awards, I am the Founder and Director of Freedman Chiropractic in East Brunswick, NJ. Since 1979. My practice specializes in offering natural relief of pain in the back and neck, and other health challenges, by improving the body’s ability to self-heal and optimize quality of life.

I serve as the President of the East Brunswick Advisory Health Council. When called upon by the Mayor and Township Council, I, and my fellow members provide advice on matters pertaining to better community health. I am the creator and host of **Wellness Spotlight**, an award-winning health and wellness program airing on EBTv, airing 2008 to present.

Regarded as the region’s preeminent wellness expert, I have also appeared on MSNBC; News 4 NY; WABC Eyewitness News; News 12 NJ; the CBS Morning News KYW-TV Philadelphia and Channel 29 Good Morning Philadelphia.

An Eagle Scout at the age of sixteen, I have always had a desire to help my community. I serve on the Board of the East Brunswick Regional Chamber of Commerce and the Board of the East Brunswick Public Library and I am the President of the Brier Hill at Colonial Oaks Condominium Association.

I am married to my wife, Norma, for 31 years. We have two children, Jake, and Diana. The family enjoys traveling, fine dining, and enjoying the outdoors.



My passion for excellence extends to my love of fine automobiles. Last year, my friend and fellow RROC member John Massamillo convinced me to take the plunge and purchase my first Bentley, a pristine, fully optioned 2014 Continental- GTC (SCBGU3ZA7EC089946), for which I am incredibly grateful. My car is a V12 convertible, sapphire blue over a two-tone blue/magnolia leather interior and a magnolia-colored top. It has the Mulliner package with the dash, front/rear side inserts, and steering wheel finished in birdseye maple. I love the heated and cooled massage seats with lumbar support while enjoying the sumptuous ride.



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John Robison, senior tech advisor for the RROC, writes in his February 2017 blog: (<http://robisonservice.blogspot.com/2017/02/changing-to-evans-waterless-coolant.html>) “Vintage engines often have buildup of deposits in the internal cooling system passages. They create hot spots inside the engine where temperatures exceed the boiling point of even pressurized coolant. That reduces cooling efficiency and can lead to overheating.

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For additional product info and conversion instructions, visit www.evanscoolant.com or call 1-888-990-2665 to speak directly with an Evans Tech.

Concours at The Highlawn

ROBERT IMOWITZ

It was one of THE best Concours events - EVER! Not only in the Atlantic Region, but in the history of mankind. John Carter ordered the perfect weather for this event on the 22nd day of October. He spared no expense to get just the right amount of sunshine and a mild breeze with temperatures in the mid-60s.

The Rolls-Royce and Bentley motor cars that graced the asphalt of the elegant Highlawn in West Orange, NJ, were spectacular, as were the membership, especially the beautiful women. The men were dapperly dressed. We could not ask for a better turnout or a more fascinating coterie of cars and fashionable attendees.

A sampling of the Rolls-Royce and Bentleys on display and/or being judged (listed in order of parking placement) can be found on the following page.

John saw to it that new name badges were made for all the attendees. Michael Thompson designed the name tags and they made an exceedingly impressive presentation.

Randall Fleischer told my wife that he was so pleased having his '83 Corniche featured on the cover of **The Atlantic Lady**, that he brought along a copy of the Summer 2022 edition and displayed it proudly on his dashboard. Sure enough, when we walked over to his Rolls-Royce, there was **The Atlantic Lady** prominently displayed on the dashboard of his vehicle. My wife was quite flattered.

And speaking of my wife, Joan, she worked the sign-in desk along with Michael Thompson. They enjoyed greeting the members as they walked into the room.

As for the luncheon, there was a delicious assortment of appetizers, entrees and side dishes, as well as desserts. An extensive salad bar, charcuterie table, pasta station, and entrée offerings of braised short ribs and pan seared salmon. For dessert, there were a number of mini-pastries such as Napoleons and chocolate Eclairs. Delish!

Thanks to Michael Thompson for the photographs of the club members with their PMCs. Nice job!

Congratulations to John Carter and all those involved in planning and carrying out this excellent Concours event.

Many kudos to judges Mike Serpe, Joe Marley, Ed Goldman, Justin Kerstner, Hugh Heller, Ken Koswener and Tracy Varnadore for judging most of the PMCs. Youth judges: Natalia Kerstner, Sonja Kerstner and Spencer Zate.

Thanks also go out to Rich Halprin, John Matsen and Robert Turner who judged the older PMCs such as: Hugh and Leslie Heller's '54 Bentley, Ed and Joanne Goldman's Silver Cloud II and Mel and Joan Davis' Silver Cloud III, for their excellent work on behalf of The Atlantic Region and to all the members who attended and entered their PMCs for judging or display. A list of winners can be found on page 54 in this edition.



Above, from left to right:

- Ed and Joanne Goldman:** 1961 RR Silver Cloud II [SZD 477]
Hugh and Leslie Heller: 1954 Bentley R-Type Hooper [B75ZX]
Iain Cameron: 1985 RR Silver Spur [NAF 13732]
John Carter: 1990 RR Corniche III [DAL 30022]
Charles Salomon: 1953 RR Silver Dawn [LSMF 68]
Michael J. Thompson: 1967 RR Silver Shadow [CRX 2378]
Mike Serpe: 1990 Bentley Turbo-R [RBL 32841]
Joan Imowitz: 1982 RR Silver Spur [NAC 05765]

Photographs on the next two pages courtesy of Michael J. Thompson





MIKE SERPE'S INSIGHTS

With 2022 coming to a close it requires a brief meditational pause to try and clear the mind of so many great in person memories from over the year. Not that I want to forget these adventures or those I met at them, but there were just so many great ones in our regional area it is quite a challenge to try and contemplate them all together as a representation of any one thing. The twelve months were simply packed with more car events, races, concours, and rallies than I can recall ever being held. It was like everyone that was on pause came out with a bang and outdid themselves while those who had been chewing on the idea of launching something new also came up to the foul shot line (it's winter now so we will say) looked down at the *hockey puck* and swung at it with all they had. This year was challenging! Overly populated by enticing events, all within a few hours run after a morning coffee, back for dinner....so many cool day runs that it was like drawing straws to figure out which to choose to participate in since there were so many overlaps. Even some of the ones we were set on at the get go ended up being missed but then there were others that just kept popping up. It was fun to see you all out at the various events that our RROC members attended outside of our own and I am proud of our club's turnout at various events we don't put on.

One of the premier 2022 events to speak of was a concours that was organized by our own Bob Austin, the Fort Lee Concours, a French rules multi-marque event where quite a few of our local members brought their RR and Bentley motor cars to the public downtown affair.

The New Hope Auto show was another smash hit, an annual run for many in our ATL region, as well

as meeting up with folks from the Keystone region for the Radnor Hunt Concours. Another which we have attended in the past was the Lime Rock Historics. After a big win for our Turbo R sedan in

2021 it was great to be there again this year and to congratulate John Carter for taking home best in class for all British cars. This was a great surprise, not because there is any doubt about John's car being wonderful and eye-catching but despite that it went up head to head with literally hundreds of other British cars, with even some worth well over \$250k. This included all the cars brought to field MGs, Triumphs, Austins, Jaguars, Aston Martins, Morris, Morgans, Lotuses, TVRs, Wolesleys, and several other major marque club's entries.

Since we had no local National this year, those of us fortunate enough to get to San Diego were actually in fairly high numbers. We saw quite a crew of Northeast based RROC/RRF/BDC/RREC members we know from back in our area. Around our region, some favorites were Coffee and Carburetors in New Canaan CT which happens a few times a year, the Thompson Vintage weekend in Northeast CT, the Audrain in Newport, RI, the Castle Hillclimb North of Boston, MA, the RROC Vintage Rally held out of Rhinebeck, CT, BDC rallies, and last but not least as the Autumn turned the Iroquois region's Chautauqua Tour was well worth the huge drive almost to Lake Erie. At all these events we saw you with your RRs, Bentleys, and other great cars, stories to share and good times as a co-participant it takes a village to make an event go off, thanks for being part.



As the season drew down, we were fortunate to host our own Atlantic Region concours at The Highlawn in West Orange NJ. We really lucked out because the weather was perfect and the views of Manhattan from up on this hill are really stellar. The general public is allowed on the grounds as it is within a public park. Everyone coming by was caught by the row of knockout vehicles we assembled and we give thanks to all these residents for their interest and respect. In the field we judged four classes of cars. The new class designations were based on those participating, in order to better the competition. Since it is not much fun when a car competes in a class alone, or with only one other car, we developed some new groupings. This included a Senior class for those that have won a 1st in class recently, a Post War 1945-1964 class with Silver Clouds and an R-type, a Crewe-built class for SW and SZ based cars, and lastly a Coachbuilt class featuring a Mulliner Park Ward Coupe, several MPW Corniches, and a Mulliner Azure these cars ranged from 1965 to 2004.

The score matrix was simplified this year. We used a 150 point scoring matrix divided into sections which made it more fair for participants, easier to prepare the cars for and also more simplified for the judges. Feedback so far has been very positive from all involved and I thank those who have taken the time to send in their comments. If anyone else has any input I look forward to reviewing it you can always email me directly at mserpe@yahoo.com with your thoughts or concerns. After the event, as VP of Judging and Concours I sent out all the scoresheets to each participant so they could review how their own car performed on the judging field that day. It's all just about having a great time and also learning more about your beloved RR or Bentley motor car. Having a set of seasoned eyes go over your car with you can be very insightful, help you better understand the workings of your vehicles, and better prepare for future events such as Gettysburg coming up in June. That being said we should also

remind ourselves going into these things to just relax and not stress out about the competition. It is not the nationals, Pebble Beach, or Villa d'Este. We are here for fun and to support each other's desire to enjoy and care for these vehicles which amuse us.

OK now, back to the competition, I am available to assist anyone interested in competing at the RROC National level with tips and pointers. We would also love to see our Atlantic region be well represented in the National Concours! Simon Curzon will also hold a judges training this Spring at RROC/RRF HQ if anyone is interested in judging at the Nationals. Attending the training is very worthwhile even if you don't plan on or are not sure if you will actually judge, although we hope you do! As a team captain at the National events let me help you make it happen. It is a great learning and networking experience. The Curzon class is well worth it either way, they actually pull a car from each decade out of the RRF collection and they get used as samples. So students get to experience a wide variety of cars in a unique learning environment.

Last thing I want to leave you with is dear thanks and appreciation for our judges at The Highlawn concours. Our team was incredible bringing vast and diverse experiences coupled with energy and fabulous attitude. Atlantic region judges should be proud of their contributions to make an important event for our community a success. If you get a chance and you see any of these folks, tell them Thank you!

Mike Serpe VP Concours & Judging **2022 Judges**

John Matsen, Justin Kerstner, Robert Turner, Joe Marley, Richard Halprin, Tracy Varnadore. Ken Koswener and Hugh Heller.





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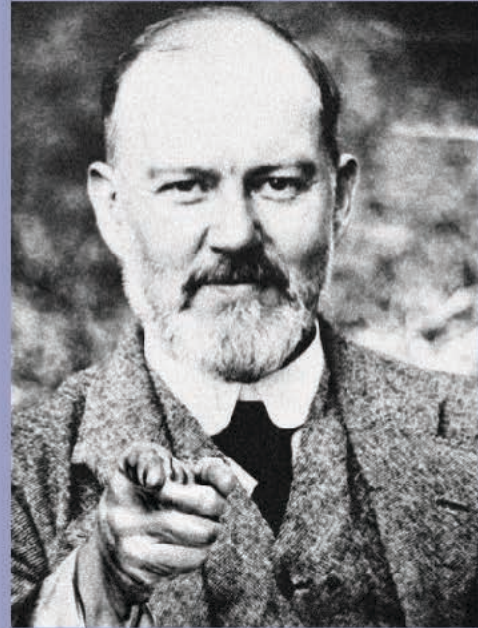
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The Foundation, a 501 (c) (3) organization located in Mechanicsburg, PA, promotes the heritage of Rolls-Royce and Bentley Motorcars. It is a totally separate organization from the RROC although they are located in the same building. Mark Lizewskie is the Executive Director over all.

The present Chair of the Rolls-Royce Foundation is Gil Fuqua who has worked tirelessly in many areas of the organization. Sarah Holibaugh, Research Librarian, manages the day-to-day operations of the Foundation; her creativity and energy are amazing.

If you think that the RRF is only about chassis cards, think again. Join and take advantage of the seminars, mixers, rallies, and more which are re-defining the Foundation. It's not "your father's Oldsmobile."

www.rollsroycefoundation.org

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The Nineteenth Phantom IV: 4AF13

BILL WOLF

Herein lies a mystery...

...concerning one of the most revered Rolls-Royce motorcars. In the 1950s, the Phantoms IV were sold to royalty and heads of state. Original owners include Princess Elizabeth, Generalissimo Franco and Aga Khan III.

For many years it has been established and well-documented that there had been only **eighteen** Phantom IV chassis manufactured. Some papers have surfaced that may belie this tenet of Rolls-Royce scholarship.

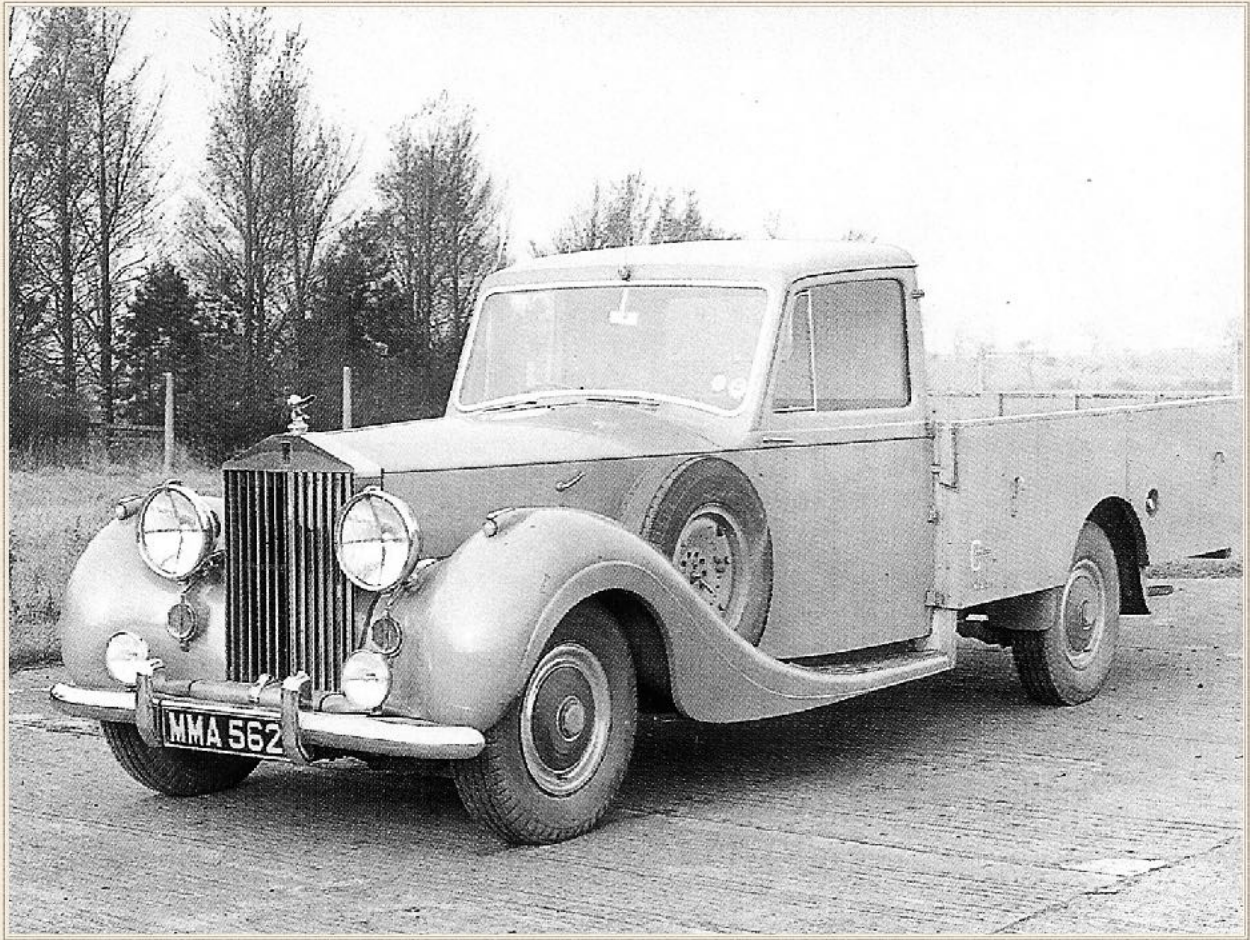
Discovered: The Nineteenth Rolls-Royce Phantom IV

Sometimes called the Royal Rolls-Royce, the most exclusive Royce-Royce, sold to royalty and heads of state, the Phantom IV, a hand-built motorcar with a twelve-foot-long wheelbase and a straight-eight engine, is an automotive legend. Coachbuilders Hooper, H.J. Mulliner and Franay crafted bespoke bodies for such as Princess Elizabeth, The Shahinshah of Iran, Aga Khan III and Generalissimo Franco—who requested armor plating on the *three* cars he ordered. One chassis, 4AF4, was used internally at the Rolls-Royce factory as a utility vehicle and was fitted with a large, ungainly pick-up body, a “works truck” in Rolls-Royce parlance. In the list of chassis numbers, 4AF12 immediately precedes 4AF14. Superstitions persist.

These two verities have been part of the Rolls-Royce canon for decades: Only eighteen Phantom IV chassis were built and the number thirteen was not used in the distribution of PIV chassis numbers. It is then with some hesitation that I offer evidence that contradicts both. Recently I was privy to documents procured by a friend of a colleague of mine—both of whom must remain

anonymous for obvious reasons. These documents were found during the 1998 shake-up in Crewe when Volkswagen acquired Bentley.* It has been said that during these transitions, archives were sorted, repacked, ransacked, transferred and redistributed. From a cleverly disguised, long, deep pigeonhole in an ancient desk discovered and opened by mere chance, my contact found and removed a worn, dark leather envelope. Sensing irregularity and significance, she secreted the parcel into the folds of her briefcase. Retuning to her room at The Crewe Arms Hotel, she had considerable difficulty opening the envelope as the catch operation required dexterity and thought, not unlike those clever, metal puzzles that were popular not so long ago. What may be the most enigmatic piece of the puzzle is the fact that the papers therein, finally shown to the light of day after decades, were obviously not the originals—but rather crudely reproduced, doctored and fragmented copies. Questions arise: Who made these copies? When? Why? And where are the originals today?

These damaged and yellowing papers nonetheless attest to the existence of a nineteenth Phantom IV, 4AF13, built by Rolls-Royce Limited between September of 1951 and February of 1952—but not built at Crewe. For many years, rumors have spoken of the existence of subterranean workrooms at a sister factory, the experimental Clan Foundry at Belper, rooms known only to a select few. The contents of these documents make it is easy to understand the clandestine nature of the whole affair. Client confidentiality, surreptitious police operations and delicate international diplomacy would certainly constitute pieces to the overall mystery. The time is now ripe to share this documentation with the world. Please examine these papers carefully and arrive at your own conclusions.

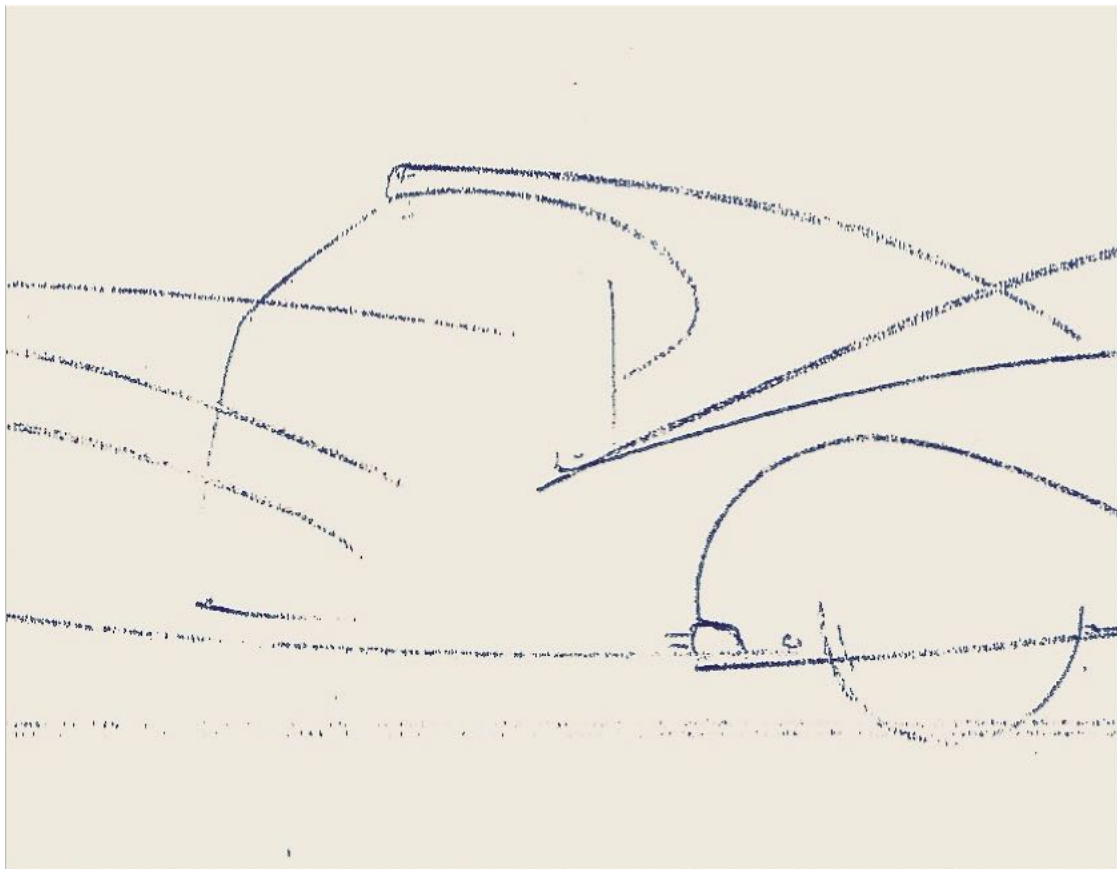


Photograph of chassis 4AF4 courtesy of Roßfeldt Archives

This is a parody. Any use of logos, fictional characters or other indicia is for humorous and satirical purposes only.

This article is sourced from the author's book that was published in 2015. Only 19 copies were printed and are now in private collections.

"A frivolous book!" Sabu Advani.





ROLLS-ROYCE LIMITED

Export Department

14-15 CONDUIT STREET
LONDON W.1 ENGLAND



Rolls-Royce and Bentley Cars

TELEGRAMS: "VOLAREAD, ROLCE, LONDON" TELEPHONES: MAYFAIR 4331 (17 LINES)

September 16, 1954

Mr. A. Pennyworth
Wayne Enterprises
Gotham. USA

cc
save

Dear Mr. Pennyworth:

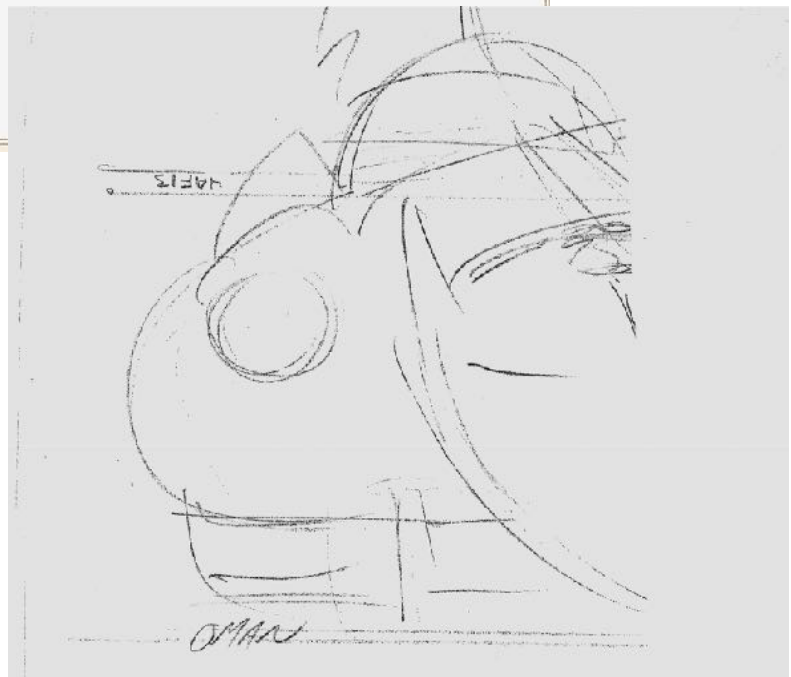
Thank you for your inquiry into the matter of the revised grille and the armor plating. We have discussed the matter both with internal and external engineers—with full discretion. I assure you—and we have verified that both will actually exceed the requirements of your client.

I regret to inform you, however, that if the entire vehicle is to be armored as per your last instructions, cost overruns may be necessitated. These will be discussed in subsequent correspondence from our accounting office. You will also be hearing from our in-house barrister in the coming weeks.

Please do not hesitate to contact me if I may render any further services.

Yours faithfully,
FOR ROLLS-ROYCE MOTORS (LTD.)

Export Manager



**16 September, 1951 Mr. A. Pennyworth
Wayne Enterprises Gotham, USA**

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FOR ROLLS-ROYCE MOTORS (LTD.)

Export Manager

4AF13



ROLLS-ROYCE LIMITED

Export Department
14-15 CONDUIT STREET
LONDON W1, ENGLAND

Rolls-Royce and Bentley Cars

“A” “D” “E” “F” “G” “H” “I” “J” “K” “L” “M” “N” “O” “P” “Q” “R” “S” “T” “U” “V” “W” “X” “Y” “Z” “AA” “AB” “AC” “AD” “AE” “AF” “AG” “AH” “AI” “AJ” “AK” “AL” “AM” “AN” “AO” “AP” “AQ” “AR” “AS” “AT” “AU” “AV” “AW” “AX” “AY” “AZ” “BA” “BB” “BC” “BD” “BE” “BF” “BG” “BH” “BI” “BJ” “BK” “BL” “BM” “BN” “BO” “BP” “BQ” “BR” “BS” “BT” “BU” “BV” “BW” “BX” “BY” “BZ” “CA” “CB” “CC” “CD” “CE” “CF” “CG” “CH” “CI” “CJ” “CK” “CL” “CM” “CN” “CO” “CP” “CQ” “CR” “CS” “CT” “CU” “CV” “CW” “CX” “CY” “CZ” “DA” “DB” “DC” “DD” “DE” “DF” “DG” “DH” “DI” “DJ” “DK” “DL” “DM” “DN” “DO” “DP” “DQ” “DR” “DS” “DT” “DU” “DV” “DW” “DX” “DY” “DZ” “EA” “EB” “EC” “ED” “EE” “EF” “EG” “EH” “EI” “EJ” “EK” “EL” “EM” “EN” “EO” “EP” “EQ” “ER” “ES” “ET” “EU” “EV” “EW” “EX” “EY” “EZ” “FA” “FB” “FC” “FD” “FE” “FF” “FG” “FH” “FI” “FJ” “FK” “FL” “FM” “FN” “FO” “FP” “FQ” “FR” “FS” “FT” “FU” “FV” “FW” “FX” “FY” “FZ” “GA” “GB” “GC” “GD” “GE” “GF” “GG” “GH” “GI” “GJ” “GK” “GL” “GM” “GN” “GO” “GP” “GQ” “GR” “GS” “GT” “GU” “GV” “GW” “GX” “GY” “GZ” “HA” “HB” “HC” “HD” “HE” “HF” “HG” “HH” “HI” “HJ” “HK” “HL” “HM” “HN” “HO” “HP” “HQ” “HR” “HS” “HT” “HU” “HV” “HW” “HX” “HY” “HZ” “IA” “IB” “IC” “ID” “IE” “IF” “IG” “IH” “II” “IJ” “IK” “IL” “IM” “IN” “IO” “IP” “IQ” “IR” “IS” “IT” “IU” “IV” “IW” “IX” “IY” “IZ” “JA” “JB” “JC” “JD” “JE” “JF” “JG” “JH” “JI” “JJ” “JK” “JL” “JM” “JN” “JO” “JP” “JQ” “JR” “JS” “JT” “JU” “JV” “JW” “JX” “JY” “JZ” “KA” “KB” “KC” “KD” “KE” “KF” “KG” “KH” “KI” “KJ” “KK” “KL” “KM” “KN” “KO” “KP” “KQ” “KR” “KS” “KT” “KU” “KV” “KW” “KX” “KY” “KZ” “LA” “LB” “LC” “LD” “LE” “LF” “LG” “LH” “LI” “LJ” “LK” “LL” “LM” “LN” “LO” “LP” “LQ” “LR” “LS” “LT” “LU” “LV” “LW” “LX” “LY” “LZ” “MA” “MB” “MC” “MD” “ME” “MF” “MG” “MH” “MI” “MJ” “MK” “ML” “MM” “MN” “MO” “MP” “MQ” “MR” “MS” “MT” “MU” “MV” “MW” “MX” “MY” “MZ” “NA” “NB” “NC” “ND” “NE” “NF” “NG” “NH” “NI” “NJ” “NK” “NL” “NM” “NN” “NO” “NP” “NQ” “NR” “NS” “NT” “NU” “NV” “NW” “NX” “NY” “NZ” “OA” “OB” “OC” “OD” “OE” “OF” “OG” “OH” “OI” “OJ” “OK” “OL” “OM” “ON” “OO” “OP” “OQ” “OR” “OS” “OT” “OU” “OV” “OW” “OX” “OY” “OZ” “PA” “PB” “PC” “PD” “PE” “PF” “PG” “PH” “PI” “PJ” “PK” “PL” “PM” “PN” “PO” “PP” “PQ” “PR” “PS” “PT” “PU” “PV” “PW” “PX” “PY” “PZ” “QA” “QB” “QC” “QD” “QE” “QF” “QG” “QH” “QI” “QJ” “QK” “QL” “QM” “QN” “QO” “QP” “QQ” “QR” “QS” “QT” “QU” “QV” “QW” “QX” “QY” “QZ” “RA” “RB” “RC” “RD” “RE” “RF” “RG” “RH” “RI” “RJ” “RK” “RL” “RM” “RN” “RO” “RP” “RQ” “RR” “RS” “RT” “RU” “RV” “RW” “RX” “RY” “RZ” “SA” “SB” “SC” “SD” “SE” “SF” “SG” “SH” “SI” “SJ” “SK” “SL” “SM” “SN” “SO” “SP” “SQ” “SR” “SS” “ST” “SU” “SV” “SW” “SX” “SY” “SZ” “TA” “TB” “TC” “TD” “TE” “TF” “TG” “TH” “TI” “TJ” “TK” “TL” “TM” “TN” “TO” “TP” “TQ” “TR” “TS” “TT” “TU” “TV” “TW” “TX” “TY” “TZ” “UA” “UB” “UC” “UD” “UE” “UF” “UG” “UH” “UI” “UJ” “UK” “UL” “UM” “UN” “UO” “UP” “UQ” “UR” “US” “UT” “UU” “UV” “UW” “UX” “UY” “UZ” “VA” “VB” “VC” “VD” “VE” “VF” “VG” “VH” “VI” “VJ” “VK” “VL” “VM” “VN” “VO” “VP” “VQ” “VR” “VS” “VT” “VU” “VV” “VW” “VX” “VY” “VZ” “WA” “WB” “WC” “WD” “WE” “WF” “WG” “WH” “WI” “WJ” “WK” “WL” “WM” “WN” “WO” “WP” “WQ” “WR” “WS” “WT” “WU” “WV” “WW” “WX” “WY” “WZ” “XA” “XB” “XC” “XD” “XE” “XF” “XG” “XH” “XI” “XJ” “XK” “XL” “XM” “XN” “XO” “XP” “XQ” “XR” “XS” “XT” “XU” “XV” “XW” “XX” “XY” “XZ” “YA” “YB” “YC” “YD” “YE” “YF” “YG” “YH” “YI” “YJ” “YK” “YL” “YM” “YN” “YO” “YP” “YQ” “YR” “YS” “YT” “YU” “YV” “YW” “YX” “YY” “YZ” “ZA” “ZB” “ZC” “ZD” “ZE” “ZF” “ZG” “ZH” “ZI” “ZJ” “ZK” “ZL” “ZM” “ZN” “ZO” “ZP” “ZQ” “ZR” “ZS” “ZT” “ZU” “ZV” “ZW” “ZX” “ZY” “ZZ”



9 October, 1951

Mr. Richard Grayson
Wayne Industries
Gotham City USA

CC
Pa PL Santa
✓

Dear Mr. Grayson,

It has come to my attention that you have altered your requests for the concealed frame compartments of "Project Oman". I have enclosed sketches for several possibilities as suggested by our engineering staff. As you would kindly examine drawing A69-BX, you will see that the central latch is completely hidden from external viewing.

We have also looked into the matter of both the forward and rearward/roost winching systems. We have upgraded the coiled steel cables as per your specifications.

I am also pleased to report to you that "Project Oman" is proceeding well within the allotted time schedule as outlined in our correspondence of last month.

I remain faithfully yours,

Handwritten signature

Handwritten signature

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I remain faithfully yours,

Manager of Special Services

Wayne International

Serving Gotham—Serving the World

Gordon 8-6600



April 7, 1952

James Farnsworth, Esq
Rolls-Royce Ltd
Crewe, England

My Dear Mr. Farnsworth,

Although we appreciate the sentiments of your letter dated last October Five, we were given the understanding that there would be no trouble whatsoever concerning the delivery of 4AF13. Would you please contact me at your soonest convenience so that we may discuss this matter in greater detail.

Yours truly,

A large, stylized handwritten signature in dark ink, appearing to be 'L. Fox'.

L. Fox for BW

Wayne International

Manager of Special Services
Wayne International
Serving Gotham—Serving the World
Gordon 8-6600

April 7, 1952

James Farnsworth, EsQ Rolls-Royce Ltd Crewe, England

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Yours truly,

L.Fox for BW Wayne International



This photograph and below: Two of the nineteen Phantom IVs: Chassis 4AF10 and 4AF2: Courtesy of Roßfeldt Archives.







THE ART OF THE automobile

Rolls Royce & Bentley Beauty & Speed are in Our Blood

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Coachwork and Paint / Sales and Aquisitions / Storage / Event Services



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

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

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

100 Lupes Dr. Stratford, CT 06615 | (203) 377-6745 | automotiverestorations.com

Introduction: Davide Bassoli

BILL WOLF



It was 2014 and our National Meet was being held in Seven Springs, Pennsylvania. Davide flew into Newark and I, with a friend, picked him up at the airport. This was our first meeting. He was to stay at our friend's home in New Jersey then drive a classic Rolls-Royce, a drophead Cloud, to the Pennsylvania meet. From the first I knew that this affable man was someone I would want to know well. Davide is among the top scholars in the Rolls-Royce/Bentley community. He has researched, authored and published several books on the marques. His automotive photography is first rate. His book *Every Cloud Has a Silver Lining* is the absolute last word on the Rolls-Royce Silver Cloud and the

Bentley S-series, and it is published by Davide's own publishing house, *Nubes Argentea*. This and his other books are literally award winning.

Scholarship is but one side of Davide Bassoli. His interest in classic rock music, electric guitars, the arts in general and good food raise him far above mere Car Guy status. His intelligence and good will are known worldwide; he is always ready to offer assistance to anyone researching our favorite motorcars. I am honored to have him as a friend as *The Atlantic Lady* is honored that he agreed to offer the following:



FIFTY YEARS of twin headlamps

BY DAVIDE BASSOLI

IN 1962, ROLLS-ROYCE INTRODUCED A TWIN HEADLAMP DESIGN FOR THE 1963 SILVER CLOUD III AND BENTLEY S3 MODELS. THE INNOVATION PROVED SO SUCCESSFUL THAT IT CONTINUED ON CREWE'S CARS UNTIL 1996, BECOMING ONE OF ROLLS-ROYCE AND BENTLEY'S MOST DISTINCTIVE FEATURES



Left: Bentley S3 Continental H J Mulliner, Park Ward drop head coupé 'Chinese eyes'; Above: Rolls-Royce Silver Cloud III

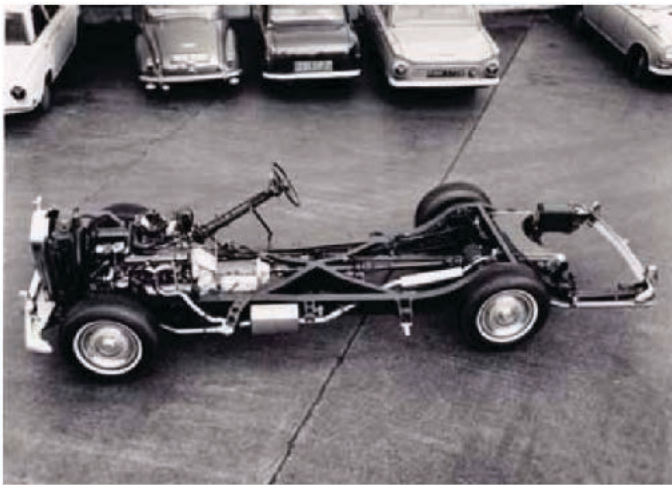
NEW STYLING FOR THE SILVER CLOUD: The introduction of the V8 engine in 1959 boosted the sales of Rolls-Royce and Bentley cars in every corner of the world, especially in the United States. But two years later even this important mechanical innovation could not stem the decline in the sales of the Silver Cloud and Bentley S Series, which had been introduced just seven years earlier.

The Executive Board of Rolls-Royce was aware of the situation and charged the Styling Department with making design alterations that would increase the appeal of the model range.

The task for John Blatchley's team wasn't easy because the elegant shape of the Silver Cloud was unanimously considered a masterpiece: a timeless model of perfection that could probably not be improved. To confound that expectation the Styling Department decided to work on the front end without radically altering the general shape of the car or reducing the visual impact of the radiator grille, which featured either the Spirit of Ecstasy or the Bentley winged 'B'.

The idea of changing the front end of the Silver Cloud had already been considered as early as 1957, that is, before the introduction of the Silver Cloud II. In fact, a prototype chassis 25-B was equipped with an unusual front end treatment, having twin headlamps, but they were positioned vertically. From an aesthetic point of view the result was not satisfying, so the project to modify the front end design was

“The third series of Silver Clouds and Bentley S proved to be extremely successful, and their introduction increased sales volumes all over the world”



temporarily abandoned. The aim was not to correct or improve the frontal appearance of a car that was already considered to be nearly perfect; the aim was purely just to update the product.

THE INTRODUCTION OF TWIN HEADLAMPS: One of the most distinctive styling elements, seen at the motor shows of that period, especially for cars destined for the United States of America, were designs shown with twin headlamps. This arrangement allowed for smaller lamps, giving a more modern and horizontal appearance. They also improved the visibility at night because each headlamp had a dipped and a full beam. So, the Styling Department in Crewe decided to introduce twin headlamps on the front of the Silver Cloud.

Having taken the decision to adopt this design for its new models, the Styling Department's first step was to create a quarter-scale model for the Executive Board to consider. The response was positive, and hence the team passed on its instructions to the Pressed Steel Company so the car body manufacturer could modify its press tools. A prototype chassis '33-B' was prepared to test the newly designed panels, and after accurate road tests demonstrated that the car with the new front-end design was reliable, the revised model was finally ready to be introduced to the market.

LAUNCH OF THE SILVER CLOUD III AND BENTLEY S3: The new model was ready for launch and was given the official designation of Silver Cloud III for cars with radiators surmounted by the Spirit of Ecstasy, and S3 for cars with the Bentley winged 'B'. The launch took place at the London Motor Show in Earls Court on 17 October 1962 and simultaneously at the Waldorf Astoria Hotel in New York for the



“The height of the radiator was reduced by about 1.5 inches, giving a sloping bonnet line that markedly improved forward vision”



important American market. What visitors to both venues could admire was a styling evolution of the shape that had been born in 1955; the most evident modification was the twin headlamps that were smaller than the single headlamps used for the Silver Cloud I and II series. Fog lights were still fitted, but these no longer had a dual function as flashing indicators. The indicators on the new model became incorporated into redesigned sidelights positioned on the front of the wings.

Another instantly noticeable feature was the smaller bumper overriders on cars for the home market, although export models retained the larger overriders. To complete the new external appearance, the height of the radiator was reduced by about 1.5 inches, giving a sloping bonnet line that markedly improved forward vision.

FURTHER MODIFICATIONS: Some changes were also made to the interiors. On the fascia, the instrument panel lighting was more powerful and coloured light blue instead of amber. Another improvement was that the switch for the electrical demisting elements in the rear window had been moved from the rear compartment to the fascia. And the top of the dashboard was now covered in black leather, which was a concession to new US safety requirements to reduce the injuries of occupants who were thrown forward onto the fascia in a collision. In addition, two black ashtrays and individual front seats, each with their own centre-folding armrest, were now standard equipment, although the one-piece bench seat remained optional. The rear-view mirror was also better supported to resist vibration.

In the back, two inches of extra legroom were found by repositioning the seat cushion. Rear passengers now also had footrests, and

the previously rather prominent corner padding at the side of each rear seat was reduced, allowing greater width for seating three abreast. Meanwhile, the ashtrays in the back had an improved design, and the standard Radiomobile radio, with three options available depending on the market, came with a second speaker in the rear parcel shelf and a balance control for adjusting the front and rear outputs.

An enhanced colour range was also introduced for the Silver Cloud III and Bentley S3. It included five new colours: Astral Blue, Dusk Grey, Pine Green, Garnet and Antelope, which was particularly successful in the United States.

The Silver Cloud III and S3 also retained all the improvements that had been progressively introduced on the later Silver Cloud IIs and S2s. These comprised a heating and ventilation system with two ventilating matrices for independent fresh air supplies and a recirculating system, with a further speed ram position added to the fresh air circuit. Further noteworthy additions were a headlamp flashing button in the direction indicator lever and an orange lamp, in circuit with the ignition switch, that warned the driver when the handbrake was on.

ENHANCED V8 ENGINE: Apart from design modifications, Rolls-Royce also introduced mechanical improvements to the third series to increase power. True to their tradition, Crewe did not reveal the actual power output figures but claimed a seven per cent increase for the latest version of the 6230 cc V8 engine. This resulted partly from a rise in the

Left: Rolls-Royce Silver Cloud III; Above (left): Rolls-Royce stand at the 1962 London Motor Show; Above (right): Rolls-Royce Silver Cloud III

compression ratio to 9 to 1 from 8 to 1, although the lower ratio remained optional for markets where 100-octane fuels were not available.

To meet the higher power, the chrome molybdenum steel crankshafts were nitride-hardened and larger diameter gudgeon pins were fitted. These were now offset in the pistons to better withstand the increased thrust and contribute to quieter running. Crankcase breathing was drawn into the engine intake through sealed ducting to avoid the possibility of fumes escaping.

To make the driving more comfortable, extra power-assistance was provided for the cam-and-roller steering gear, reducing the maximum load at the wheel rim to 6 lb.

COACHBUILT CARS: By the end of 1962 there were few options available for those who wanted a bespoke coachbuilt car. Both Freestone & Webb and Hooper had ceased the activity, while H J Mulliner and Park Ward were now combined and owned by Rolls-Royce. James Young remained the only independent coachbuilder.

For the new Silver Cloud III LWB, James Young offered the updated version of Design SCT100, also known as the 'Baby Phantom', with twin headlamps. The four-door saloons destined for the Bentley S3 Continental chassis received the same treatment. H J Mulliner Park Ward offered the types of bodies they had previously built when they were independent companies. The drophead coupé version for the Silver Cloud III and S3 chassis took H J Mulliner's Design No 2007; the S3 Continental two-door saloon took H J Mulliner's Design No 2006; and the well-known four-door saloon Flying Spur took Design No 2011.

The most successful Park Ward model was the four-door touring limousine on the long wheelbase chassis, which, with the new twin headlamp styling, was Design No 2022. The long wheelbase chassis was four inches longer than the standard steel body made by Pressed Steel Company. Much more complicated was the restyling of the front end of the other model offered by Park Ward, the drophead coupé for the Bentley S2 Continental chassis, designed by the talented stylist Vilhelm Koren. Bill Allen was charged with modifying the front of the car, and he created the distinctive 'Chinese eyes' headlamps for both the drophead coupé and the new fixed head coupé introduced with the third series.

At the 1963 Earls Court motor show, the drophead coupé, the fixed head coupé and the Flying Spur were offered with the Rolls-Royce radiator grille. James Young also introduced the option of a Rolls-Royce radiator grille on its four-door saloon, which was previously only offered as a Bentley S3 Continental.

ROLLS-ROYCE PHILOSOPHY: After many years of production the Silver Cloud was occasionally criticised for having some rather obsolete components such as drum brakes and rear suspension, especially when compared with other cars of the time such as the Mercedes 600. But in a 1964 interview with racing driver Tony Brooks for *Motoring Life* magazine, Rolls-Royce Chief Engineer Harry Gylls firmly confirmed the company's philosophy regarding the components it used. Here is an extract of the interview:

Brooks: 'I found the brakes wonderful. But they do bring up the obvious question of disc and their even greater resistance to fade. Hasn't it been possible yet to overcome the incidental drawbacks of discs?'

Gylls: 'As you know, discs do have advantages over conventional drum brakes. They have better heat dissipating qualities and so show less fade under continual high speed use. But our drum brakes are far from

Clockwise from bottom left: H J Mulliner, Park Ward Silver Cloud III saloon; Rolls-Royce Silver Cloud III chassis (now owned by the Club and used for technical seminars at The Hunt House); James Young Rolls-Royce Silver Cloud III LWB Baby Phantom; Rolls-Royce Silver Cloud III dashboard; Over: Rolls-Royce Silver Shadow

“The twin headlamps introduced
in 1962 remained in production for
about 34 years, becoming one of the
most distinctive styling details in
the history of Rolls-Royce”

conventional. The Rolls-Royce arrangement of trailing shoes at the front and equal wearing shoes at the rear is less temperature sensitive than disc brakes. When you combine this with heavy ribbing of the brake drums, a very large brake lining area and specially developed linings, brake fade has ceased to be a problem. Our tests in fact have shown that we can stop once a minute from 70 mph until the linings are worn out. And, of course, pedal pressure is no problem in a Rolls-Royce because we give you servo-assistance that makes you seven times the man you are.’

Brooks: ‘Yes, but what are the disadvantages of discs?’

Grylls: ‘Disc braking systems are usually heavier than drum brake systems. They are inclined to be very noisy in operation at certain speeds and their performance often varies in different climatic conditions. And their rate of wear is at least twice. In other words, you would have to reline them twice as often as our brakes. And the discs that wear comparatively well squeak like blazes. All of which we’ll overcome one day. But we won’t fit discs until they are as silent and smooth and progressive as the brakes we have now.’

Brooks: ‘Surely independent rear suspension would further improve the ride and roadholding?’

Grylls: ‘Well, it’s simply not true that this is the answer to every ride problem. Take the swing-axle type, which is the commonest of all. It can lead to some very tricky handling characteristics.’

Brooks: ‘I agree there. I’ve never liked ordinary swing-axle layouts myself. You can get a sudden change to vicious oversteer when you’re cornering fast.’

Grylls: ‘Of course, there are other forms, but they all pose problems – of wear and noise – which just aren’t acceptable when you’re designing to Rolls-Royce standards. Our cars are heavy, they’re capable of travelling at very high speeds, and they have to be very comfortable. Consequently, the suspension has to be fairly soft and you have to cater for considerable vertical movements. No present independent rear system could handle all this as well as our system does.’

34 YEARS OF DISTINCTIVE TWIN HEADLAMPS: The third series of Silver Clouds and Bentley S proved to be extremely successful, and their introduction increased sales volumes all over the world. But this was not the only merit of the Silver Cloud III and S3, whose fascinating history was nearing its end.

In October 1965 Rolls-Royce introduced the Silver Shadow and the Bentley T Series, which incorporated all independent self-levelling suspensions, disc brakes and, most importantly, monocoque steel bodies. The new styling of the car, magisterially designed by Blatchley, also featured the twin headlamps originally introduced on the Silver Cloud III. They were now inserted in a chromed shell incorporating an ‘eyelid’ over them, with the ‘RR’ logo for the Silver Shadow and the ‘B’ logo for the T Series.

In 1966, this new range was increased with the introduction of a drophead coupé and a fixed head coupé, both by H J Mulliner Park Ward. From 1971 they took the official name of Corniche and, in four series, they remained nearly unchanged until the end of production in 1996. The twin headlamps introduced in 1962 with the Silver Cloud III and Bentley S3 remained in Rolls-Royce and Bentley production for about 34 years, becoming one of the most distinctive styling details in the history of Rolls-Royce.



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TURTLE RALLY

JOE MARLEY

This past September 18th marked the start of the Inaugural run of the Turtle Rally – a three day romp through the twisty back roads of Connecticut and New York State for a good cause. That cause was the Pray Foundation which continues the work of renowned auto collector and enthusiast Malcolm Pray. It maintains the Malcolm Pray Achievement Center – a beautiful complex that houses the late Mr. Pray’s world class automobile collection in a gorgeous park-like setting. The Collection serves to inspire young men and women toward paths of success through entrepreneurship – and it was a fitting site to start our multi-day rally.

We began the adventure on Sunday, September 18th. After a brief repast and a chance to admire the cars of the Pray Collection we began what was to be something of a practice run following clues through nearby Greenwich. I was delighted to see several of our Atlantic Region Members in attendance. Lorraine Hathaway was present (albeit in some Teutonic beast as her Rolls had been sidelined by a misbehaving oil pressure switch). Bob Phibbs and Bill Pratt in their striking Bentley Azure drop head; and Don Fish appeared with Eric Sandler in his newly acquired Corniche convertible; and I accompanied our illustrious Chairman John Carter in his award winning white Corniche. Atlantic Region Member Charles Roy was ever-present as one of the chief organizers of the event.

The “real” rally began at the Pray Center with breakfast promptly at 7:00am the next day. Coffee and espresso was served by a barista from an authentic Italian Vespa coffee truckette and pastries and quiches abounded. Soon were off on the Rally with the first car leaving at 8:00AM and others following at 6 minute intervals. We began

the first leg of our journey – 131 miles of twisty back roads following the route and checking for clues. Some navigated the route successfully; some got lost; and others followed. Lorraine attempted a bit of trickery on the way to shake a close follower. John and I were more magnanimous toward Don and Eric.

Back on the road, our next stop was a delightful French bistro in Windham, New York. We ate a fine French buffet lunch and were back in the cars for the next leg of our rally.

I tried to trade clues with some of the other participants to no avail. The last leg took us to our destination for the night: The beautiful Otesaga Resort in Cooperstown, New York.

Cooperstown was an unexpected treat. Although most known for the Baseball Hall of Fame, Cooperstown is much more. Situated on the southern tip of Lake Otsego it’s a beautiful resort town. Endowed by the founders of the Singer Sewing Machine Company it’s home to a first rate art museum among many attractions. The Otesaga Hotel was first rate in every way and we quaffed champagne now that driving was done for the day and dined on a truly sumptuous buffet dinner then retreated to the downstairs lounge. We didn’t stay up too late – 7:00 AM would come quickly the next day.

We began our 99 mile route through some of the most picturesque back roads possible, looking for business signs missing letters and barns with flags while admiring the panoramic vistas. Any rally of this magnitude is not without some troubles: an Austin Healey had a flat, and a vintage Alfa lost its starter and required a push to get it going after each stop. We all pitched in

to help. Thankfully, no Rolls or Bentleys suffered any 'failures to proceed.'

We arrived at the delightful Northeast Classic Car Museum in Norwich, New York after a few hours. The Museum has a splendid collection of automobiles with special focus on the Franklin marquee produced in Syracuse New York through 1934. The museum is well worth a trip, but don't expect to find any PMCs there; the only foreign car under its roof is a DeLorean DMC-12.

After the museum we completed the last leg of our drive back to the Otesaga Resort. Lunch was provided (we did eat a lot on this trip) and everyone was off to explore Cooperstown's various attractions on their own. We reconvened at 7:00PM in the Grand



Dining Room for the Awards Banquet and the official conclusion of a wonderful experience. Alas, no one from the Atlantic Region won an award. But, all was for a good cause and next time – and we'll be there for the next time – surely one of us will bring home an award to the Club.



Photographs courtesy of Joe Marley



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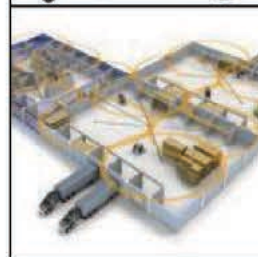
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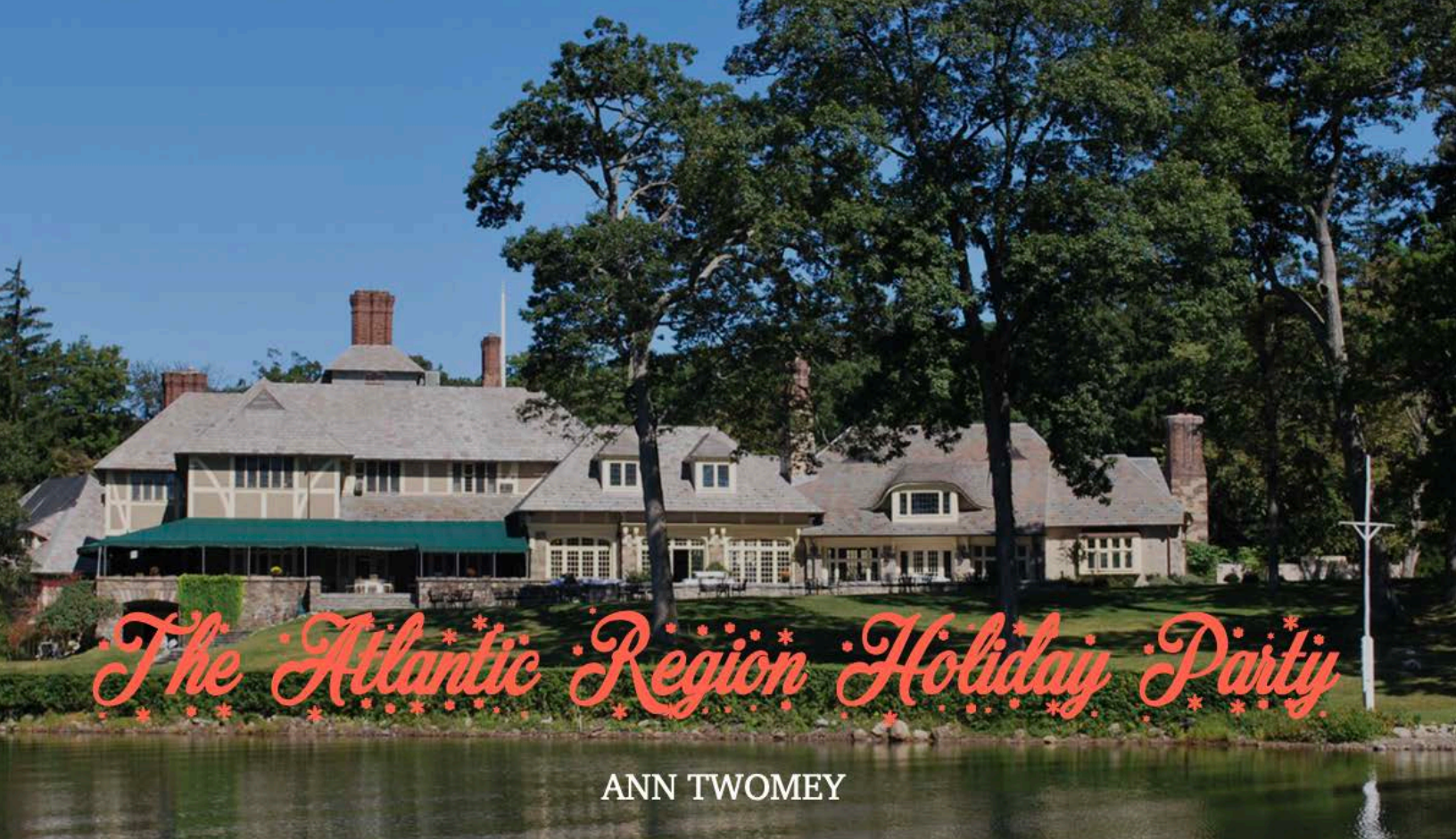
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The **Rolls-Royce Owners' Club** Atlantic Region members and families enjoyed a holiday party at the stately and elegant venue of the Tuxedo Club on December 10, 2022. The clear, crisp day, rustic Ramapo mountains and the vast Tuxedo Lake, were perfect backdrop for the classic RROC vehicles that adorned the parking area.

It was also a celebration of the successful year of activities, events, honors and the increasing participation of membership. Through the leadership and dedication of Chairman John Carter and the entire Board of Directors, we had a banner year. We are grateful for their work.

Chairman John Carter gave greetings, a summary of accomplishments and brief prospective of plans for 2023. Vice-President of Judging Mike Serpe announced the winners of the Judging Awards which took place at The Highlawn in West Orange, NJ on October 22, 2022. These awards were based on a new approach that was more participatory, fair and fun. A key addition to this competition was the Youth Judging Award that engaged the children of members to choose a car that they admired the most. A list of award winners can be found on page 58 in this edition.















Photographs courtesy of Ann Twomey and Rich Halprin



*Winners of the Concours Event Held at
The Highlawn on October 22, 2022 are as follows:*



**Graydon and Emily Walker Trophy for Meritorious Service to
the Atlantic Region**

Ann Twomey and Richard Loccke

RROC Howard Krimko People's Choice Award

Leslie and Hugh Heller 1955 Bentley R-Type Hooper B75ZX

Senior Class

1st Place Joseph B. Mortell 1986 RR Silver Spur GOX-16224

Coachbuilt Class 1965-2004

1st Place Hilda and Jimmy Mascaro 2002 Bentley Azure KB2-01080

2nd Place Debra and Vince Bassani 1986 RR Corniche DHC DAG-13466

Post War Class 1945-1965

1st Place Leslie and Hugh Heller 1955 Bentley R-Type Hooper B75ZX

Crewe Built Class 1981-1999

1st Place Joan and Bob Imowitz 1982 RR Silver Spur NAC-05765

Youth Judging Awards

1st Place Debra and Vince Bassani 1986 RR Corniche DHC DAG-13466

2nd Place Michael Moran 1989 RR Corniche DHC DAK-24651





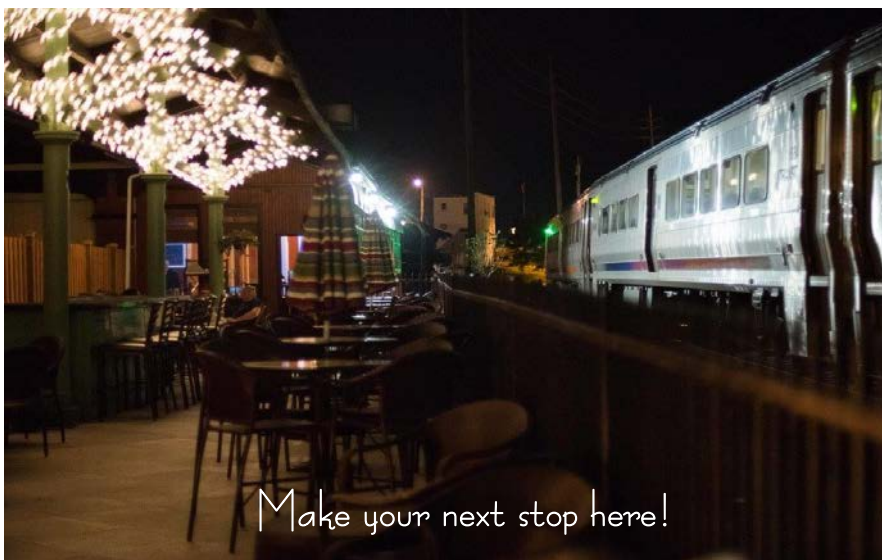
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