



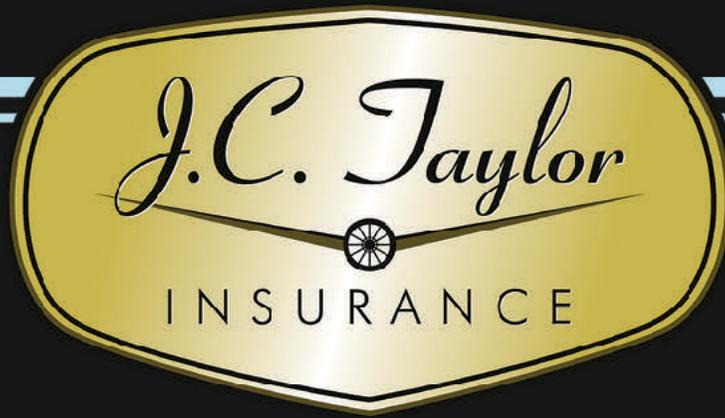
The Atlantic Lady

A Publication of the RROC Atlantic Region

Embodiment of Excellence

Winter 2021





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The Atlantic Lady



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On The Cover

Dave Browne's 1922 Springfield Silver Ghost Piccadilly Roadster, chassis #286KG

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A FAREWELL MESSAGE FROM OUR OUTGOING CHAIRMAN

JOE MARLEY

Hello Atlantic Region Members & Friends

I sit here a day before Christmas Eve writing my final address as your Chairman. I do so with mixed emotions. I realize that all things must pass, but I have truly enjoyed getting to know and interact with so many of you these past years in that capacity steering course through what have been most unusual times.



I'd hoped at this point to be writing about the defeat of COVID and a return to normalcy going forward. But it seems the virus had one last gasp and it took our Holiday Party with it. Nonetheless, this too shall pass and I look forward to many new gatherings after this surge has ebbed in a few weeks.

I had the pleasure of hosting Dave Corbett, the Chairman of the Iroquois Region and John Carter, our Chairman-elect with others in my home this past weekend. I learned first hand that they have great plans for joint and separate Club activities going forward.

As for me, if I may adapt a line from a famous West Point Graduate, (this would've played better at the Thayer), *Old Chairman never die, they just fade right of the new Chairman.* I remain on the Board offering my opinions and advice through the next term. In other words, you're not rid of me yet.

Have a safe, happy and healthy New Year and I'll hope to see you at our next event.

Joe Marley, Chairman



A MESSAGE FROM OUR CHAIRMAN-ELECT

JOHN CARTER



Greetings fellow RROC Atlantic Region Members and Friends,

While I was awaiting the delivery of my newly purchased Corniche over a decade ago, I was fortunate to speak with an RROC member who encouraged me to join the club (hi JC!). It's been everything he described. The camaraderie, knowledge, resources, and sense of belonging have been magnificent.

I was invited to serve on the Board within months after joining the club under our beloved departed Chairman Jamie Morris. I've worn many hats in my tenure: Webmaster, Secretary, National IT Appointee, Judge, Editor-in-Chief, Atlantic Lady Magazine, Advertising Director, Communications Coordinator, and sometime event planner. They say the more you give the more you get back and it couldn't be truer in this instance.

It's been quite a ride for me and it's about to get even more exciting. As of January 1st, 2022, I have the proud privilege of taking office as your new Chairman of the Board. Our Board will be pursuing a myriad of initiatives to make our club even better: modernizing our bylaws, improving events, embracing social media, and cross-club activities to name a few. COVID may present some challenges but where there's a will there's a way.

We have some new additions to the Board this year including Michael Thompson our new VP Membership and Michael Serpe our new VP Judging. Our complete board roster will appear in our next Newsletter. I thank our continuing and outgoing officers and members for all their support.

Happy Holidays!

John Carter, Chairman-Elect



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LETTER FROM THE EDITOR-IN-CHIEF

JOAN IMOWITZ

Dearest Atlantic Region Club Members,

In this edition I am privileged to feature Dave Browne's 1922 Rolls-Royce Silver Ghost Springfield Piccadilly Roadster. An exceedingly rare Rolls-Royce Motor Car that is nearly 100 years of age and is still in pristine condition. Dave was kind enough to write the article about his Silver Ghost and include one-of-a-kind photographs to complete the feature cover story. It is my hope that you will enjoy perusing his magnificent vehicle.

We are also delighted to have Martin Bennett's article pertaining to finally purchasing his dream car, a 1960 Bentley S2. He explains why it took over 50 years to fulfill his dream.

Another excellent and thought provoking article written by Bill Wolf, asks the question 'What exactly constitutes a Rolls-Royce?' This is a question you might be pondering for a long time to come.

And Klaus-Josef Roßfeldt has returned to treat us to an overview of the 50th Anniversary of the Corniche.

I'd also like to welcome new member James Tocchio to The Atlantic Region. You can peruse his New Member profile in this issue of **The Atlantic Lady**.

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

Joan Imowitz
Editor-in-Chief
The Atlantic Lady Magazine



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UPCOMING EVENTS

- June 21-24 2022 National Meet San Diego, CA.
- National Meet 2023 Gettysburg, PA. Details when available
- At this juncture events are in the planning stage. Contact rroc.vp.activities@gmail.com for your event suggestions:
- 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!!
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The Graydon and Emily Walker Trophy

ROBERT IMOWITZ

The Graydon and Emily Walker Trophy is steeped in history. It dates back several decades, engraved with the names of past recipients for exceptional service to The Atlantic Region. This year's recipient is JoAnn Horvath.

JoAnn has provided a lovely venue for our holiday parties and has been instrumental in offering excellent advice for a number of pertinent issues regarding The Atlantic Region.

This award was well deserved by JoAnn. Thank you for all your excellent work on behalf of The Atlantic Region.



2021 ATLANTIC REGION ROLLS-ROYCE OWNERS' CLUB CONCOURS WINNERS



FIRST PLACE

Class 111: S Series
Lew & Renée Cohen
1956 Bentley S1
H.G. Mulliner Saloon
Chassis Number B59BC



FIRST PLACE

Class 113: Silver Clouds I, II, III & PV
Ed & Joanne Goldman
1961 Rolls-Royce Silver Cloud II
Chassis Number SZD477



SECOND PLACE

Class 113: Silver Clouds I, II, III & PV
Melvyn & Joan Davis
1963 Rolls-Royce Silver Cloud III



THIRD PLACE

Class 113: Silver Clouds I, II, III
& PV
Dennis & Deborah Barek
1963-1964 Rolls-Royce
Silver Cloud III LWB Saloon w/
Division
Chassis Number LCCL45



FIRST PLACE

Class 115: Silver Spirit & Spur
Joseph Mortell
1986 Rolls-Royce Silver Spur LWB
Saloon
Chassis Number NAG-16224



SECOND PLACE

Class 115: Silver Spirit & Spur
Michael Serpe
1990 Bentley Turbo R SWB



THIRD PLACE

Class 115: Silver Spirit & Spur
Randall Fleischer
1983 Rolls-Royce Corniche



FIRST PLACE

Class 117: Arnage, Seraph, Azure,
Brooklands & Mulsanne
Marc Fierman
2003 Bentley Arnage



SPOTLIGHT ON RARITY

1922 Rolls-Royce Springfield Silver Ghost Piccadilly Roadster

Chassis #286KG

DAVID BROWNE

This Rolls-Royce is a 1922 Springfield Silver Ghost Piccadilly Roadster. The car was purchased in February of 1923 by a DuPont family member.

There have been six owners in total, three of which since the 1930s. The Swigart Museum owned the car from the late 1930s until 1958. The car was then sold to George Decker in Bethlehem, PA. I purchased the Silver Ghost from Mr. Decker's daughter and son-in-law after he passed away in 1993. Mr. Decker had a son that I went to grade school with and he would tell me about the 'Old Rolls-Royce' that his father was having restored. Sadly, the son was killed in a car



accident when he was in his thirties.

I never met the father but knew of the car. I never thought that one day I would own his car. I already had a 1961 Rolls-Royce Silver Cloud on which I performed a total restoration and at that point was looking for a pre-war car.

I had been in the Keystone Rolls-Royce Owners' Club since 1984 and spoke to some of the



members to let me know if anyone knew of a good pre-war car, especially a drophead (British term for a convertible), but never thought of a RR Silver Ghost.

It just so happened, the Ghost was practically in my own backyard. Mr. Decker had the car restored cosmetically, but needed a lot of work to make it a reliable car for touring. I had to have the upholstery redone and a new convertible top made. I redid the running boards as well. I had the dark blue fenders repainted and installed the overdrive and rebuilt the carburetor. I had the wheels re-spoked. The steering box had to be rebuilt to tighten the steering. Now I have a car that I can take on tours and not worry about trouble.

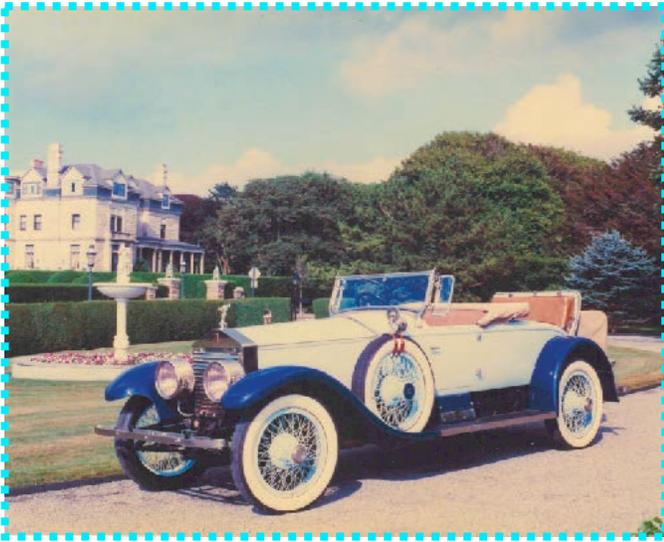


These types of cars were all built with separate bodies and chassis. A few had a body built for different seasons for example, an open body for Summer and a closed body built for Winter driving. My car has a body of a closed car and had the Piccadilly body installed in the late 1920s. This was a common practice back then.

I have driven this car on many tours with the Silver Ghost Association and have also done some tours on our own.



This is a good way to understand how reliable an early Rolls-Royce can be if properly maintained. There is something about an early Rolls which is not seen with later cars. When you drive an early car, you have to keep an eye on it at all times. Shifting the car is an art unto itself. Properly adjusting the mixture and timing and understanding how this all works together. If you haven't owned an early car, you do not know what you are missing!



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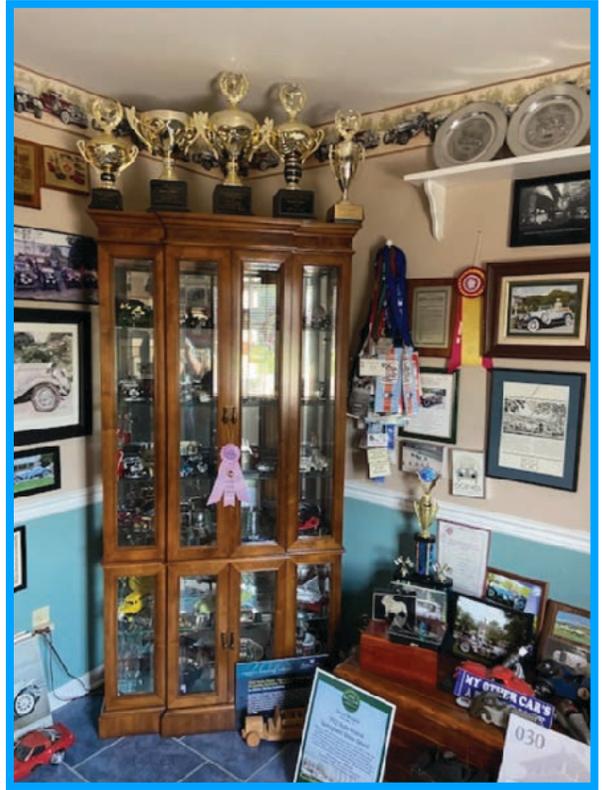
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Photographs courtesy of David Browne



Welcome Our Newest Member

JAMES TOCCHIO

My wife, Samantha, and I have both been involved in the finance and real estate business for a long time. In fact, it was a business trip on behalf of a financial institution that was responsible for our meeting in 2005 and marriage in 2008. Since then, we've lived in Manhattan, New Jersey and currently on Long Island.

When I was younger, I was an automobile mechanic for a Cadillac dealership in Massachusetts. At that time, I had owned several "classics" and drove them all on a regular basis. Once I changed careers, there was no more time or space to pursue this interest.

Fast forward to 2021 and we now had the ability to get back into the hobby. We have one classic American car but wanted something else a little different. My wife is from Wales, UK and expressed an interest in an early exemplar of a Rolls-Royce Silver Shadow which I had located online. After negotiations, we had the car delivered from the seller in Minnesota. Previously, it had been sold at Barrett Jackson, Scottsdale, AZ on behalf of the original owner's son (from Edmonton, Canada).

The car itself is a rust-free example with 15k miles on it. Many thanks to the Roll-Royce Museum who

provided a large quantity of paperwork, including a "For Sale" listing in 1989 when it had 11k miles.

The Silver Shadow runs and drives well, but needed (and still needs) a lot of mechanical work, which is being done now.

Almost everything appeared to be original. As they say, the biggest enemy of these cars is inactivity.

Once we get the car sorted out mechanically, we will have it repainted in its original "Regal Red" with gold pin-striping.

This vehicle is unlike any other vehicle I've ever owned and was way ahead of its time for 1967.

I've learned a lot from it and discovered an entire community of fellow enthusiasts on the Roll-Royce Forum.

The Silver Shadow is an absolute joy to drive and I find myself smiling without

realizing it as I travel down the road.

We drive the Silver Shadow locally around Long Island with our two English Springer Spaniels in the back - very appropriate in my opinion!

These cars are becoming rarer every day and we're proud to be the custodians of SRX2576.



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R Autumn Drives Rocked!

MIKE SERPE

2021 Frank Cooke Award Recipient

Leafageddon is what we call it around our place. When the yard work goes into overdrive and the compost pile becomes the tallest hill around, we know that perhaps we are past the mid-point of it. Aching backs no longer rake like they used to and so now we have tractors, blowers, vacuums and some of us hire a team and such but yet it seems to keep piling up. Retreating into the garage to work on the PMCs has gone on hiatus for this month except for a few small jobs to keep things up to snuff for a few remaining rallies. Between the yard work and growing demand from clients for expertise with their projects and goals it has been a little light focusing on our own endeavors but we feel very fortunate.

When we last left off it was the tail end of Summer. I had been writing to tell you all about our adventures with the 1990 Turbo R and various trips to events like the Lime Rock Historics where it won *Best in Class*. Moving along through the end of the season we found ourselves able to carve out a weekend for the Darien RROC concours d'elegance. Before the concours I put a good deal of work into cleaning up the Turbo R which has been getting a good bit of use, traveling to several BMCNE events and around locally too. Prepping for the concours involves going thru all the score sheets that will be used to judge the car and acting as a non biased judge of your own vehicle. This pre-grading process helps me identify areas in an organized and sane manner without getting carried away. None of

the prep I do involves water except under the bonnet with a bit of diluted Simple Green. I use Klasse and other waterless products on almost all surfaces. For the interior I use Italian facial products, Lanolin and Bee's Wax.

The day of the concours was picked from heaven with deep blue skies abound as we blasted West on the Merritt Parkway towards our rendezvous spot for this year's gathering. My wife, Dimi was driving and got us right from the driveway at our place onto the green at the Country Club of Darien in record time. Despite that, there were already many participants there with exemplary PMCs so we knew at the first moment this was "gonna be a goodie!" Thanks to all the club leaders that worked so hard to plan and host this fine event. If you have not tried attending a concours with your car (or without) I promise to you a great experience. Enter and worry not about where your car initially stacks up. Come with no expectations on yourself other than to learn more about these cars and meet some fun folks and you can't lose!

The group that had gathered at the 2021 event brought along a wide array of cars and judges had to squint pretty close to catch differences in originality or condition as all were indeed quite fine vehicles. Joe Marley and I took on the early to mid post war Silver Clouds and S series cars. We split the work having Joe focus on the topsides and interiors while I focused on the

mechanicals. By the time lunch was ready we were still not finished but getting close. Other judges such as our current VP of Judging and Concours, Tracy Varnadore along with Peter Giordano were working hard on the wide range of SY and SZ models on display. In the end we were all winners having a great time which if anything was too short for us judges as we were just getting done with all the hard work when it was about time to check out of there. Note for next year....*recruit more judges!* If you are interested, it's a great way to learn more about these cars and a free class is even offered at the RRF in PA which judging or not is highly recommended. Contact me to chat about it....I'm at mserpe@yahoo.com

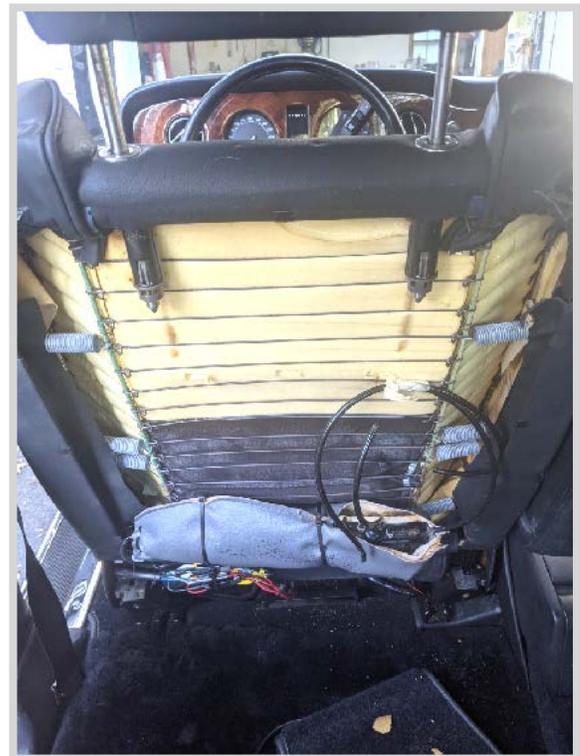
Forward a few weeks and our Mercedes bit the dust, at least for a temporary period, with electrical ECU issues. So the Turbo R took center stage back here on the home front as a daily driver, hauling kids to school, fencing practice, and well...no, at least not to the beach or dog run. Poor "Percy", our beloved Canaan dog with his massive paws 'n claws. He has been banished from the PMCs.

The Turbo R and just about any SZ makes an excellent, reliable daily driver once its maintenance is up to par. One week we drove it all seven days here and there, including NY and a 900 km stint to South Jersey from Eastern CT in order to run in the Keystone Jersey Devil rally. On rain days however, she is allowed to rest in her garage and we take the truck or something else.

October was a busy month for the club with the two day Palma Tech event being well worth attending. As usual John and Joe together with their team blew us all away with learning

experiences, hands on examples, and as well we all benefited from more networking with club members from both of the Atlantic and Keystone Regions. Some new members were also there who are yet to purchase a PMC in order to try and learn more about differences, sit in different models, and hey even I got to take a spin in Thom Weinhardt's Continental R which was a nice treat as it is a truly interesting car being in concours winning condition but yet with over 145k miles on the clock. The car is a true PMC to the heart....a cross continent cruiser!

Another minor tech challenge was when our seat ECU cooked itself due to the usual Ni-Cad battery leakage of acid on the circuit board. While at the Palma tech event I purchased an updated version and brought it home to try. The symptoms sometimes are just non-working seats, but other times are like we faced, where the occupant



Rear seatback removed exposing lumbar air components and wiring.



Testing belt tension first by feel and then by gauge

selects to move the seat but yet only the power mirror moves instead. This cross talk between components happens when the Ni-Cad battery, due to age, leaks acid onto connections which then either short them out or bridge incorrect ones together. Either way ... *no bueno!*

So what is required is to remove the rear panel (including the integrated picnic tables if so fit) from the affected seat? There are small screws on the lower sides of this panel which honestly are kind of a pain to reach with any ordinary screwdriver. The one on the outside is not so bad but the ones on the inside are down facing the console and thus there is really nowhere to place a screwdriver. I came up with an idea to use a mini socket with a screwdriver bit from a drill. This worked great. Off came the back of the seat but with it a poof of powdery surprise going all

over the floor and me. What the heck I thought it certainly caught me by surprise. Here I thought I would simply pop off the back and keep going with a clean job.

As I came to find out, the pump and tubes for the connection of the air lumbar in the sport seats sits in a nice pair of larger and then smaller leather pouches. To keep the pumps quiet when actuated the folks at Crewe also added in some foam insulation on the insides of them. This foam after 31 years disintegrated into a powder and was all over the floor now. Note to all, picking this foam powder out of your squabs is no fun! So after this setback and realizing also that the reason the lumbar had not worked since we got the car was that the tubes were cracked that connect the air pump to the bladder. I chose to make this a winter project and just remove the entire set up from the seat, including its wiring. We will make the restoration of that function a topic for later. For now, onto the ECU replacement!

Once the seat back and lumbar kit is out of the way, there is a difference in the way the seat bottom is attached to the frame depending on whether you have the standard seats or the sport seats. On the standard seats there are hoops in the back that you must release. On the Sport Seat there are no hoops, just side screws and a rubber band with a steel clasp which comes off the underside of the front end of the seat cushion, goes under the frame, and then clips to the back of the frame. This prohibits your seat bottom from going forward or upward in an accident.

Once these are unhooked the seat bottom will gently ease out of its position so long as it's angled up and forward. I remembered not to pull too hard since the side switches for the lumbar as well as the wiring for the seat heaters goes

through here. The seat heat still works excellent even after 31 years in Switzerland, Germany, France, and Japan! Now we enjoy it on long drives in New England. Once the wiring is unplugged the seat bottom can be removed from the car and gently stowed. I took this chance to really clean and condition the side leather which is normally hard to reach and then just flipped it over and laid it gently on the roof of the car. Finally, I could see the top of the ECU which is mounted with a slide in lip clip on the front and a rotating locking black plastic notch bolt on the back. Turn the notch bolt, scoot it downward and slide it back, now the ECU is free from the frame. Unplug the harness and out it comes. I figured on opening ours up just to have a look and see if it could be repaired with solder but once opened I realized it was a goner. The battery had really thrown quite a large amount of acid out and several connections were eroded away completely due to the caustic nature of the acid.

Next I took a look at the replacement unit. These are made using core exchanges from old units. Like the previous owner of this one, I also intended to send back my core so it could be used in the future for someone else once its board got replaced. One thing to note on these rebuilt ECUs is that they do re-use the original wiring. Thus, if that wiring is 30-35 years old and pulled out of

the previous car with haste, it could get damaged. The wiring on the replacement had one damaged wire sheath and one connection a bit loose at the harness. I thought about swapping the wires over from our original, but figured I might as well just replace the one damaged wire and fix the harness. This took only about 10 minutes to improve upon so no big deal.



Seat bottom pulled away exposing drive units and ECU.

Ok so now I was all ready to hook this baby up and get the seat moving. It took about 5 minutes to get all the wires straight, laid out on the seat frame and zip-tied. After I re-clip in the ECU, care and thought needs to be taken with the routing of the wires and some little zip ties can be used to anchor them to the frame. The reason this is important is that as you move the seat once it's all back together, these wires have to move a little, but they also cannot get jammed up or be rubbing on

moving parts. So a neat routing of the harness parts is necessary or I'd be taking this all back apart soon again due to damaged wires. The seat bottom cushion reinstalled just fine and then there was just the final step of programming the unit.

The ECU comes with a sticker on it to tell you how to reprogram the unit once installed. Take a photo of this before you install the unit, because it can't be read once you have the ECU in its place. For ours it was required to tap in a numeral code

on the seat memory board in the console and next thing I knew the seat was responding! What I was not ready for is that it seems to sort of freak out having the seat do a number of odd movements ending in a full recline. After this initial dance the seat settled into position and stopped. I got into the car and played with the function switch on the console and sure enough it all worked perfectly! What a great product! We have a 1994 Brooklands coming in on the boat from Japan soon and it also has this issue except on the passenger side, so we will be well versed and ready for a repeat performance.

Atlantic Lady photographer and author, the venerable Bill Wolf reached out to me one day around this point and asked if I might care to assist him and Dick Stella with a large post war collection. The idea was to update maintenance and check through basic functionality of each vehicle, reporting it back to the owner or rectifying it if possible quickly. It sounded interesting so we negotiated a day that worked for the four of us (including the owner) and went to work. Many different examples were checked through exhibiting a wide variety of coachbuilt diversity.

After returning from the Keystone Jersey Devil rally we embarked on a family trip to NYC and Long Island. We came back North on the Orient Point to the New London ferry and really lucked out with a spot up front on the boat that was single file. There are only four spots on the whole ship where nobody parks next to you....and I mean closely next to you! Not sure if this was on purpose or just total luck....I did not inquire. I just counted our blessings and went upstairs to enjoy a nice boat trip home which was certainly a vast improvement over the previous morning's run through the Bronx and Queens. Gosh, the

roads there just keep getting more and more full of huge potholes. It's like 15 miles of driving can do the wear and tear of 1500, it's really that rough. I am so used to crossing that area each week or so with a G or our truck, with big tires and off-road suspension they do not mind it much and my neck cries out for justice but we get



Original Belts are Bentley Branded (left) compared to aftermarket (right)"

through. With a PMC or even worse a sports car with low profile tires OY VEY! It's rough! The North Fork of LI has really exploded with things to do and adventures to be had....y'all need to get out there if you haven't had the chance recently! Greenport was especially enjoyable with lots going on despite a brisk November day.

We had four of us and cargo in the car that day and after that lunar crossing I sighed a big *Phew!* of relief there was nothing rattling or loose on the

Bentley. Last time the door striker posts had moved out all the way on their slots on two doors. When I got to the breakfast point of the Keystone rally John said “hey man your doors are open”! Well a quick spanner fix was all that was needed on that but this time was a bit scarier. Our 1990 has replaced front struts but they are still the original type (ultra pricey!) with the Adaptive Ride feature in place. After the lunar crossing the Adaptive Ride Control light came on and I thought oh shoot this is gonna be *no good!* As it turns out, it was ok after all, one of the plugs on the strut wiring was loosened a little bit to a wiggle and was triggering the light. What a relief to find that! After making sure it was a solid connection again, the car did a few test runs with no light other than ding ding.....ICE!

Well it had not reached freezing just yet but I guess so many years in warm climate controlled garages and southern Japan where there is not much for a cold winter on the East Coast where this car lived that it felt cold enough to trigger the ICE warning on the cluster. At first I had no idea what the heck it meant....another error, come on please no. John let me know on the rally breakfast that it was just a warning that the roads might be slick based on the ambient temp sensor. I guess ours is set for around 5 degrees C for some reason, not at zero. Early warnings are fine by me as *for once*



Dimitria really enjoys driving the Turbo R and uses it almost daily, weather permitting. Front plate bracket has since been removed.

an ECU is talking and not saying ‘Fix me, Fix me!’

Last remaining issue to speak of is recurring belt noises at idle. Belts changed and adjusted but sometimes correlated to a wide change in ambient temperatures there is a bit of sound coming from down under the big white thunder. It seems by feel and “klicker” ft/lbs. tension gauge measurements that the outer of the double belts that drive the steering pump and water pump is stretching faster than the inner belt. Can’t likely adjust this out so new belts will need to be fit.....*again.* It seems the rest of the *new-ish* belts are just fine so re-use will be OK but of course tension will need to be addressed upon re-installation. Anyone out there have this same issue? Please reach out and share your experiences!

Upcoming rallies are the Atlantic Region Delaware Valley Cruise which I heard today is now cancelled :(due to lacking participation. The famous Rene Dreyfus rally is running from Morristown to Glen Gardner. Hope to see you out there racking up the miles! After these events we will shift towards winterization and get back to several longer term projects we are currently working on from 1927, 1936, 1972, 1984 and 1994. The 1990 Turbo R will have earned a little Winter’s rest.



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Contact Eileen Dilger at:

RROC Headquarters:

(717) 697-4671

Or email:

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MURPHY'S LAW AND MY PMCS

IRA STARR

There's nothing like owning a classic Rolls-Royce or Bentley and I've owned six of them over the past twenty-six years. These were beautiful cars and I always imagine the ones I've owned when they were brand new which drove perfectly with every function and appliance perfectly working no matter what the season. However, over the years, these cars were owned by different drivers, and they were not maintained to the level documented in the service manuals. Decades later, Murphy's Law "*Anything That Can Go Wrong Will Go Wrong*" is now applying at least to the Proper Motor Cars (PMCs) I've owned.

My infatuation with these cars has always driven me to wanting these cars so badly that I was willing to overlook the fact that most of them that I bought had few if any service records. Although they always looked beautiful when I purchased them, and for the most part, drove and worked as intended, it was not long before the issues started to show up due to poor or no maintenance over the years of operation.

If you own a PMC, you have two options to address the need for ensuring a well-maintained car or fixing a problem that just occurs out-of-the-blue.

1. You must take it to a shop where there are skilled technicians (if you are fortunate to know a repair shop within driving distance from your home) as these cars are so unique and different from other cars that any technician working on them will for sure make matters worse.
2. You can repair or maintain it yourself provided you are mechanically inclined, have a plethora of tools and machinery, have a

decent place to work on the car, have the patience and time to read the myriad workshop manuals and information on PMC related websites, belong to the RROC and a RR local chapter, know some good subject matter experts from the club, go to technical meets, work closely with RR/Bentley vendors such as Albers or Flying Spares, never give up on solving a problem, having the patience of a saint, don't mind working in cramped spaces, and can tolerate huge repair bills if you can't handle the fix yourself.

I chose the second option and I'm glad I did else the cost of repairs over the years I've owned PMCs would have exceeded the cost of purchasing these cars by many times.

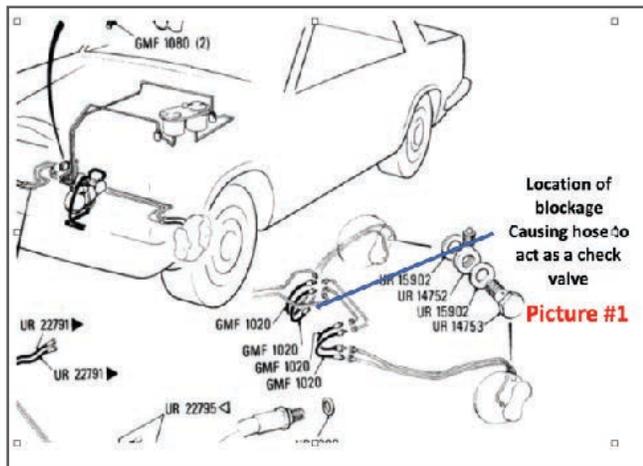
The focus of this article is to document some of the common issues that I've had with a few of my previously owned PMCs and to discuss the solutions implemented. In some cases, the issues and fixes have been detailed in previous editions of "The Atlantic Lady" which you can refer to so that you can follow the numerous steps I followed in fixing a problem.

1979 Silver Shadow II



The Silver Shadow II is one of the most complex cars and not the one to buy, in my opinion, for a first time PMC owner. I bought this car in Delray Beach, Florida in 1995 and it was my first PMC. I drove it two hours to Orlando, then rode the Amtrak Car/Train to Fairfax, Virginia and from there drove the car for five hours straight to upstate New York without issue. An absolute miracle! I owned this car for a number of years and drove it to work in NYC (Boy, did I get looks with this car) a few times a week. It's a little hard to remember all the issues that I had but there were a few that were outstanding in my mind and hard to forget.

Failure to Replace Hydraulic Brake Hoses as per Schedule



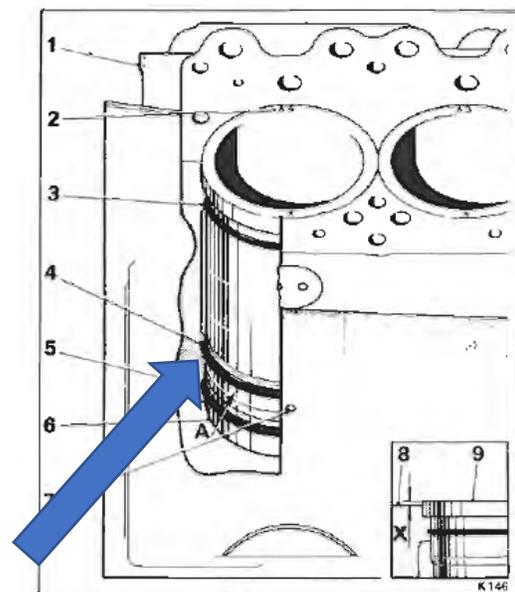
Over a long period of time, brake hoses start to degrade. In my case, one of the hoses leading to the rear right wheel (see picture #1) degraded to the point where the rubber interior, along with sludge from not changing the RR363 brake fluid frequently, caused the brake hose interior to act as a check valve, when brake fluid pressure was applied by depressing the brake pedal. When the brake pedal was released, the small bits of brake hose rubber and combined sludge acted as a stopper not allowing the fluid in the brake line to return to the brake fluid reservoir. This caused my right rear wheel to drag as the brake pads were not releasing from the brake disk surface.

Frequently, especially at low speeds, I would hear a groaning sound coming from the rear. It wasn't until I started smelling something burning while driving at low speed that I realized what was going on. The heat in the rear wheel got so intense that the wheel grease melted and that was the cause of the burning smell. How I made it home without the car catching fire was a miracle. So, don't leave your brake hoses on the car indefinitely as sooner or later they will degrade and fill up various orifices of the brake and hydraulic system and cause the brakes to constantly being applied thus building up heat and eventually leading to a fire.

Failure of Cylinder Liner O-Rings

Fig. E3 Cylinder liner in position

- 1 Crankcase
 - 2 Bore reference number
 - 3 Rubber 'O' ring
 - 4 Upper sealing ring
 - 5 Lower sealing ring
 - 6 Cylinder liner
 - 7 Tell-tale hole (8 off)
 - 8 Crankcase
 - 9 Cylinder liner
- A portion of corrosion build-up on cylinder liner and crankcase
 X Cylinder nip



Failure of the Upper Sealing Ring

Picture #2

One of the worst things that can happen on a PMC is the failure of a cylinder liner O-ring. That was the case with my Shadow II. I had owned and used the car for several years and changed the oil and anti-freeze on a regular basis. I did notice when changing the oil that there was a small amount of oil leakage coming from one or two small holes in the engine block. These holes are called weep holes, or tell-tale holes, and there is one hole for each cylinder. The purpose of the hole is to ensure that if any anti-freeze or oil gets past the O-rings, that it exits from the hole instead of mixing with the main supply of anti-freeze or oil. In my case, I saw oil coming out, very slightly, from one or two weep holes. That's not a bad thing as the oil is bypassing the bottom O-ring and coming out of the weep hole. The O-ring second from the bottom in picture #2 is a critical O-ring in that if it fails, anti-freeze that circulates around the cylinder liner will drip around the failed O-ring and exit the weep hole. The troubling part for me was that the bottom O-ring on one cylinder was failing as I saw oil coming out of the weep hole, then over time the second from the bottom O-ring was failing causing anti-freeze to exit the same weep hole. That infers the anti-freeze is likely to seep past the first O-ring and begin to mix with the oil in the sump which is absolutely a disastrous condition as the main bearings in the engine block will eventually fail due to anti-freeze polluted oil lubrication. At that point, it was time for me to trade in the car, hope the classic car dealer didn't see the anti-freeze leak and purchase another PMC. The only way to fix this situation is to tear down the engine and replace the O-rings, a very expensive ordeal. What usually causes this situation is poor maintenance; failure to change the anti-freeze on a regular basis and overheating caused by a faulty thermostat or blocked radiator core. I've seen many a weep holes plugged up by a previous PMC owner at RR tech meets and pointed it out to the current PMC owner telling

them it's a matter of time before their engine is destroyed. So next time you're under the car or see more than just oil puddling under the engine, check the weep holes to see what they are doing. They better be dry; all eight of them!

Leakage of the Height Control or Leveling Valves

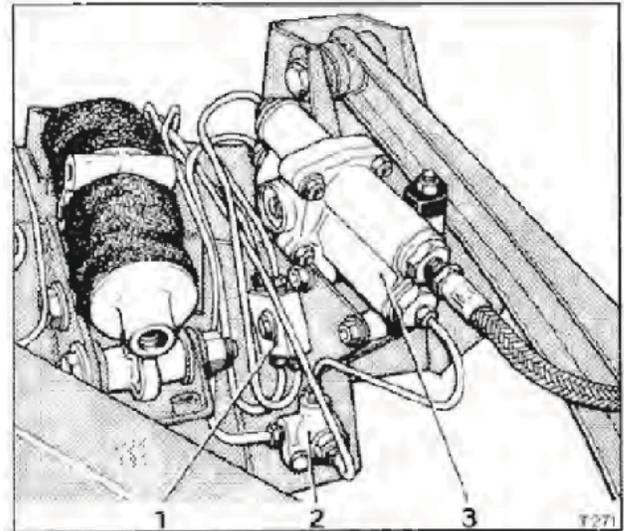


Fig. G25 Right hand height control valve in position
1 Four-way junction connector
2 High pressure restrictor
3 Height control valve

Picture #3

Another problematic part of the Shadow is the hydraulic system, in particular, the rear Height Control Valves, or as they are frequently called, the Leveling Valves (see picture #3). They are located on the rear suspension crossmember. These valves control the amount of pressurized fluid passed to the hydraulic rams positioned at the top of each rear road spring. This is part of the hydraulic system that ensures the car is level in the parked or moving positions. Over time, they will begin to leak RR363 brake fluid. Usually, you will see a small puddle of RR363 under the rear wheels and it will also be spread around on the rear undercarriage of the car. Once you see RR363 in a puddle under the rear of the car, it's time to immediately remove the Leveling Valves from the car and rebuild them using a rebuild kit

or replace them with rebuilt ones from Flying Spares. Failure to do so will result in the condition that happened to me as I drove home from work one day at 65 miles an hour. When I got home, I noticed the rear trunk lid, by the license plate, was wet with brake fluid and what was worse, the RR363 completely stripped the clearcoat from the lower part of the trunk lid. Seems that as the car is moving at high speed, air is moving under the car and moving the brake fluid exiting the Leveling Valves and bringing it up by the trunk lid. Not only was my PMC getting damaged, but I could imagine the cars who drove behind me and what happened to the paint on their cars. This is an easy fix and should be attended to as soon as you see brake fluid accumulating around the rear suspension. Remember, RR363 is one of the best paint removers. Don't let it get on the paint of your beautiful PMC as it will no longer be beautiful.

1981 Silver Spirit

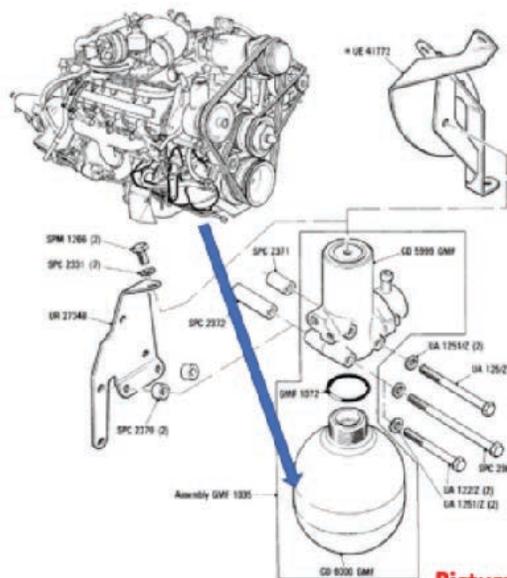


I traded in the Silver Shadow II for a beautiful 1981 Silver Spirit with only 31,000 miles. I owned this car for many years and could think of three major problems I had with it: periodic misfiring, a leaking strut on the front end, and failing brake accumulators. Misfiring on this car was caused by one spark plug; that being in the B4 cylinder which was the worst location on the engine block to try and remove a spark plug. On these PMCs, once the engine starts to misfire, the first place you need to look is at the spark plugs.

You may find that one or more plugs will foul over time and in my case, it was a leaking valve stem in which oil would drip down into the B4 cylinder as the car sat in the garage not being used. Once the offending spark plug was found, it was easier replacing the plug every 1,000 miles than it was to repair the leaking valve stem.

As for the leaking strut, you know there is a problem when you go over a bump and it's a very hard ride where the wheel and the tire take the brunt of punishment and you feel like you're riding in an old Willys Jeep. Also, you'll see oil dripping down the strut which will continue until most of the oil in the strut has found its way out as it drips around the body of the strut. This is not an easy or cheap repair and what stopped me from fixing it was the fact that it's a dangerous fix in that to remove the strut you need to compress the massive spring and God-forbid your spring compression tool fails, you have a serious explosion of metal where you are working, and the results could be devastating to you. I chose the hard ride and the occasional replacement of the tire, not the best solution, but I could still drive the car. It was a pleasure to drive on smooth roads though!

Failing Brake Accumulators



Picture #4

The one important repair that I had to make was the replacement of the brake accumulators (see picture #4). To stop the massive PMC, Rolls-Royce chose to incorporate a high-pressure, mineral oil hydraulic system whereby two brake pumps supply high pressure mineral oil to two brake accumulators that are filled with nitrogen on one side of an internal bladder, and on the other side mineral oil pushing against the bladder at up to 2500 PSI. If the engine is running, there will always be constant mineral oil pressure available to stop the car. Once the engine stops, so does the pressure stop from the two brake pumps and all you are left with is what is left in the accumulators. If the accumulators are in good shape, the nitrogen under high pressure push the mineral oil out to the brake calipers and stopping the massive car is not an issue as you can apply the brakes several times to slow the car and make a safe stop. If the accumulators are void of nitrogen or the bladder inside the accumulator has failed, the accumulator will fill up with mineral oil and you will not have enough mineral oil pressure in the accumulator to make a safe stop. An analogy to this situation is the silent killer of high blood pressure. If you don't check your blood pressure and it's very high, you won't know it's a problem until you experience a heart attack. Same with the brake accumulators. If your engine is always running, you never know you have bad accumulators until the engine stops running while you're under speed and you apply the brakes and there's no slowing down of the car. Using your parking brakes is a futile effort as the car is so massive, and under speed, the momentum is so great that applying the parking brakes does absolutely nothing in stopping the car. Needless to say, what the outcome would be if you are in that situation. There is an easy way to test this and with great care on the SZ PMC, you can run your engine for around four minutes and stop the car. Then, turning the ignition key to run, very slowly start pumping the brake pedal and counting until the brake warning lights come

on one after another. If it takes around 40 pumps to light the warning lamps, the accumulators are in good shape. Twenty pumps and the accumulators are acceptable. If the warning lights go on in ten or less pumps, you are at serious risk of not having enough mineral oil pressure to stop the car under speed.

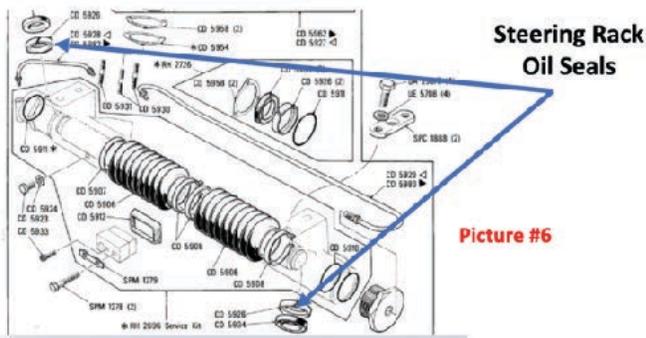


Picture #5

These accumulators last around seven or eight years and then they need to be replaced. Replacing them on a 1981 PMC is not that hard as the two spheres are on the passenger side of the engine and can be removed with a heavy-duty chain wrench while the car is on a car ramp in your garage. That's the way I was able to remove them. The concerning thing for me was the accumulators, over many years, became extremely tight and even with a heavy-duty chain wrench, they are extremely hard to remove using the wrench as there is limited clearance for the chain wrench to turn. With the car on a ramp in your garage, you can't use a breaker bar. So, what you must do is get your hammer out and start hitting the end of the chain wrench handle several times until you begin to see slight movement of the accumulator. Using a hammer to remove parts from a PMC is not the recommended method. You can remove the accumulators with an air hammer and

clamping a four-inch muffler clamp around the body of the accumulator so that you have something for the air hammer chisel to bang against so that it doesn't slip when striking the accumulator body. See Picture #5 which is a good method to use to remove brake accumulators and it was suggested by another RROC member in a white paper that he wrote. It can be found searching the RROC Discussion Forum. Search for brake accumulators. You'll eventually find it and other excellent posts explaining how to test and remove brake accumulators.

The Never-Ending Leaking Steering Rack



Another issue very common to the PMC is over time, the steering rack will begin to leak hydraulic fluid usually starting at the ends of the bellows. It will be slow at first and you'll see the fluid drippings on your garage floor. It will be automatic transmission fluid which is what I used in my Silver Spirit. What's going on in the interior of the rack are the seals (see picture #6) that hold the hydraulic fluid inside the rack are under extreme pressure as the wheels are constantly turned from side to side. Over time, they eventually wear out and hydraulic fluid leaks past the seals and starts to collect in the rubber bellows of the rack. If the clamps around the ends of the bellows are not tight, the fluid will leak out at the ends and collect on the bellows and on the floor of your garage. If the clamps around the

bellows are tight, what usually happens is the bellows will start to fill up with fluid and when you look at the rack under the car you will observe that the bellows look bloated. What occurred on my Spirit was a worse situation. Back in 1981 Rolls-Royce was using cork gaskets around the valve covers to keep the oil from seeping out. Years of use of the car eventually causes the nuts, that hold the covers in place, to loosen and the oil starts to leak out and drip down the sides of the engine block eventually finding its way to anything rubber which the steering rack has two large size rubber bellows that will wind up getting soaked with the oil dripping from the valve covers. You can tighten the nuts on the valve covers to stop the leaking oil but eventually the cork gaskets will fail and no matter how tight you make the nuts on the valve covers it will still leak oil. That is what happened in my case and eventually the oil destroyed the rubber in one of the steering rack bellows. The split that eventually occurred in the bellows was a great place from which the hydraulic fluid was able to leak and leak it did. Filling the power steering pump reservoir was a weekly chore. What was worse was now dirt had an easy place to enter the steering rack interior and eventually the gritty dirt and small stones found their way into the seals and caused an accelerated wear which eventually ruined the rack. Removal of the steering rack is not that difficult with the front of the car lifted on ramps. You need a good socket set and long extensions to remove the bolts holding the rack to the subframe. Once the rack is removed, there are several options to get it repaired. You can send it out to Flying Spares and get a replacement rack, or there are a few RROC members who repair steering racks and do a great job at it. Check the RROC discussion forum searching for "steering rack". You can also watch some excellent videos of Ronny Shaver rebuilding a steering rack for a Shadow and purchase a rebuild kit from Albers or Flying Spares and attempt to do it yourself. I chose at the time of

rack failure to send it out to a company in the USA, no longer in business, for a rebuild job which lasted the rest of the time that I owned the car. So, here are some tips for you. Try not to move the steering wheel when the car is at rest; always turn the steering wheel as the car is moving as the pressure on the seals will be much less. Make sure oil does not drip on the rack bellows as oil will eventually destroy them allowing dirt to get into the rack interior. Look under the car frequently to see if hydraulic fluid is leaking from the bellows and dry it off as it will destroy the bellows over time. Also, look for bloated bellows which is the sign the rack needs to be rebuilt or a new rack installed.

1988 Bentley 8



After many years of faithful service and lots of other minor technical issues, I decided to trade in my 1981 Silver Spirit for a 1993 Silver Spur II with only 15,000 miles. At the time I purchased the Spur, there was basically no major issues with the car. It was a real joy to drive the car especially with two good struts in the front making for a real smooth RR ride as opposed to the 1981 Silver Spirit which drove like a Willys Jeep. Being a glutton for punishment, I decided it was time to purchase my first Bentley and as such I bought a 1988 Bentley 8 from a dealer way out in Pennsylvania (about a 2 ½ drive from my house). The car looked beautiful in pictures that I got

from the dealer, and it only had 38,000 miles with a price tag that was quite reasonable. It was bought by the dealer from an auction and the dealer knew nothing about PMCs. It was a risk I was willing to take to purchase a car sight unseen. I rented a car that I could return near the dealer's site and with a bank check in hand, I went out to see the car thinking that if it was a problematic car, I would turn around and go home and not purchase the car. Arriving at the dealer's site, I immediately saw the Bentley sitting right up front next to the dealer's office. It was a beautiful car overall and was painted in Claret over Garnet. The interior was quite nice except for various cracking of the fascia board finish and on the front waist rails. I was willing to fix those in time. After a quick discussion with the dealer, I decided to go for a test drive and check out the car. When I started it, I noticed one of the brake pressure warning lights (the right one) took a while to extinguish. I knew from looking at the accumulators in the engine bay that they needed to be replaced sooner than later. After test driving the car, having a long discussion with the dealer, and having put so much time into researching every aspect of the car, I made the decision to buy it. I returned the rental car to a branch office site near the dealer and drove back in the Bentley, paid for the car, and drove home 2 ½ hours hoping that the car would make it without a "fail to proceed" situation. And so, it did without any issues.

Bad Brake Pressure Switch

The first order of business was to find out why one of the brake pressure warning lights would come on for around 50+ seconds and then go out.

Knowing that the brake accumulators needed to be replaced, it didn't make sense as to why the warning light stayed on for that length of time.

Usually what happens when a brake accumulator has failed (bladder inside rips or the nitrogen bleeds out) the light will extinguish quickly as the brake pressure pumps bring the pressure in the accumulator up to 2500 PSI which cause the brake pressure warning lights to extinguish quickly. In my case, the brake pressure warning light on the warning lights panel on the fascia remained on way too long which to me meant a possibly stuck brake pressure switch. Lucky for me, the brake pressure switches were easily accessible in the engine bay and easy to remove from the car. The hard part for me was to disassemble them as they were the original switches in the car and had never been touched since they were installed back in 1988. With help from my RROC members and many posts on the Discussion Forum, I got some good instructions to disassemble the switches which entailed heating the switch with a torch, then immersing it in cold water. Having done that about five times, I was



Picture #7

finally able to disassemble the switch into the individual parts as viewed in picture #7.

The basic issue with the switch was a worn-out rubber diaphragm which allowed the mechanism inside to go to ground which then lit the brake pressure warning light on the warning lights panel. With a new rebuild kit purchased from

Flying Spares, it was easy to fix the brake pressure switch and once installed in the Bentley, the brake pressure warning light extinguished quickly without staying on for an excessive amount of time. This did not fix the more serious issue of worn-out brake accumulators which I eventually changed in the same manner I did with my 1981 Silver Spirit; hammer in hand bashing against the handle of my trusty chain wrench.

So, there you have it, just a bunch of common issues we are faced with when we buy and drive these beautiful yet problematic older PMCs. There is a lot to learn about these cars and when you think you know enough about them to correctly diagnose and repair them, you really don't. For me, it's a constant struggle to learn more about these cars, tap the experiences from other RROC members, read as many technical articles written by RR/Bentley owners, go to technical meets, befriend subject matter experts like John Palma, who you can call from time-to-time for help, consult with parts vendors like Albers and Flying Spares, and hope and pray my two PMCs continue to function as I drive them as daily drivers. See you soon with more interesting experiences and articles which you can learn from and ensure your PMCs continue to give you great driving pleasure.

Happy Motoring.

~ Ira Starr





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Rolls-Royce:

Of what, exactly, do we speak?

BILL WOLF

Goodwill is an intangible asset that is associated with the purchase of one company by another. Specifically, goodwill is the portion of the purchase price that is higher than the sum of the net fair value of all of the assets purchased in the acquisition and the liabilities assumed in the process. Investopedia.

Illusions are the first of all pleasures. Voltaire

The meaning of an episode was not inside like a kernel but outside, enveloping the tale which brought it out only as a glow brings out a haze, in the likeness of one of these misty halos that sometimes are made visible by the spectral illumination of moonshine. Joseph Conrad

So we attended to our civic duty—driving down to the Union County Campus to recycle old paint, household chemicals, empty aerosol cans and the like. After unloading and leaving the campus, we drove past the Holy Trinity Greek Orthodox Church, Westfield, New Jersey, where,



The car in question is awaiting the happy newlyweds, Westfield, NJ. Coachwork by Park Ward. *Bill Wolf*

by all appearances, a Rolls-Royce Phantom III sat awaiting the newlyweds. We pulled up and parked to engage the chauffeur. Never did we get his name, but we were quite appreciative of his willingness to let us photograph the wedding car inside and out. But not under the hood. And, after finding the history of this example, perhaps that was not such a bad thing.

When writing for a RROC magazine, it is customary to cite the chassis number of the featured vehicle, and this is, usually, straightforward. Although the body looks in good shape, the interior shows significant wear; the wood of the dashboard and cap rails, although worn also, still look handsome. The rear cabin, presumably outfitted during the reconstruction, now shows itself as a somewhat shabby Louis XV sitting room. The Rolls-Royce grille—intact and gleaming in the sun.

Somewhere in the mid-nineteen-sixties, the original car had been wrecked and disassembled, and the body was eventually removed from the chassis. The chassis itself, perhaps, remains, still, a scattered heap rusting away in a barn, the V-12 engine all but beyond repair. What we have now is the Park Ward body that was originally erected on the Phantom III chassis 3CP52, removed and re-erected on a modern American chassis with a Chevrolet V-8 engine and the interior reimaged.

Although by 1937 Rolls-Royce had been working closely with Park Ward (they acquired the concern in 1939), a Park Ward body is *not* a Rolls-Royce. Prewar, Rolls-Royce built the chassis, including the steering, drivetrain, brakes, scuttle and grille, then a chosen coachbuilder fashioned the complete motorcar. Subsequently, it would be possible that a Park Ward body could be remounted, say, on a Daimler chassis. Again, it is of itself, *not* a Rolls-Royce.

How about an electric Silver Cloud? Lunaz Design, Silverstone, UK, is converting Silver Clouds to electric power. One Phantom V has already been converted.

Or how about the Chevy engine? If you put an engine not manufactured by Rolls-Royce in a Rolls-Royce, is the resultant car still a Rolls-Royce? If not, what should we call the BMW powered Silver Seraph? Most would call it a Rolls-Royce, but we have heard some conservative enthusiasts, over the years, averring that all postwar models are *not* true Rolls-Royce motorcars: After World War II, Sir F. Henry Royce had been



The rear cabinet. Notice the “non-Park Ward” AC vent. On either side of the cabinet is found a dropdown occasional seat—are they “Park Ward” or were they added later? *Bill Wolf*



The dashboard appears to be mostly Park Ward. Notice the wood trim and complexity of the controls incorporated in the steering wheel. *Bill Wolf*



That's our author nestling in the comfort of the "reconstructed" faux Louis XV interior.

Somehow the Flathead tee shirt seems appropriate. *Anonymous photographer.*



The real deal: The interior of 76TC, the 1926 Phantom I with Clark of Wolverhampton coachwork. Courtesy of *Simon Clay/Bonhams*.
Used by permission.

dead for nearly a decade. Complete cars could *not* be a Rolls-Royce because a true Rolls-Royce was sold as a chassis only. The last Phantom VI was the last model to even remotely be an *authentic* Rolls-Royce because it was still body-on-chassis; monocoque construction (starting with the Silver Shadow series) would have been anathema for Sir Henry. Was the first incarnation of the Goodwood Ghost a Rolls-Royce? A BMW 7 Series platform was built up with a Rolls-Royce body (with its modernized, diminished grille) and a typically luxurious Rolls-Royce interior. I have heard some diehards proclaim that all the motorcars manufactured at Goodwood are *not* Rolls-Royce motorcars. The parent company, after all, is based in Munich.

Is, for example, a Bentley S1 a Rolls-Royce? A Bentley Continental GT Speed definitely is not.

Circa 1998, BMW paid at least £340,000,000 (accounts vary) for the use of the Spirit of Ecstasy, the Parthenon grille, logos and related indicia—and the right to manufacture a Rolls-Royce. A large sum for what really only amounts to an idea and the goodwill of the brand. We read somewhere that the two most recognized logos in the world were the red Coca-Cola script and the stainless steel Rolls-Royce grille. But what is actually behind this famous grille?

Getting back to Westfield—what should we call the remains of the 1937 Rolls-Royce Phantom III 3CP52? (The New York registration sticker identifies the car as a five passenger 1937 Rolls, with the original chassis number as the VIN.) Chevy engine. Power steering. Air Conditioning. Historically, there are some Rolls-Royce motorcars (and other marques) that were coachbuilt with a “period, drawing room interior” (76TC, the 1926 Phantom I by Clark of Wolverhampton, for example); the “reconstruction” here leaves much to be desired. Suspect hubcaps and fat gangster whitewall tires lead us to believe there is a modern crate chassis underpinning the now white Park Ward body. Whatever it is, the limousine belongs to the fleet of Star City Limo, Long Island City, New York, who purchased it, circa 2010, from Gullwing Motors, Queens, New York. Star City describes it as a

“reconstructed Rolls-Royce”. Despite its current appearance and the car’s, ah, provenance, it still commands respect and reverence from the general public. And just how mean would it be to prove to the newlyweds that their wedding car is *not quite* a Rolls-Royce?

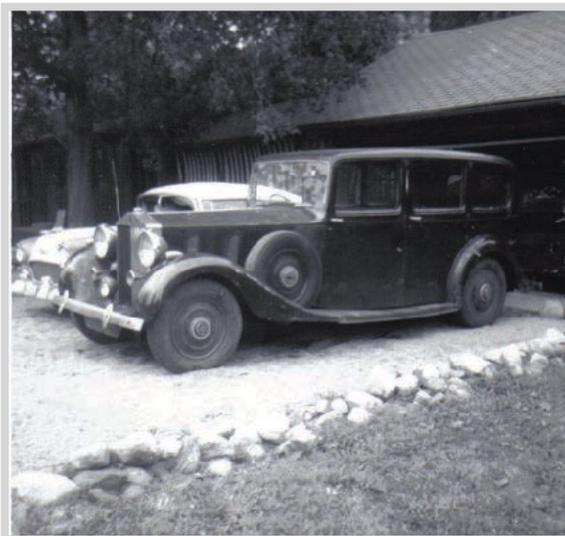
So, then, what *is* a Rolls-Royce? Obviously unaltered or reasonably altered cars built (either the chassis-only up to the last Phantom VI or a complete car manufactured by the company) and branded as such by Rolls-Royce LTD, Rolls-Royce Motor Cars (1971) Limited, Rolls-Royce Limited, and Rolls-Royce Motor Cars Limited. Is it an especial motorcar manufactured with uncompromising artistry and materials? Or is it but an essence, an idea, an ideal, a promise, a spectral illumination of confidence, artisanship,



And what of those curious boxes? *Bill Wolf*



3CP52 with an unknown personage. *Courtesy of Tim Jayne and Tom Clarke*



Yet another vintage photo. Notice the 1955 Chevrolet beside the Phantom III. *Courtesy of Tim Jayne and Tom Clarke*



Acknowledgements: We would like to thank Dick Stella, Tom Clarke, Tim Jayne, Martin Bennett, Bonhams and The Rolls-Royce Foundation (Sarah Holibaugh especially) for their interest and assistance. Messrs. Jayne and Clarke provided the vintage photographs, originally taken in America, but no information concerning the photos is available at this time.



The Phantom III was the only Rolls-Royce model with a V-12 engine - until the BMW powered Silver Seraph and the Goodwood models.

Courtesy of Tim Jayne and Tom Clarke



Above: 1960 Bentley S2 B25CT with its then owners John & Isabelle Salter in June 1967 during the Rolls-Royce Owners' Club of Australia Federal Rally of that year, the host city of Albury in the background. Photograph by Fred English.

A.C.T Branch member' cars 1960 Bentley S2 B25CT

MARTIN BENNETT (Australia)

I was deeply attached to my Silver Wraith, WHD101. I loved its coachwork style, the feel of its manual gear-shift, and the incomparable view from the driver's seat. But my wife Manuela disliked riding in it because of the absence of seatbelts and the impossibility of fitting them. As a driver she also has a preference for automatic, air conditioned cars with power steering!

The first car of Rolls-Royce manufacture that I ever drove was a 1960 Bentley S2, owned by John & Isabelle Salter of Melbourne. That momentous event in my life occurred on 30th April, 1967, during a Club event a few weeks before the above photograph was taken. At the time it would have

required a pretty wild stretch of the imagination for it to have occurred to me, even for a moment, that I would one day own the same wonderful motor car!

Nevertheless, that is the situation in which I now find myself. Its owner responded positively when I asked him if he would sell it to me. He kindly explained that whilst it was not on the market, he understood its significance to me.

B25CT was delivered new by Diesel Motors Pty Ltd, the then Western Australian Rolls-Royce & Bentley retailer, in the classic combination of Shell Grey over Black Pearl with red interior. Its first owner was Sydney-based Les O'Neil, a quarry



It is my belief that the gulf that separated Rolls-Royce & Bentley cars from other makes was at its widest in the 1960s. What other 1960 car could drive in a way that would not disappoint many owners of modern cars? It has long legs, it is powerful and whisper quiet, with impressive ride and hand-ling qualities, and interior furnishings of a standard scarcely even approached by other manufacturers. Its only shortcoming in modern terms is its fuel consumption, which would make a modern car owner stare in disbelief!

Above and right: The car still looks much the same, with only subtle patination of the interior, though in 30 years of use John Salter's right shoe wore the pile off the carpet beside the accelerator pedal. The coachwork was repainted 24 years ago and is still excellent.

owner. There was one further Sydney owner from whose estate John Salter purchased the car in February 1966. The only extra-cost option that was fitted was separate front seats – described on the sales card as “split bench”. S1 and S2 cars had as standard a bench-type front seat with separately adjustable backs, while the completely separate seats were a £30 optional extra.

The most expensive extra available at the time was the ‘under-wing’ air conditioning system. John Salter was an engineer who was perfectly equipped and skilled to retro-fit this system. He ordered the parts and fitted the system in his own workshop in Melbourne. It is still in place, though now with a modern rotary compressor which replaced the original reciprocating type, and it still works rather nicely.

Although the front seat upholstery is only some 20 years old, the remainder of the red leather is 1960 original, as are the headlining, carpets and woodwork, all contributing to a satisfying ambience inside the car. The original handbook, small toolkit and road tools are all present and correct, including the boot hold-down strap in perfect condition. It is in fact a veritable time-capsule car, though it is in no way low-milage: John Salter owned it for 30 years and for much of that time it was his only car.



Photographs courtesy of Martin Bennett

It is very gratifying to have for once acquired a car that requires no cosmetic restoration, though I feel the responsibility of its ongoing maintenance, which must not be allowed to fall below the standard which it so obviously warrants.

Below: The rear compartment leather is 1960 original and in lovely condition, while the carpets and headlining are also original and in no need of replacement.



Outtakes. Miscellany. Digi-Collectable.

BILL WOLF

Not too much can be said about this double-six-pack of photos. As many of you have done over the decades, I have shot and archived hundreds of photographs of our favorite cars. Verily it is fun to share them via our *Atlantic Lady*.

Unknown VIN: This Phantom VII was photographed at Amelia Island in 2018. This digi-collectable *is* collectable because this cover image was never published ('til now).

5LVA53: John Matsen: Long-time, respected RROC member and friend to many. Here, John studies an unrestored Phantom V with James Young coachwork. Presently, this car is undergoing a conversion from four to two doors.



Dedicated to Rolls-Royce & Bentley Motorcars

March / April 2018

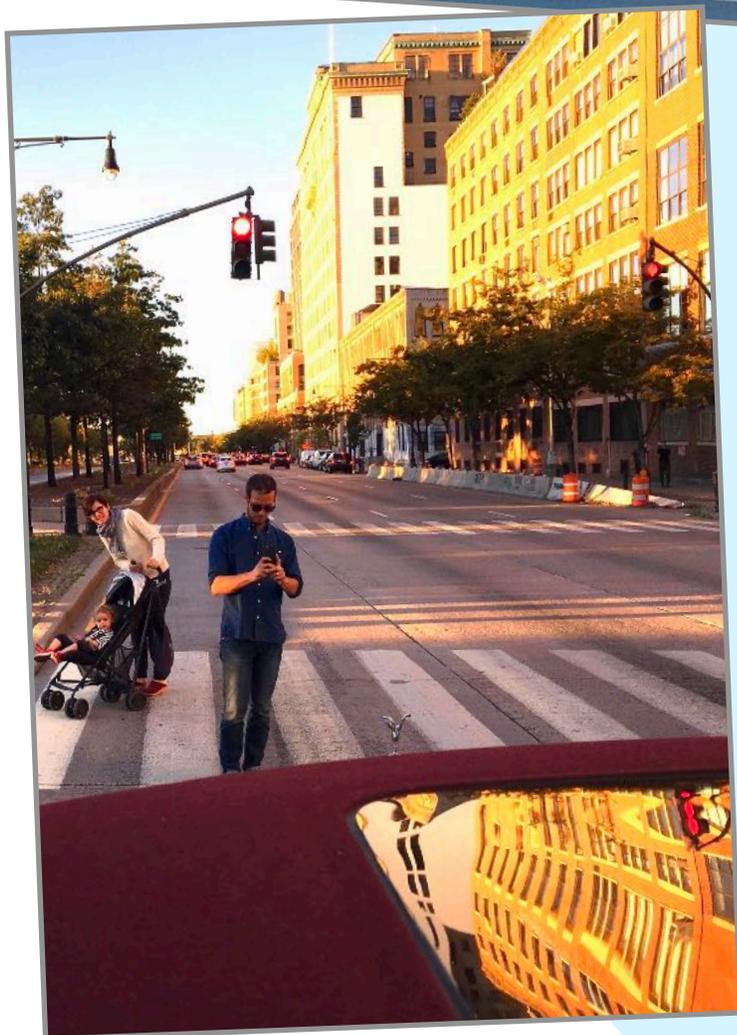
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All photos by Bill Wolf except where noted.



5LVA59: This Phantom V did not start life as a landaulette, and therein hangs a tale. This shot is an outtake from a 2017 *RROC Yearbook* article. Left to right: Lorenzo Gilberti, Bill Wolf, Kris Brukart, Glenn Brukart. Oh, what a day to remember! (Photo by Dick Stella).



5LVA59: Waiting for the light to change on Manhattan's West Side Highway.

B26BH: This is an outtake from a 2020 *Flying Lady* article featuring Marika and David Wilkinson's gorgeous Franay-bodied Bentley. That's Marika helping to guide David (at the righthand wheel) out of their driveway. David's son, David Kane, is riding shotgun; Dick Stella supervises.

I considered this a great cover image—but the then current editor of the *Flying Lady* disagreed. It's the cover that should have been. The Wilkinsons sold the car shortly after the photo was taken; it now resides in Herefordshire, England.



B110GA: This garage-found Bentley became quite the attraction at the 2013 RREC Meet, Rockingham Castle, Leicestershire, England. It was originally owned by Petula Clark's father. Ms. Clark (of *Downtown* fame) was kind enough to answer my inquiries about the car. Sue Jones and an unidentified gentleman look on. This too is an outtake from a *Flying Lady* article. Notice the wasp nest in the boot.





Bentley State Limousine: Two of these majestic motorcars were built for Queen Elizabeth II, in 2002, for her Golden Jubilee. Assuming there are VINs for these cars, they are impossible to find. Bentley Motors politely declined to answer my request. The Oxford diecast model is quite detailed for its size.



LELW6: It certainly was fun to be chauffeured through New York City by night—in a Silver Wraith by Hooper. The occasion? Bill and Dee's wedding anniversary. Again we have Lorenzo Gilberti in the driver's seat.



Under wraps: Years ago Whitehouse Station, New Jersey, was the home for Whitehouse Imported Cars. I had worked there as a Warranty Manager. Besides Rolls-Royce and Bentley motorcars, we sold Saabs, Peugeots and Jaguars. The dealership is long defunct; even the buildings no longer remain. Circa 1990.



WTA62: Jersey Island, June 29, 2018. At the time of this writing, this car, originally owned by oil magnate Nubar Gulbenkian, currently is in Edinburgh, Scotland, undergoing a complete restoration. This is another *Flying Lady* outtake.

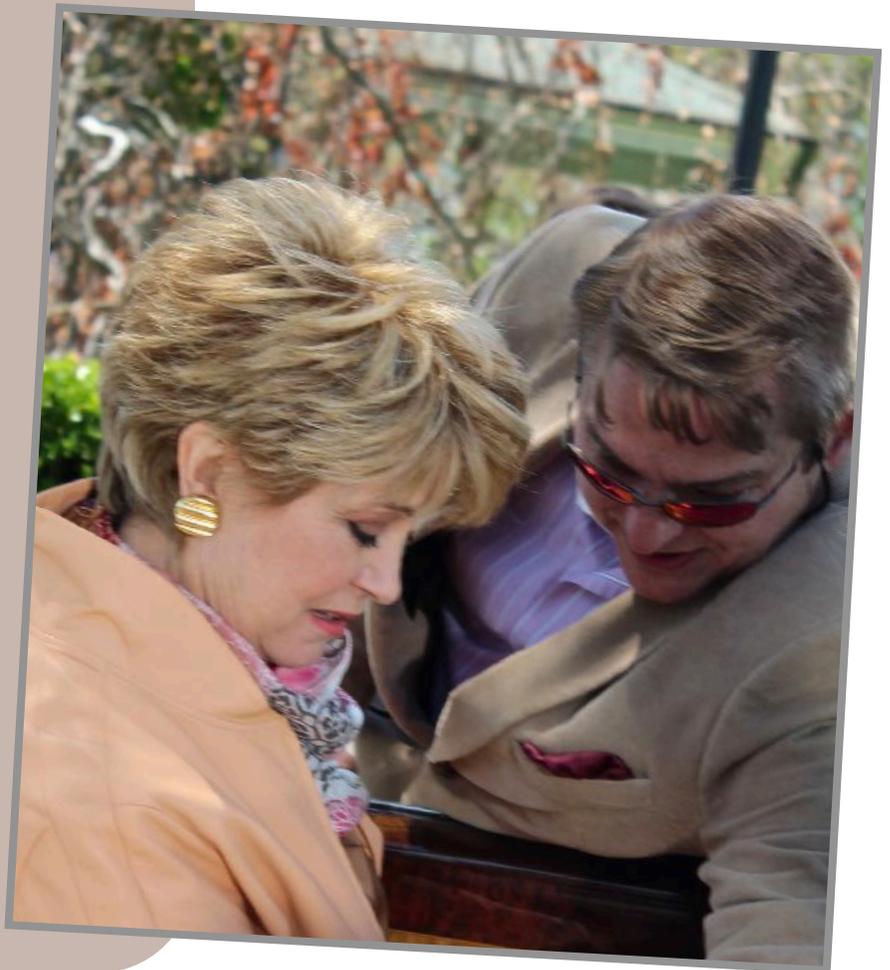
That's me atop the Land Rover Discovery. (Photo by Mike Norman).



BC23LDJ: For the Cedric The Entertainer episode of *Comedians in Cars Getting Coffee*, released January 19, 2017, Jerry Seinfeld featured a fastback Bentley S1, courtesy of a prominent Atlantic Region collector. The photograph was shot in New York City. Cedric is seen wearing his white bathrobe, talking with Mr. Seinfeld. This is another outtake from a *Flying Lady* article. [Photo credit Lorenzo Giliberti]



SCAZD02D1LCX30022: Our distinguished director-at-large, John Carter, was invited to bring his Corniche III to Little Silver, New Jersey, to be featured in the Jane Pauley TV special, *No Exit*, that originally aired on May 17, 2019. Ms. Pauley was exceedingly gracious. Notice the wood of the waistrails—so painstakingly, meticulously, lovingly maintained. Yet another outtake from a *Flying Lady* article.



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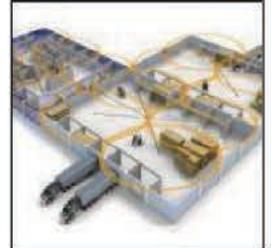
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Report by Klaus-Josef Roßfeldt.

Photographs by Klaus-Josef Roßfeldt and Gil Fuqua

CORNICHE 1971-2021 // 50th Anniversary

The year 2021 marks the 50th anniversary of the introduction of the Rolls-Royce Corniche and Bentley Corniche. This provides an opportunity to examine the history of the two-door model whose production came to an end in the mid-1990s. The model was launched in 1971 as a two-door version, which could be ordered as a fixed head coupé or as a convertible. Over a period of 24 years in the company's portfolio, with last deliveries in 1995, the Rolls-Royce Corniche holds the position of being the model with the longest production period in the history of the British manufacturer.

This was a surprising success for a solution born to a certain degree from embarrassment. In fact, the British manufacturer's plans had been to place at the top of the model hierarchy a two-door car created in collaboration with the Italian designer Pininfarina. Due to the distortions resulting from problems in Rolls-Royce's aircraft engine production, the company went into receivership in the spring of 1971 to avert insolvency. The automotive division, which was profitable at the time, boldly decided to "show its colors" by presenting a new model - just a few



1971 Rolls-Royce Corniche, #DRX11385, Convertible by Mulliner Park Ward.

weeks after the media worldwide had reported on the crash at Rolls-Royce. With the designation "Corniche" the two-door cars built by the factory's own coachbuilding division H.J. Mulliner, Park Ward on the basis of the Rolls-Royce Silver Shadow, were ennobled to an independent model. This was accompanied by various technical changes, such as an increase in engine power by 10%, as well as upgrades in the interior, e.g. equipment with a wooden steering wheel by Nardi.

'Corniche' was a designation with roots in the French language, in this case borrowed from coastal roads of the same name on the French Côte d'Azur. Not only because that area has been preferred resort of the wealthy clientele spoke for the choice of this name. As an additional fact did appeal F. Henry Royce had lived on the Côte d'Azur for many years during the winter months because of his fragile health. Significant technical decisions had been found by the 'Grand Old Man' and by his design-team which worked at "Le Bureau" attached to his villa at Le Canadel.

It is rarely mentioned however that in the name 'Corniche' pure Bentley DNA can be detected! This is obvious from in-depth research of factory documents from the time before World War II. The name W.A. Robotham is found, who held a position in the 'Experimental Department' of Rolls-Royce. When the launch of the brand new Rolls-Royce with V12 engine was approaching, he had noted with interest that the board wanted to provide a particularly succinct model designation for this extraordinarily elaborately developed type. However to Robotham's disappointment, the decision was then made to list the newcomer simply as the Rolls-Royce Phantom III. Robotham couldn't let go of the topic to find more sonorous names and as a result he arranged for Rolls-Royce to register the terms "Silver Cloud" and "Silver Dawn" among others. Because Bentley was also under the wing of Rolls-Royce at that time and Bentley cars were built side by side with Rolls-Royce at the factory, Robotham also turned his attention to suitable designations for new Bentley models. His choice fell on "Corniche" and "Cresta"; both designations were registered for Bentley.

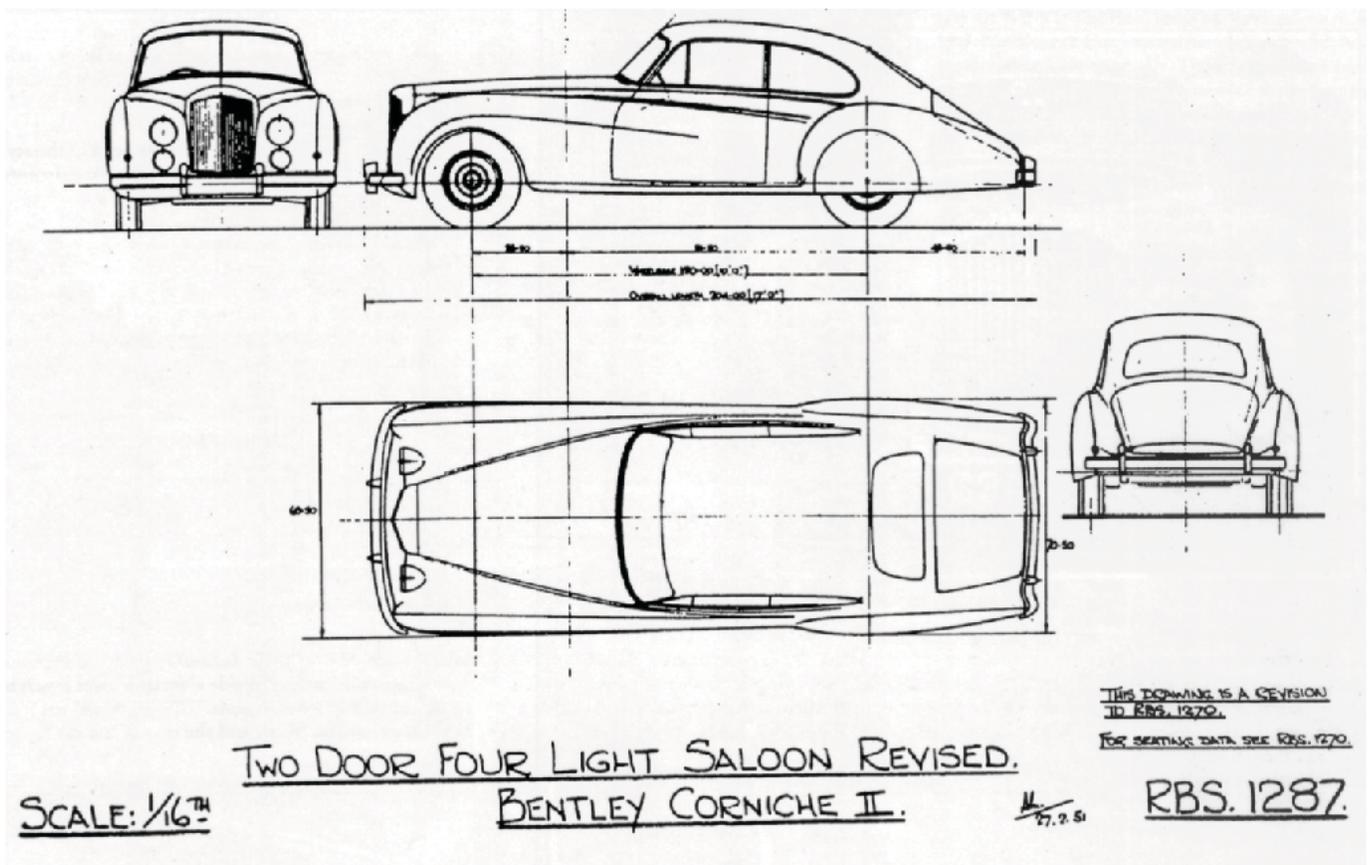


1939 Bentley Corniche, #14BV, Streamline Saloon by Vanvooren to a design by Georges Paulin.

Everyone is familiar with the Rolls-Royce Silver Dawn and Rolls-Royce Silver Cloud models, both nowadays considered models of almost iconic status from the early period after World War II. But it remained almost a mystery that already before World War II a name chosen by Robotham was used for a prototype by Bentley. This was the experimental car with chassis number 14-B-V.

The French designer Georges Paulin had designed a radically streamlined body for it. He even sacrificed the traditional Bentley radiator for the sake of low aerodynamic drag and integrated headlights and door handles into the body with a positive fit. The body was built by the French coachbuilder Vanvooren in Paris (although it occasionally caused confusion that an earlier creation by Paulin had been built by coachbuilder Pourtout). In June 1939 the car was complete. On the Brooklands race track the Bentley Corniche

did achieve a top speed of more than 170 km/h; the tires were just about able to cope with the high stress. But the Bentley Corniche was taken out of traffic by a careless other road user. In a severe accident the experimental car, which counted still less than 7,000 km on the speedometer, suffered enormous damage. The body was removed from the chassis and sent to Vanvooren for repair; the chassis was shipped to Dieppe, and from the French coastal town it made the crossing to England so that the necessary repairs could be made at the factory. The outbreak of war thwarted the plan to reassemble the body, which had been repaired in Paris, onto the chassis. It was not until 1940 that it became clear what had happened to the body of the Bentley Corniche: the repaired body had also been despatched to the quay at Dieppe, but it had been totally destroyed in an attack by the German Luftwaffe.



Bentley Corniche II, Design drawing from 1951 by Doug Nye/H.J. Mulliner.

Undaunted, the English car maker again relied on the designation 'Corniche' shortly after the end of hostilities did permit to consider a high-performance sports car. In collaboration with coachbuilder H.J. Mulliner a fastback design of a

two-door saloon was developed – and initial drawings from 1951 of what was listed as a “Two Door Four Light Saloon” are proof the name “Bentley Corniche II” had been intended.



1975 Bentley Corniche, #CBX22186, Two Door Saloon by Mulliner Park Ward



1971 Rolls-Royce Corniche – the photo reminds of the statement “the difference between kids and adults is the size of their toys.”



1972 Rolls-Royce Corniche #CRA12921 Mulliner Park Ward FHC
(Photo courtesy of Mike Serpe)



Rolls-Royce Corniche, #CRX50264. Hooper & Co. (Coachbuilders), London, executed considerable modifications to integrate into the outward appearance of this Roll-Royce Corniche elements which had been 'copied' from the 1980 launched mainstream model Rolls-Royce Silver Spirit.



Rolls-Royce Corniche II. New features of Corniche II were rearview mirrors painted in the car's colour and re-designed wheeltrim plus (though not on all early cars) a badge attached to the bootlid. Radiator protection as on this one was not from the list of extras ex-factory.
(Photo courtesy of Gil Fuqua)



1990 Rolls-Royce Corniche III #DAL30022 Mulliner Park Ward DHC
(Photo courtesy of John T. Carter)



Rolls-Royce Corniche III, #MCX30606. The opulent interior features an instrument board which includes a rev counter.



Rolls-Royce Corniche III, #MCX30386. A third stoplight positioned on top of the bootlid was standard on Corniche III destined for North-America; that safety device had to be ordered as an extra though for cars delivered to certain other markets.



Rolls-Royce Corniche IV, #CZ PA1. The chassis-number is one that “doesn't fit in the system”. It is non-standard because this had been an 'Experimental Car'. After tests of this prototype had been finished it became re-engineered to series-standard and was sold as a “pre-owned Rolls-Royce Corniche IV”.



1983 Rolls-Royce Corniche #DAD06735 DHC (Photo courtesy of Randall J. Fleischer)



Rolls-Royce Corniche S, #SCX50103. In a limited edition of merely 25 examples the last cars from the model-series were produced as Corniche S. Red coloured emblems and badges separated Corniche S from other Rolls-Royce Corniche models.

In the course of the further development of this project a change of the model designation resulted and instead of Bentley Corniche II the choice fell on the Bentley Continental. Over the following decades, the name 'Corniche' remained unused. It was not until 1971 that this model-designation, previously 'reserved' exclusively for Bentley, was revived.

As described previously, the 1971 launched Corniche were available in the form Cabriolet or

Convertible or as well as a "Two Door Saloon" (on the Continent almost always referred to as Coupé). Over a considerable period of time customers had the option to order this variant either as a Rolls-Royce or as a Bentley.

Finally in 1985 - when the Fixed Head coachwork had already been taken out of the program and only two-door versions with folding roof were offered - the designation



Rolls-Royce Corniche, #SCAZK9E61CH68619, Cabriolet by Mulliner Park Ward.

Corniche became exclusive only for the Rolls-Royce brand; the Bentley version from then on was listed by the factory as Bentley Continental. The Rolls-Royce Corniche passed through evolutionary stages via Corniche II, III and IV and towards the end of production there was even a special series of 25 Rolls-Royce Corniche S.

In 1998, the Crewe plant changed hands and a turbulent, albeit largely 'under wraps', dispute resulted in Volkswagen AG, as the acquirer, only being allowed to manufacture Rolls-Royce automobiles for an interim period; from 2003, cars with the entwined RR emblem then came from a

newly built production facility in Goodwood. Just in this aegis there was as 'swan song' a last version of the Rolls-Royce Corniche.

To choose the name 'Corniche' was nodded off with no discussion when the design team in Crewe had completed work on a new Rolls-Royce convertible. The open-top four-seater was the last Rolls-Royce model to make its debut at Crewe. For it had already been contractually agreed that within a short time the strict separation of the Rolls-Royce and Bentley brands was imminent. In future, only Bentley would be built at the 'parent plant' in Crewe



Rolls-Royce Corniche, #SCAZK28E42CXß2053, Cabriolet by Mulliner Park Ward.

whereas Rolls-Royce at a new factory were to be produced elsewhere. Hence the production run for this creation, codenamed "Project Borrego" during the development phase, was limited to but a short period.

A number of years have passed since Rolls-Royce and Bentley brands no longer come from the same manufacturer, but have taken their own completely separate lines of development under the wings of entirely different automobile groups. It seems

neither at Volkswagen AG, where Bentley Motors is embedded, nor at the BMW Group, which has been producing Rolls-Royce automobiles since 2003, much interest could be noted in tracing the winding paths of the model names in the marques' portfolios. The 'Corniche' model that made its debut in 1971, has been held in high esteem for half a century by aficionados. In any case, this should be a reason for enthusiasts to celebrate the 50th anniversary.

With special thanks for assistance and

providing photos to Gil Fuqua (USA)



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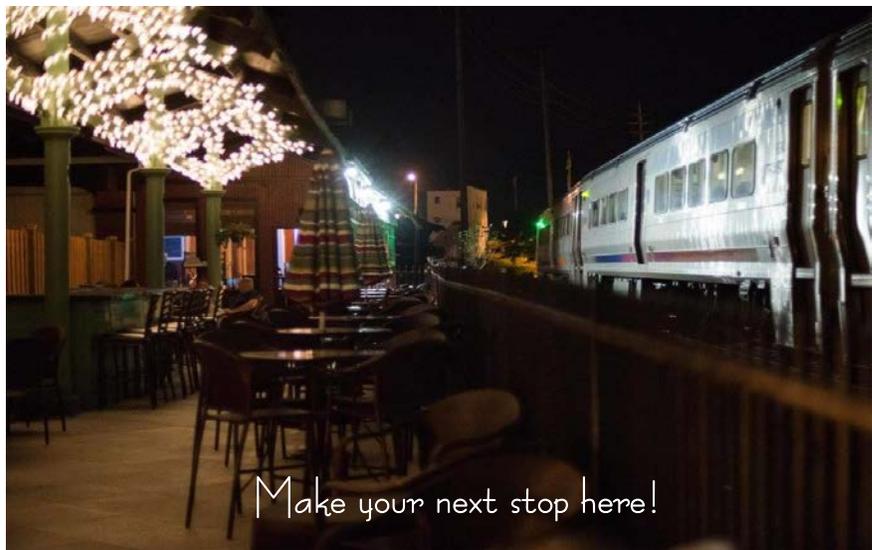
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