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A Publication of the RROC Atlantic Region

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# The Atlantic Lady



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### On The Cover

Joseph B. Mortell's 1986 Silver Spur Chassis #X16224. Photographic background: The Glen Cove Mansion.

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# MEET OUR BOARD

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# A MESSAGE FROM OUR CHAIRMAN

**JOE MARLEY**



Autumn Greetings RROC Members & Friends:

I sit writing this address on the Monday morning after our Atlantic Region Concours -- and may I say it was one of our best Concours in years. The Country Club of Darien venue was terrific; the weather was ideal; and the members and their PMCs were the true stars of the event.

The summer just seemed to flash by. But when I look back I see we've had a seamless chain of successful events. I've seen many new faces, made new friends and admired previously unseen PMCs. Let's continue the trend and let's keep our ranks growing!

We'll take a little break from our own exclusive activities in October because so many other organizations are holding their events this month. May I suggest everyone attend the Greenwich Concours de Elegance on October 23-24th. It's not a club function but Rolls-Royces and Bentleys will be part of the show on Sunday and it's a major automotive event not to be missed.

Our next club gathering is the Turkey Trot Mystery Rally in the wilds of Western New Jersey on the weekend of November 20th. It's a terrific time -- a traditional follow-the-clues rally through back roads with a fun mystery endpoint. It's also our one, true driving event. Plan to make it -- you'll be glad you did.

Lastly, I'd like to congratulate the nominees for positions on a new Board to be seated January 1st. They are, thus far: Michael Thompson for Membership Chair; Mike Serpe for Judging Chair; Kris Chiorando as Secretary and John Carter for Chairman. You'll read and hear more about them, as well as the holdover members on the Board area at a later time. Absent any unforeseen circumstances, they'll be confirmed at our yet-to-be announced Christmas-Hannukah event.

But I'm getting ahead of myself here. Let's all get out and enjoy our cars in the wonderful fall weather! I'll hope to see many of you with your PMCs on the Rally Weekend of November 20th.

Cheers  
Joe Marley





## LETTER FROM THE EDITOR-IN-CHIEF

**JOAN IMOWITZ**

Dearest Atlantic Region Club Members,

On July 22, 2021, I received an acknowledgment from Her Majesty Queen Elizabeth II, addressed from Buckingham Palace, in regard to the condolence message my husband Bob and I sent to Her Majesty upon the passing of her husband, His Royal Highness, Prince Philip, Duke of Edinburgh. On the following page, please note her acknowledgment.

Shifting into the third quarter of 2021, I can't help but note that we have missed several events due to the Coronavirus. Now, there are many events on the agenda. The Atlantic Region recently hosted the Lake Hopatcong 'Late Summer Soirée' sponsored by Glenn and Kris Brukardt. The Concours event was held on October 3rd at the Country Club of Darien. You can read about these events in this edition of **The Atlantic Lady**.

We have a beautiful cover story by Joseph B. Mortell to enjoy and we will be treated to an interesting article by the well known author and archivist, Klaus-Josef Roßfeldt, as well as prominent author and historian, Malcolm Bobbitt. Along with these articles, you will find Bill Wolf's amusing 'comic book' style article pertaining to a Phantom V conversion. Ira Starr has returned to teach us how to repair non-functioning power windows. I'm sure that is a tech article we can all appreciate. And Mike Serpe has put aside working on his 1972 Corniche, fondly known as the "Blue Lagoon," because he has a surprise in store for us.

Just when you thought it couldn't get any better, we have a wonderful article from Gene Epstein about restoration projects. Before attempting any project on your own, you might want to read about his experiences. He has even coined a new acronym to sum up his observations. I won't give it away, but you will find it in his story "Restoration Agony" [that might give you a hint].

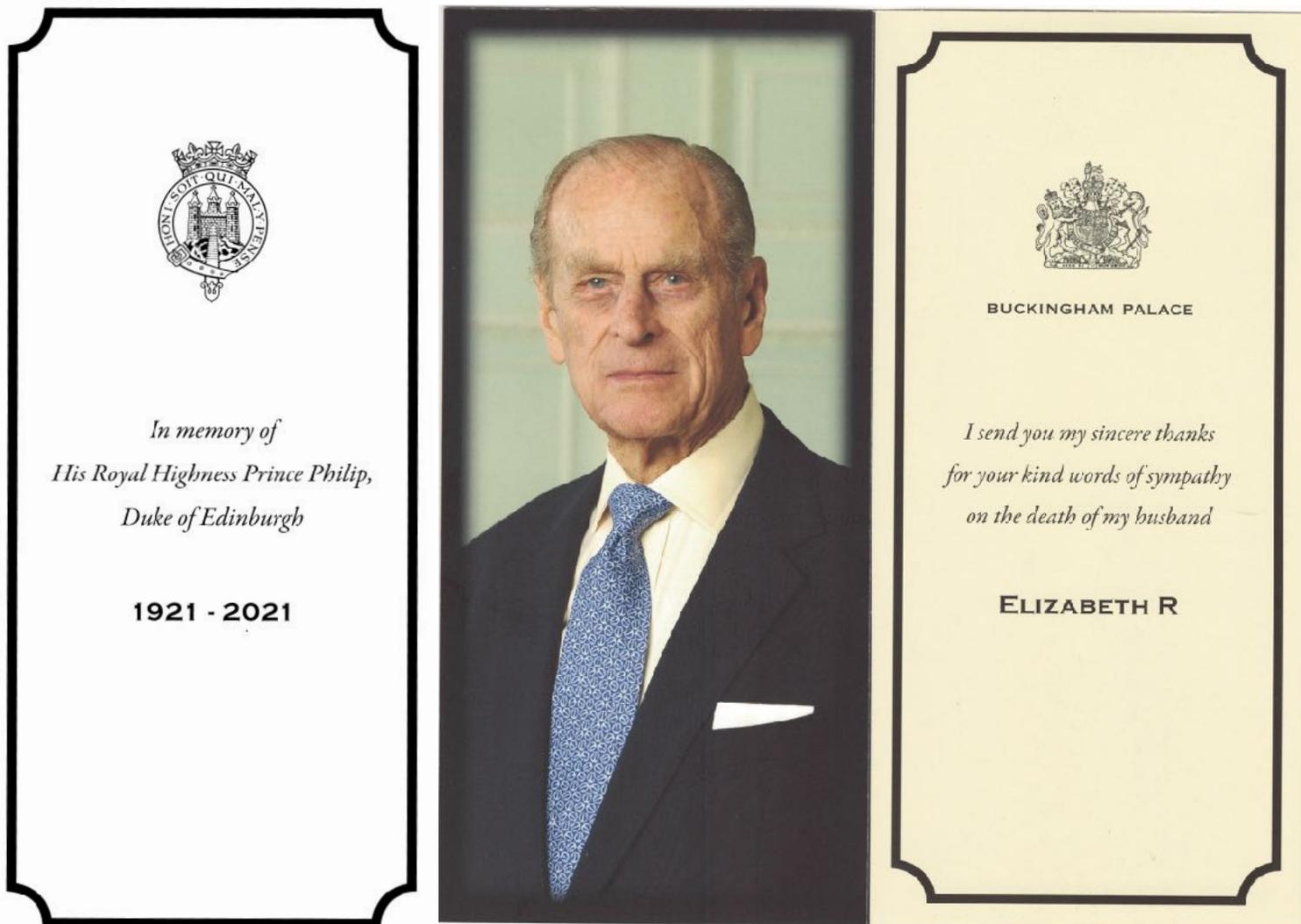
And, we welcome our newest member, Leonard Lombard, to the Atlantic Region.

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](mailto:rroc.tal.magazine@gmail.com)

Joan Imowitz  
Editor-in-Chief  
The Atlantic Lady Magazine



His Royal Highness, Prince Philip, Duke of Edinburgh, June 10, 1921 - April 9, 2021



Left: Front of acknowledgment card from Her Majesty Queen Elizabeth II

Center: Photograph of His Royal Highness, Prince Philip, Duke of Edinburgh, on the inside cover of the acknowledgement card

Right: Her Majesty's acknowledgment of condolence messages

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*The Atlantic Region and editorial staff seek to publish accurate material, but neither assumes responsibility in the event of loss or damage from publication.*



## UPCOMING EVENTS

- October 8th & 9th 2021 John Palma's Tech Seminar
- October 23-24, 2021: Greenwich Concours de Elegance. Official invites will be sent out soon.
- October 24th, 2021: Keystone Region Frost Bite Tour. Atlantic Region Members invited! Contact Thom Weinhardt [nantucketthom@yahoo.com](mailto:nantucketthom@yahoo.com). Cell: (609) 937-0826
- November 20th: Turkey Trot Rally. Official invites will be sent out soon.
- December TBD: Atlantic Region Holiday Party. Official invites will be sent out soon
- December 12th: Keystone Region Holiday Party. Contact Thom Weinhardt [nantucketthom@yahoo.com](mailto:nantucketthom@yahoo.com). Cell: (609) 937-0826
- 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.
- Be sure to visit our website: [www.rrocatlantic.org](http://www.rrocatlantic.org) for the latest news & events. While there, download a prior copy of The Atlantic Lady Magazine.
- Please put us in your email contact list to assure that you receive our updates and invitations.
- Atlantic Region is on Facebook: <https://www.facebook.com/groups/2828067040585061/> Check us out!!
- Contact [kkoswener@hotmail.com](mailto:kkoswener@hotmail.com) for any needed website assistance.

# SPOTLIGHT ON RARITY

JOSEPH B. MORTELL

Chassis number X16224

My fellow Rolls-Royce Owner Club members, it has been four months since my acquisition of this 1986 Silver Spur, which you are viewing in this cover story.

It was purchased in Saint Louis and now reads 8,935 miles.

Having been in the Luxury Automotive Sales Industry for the past 51 years, many beautiful classic vehicles have come and gone that I have had the pleasure of owning - but none can compare to this "Spirit of Ecstasy".

As we all know, the many emotions we experience driving our Rolls-Royce motor cars may be sometimes unquantifiable. For whatever the reasons we may have for being a Rolls-Royce owner, we can all agree that the driving experience can never be equaled in any other luxury brand.

May all of us continue to enjoy our Proper Motor Cars for many years to come.

Wishing all of you well,

Joseph B. Mortell  
RROC Member Atlantic Region









Photographs courtesy of Joseph B. Mortell



Joseph B. Mortell's 1986 Silver Spur chassis #X16224

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**Contact Eileen Dilger at:**

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**Or email:**

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# What Goes Up Must Come Down - The Saga of PMC Windows

IRA STARR

## In the Beginning

I've owned several Rolls-Royce and Bentley motor cars since 1995 (six to be exact) and one thing most common to these beautiful motor cars is you'll never have four working windows operating as intended for the time you own the car. Your window(s) will either fail to go down fully, fail to go up fully, fail to move at all in either direction, or fail at the worst possible time (e.g., during a rainstorm with the windows down).

So was the case with my beautiful low mileage 1993 Bentley Brooklands. I purchased this car sight-unseen from a car dealer and was told everything was working just fine. Having the car shipped to my house on an open bed trailer, wedged between two ancient-looking and banged up cars, my mind started to race hoping the journey across the USA didn't bang up the front or rear of the Bentley while being transported. Finally, the Bentley has arrived at my house and now for the inspection:



- **Step 1:** Remove the car from the trailer.
- **Step 2:** The shipping driver rolls down the driver's side window; that works.
- **Step 3:** The car rolls down the truck bed and is ready for my initial inspection. The shipping driver tries to roll up the window. It went down OK but does not go up. The driver uses one hand on the window switch while using the other hand and applies brute force to pull up the window.
- **Step 4:** Once at home in the garage, I gingerly go through the window testing sequence testing all four windows. I start with the back windows, which are rarely used on these cars, and they work OK. I know the driver's window is not working properly so I try that again. It goes down halfway and stops and then nothing happens with the window switch being moved up or down. Last window, the front passenger side, it starts to go down and stops one quarter of the way down. I try to bring it up and all I hear is something whizzing inside the door.

So, there you go, I have two windows that refuse to go up or down on my command. My work is cut out for me. Luckily, it's the winter so all I need to do is to get the windows back up and keep them closed until the weather gets warmer. Months go by and it's starting to go from winter to spring to summer. Well, it's time to bring those windows down and enjoy the fresh air. So, after many months of enjoying the Bentley, with the windows rolled up, it's time to tackle the problem and fix them so they operate just the way it says in the owner's manual.

Below, is a detailed set of instructions for identifying problems with non-working windows, instructions for removing the door trim to obtain access to the window mechanics, fixing the issues and putting everything back together; I hope.

## **Identifying the Problem**

Before I got started taking the door trim apart, I spent many hours doing research on similar window issues by perusing the RROC Discussion Forum and Youtube (e.g., Ronny's Garage) videos. I went through more than 50 posts dealing with myriad window issues mostly with the modern cars from the Shadow series onward through the Spirit, Spur, Bentley: Mulsanne, Turbo R, Eight, and Brooklands. It was an eye-opening experience to see how many things can go wrong with a PMC electric window. Some members even wrote extensive articles on PMC window operation and issues which without these articles, it would have been much harder to diagnose the issues with my Bentley windows. So, before even starting to tackle my window issues, I determined from these articles and Forum posts that there are basic, repeating issues with the window mechanisms. They are as follows:

1. Window micro-switches stop working (There are two switches for each window. One for the UP direction and one for the DOWN direction)
2. A partially or fully destroyed coupling between the window lift regulator and motor
3. A broken worm gear in the window lift regulator
4. A slipping lower window lift sprocket caused by a worn sprocket shaft bushing
5. Windows that bind in the guide tracks where friction prevents them from moving properly or misaligned glass guide cables
6. Window lift chains that lack grease and don't ride evenly over the window lift upper and lower sprockets
7. Broken wires in the loom that pass through the door into the body of the car

In my case, my two inoperative windows fell into the category of items #2 and #4 from the above list. Not knowing which of the problems my windows fell into, it was time to dismantle the door trim and find out what was going on inside the doors. The following steps were carried out to remove the trim on the front passenger door first. These same steps apply to the driver's side door as well.

## **Removing the Door Trim (See Picture #1. Numbers Below Correspond to Numbers in the Picture)**

1. Turn off the battery switch in the trunk as the interior lights will remain on for as long as you work on the opened door and broken window.
2. Remove the small screws from the lower door trim (tiny screws in the carpet that are hard to see).
3. Carefully unclip and remove the outer trim panel using a trim panel remover tool and place the panel in a safe place so that it doesn't get damaged.
4. Remove the screws which secure the lower section of the arm rest, then remove the Step Lamp bulb unit. Remove the small bolts holding the upper section of the arm rest.
5. Using a small sharp dental pick, carefully remove the escutcheon covers from the door handle, window lift switch, and central door locking switch. Remove the screws and the escutcheons.
6. Remove the center trim panel threading the Step Lamp bulb unit through the panel hole
7. Carefully remove the black plastic trim protector sheet (hopefully it's still there and not previously removed) which protects the trim panels from getting wet and eventually disintegrating. (See picture #2 – a bad example of a trim protector).

## **Determining the Root Cause of the Malfunction**

Once the door trim was removed, it was now time to see where the problem existed. I turned the battery switch to "ON" and turned the Ignition Key to "RUN" as the window motors will not operate without the Ignition Key set to "RUN". I then moved the window switch in the up and down position to see if I could make the window do anything and at the same time watch the window lift mechanism operate. With

extensive research on the RROC Forum, I had read one article from a member who had an issue with the window lift sprocket and the bushing in the center of the sprocket. If you look closely at picture #3, you'll see the metal shaft, which connects the window lift worm gear to the sprocket, is made of rubber which over the decades of time and window usage deteriorates and allows the metal shaft to turn independent of the sprocket. What the RR Forum member did was use roll pins and drilled and jammed three pins into the rubber and wedged the metal shaft to the sprocket so both the shaft and sprocket turned as one unit. Thinking that this was my problem, I moved the window switch up and down and watched as the window went down halfway and then stopped. I then moved the switch in the UP direction and watched the sprocket and shaft and sure enough, the shaft was turning freely in the sprocket and the sprocket was not moving at all (see Youtube video at: <https://youtu.be/99jm9U1G1zA>). There was the problem! I would have figured out the issue without reading the article on the Forum but reading it very carefully gave me all the information I needed to identify the problem and subsequently remove the window lift mechanism out from the door. See picture #3 which shows you the shaft, the sprocket, and the rubber bushing which caused the window to malfunction.

### **Removing the Problem Parts from the Door**

Now the hard part began. There was no way that I was going to fix this problem with the window lift mechanism in place in the door. The next job was to remove the window lift mechanism to get at the sprocket and determine what to do to make the shaft and sprocket in the mechanism turn as one. Of course, I could have purchased a new sprocket and shaft from Flyingspares or Albers, but I was determined to fix the problem for good and redesign the mechanism so that it could never break again. Looking at what Rolls-Royce did, seemed to me to not being the best design. Rubber over many years will deteriorate as it's exposed to the outside elements, assuming the car is left outside and not in a heated garage. So, why would RR pick such a fragile design? Word has it that the rubber insert was intended to quiet the window lift operation and prevent shock and possible breakage of the window frame on repeated window lift "UP" travel. I guess there is always a reason as to why RR does what it does in designing parts for their cars, but this issue could have been solved by doing one more thing which is what I decided to do to fix the problem. Here are the instructions to remove the window lift from the door; something that seems easy to do but trust me, getting it in and out of the door took a huge amount of time along with frustration and banged up hands.

1. Turn ON the battery switch in the trunk so that you can lower the door glass until the window lift chain guide (what I call it) is visible through the large hole in the lower part of the door (See picture #4 Figure A).
2. Disconnect the window lift motor plug and socket (See picture #4 Figure B).
3. Remove the steel retaining pin, washer and spring from the chain guide and then remove the chain guide from the window pick-up plate shaft. Be careful to place your hands close to the chain guide because once you remove the steel retaining pin, the washer and spring will shoot out as the compressed spring is under pressure.
4. Manually push up the glass window to the fully closed position and use strong duct tape or Gorilla tape to secure the glass to the door frame (See picture #5 Figure B for position of the chain).
5. Remove the set screw, washer, and rubber mount (on inside of door), securing the top of the window lift mechanism to the inner door panel (See picture #5 Figure A).
6. Remove the rubber grommets from under of the door to access the setscrews holding the bottom of the window left mechanism to its mounts. Remove the setscrews holding the window lift to its lower mounts.

7. Remove the window lift mechanism out of the big hole in the door. You will have to jiggle the window lift mechanism out of the door by sliding it in all sorts of directions inside the door to get it out.

### **Fixing the Problem**

With the window lift mechanism out of the car, it was now time to figure out a way to secure the lower sprocket shaft to the sprocket. As I described above, another member used roll pins to wedge the shaft to the sprocket. I took a different approach and decided to drill a hole through the sprocket and shaft and insert a steel pin to secure the shaft to the sprocket. Since I didn't have a drill press, I had to use an electric drill and manually drill "straight" through a metal sprocket and hardened steel shaft, and not break the thin drill bit in the hole that I was drilling. Luckily, my electric drill had a level on it and the drill bits I used were decently sharp. I carefully drilled the hole straight through both parts successfully. After the hole was drilled, I used one of the drill bits, used to drill the hole, as the securing pin. See picture #6 which shows the marker line drawn on the sprocket and shaft to guide the drill bit. Picture #7 which shows the hole drilled with the bit pushed in as a pin and picture #8 which shows the pin secured in place. Putting everything back was basically reversing the directions described above, however, it was just as hard putting everything back in place as it was taking things apart.

So, the moment of truth came when the window lift mechanism was put back in place and the Ignition Key turned to the "RUN" position. I was truly amazed to see the window fly up and down on command of the window switch. I was so proud of myself at this point that I had to call my wife down to my "Man Cave Garage" to see her passenger window finally working the way it should. Yes, there was joy that day in Westchester, NY.

### **Addressing the Next Window Issue**

With great success on fixing the front passenger door, it was now time to figure out what was going on with the most important door window in the car; the driver's door window. In this case, the window would go down half-way, or go up and close, or go down and get stuck, and with brute force and two hands, one working the window switch and the other grabbing the window, I'd have to pull up like *there's no tomorrow* to get it closed.

Following the same procedure in the *Removing the Door Trim* section above, I removed the door trim and looked first at the window lift lower sprocket. When the window went down and up (hoping it would when commanded), I noticed the lower sprocket and center shaft moved together, especially in the UP direction, as the motor must lift a tremendous amount of weight to move the window up. If this were a slipping shaft/sprocket situation, the shaft would be spinning freely in the sprocket. This looked like another issue. The driver's window lift mechanism is in a different position than the front passenger window lift mechanism. The motor is easily reachable and removable from the hole in the door vs out of view on the front passenger door. Two bolts hold the motor to the window lift regulator.

So, knowing that the window switch works, as the window did go up and down when it wanted to, and eliminating the disintegrating rubber bushing in the window lift sprocket issue, and other issues noted in above section *Identifying the Problem*, that left the: "Partially or fully destroyed coupling between the window lift regulator and motor", as the key culprit.

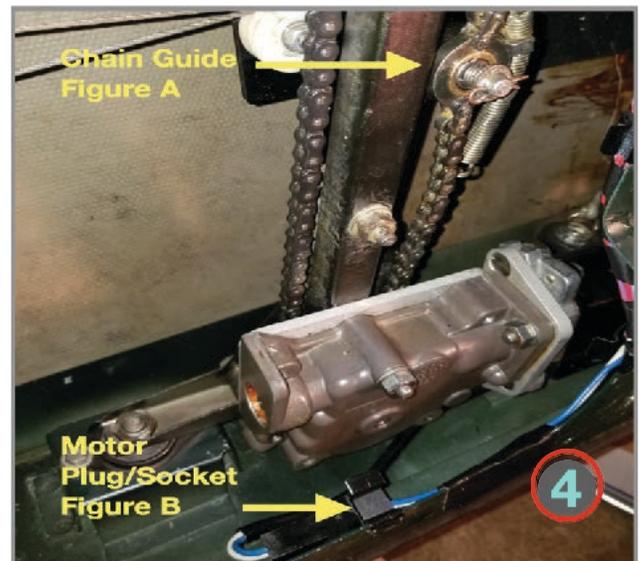
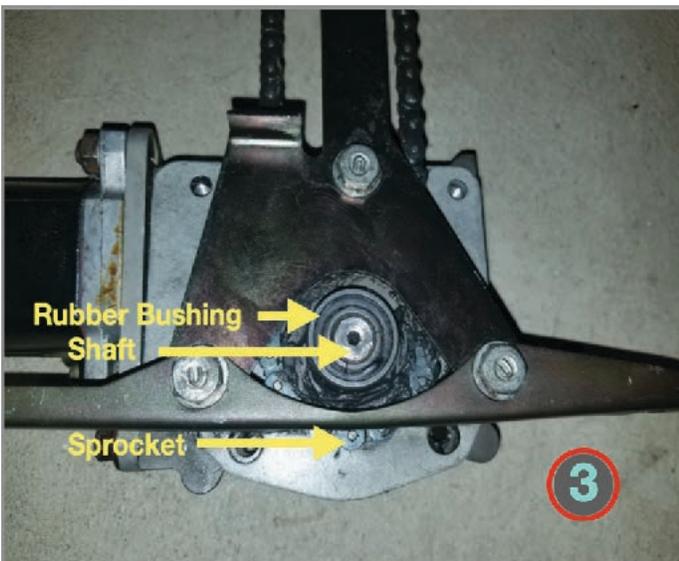
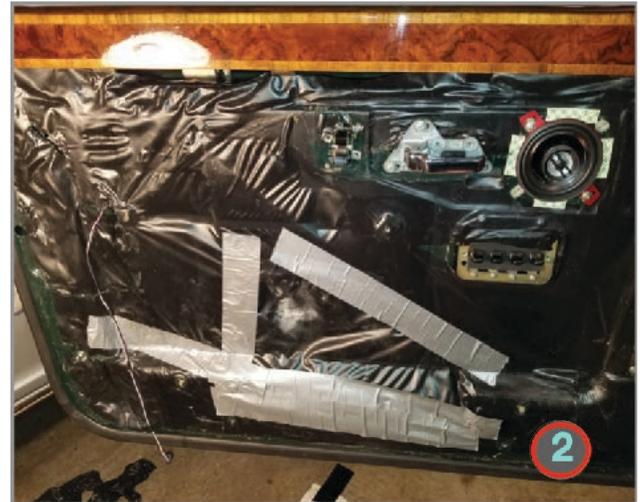
Unscrewing the motor from the regulator left me with the most beautiful site; a destroyed coupling. There was the problem. See pictures #9, #10 and #11 to see what I found and what was supposed to be a coupling capable of moving the heavy window on the Bentley. It's not surprising that after many, many years, this coupling, made of plastic, will eventually get destroyed as the torque on the component is considerable and over time it will self-destruct. I just happened to have one of those couplings available in my stash of PMC parts.

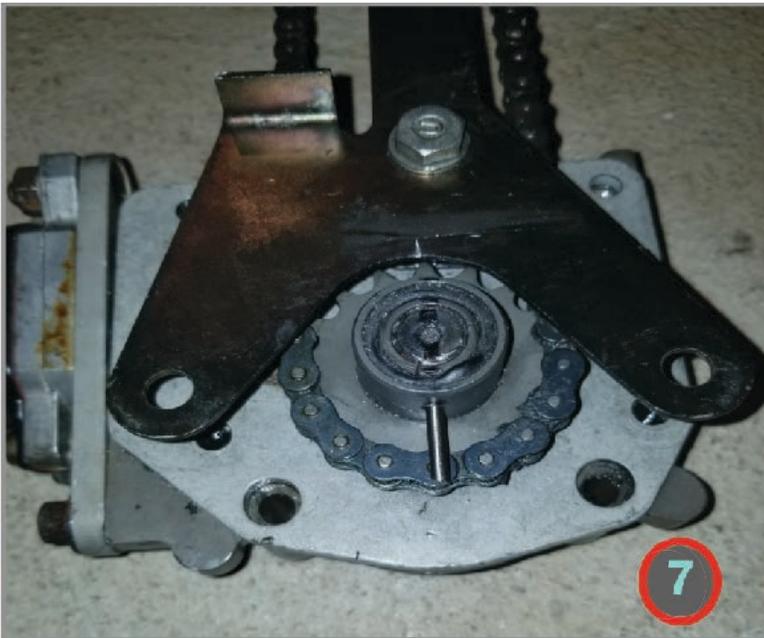
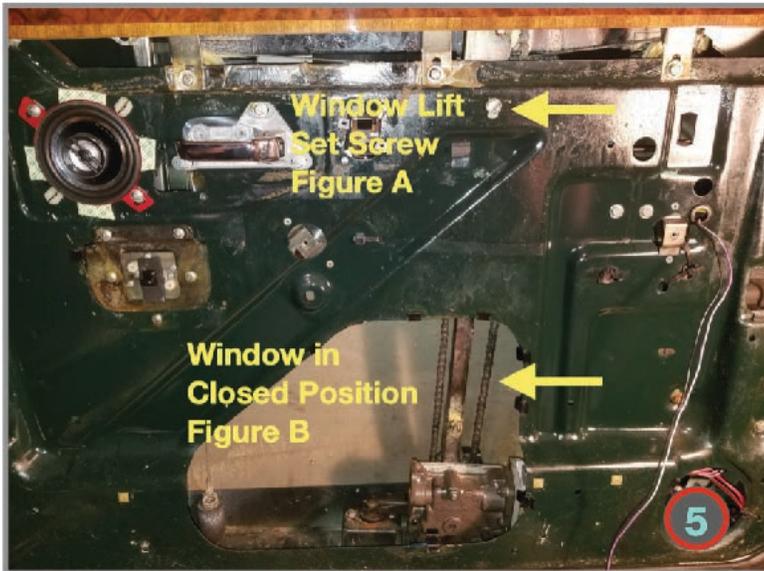
After extricating the destroyed one in the regulator, I greased the new one and inserted it into the regulator, re-attached the motor to the regulator, hit the window switch button, and you guessed it; the window flew up and down as commanded. There was no happier PMC owner than myself that morning as two of my windows in the Bentley were finally fixed. Imagine, at that moment, I had four working windows? What could be better!!!

For those of you who would like some of the RROC Forum articles that I leveraged to determine my window problems, please reach out to me via email: [iralans@gmail.com](mailto:iralans@gmail.com). I'd be glad to share them with you and provide any advice vis-à-vis window issues. I'm an expert now and could handle any question you might have concerning your window issues. Also, check out a terrific Youtube video from Ronny Shaver of Ronny's Garage where he removes the door trim from a Silver Spur and replaces a broken window switch (see video: <https://www.youtube.com/watch?v=FPoSJSbAjgE>).

Good luck with your window issues and I hope this article helps you in fixing your window problems. You don't have to be a rocket scientist to fix your PMC windows, nor a RR mechanic. Just take your time, follow the instructions in the RR shop manuals, consult the RROC Forum, and use the articles like mine to fix your problems at little or no cost.

Your humble PMC mechanic, Ira Starr





Photographs courtesy of Ira Starr

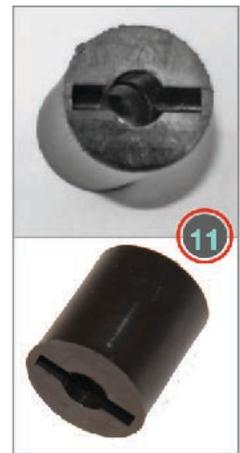
**Destroyed Coupling**



**Coupling Pieces Removed**



**New Coupling**





ON FRIDAY, APRIL 2, 2021, IN THE MIDST OF A PANDEMIC, TWO INTREPID ATLANTIC REGION MEMBERS TRAVELED TO EXOTIC PLAINFIELD, NEW JERSEY, TO SHARE AN AUTOMOTIVE ADVENTURE! YOU, DEAR READER, WILL BE ASTONISHED AND AMAZED AS YOU EXPERIENCE THE MYSTERY OF THE...

## PHANTOM V CONVERSION!

**Text:** Bill Wolf

**Photos:** Bill Wolf (photo of John and Bill by Tommy Caruso)

**Editor:** Joan Imowitz

**Acknowledgements:** Tommy Caruso, Jennifer Thul, Martin Bennett and the owner of 5LVA53 (who wishes to remain anonymous).

WHEN I ENTERED THE PARKING LOT OF CARUSO'S AUTOMOTIVE IN PLAINFIELD, NEW JERSEY, THIS IS WHAT FIRST CAUGHT MY EYE: SCAZD02A4JCX22581.



SOON I WAS DIRECTED TO FOLLOW A HUMBLE PATH...



...WHICH LED TO AN UNPREPOSING DOOR!



INSIDE WAS A DIFFERENT STORY: TOMMY CARUSO'S CONTOUR METAL SHAPING.



I CAME HERE TO DOCUMENT THE CONVERSION OF A JAMES YOUNG PHANTOM V: FOUR-TO-TWO DOORS WITH A FASTBACK ROOFLINE. 5LVA53.



LONG TIME, DISTINGUISHED ATLANTIC REGION MEMBER, JOHN MATSEN, SOON JOINED ME.



MR. CARUSO EXPLAINED THAT THE WOODEN STRIPS AND YELLOW TAPE WERE A MOCK UP TO SHOW THE PROPOSED REARWARD SLOPE OF THE CAR. HE SAID HE WAS AWAITING THE OWNER'S APPROVAL.



I TOLD JOHN THAT EVEN THOUGH I KNEW THAT COACHBUILT CARS OF THIS ERA USED ASH WOOD FRAMING, THIS WAS THE FIRST TIME I ACTUALLY SAW HOW IT LOOKED UNDERNEATH THE METAL PANELS! FACINATING!



MR. CARUSO GAVE JOHN AND ME A QUICK BUT DETAILED LESSON ON HOW ALUMINUM PANELS ARE FORMED OVER A WOODEN BUCK...



...AND SHOWED US SOME OF THE TOOLS THAT HE AND HIS CREW EMPLOY.



HE WAS ALSO KIND ENOUGH TO POSE FOR A PHOTO...



...AND, FOR POSTERITY, SNAP A PICTURE OF JOHN AND ME.



BEFORE LEAVING THE SHOP, WE TOOK  
A GOOD LOOK AT THE INTERIOR...



...THE SIDE (THE YELLOW TAPE  
BEHIND THE B PILLAR SHOWS HOW  
LONG THE NEW DOOR WILL EXTEND)...



...THE FRONT END OF 5LVA53...



...AND THIS REMINDED JOHN AND ME OF  
THE DAY, BACK IN MAY OF 2019, WHEN WE  
FIRST LAID EYES ON THE PHANTOM VI!





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# Restoration Agony

GENE EPSTEIN

**F**irst of all you finally acquired the car of your dreams. The make, model and year for our discussion are unimportant. It is your new project that you want to 'restore'. You have looked it over very carefully and as a new student studied every section of the car and as a methodical person you set out a plan to bring it back to new or better.

That is your first mistake. When you are looking for the car of your dreams, purchase one that someone else had previously gone through the agony and pains to restore. Pay the extra money that you think is too much, for if you don't and attempt to do it yourself, be prepared for major setbacks, disappointments, aggravation and all the negative adjectives that you can think of, then add a few extra for you surely will be frustrated on more than one occasion each time that you work on it then remember "LIADR".

I have sought out cars that are special to me. Style, mechanicals and driving enjoyment are paramount to me. Yet, I still strive to produce each one of my cars in my collection to a new standard for besides the pride of showing my cars, I drive them as often as possible.

Now, let us get back to your plans. You have a garage of sorts and you have your plan to disassemble the car whether in sections or in its entirety. If you are really into it, you have loaded up with reference books, found some good parts suppliers and a carton of various sized zip lock storage bags to hold the labeled parts that you have removed. I did say that you were methodical, didn't I? So, you have all your plans that you dream about before you take it apart. Before you know it your dreams will turn into a nightmare as the pleasant feelings quickly leave and you will be up all night - and busy all day trying to figure out what went wrong. Too late. You are now sucked into a spiral of turmoil and frustrations that never seem to end.

You felt so smug and organized when you removed the hood, fenders and doors. You carefully placed each in its new spot that you designated, knowing that you are very organized. You had to move around some preexisting fixtures in your garage to make additional room for you didn't realize all the space that those parts took up once they were off the car. STOP now! Run for cover. Put it back and forget about your dream! You say absolutely not. I can do this and it will be an easy project.

Where do I put the glass windows, channels, door latches, door locks, keys, pins, that's only one door with more to take apart? At that point you start to realize that it seems too late to get out but you move on with a smile on your face.

Then, out comes the dash, gauges, dials, knobs, glass, glove box and all the trims around the windshield frame plus the sun visors and brackets. Where do I place them? I just ran out

of bags and my large garage got much smaller than I thought. But that's alright since I am going to send them out to the chrome platers to get triple plated. I didn't realize there were so many parts to do.

The engine had some minor smoking and a local shop wanted \$2500 to rebuild it. I was hoping it wasn't necessary but I might as well. It was something that I didn't figure on but "what the heck! Do it!" The engine crane that I rented to pull the engine seemed to be correct as I disconnected the wiring, transmission levers and steering column shifter. Darn! As the engine started to rise from the ashes it tore up the inner fender and as it came to rest in front of the car I didn't realize it scratched the great chrome grille that now will have to be re-plated.

Days turned into weeks and weeks onto months as I prod ahead to finish my 'dream car'. The paint shop just called to tell me that they found rust in the floor panel that was heavily undercoated. They also discovered that the frame had been hit hard at one time and had to be repaired properly if it was ever going to be roadworthy.

After sending in countless checks to the paint shop that far exceeded the initial estimate, one starts to feel that just maybe this has turned into something more than was expected.

Now the chrome plater has my two hundred and fifty five parts that I sent and they still have not been completed. I know he said it would take several weeks but it is now four months. No need to harp on that so much as the engine repair shop cannot locate several parts that he was certain were available. The carb shop just called and told me to find a good core since mine cannot be repaired.

I located a very reasonable trim shop that makes an interior kit to fit my car. I can install it myself

with simple directions and save two thousand dollars. Yeah sure! The upholstery kit finally arrived but it was the wrong color. He is telling me that I ordered it that way which I know is not so. Reluctantly he agrees to replace it but it will be some time until he can get to it.

The dash gauges looked pretty good but when I attempted to clean them inside, I wiped off some of the background. Now where can I find a good gauge restorer?

The tires came in and looked gorgeous. The paint shop needs to take off the old tires to sand blast and paint the rims. Do I give him the new ones to put on? Yes I do, but he will not do it. He wants me to have the new ones put on when I get the car back home. I called him last night and he gave me a list of parts that he needs to put the car back together. But they went with the car in special boxes with labels for each piece. "Never got it," he claims. Oh no! Where can I find the parts that I thought I sent him? LIADR! **Lost In Action During Restoration.**

Weeks later, after scouring every parts bag, I give up. I called the shop and he told me that he finally found one bag of parts. Not the other two but one. Thank God I think. Maybe I am not going crazy after all? Before he finishes he then tells me that he noticed a small crack in the windshield. I know it wasn't there before. It only had a small wiper mark on it. No cracks at all.

What do I do? I found several pictures of the front end taken outside my garage and clearly there was no windshield crack. I know it happened at his shop. He insists that it was there when it came to him.

There is the UPS truck coming down the driveway. My chrome parts have finally arrived "COD"? But I paid for these parts last month in full. Oh, COD was an extra \$100.00 for packing the parts and \$75.00 shipping.



Chassis # B26H

The car got its new windshield and is now home in the garage. There are several items that were not painted that were supposed to be. The door has some poor paint and the metallic doesn't look as good as it should. There is overspray in the entire engine compartment and on the frame rails. The engine shop has the engine complete after nine months and three times the amount it was supposed to be, but he could never get it running since the carb that was located and rebuilt didn't work. The carb shop lost some needle valves particular to the car and tried something in its place = LIADR.

After laying out all the chrome parts something seems strange. I know that I sent pairs of everything but there were many not there. The plater told me that he sent back every item to

me but I sent him more than I got back = LIADR.

Well the new upholstery was finally shipped after seven months and three returns but where are the arms rests that I sent to him to make new patterns? He claims they are in the box but they are not = LIADR!

I picked up my boxes of cadmium parts that I had cleaned and plated. Somehow there are over twenty nuts and bolts missing, plus two special brackets = LIADR!

All this and I still have to put everything back(?) Please wake me up and tell me it is a nightmare.

Please! I wish that I were **LIADR**.



# Welcome Our Newest Member

## LEONARD LOMBARD

After graduating Law School in Boston, many years ago, I moved back to Manhattan where I was born and raised.

During my school days I had some success as a songwriter and continued upon my return to New York. This led to a position as promotion manager at RCA records and I was soon escorting new and established artists to their venues. Record companies knew the value of looking good and riding in Rolls-Royce limousines was a must.

As the record business began its precarious decline in the aughts, I switched gears and jumped onto the co-op bandwagon through a family company, Penthouse Properties. Back then you could pick up a co-op for a song and resell it for a symphony.

One of my customers mentioned business might be better if I drove prospects in a more imposing vehicle. He had been invited to the Rolls-Royce Factory in Crewe, and asked me to join him. After an exhaustive tour of what resembled the dawn of the Industrial Age, I was hooked on the marque.

Back home I purchased a Rolls that belonged to a famous restaurateur, only to ditch it in favor of a baby blue 1984 Silver Spirit that had belonged to Michael Caine. Despite the celebrity heritage of those vehicles, it was a black 1986 Silver Spur that grabbed me as solid, contemporary yet classic and a pleasure to drive.

My love affair with the car continues and my clients seem to enjoy looking at properties in splendor. Everything looks better when seen through a Roller.

For myself and many others, nothing spells success or happiness like sitting behind the wheel of a Rolls and watching the world go by. It's been a great life and I'm happy to say that Rolls has been a big part of it. It's a habit, a hobby, a home of its own and the world's best business card!



1986 Silver Spur chassis #GCX14097

My 1993 Bentley Brooklands is a personal favorite. I had first seen the model parked outside a neighbor's townhouse in the East 70s in Manhattan. Back then I thought it was a knockout but I would need a driver as it might prove too much to handle.

My desire to own the PMC happened in roundabout fashion. I was the owner of a Rolls-Royce Silver Spirit previously owned by actor Michael Caine. I acquired it privately and it came with all the documentation from the Beverly Hills dealership.

In virtually all the repair orders, the legendary actor complained about a "rough ride."

After driving the car a while I began to notice this so-called defect. Every technician attributed it to its Spirit status, lacking the glide ride of its long-wheelbase cousins.



1993 Bentley Brooklands chassis #X46692

Photographs courtesy of Leonard Lombard



I eventually put the car up for auction and no sooner had the hammer come down than I regretted my decision. A year later, at the same Bonhams Auction in Greenwich, Connecticut where the movie actor's Rolls-Royce had sold on June 3, 2018, the Bentley Brooklands was offered.

With only one other bidder, the car was mine for a small premium. It needs attention but I've decided to be less ambitious about the timetable. Since the air conditioner cools like a charm and the car is mechanically sound, it has assuaged any lingering doubts about selling the Michael Caine Silver Spur.

With its British racing green exterior and tan hides, it's my own private Oscar!



# To Round Out Our Series of Rolls-Royce and Bentley Service Centers, Rich Halprin presents:

## DOUG SEIBERT

855 St. Paul St.,  
Rochester, NY.

[dseiber1@rochester.rr.com](mailto:dseiber1@rochester.rr.com)

Work phone: (585) 325-7393



Doug Seibert with his Silver Cloud

Located in Rochester, NY. Doug (who joined the club in 1977) and two other men run a shop that specializes in mechanical type repairs. He has learned the difficult skill of component repair and rebuilding from the best that the club has to offer. Franke Cooke for one and also frequently engages with Curzon on judging. Not too far from Mechanicsburg, he attends many technical meets. Doug is a life member of the RROC and has served on the Board of Directors of both the RROC and the RR Foundation. He has even taught a few classes which may be why you might have met him in the past. With respect to his services:

1. Most of their work is on RR-B from the 1930's to 1997
2. Rebuild-repair components like water pumps, accumulators, electrical and A/C parts
3. Hydraulic dampers, dynamos, shocks and steering racks as well
4. They do not do wheel alignments.
5. They can repair and rebuild transmissions up to S-Cloud.
6. They do not perform body, paint, wood or leather work.



“I bought my first car when I was 12 years old for \$15.”

In the business for 47 years after he transferred his HVAC business to his brother-in-law, he was always into cars. He read about Rolls-Royce and Bentley's and really liked the cars. He is shop trained and has attended the GM School in the early 60's in Clarence, NY. Thus far, Doug has owned about 20 Rolls-Royce and Bentley motor cars.

Photographs courtesy of Doug Seibert

Back to the shop, his work is world renown and he will frequently get parts

from Japan, New Deli and Switzerland for repair-rebuild. He has two bays and 5500 square feet and will work on upwards of six PMCs at any given time. He believes over the years the shop has worked on hundreds of PMCs of all vintages.

His personal SC1 LSJF48 has won many 1<sup>st</sup> place and senior awards in both Concord and Touring classes at RROC National Meets.



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

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

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# Adventure 'R'

MIKE SERPE

2021 Frank Cooke Award Recipient

We all know there are the opportunities taken and those lost. Some are well planned for way in advance, and despite our best efforts they might lose steam. Others we see through to the end and we know at that final climactic moment whether it was all really worth it.....or maybe not what we had first thought.

PMCs can be like that, like any hobby asset. Some come to us via long and grandiose efforts, while some just land in our laps. The ones that land in my lap are either an opportunity to experience a vehicle not on my bucket list and well then that's it; because it was underwhelming, or they occasionally catch me by surprise and pull on my heart strings to where I might want them to stick around a little longer....or forever LOL!

There are the cars that I've driven where I desired them for whatever reason originally, could have been a gorgeous body shape, maybe a warm feeling interior, perhaps just the specs but I never got the opportunity to drive before buying it. These experiences can go one of three ways for me. The first is where the car is pretty much what I thought. The second would be where it exceeds expectations....like "WOW this car rocks... I had no idea!!" And the third would be at worst like where for twenty years I dreamed about driving a particular car and once I finally did, all the anticipation is shattered as the car has poor driving dynamics, bad ergonomics, tough tuning characteristics, and other virtues that make it hard to get excited over anymore.

For example, many people come to me that need help bailing themselves out of trouble with car

purchases gone wrong. Of course there are the usual issues with reliability, rust, hidden problems, et cetera. There is no shortage of massive bleeding of cash and time. But I also get folks that are just bored, the underwhelmed, who saw a "beautiful looking" car which they bought without really driving it much or at all. The car might work just fine and be as described, but when driven it's just not what they thought it would be. Sometimes that leads to a negative surprise that we either need to bail out, or live with it. Sometimes it grows on us over time, but in the end if there is no connection, it's a dead goal. We've spoken to the ones that are related to money and time in previous editions of this column. Here we focus on the connection between us and the car. The goal should be experiences of zen, passion, soul when we connect with our hobbies. If there was only a guide on how to get there despite all our human differences!

For me that is the beauty of the hobby and even more so the nice part about RROC where we can all compare and contrast these different feelings. Sorry to get all mushy on my readers!

PMCs are so appealing in different ways to so many different demographics. I find it so interesting to hear the different ways that people are emotionally connected with them. I would have thought there would be simple common themes, but the depth is much greater than that. At first I could not understand the addictive side of collecting these motorcars. It took living with them, taking them on trips, working on them and comparing notes with the community to become enamored.

The Bentley Turbo R (SZ) is a funny car for me. There was a time when it was new, in the 80s and early 90s

that despite its massive size, appealed to me so greatly. This idea of ultimate luxury finally being combined with high performance I found so desirable. My good friend Chris was, during our college years, house sitting in the Bernards mountains of NJ. He invited me over to visit as there was a nice pool on a hot summer day that I had off from my summer jobs. When I arrived, I saw a red Bentley Turbo R in the driveway. I had seen the car out at the car shows or a couple here and there in town, maybe one blasting down the parkway. This was different. The car was sitting there surrounded by green trees and lush hills and it just appeared so striking to me that it stayed in my head for years. It became one of those bucket list cars without ever getting into it. When I was later in my life, living in California, a friend asked me to take on helping with a similar car, of course now it was 14 years old. I was so excited that I would finally be able to drive one.

Each day that we had scheduled to arrange that the car be brought to me in Sausalito there would be a F2P. Constant troubles getting the car started when warmed up. She always started just fine when cold. I did not know these cars enough at the time to figure it out for him over the phone from a distance. Eventually, the car arrived and finally we took a drive in varied conditions over the Marin headlands. The car felt like my wife's '81 Buick, seemed slow, and the brakes were awful despite seeing six calipers tucked in under the alloy wheels. This was a time when I was more interested in speed than comfort and it ended up being on the short list of ...."The most underwhelming cars of all time!" Over the decade or so since then I have been able to drive other

examples and realized that they can drive either fantastic or not based on their level of maintenance and who's been doing it. Then came 2020.

At the tail end of the year of Covid hell, I had been negotiating on a rare AMG in Japan from a collection there when I came across five gorgeous Turbo R and RL motorcars that were also going up for sale. We have been conducting various imports for years both out of Europe as well as Japan but I had for some reason not really thought about buying one of these cars abroad. The inspections on them were excellent so I sent our own guy to do another round. He came back with very little and thought they were exceptional. So after a bit of negotiating on the best three of the five, we ended up with a gorgeous example.



Chassis #SCBZR03A1LCX32841

As it so turns out, it's just the tip of the iceberg. The connections made from the recent imports have yielded a continued access channel to us for more of these special cars in top condition. LCX32841 is a really neat specimen. The car was produced in 1990 and had a sistership on the same order. That car was all black, while 32841 is Acrylic White with a Blue toned Black Everflex and Interior. The woodwork is, to this day, outstanding. The cosmetic condition of everything is nothing short of awesome and all original. The cars were ordered by the famous Porsche racers and high line car tuners Koning in Switzerland and they were used for about seven years to shuttle clients from Switzerland to France and Germany as well as for local outings. If it was a female client, white car, male client, black car. The black car got way more use. LCX32841 left Switzerland in 1997 being

bought up along with its sistership and imported into a collection in Southeastern Japan. Cornes was at the time and still is the biggest importer and supporter of these young classic PMCs in Japan. Cornes dates back over 150 years and began in the spice and tea trade, branching off from there. There is a little Cornes sticker on the back window of the Turbo R. <https://www.cornes.co.jp/en/business/motors/index.html>

After that the car spent a lovely life in a no winters climate. We received an impressive stack of Shaken reporting on this car. Shaken is the inspection system of road going cars in Japan. It is required every 24 months and not passing it is not an option. Thus, most folks will have their collector cars pre-tested to make sure, addressing all items in advance of the government inspection. LCX32841 came with 110 pt inspection reports going back decades. This is a best case scenario, where you can see how the mileage was accrued, what wore between Shaken inspections, and what was addressed.

When I worked for Oracle software they sent me to Japan because it was one of our biggest markets for Education which was my specialty. I booked a bit of extra time to travel out and explore and on one occasion near Hakone Lake by Fuji I came across a Ferrari club event by chance. It was here that I discovered the passion for European LHD cars that existed in that country. There is already a particular cleanliness and high honor ethic in Japan when it comes to just about everything. Even when you take a taxi there, you have fresh linens on the seats. On the trains you can eat off the floor figuratively speaking, it's really shiny clean! Well, what I truly discovered was that classic cars, especially those in the South are largely original, low mile, and exceptionally fine vehicles. These cars are not JDM (Japanese Domestic Market). They are Gray Market cars in Japan.

Let's take ourselves back to the Sony Walkman days for a moment. Between 1985 and 1995 you have the ultimate high point of the Japanese economic windfall. At the time, and even when I worked there

in the early 2000s, there simply were not a lot of women in the executive positions of companies. It was at that time, very chic for the men who were executives, to figure out ways to gain travel access to Europe and the USA and when they did, they would bring back fashion items as well as cars, cars, cars! One would think that they would actually want RHD cars, but actually they wanted to look different, to be instantly noticed, as an international business man.....to them it was a seriously big impression.

So now roll forward 25-35 years to 2021. These folks have retired, and in some cases passed on. Now these cars find little audience in modern Japanese culture. Hence making them quite interesting to consider for import, bringing them to America for us to enjoy. The lack of corrosion there is also impressive. Typically we have found not even a speck of rust on a fastener let alone the body on these various vehicles. LCX32841 is no exception, clean as a whistle.

The Turbo R is a special car, it really did make the rebirth of Bentley a reality and without its success we would likely have lost the marque in the mid-1980s. I think that the car is grossly undervalued for what it offers. I think there will be a day not too far off where these most special SZs will rise back up by quite a lot, but they have to be in great shape to get the money. The Turbo R handles completely different from all other SZ models. It has stiffened, lowered springs, and different damper settings. The Adaptive Ride Control began in 1990 which can be hard to maintain but I got to admit the system works excellent. During the 80's the Turbo R was the top line car, above the mid-line Mulsanne and entry model Bentley 8. Its funny but the 8 actually got the best wood for the interior. Other than that, it's the Turbo R that gets the special parts. In the 90s the 8 and Mulsanne were replaced by the Brooklands series, continuing on for a few more years without a turbocharger. The last

Brooklands had a light pressure turbo and around that time only the Turbo RL long wheelbase remained in the line up. Those cars are cool, rare, and sought after. I personally like how the SWB handles a bit better.

SZs can be very problem prone if not maintained and some parts are quite expensive. In the 1980s Bentley offered the first Turbo Rs with carburetors, and these cars are not as desirable as those that came just a bit later, with Bosch Jetronic Injection. The 1988 through 1994 seem to be the most reliable, before you get into the Zytec management system cars which can be harder to deal with and have more limited support. The earlier and mid-series cars continue to use the three speed automatics and then move to the 4 speed in the mid 90s. As of 1994 they also have a center console shift rather than the electro-switch column setup. Some of the Turbo Rs come with standard seats, some like ours have the sport seats. The sport seats can still have picnic tables integrated.

I thought that the 4 speed would be far more desirable but actually I have found the 3 speed to offer up a more linear use of engine power, coupled with a diff ratio that keeps the turbo spinning instead of lagging. The 4 speeds seem to operate more like a 3 speed with an overdrive, always going back and forth between the two to find an extra mpg or three and only sometimes accomplishing this. When you get on the power in 4th, it takes more time because you have to wait for the downshift. I will continue to update the readership with thoughts on performance and tuning as we get further on, but for now back to the adventure of landing her.

When I brought her into the Port of NJ, I did not know what to expect. Our goal was steep, to take this random purchase and turn it into something we could drive up to Lake George and use in the tours at the RROC National in June. It was also a goal that just came together on the quick as originally we were planning for the Blue Lagoon CRA17921 Corniche to

make it but delays with upholstery kept that from coming together.

My first journey was fraught with a little bad luck but overall she got home. Normally I will pick up vehicles with a trailer. I loaded the Bentley carefully and everything seemed great. The car looked much better than in the photos from the inspector. The battery was flat but I brought a backup and swapped it out. The car had been sitting on the ship for six weeks so I guess it's understandable sometimes. Where the misfortune began was that my trusty truck overheated. The day was really hot, and the load was certainly quite heavy with the Turbo R at 5360 lbs and the trailer at 2200. I was fortunate to nurse the whole rig to a safe location where I asked the police if I could leave it overnight. All the while I had brought the rig because I did not want to chance driving the car three hours without knowing her complete status. Here I was now backing off the Bentley and leaving the truck and trailer behind. I drove all the way up North just fine and really enjoyed it. It was now evening, and the car did just fantastic up the Merritt Parkway.

When I ran into some trouble it was in Branford. I had only another 35 miles to go but I was pulling off to get a coffee at the rest area DnD when in the drive-through I bumped the column shifter into "I" by mistake. Normally of course, this is no issue at all, except that, uh well, it would not get out of "I" and back into "D". Nor would it go into "R" or "N" or "P". I pulled away from the drive-through and decided to find back roads to get me home rather than take the highway maxed out at 45mph. This became the start of a slip delay that would lead to missing the chance to bring her to Lake George, which was sort of a letdown, but in the end I was so busy up there and we had such a great time anyway, it really didn't matter.

The car made the rest of the trip slow but sure and

upon reaching home I parked it in a place it could stay as I remembered that likely the Park/Neutral Safety start switches would not work leaving me unable to restart the car. A bummer no doubt but I was still really psyched with the drive home and the car's condition. A call to John Palma led to insights and tips on how to deal with the situation. Now I realize that I will always carry a little piece of cordage and a jumper wire in any of the PMCs with the electronic shift actuator. The cordage allows you to unhook the actuator linkage between the unit and the GM transmission, and then what you do is to tie the cord to the shift dog and extend it out to the driver door. You cannot shift the car with the door closed, but it will allow you to shift from Park to R or to D and back....in order to get home or to a shop. In doing some research I found that there are two Neutral start safety switches. One is up on the column. I removed the column electrical cover and tested the connections for 12V. The actuator had 12V but none of the shifter connects offered up any juice, in any position. The other safety switch is unfortunately inside the shift actuator under the car, a real bear to remove without a lift as I came to find out.

With great luck John Palma found a replacement unit in his collection with 24k miles of use and so my daughter Evi and I drove the car down to Palma's to have it installed there. It sounds great to me, although our actuator conked out after only 16,500 miles! John and Tom at Palma's also did some other little tweaks on her and checked her over. What was needed was very little. Things like new strut bushings, repair of the power seats, memory, and heat, repair of wiper electricals, new rear brake pads, accumulator tests, etc. These guys knocked it out in about two weeks and I came back down to pick it up. They offered to knock it out quick enough to make the Nationals but Dimitria and I decided that we didn't want to test our luck, so we just drove her G up there instead. The drive back in the Bentley was flawless this time and I felt

like I was going mental. About two hours into the drive, when I got back up into CT, I began to really connect with the car. It was so opposite of the feelings I had mentioned from the stint in the 1992 Turbo R I had dropped to me in CA. I was really surprised. Could this really be the same car or had I totally changed....or both??

The car had also been given a fresh set of Kumho tires sourced from Tire Rack. In the end for \$685 for five tires the car is driving absolutely fabulously. We found some folks running the next size up in Europe and tried it on ours. They rubbed in the front, so Tire Rack was kind enough to exchange them for free for the next size down.

A few months passed and a lot of work went into freshening up little things here and there but overall it was already a great car from the start. I took a first test ride out to visit Dr. Marc Levine and Mr. Greg Virilli in Rhinebeck which was just an incredible drive. Last month my wife Dimitria, my son Soti (age 4) travelled out in the same general direction but this time to Lime Rock for the Sunday in the Park Concours. As seen in the recent Atlantic Lady Newsletter, we were psyched to find Joe Marley and other club friends holding down some great real estate right on Turn 1 going into the esses. Joe had set up a nice camp for everyone to enjoy. What topped it off was when we were presented with the Lime Rock 1st place, Best in Class Rolls-Royce and Bentley Award for our lovely Turbo R. All the RROC and other cars were really superb.

Overall, it has been a real treat to have this car in our life this Summer and Fall. Our goal was to bring her to the Nationals in San Diego as I think she has potential to medal there, but we also might just pass her on to the next caretaker as there are yet more opportunities knocking on my door overseas. For now, our next outing will be the Audrain event in Newport RI followed the very next day by the RROC Concours in Darien where we have entered her for judging. Hope to see you there!



## Introduction by:

BILL WOLF

Where to begin? Back in the early days of the 21<sup>st</sup> century, I was just getting my feet wet in the vast ocean of Rolls-Royce lore and scholarship. I had some light articles published in *The Flying Lady*, and I had the privilege of editing *The Atlantic Lady* from November 2007 to April 2009; the December 2007 issue included a lengthy interview with the prominent Rolls-Royce scholar, Klaus-Josef Roßfeldt. During these years, as I waded my way through the history and traditions of these motorcars, KJR offered me great courtesy, patience, correction and assistance. Concerning Rolls-Royce and Bentley, he has authored several books and countless articles, maintains a respected website (<http://www.rrab.com/indexe.htm#top>) and has an archive of several thousand images that he graciously shares with enthusiasts. And his cartoons are subtle and show exceptional draftsmanship. He has owned and owns examples of the Rolls-Royce and Bentley marques. *The Atlantic Lady* is proud to offer the following:



C. S. Rolls Family Coat of Arms

**Article courtesy of Klaus-Josef Roßfeldt // Roßfeldt-Archiv (Photos, Reports & Books on Rolls-Royce and Bentley)**

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## **Charles Stewart Rolls' 1894 Paperweight featuring in Sterling Silver his family's Armorial Bearings**

---

From the period before the story of Rolls-Royce as manufacturers of motor cars began dates an 1894 artefact. One of the co-founders of the company had been The Honourable Charles Stewart Rolls. The aristocrat was a member of a noble family from the United Kingdom. Certain publications contain information that his father John Allan Rolls had been "raised to the peerage in 1892 and took the title of Baron Llangattock of the Hendre" although that is but half the truth. His father was a grandson of the "seventh Earl of Northesk" and his mother Georgiana was daughter of a baronet, Sir Charles Fitzroy

Maclean. The rules in England on inheriting titles were and still are significantly different from those in mainland Europe and thus the name of a descendant not always gives off immediately whether a certain person's roots are in a noble family with a history dating back several generations.

For Charles Stewart Rolls (born 1877) the year 1894 did mark an important milestone in his life. In March 1894 he finished school-time at Eton and decided against a military career. This he did despite "...the Duke of Cambridge (*Commander in*





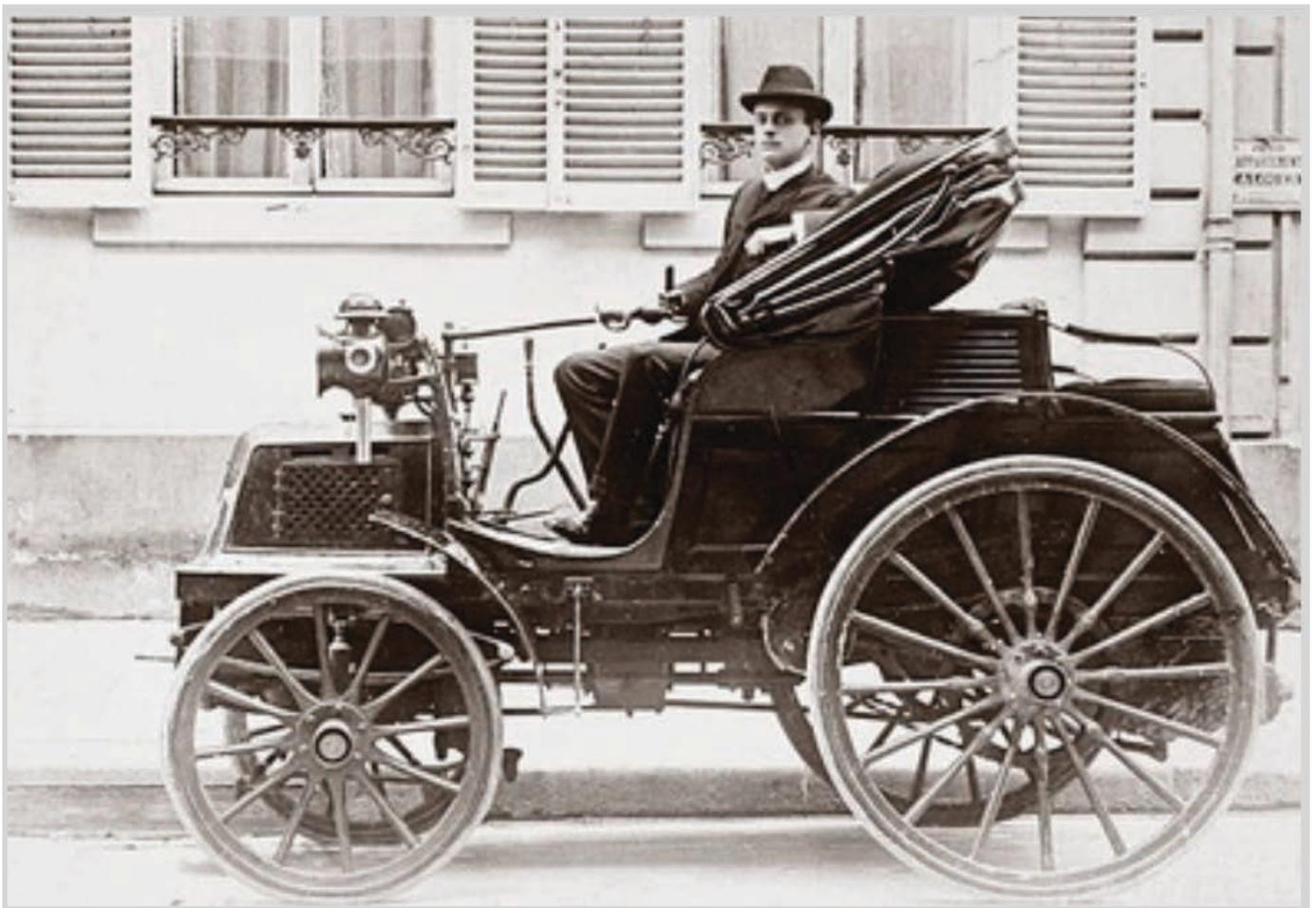
From different light conditions result slightly changing colours of the polished Welsh sandstone.



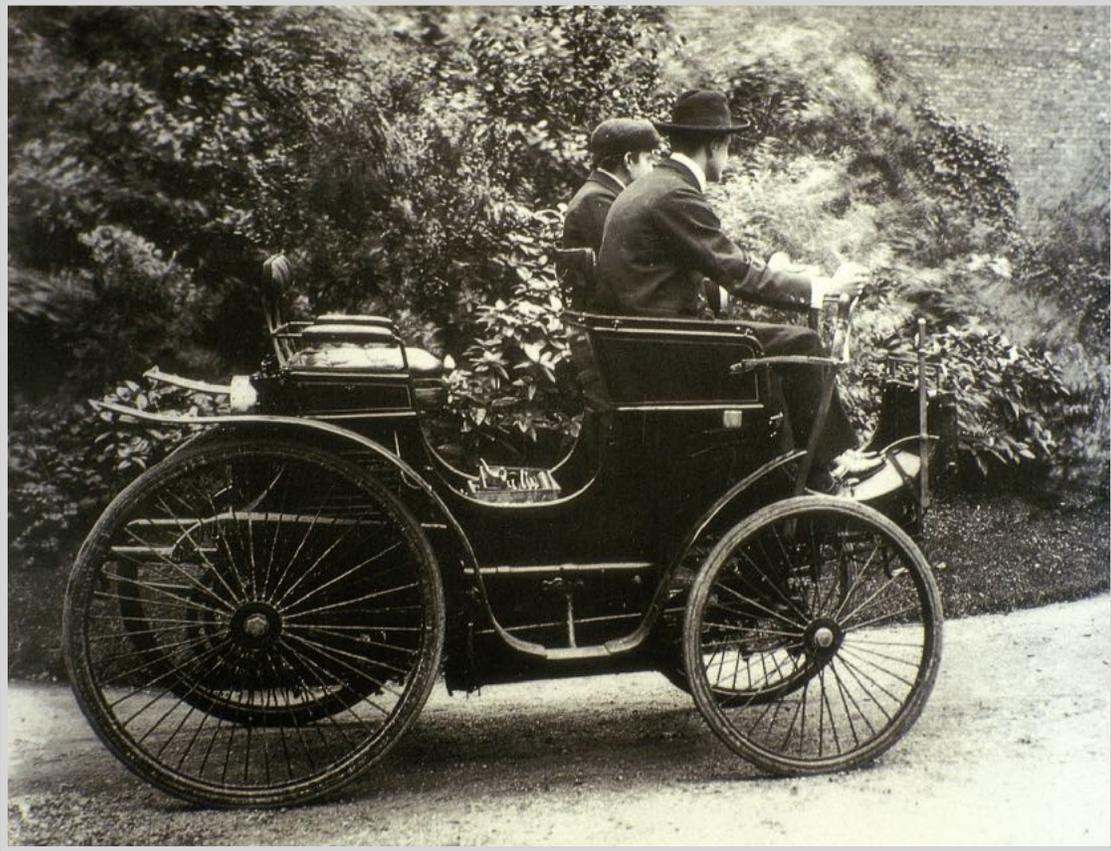
*Chief of the Army*) agreed to accept Charles S. Rolls as a candidate for the Grenadier Guards via the Royal Military College, Sandhurst". Instead C.S. Rolls went to Cambridge where he lived from November 1894 onward at Norwich House, Panton Street. In December 1894 he started to read Engineering attending lectures by J.A. Ewing, Professor of Mechanism and Applied Mechanics. Such an occupation was fairly unusual for a man of his social background but obviously there have been no arguments with his family. It can be considered a sign of their approval that the young student on starting education at Cambridge received as a present from his parents an exquisite desk-set.

That desk-set gave a hint on the name Rolls because the family's 'Armorial Bearings' were "Out Of A Wreath Of Oak A Dexter Arm Vested Or, Cufi Sa., The Arm Charged With A Fesse Dancettée, Double Cotised Of The Second, Charged With Three Bezants, In The *Hand Ppr. A Roll Of Parchment Arg.*" Exact such Armorial Bearings in Sterling Silver did enhance each of the pieces of the desk-set which C.S. Rolls' parents had ordered in very fine quality from a Birmingham silversmith whose initials were 'J W'.

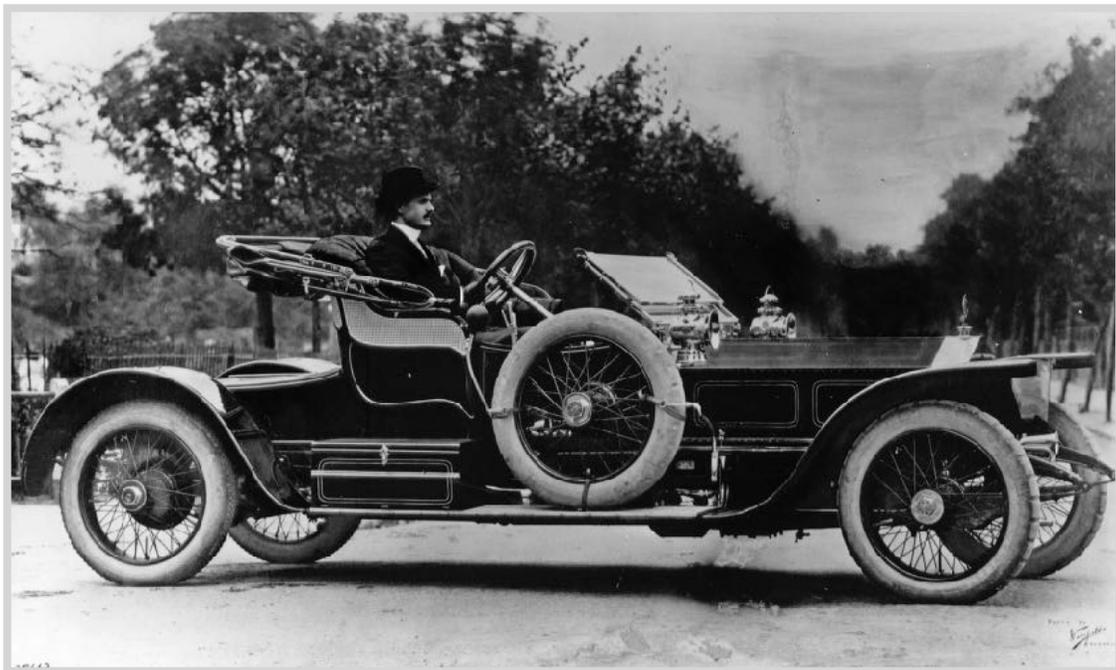
The further career of C.S. Rolls is well documented: He finished university as an engineer (barely ever is mentioned that when he



C.S. Rolls driving a 1896 Panhard 8 HP, the first 4-cylinder car ever made.



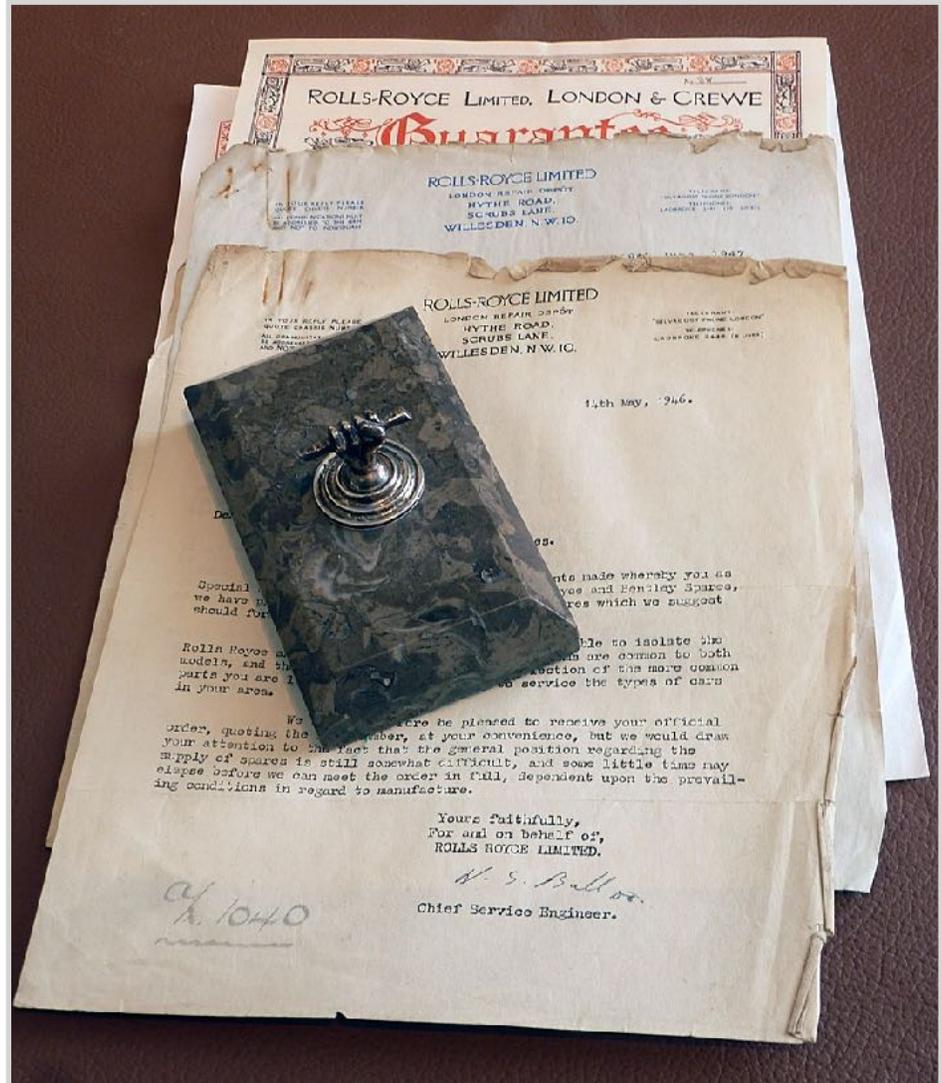
C.S. Rolls driving a Peugeot 3 3/4 HP, the first car he owned, bought in 1896.  
Note: the tool box in the center compartment.



C.S. Rolls driving a 1908 Silver Ghost, #60785, 2-Seater by H.J. Mulliner; the car was used to carry his balloon and equipment.

'matriculated' the next-but-one to sign the register has been Ernest Rutherford who later became eminently important in the science of atomic physics; a clear indication of 'the academic level' at which C S Rolls operated!). Charles S. Rolls set out in the then new field of automobilism and became co-founder of Rolls-Royce.

In his role as a pioneer aviator he was very successful, too - the first man to cross The Channel in both directions non-stop. In 1910 he lost his life; he was the first Englishman who died in an aeroplane-crash. The Rolls-Royce brand to this day enjoys an impeccable reputation for building 'The Best Car in the World' and producing aero-engines etc., of highest quality.



As regards the fate of the desk-set that Charles S. Rolls had received when he started education at university not too much details are known from the recent 130 years. With the exception that what might be the only surviving piece, i.e. the 'paper weight' as per description made from 'polished Welsh sandstone' found in only one place in the world nr. Monmouth, Wales, and decorated with the family's Armorial Bearings. It had been

inherited by Lady Shelley-Rolls. The sister of Charles S. Rolls' enjoyed a long life, whereas he and his brothers had died at a fairly young age. A certain Lady Pelling got as a present from Lady Shelley-Rolls this piece from the desk-set of Charles S. Rolls. Many years ago the item took its way to Germany where it is still used as originally intended – employed as a paperweight at Roßfeldt's archive.



# Lake Hopatcong Late Summer Lakeside Soirée

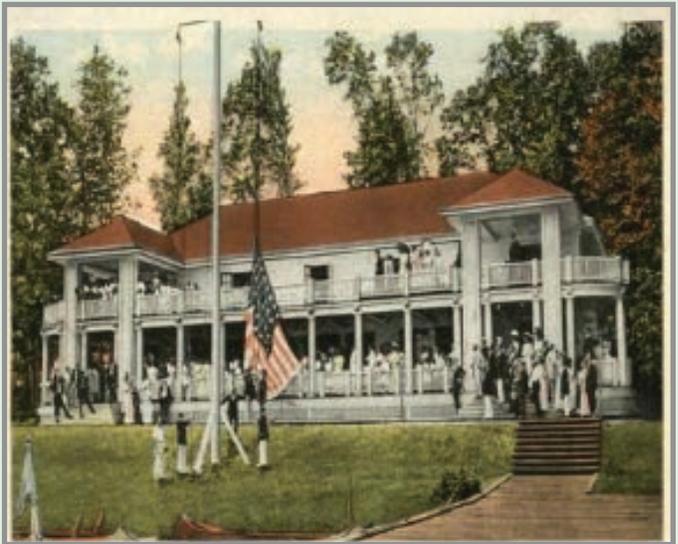
ROBERT IMOWITZ

Another exceptional Atlantic Region event hosted by Glenn and Kristine Brukaradt. The sun was gloriously shining on the 40+ attendees at the Lake Hopatcong Yacht Club. Unique Rolls-Royce and Bentley Motor Cars filled the grassy knoll as Atlantic Region members arrived.

We dined on a buffet style dinner while seated on the Adirondack-style Clubhouse porch overlooking Lake Hopatcong; New Jersey's largest lake. "Welcome Champagne Aperitifs," lawn games accompanied by live piano music made this friendly occasion even more festive.

As a coincidental aside, September 12th marked the wedding anniversary of Bob and your Editor-in-Chief, Joan. We felt that celebrating our anniversary with our fellow Atlantic Region members was apropos. Our Chairman, Joe Marley, presented Bob and I with a slice of pie containing a candle in it to commemorate this occasion. Thanks Joe.

Herewithin is a sampling of the attendees and their magnificent PMCs.



L-R: Krystal Molina, John Carter, Brad LeFebvre, Cindy Miller, Bettie LeFebvre, Scott LeFebvre, Eligia Iossa, Greg Deal

Ivan Dressner, Don and Karen Broughton, Bob Imowitz



Pupy Dressner



Joseph Mortell



Michael Thompson and Michael Moran



David Corbett



John Carter



Michael Thompson, Nancy Roseler, Peter Giordano



John Matsen, Elise Liebowitz, Rich Halprin, Joe Marley



Don Broughton Daisy and Mark Pearson



John Carter, John Shorter, Jim Lyon, Joe Marley



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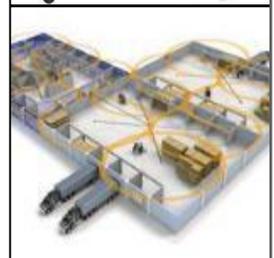
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# Rolls-Royce Silver Shadow LWB

MALCOLM BOBBITT

(England)

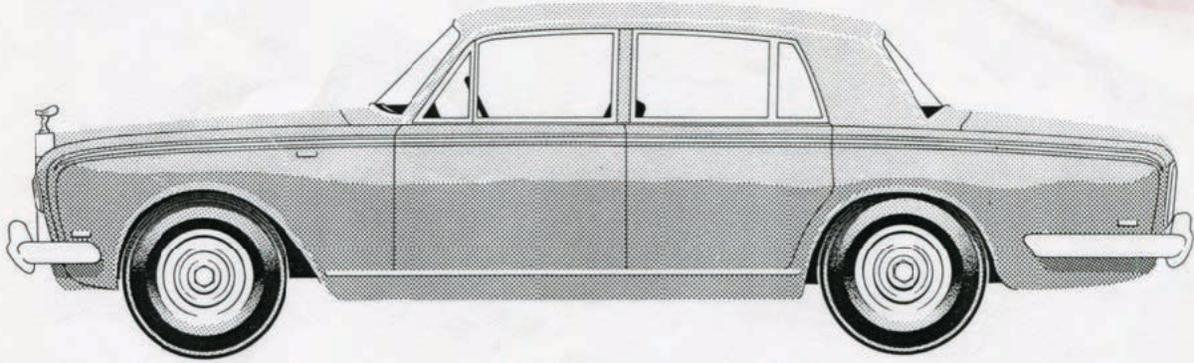
Every Rolls-Royce has the enviable reputation of being built on the tradition of engineering excellence. It is a car that is immediately recognised, not only because of its stately Greek Temple style radiator housing, but also by its majestic presence, both of which have the effect of instilling respect and reverence. It can only be judged as flattery that other marques, both haughty and humble, have seen fit to copy the radiator design that was favoured by Claude Goodman Johnson, Rolls-Royce's first Managing Director who was probably the finest marketing genius the motor industry has cultivated.

The emergence in the autumn of 1965 of a sleekly modern car bearing the Spirit of Ecstasy and proclaiming the modern age was, for the time-honoured Rolls-Royce customer, a culture shock. Knowing that past traditions had been cast aside, especially the employment of bespoke coachbuilding crafts, was untenable. Worse was to come in the comprehension that Rolls-Royce had succumbed to modern construction techniques and that the car's body came out of the same factory that was engaged in building bodyshells

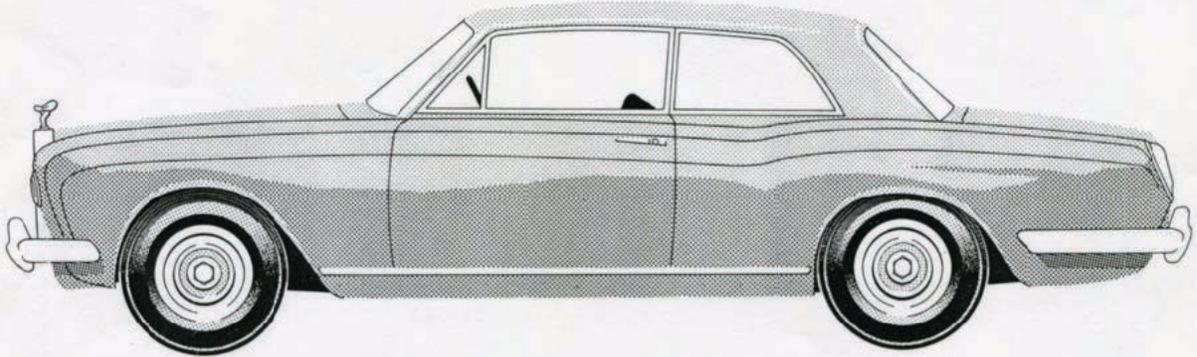
destined for the populist makes. But there it was, the Silver Shadow, Rolls-Royce's first *chassis-less* car. Despite its radiator heralding the intertwined Rs and supporting the perfect form of Eleanor Thornton, there was the bitter-sweetness of the Silver Shadow being enthusiastically welcomed by a new, affluent and younger clientele. For them, there was no treating a Rolls-Royce as if it were a divine being: it was after all nothing more than a motor car, even if the 'Flying Lady' was accepted as a status symbol. In the words of the late Bill Allen, a long established styling engineer with Rolls-Royce who learnt his trade with the most respected coachbuilders, he mused that a Silver Shadow attracted a criminal element just as much it did aristocracy.

More than fifty years on from the Silver Shadow's debut it is easy to reflect that decisions made in the wake of WW2 to depart from conventional car-making practises were to be Rolls-Royce's salvation. Without the far-sightedness of the then company's directors and senior engineers, the Rolls-Royce name would, several decades ago, might well have joined those many other marques which have long disappeared into motoring's black hole of extinction. That the

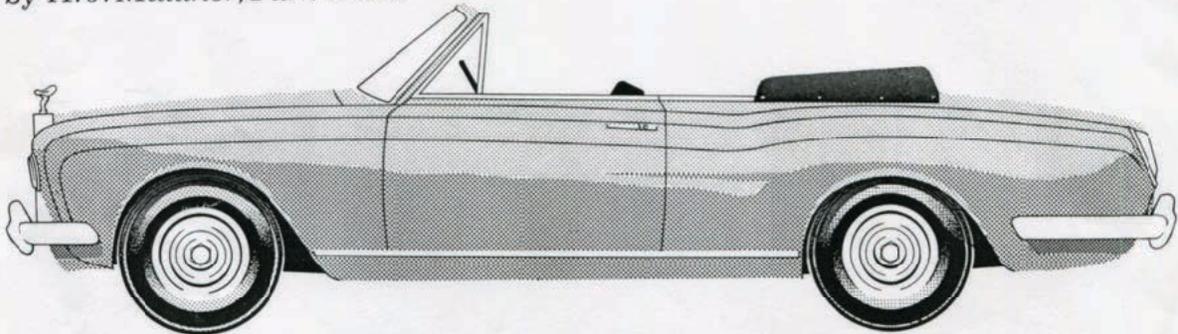
*Standard saloon*



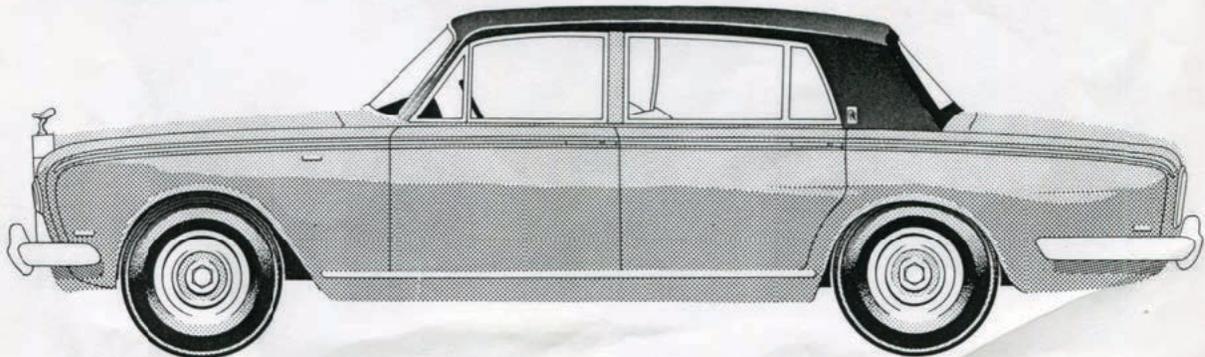
*Two-door saloon with coachwork by H. J. Mulliner, Park Ward*



*Two-door convertible with coachwork by H. J. Mulliner, Park Ward*



*Long wheelbase saloon*



The Rolls-Royce Silver Shadow family of cars. There were Bentley variants in each instance. (Rolls-Royce)

Silver Shadow was undoubtedly a landmark in Rolls-Royce's automotive history, its success in helping to save the company was in the safe hands of Chief Engineer Harry Gyrlls, and equally so Chief Stylist John Blatchley whose

Despite protestations from longstanding Rolls-Royce customers, going along the chassis-less route was inevitable. The oncoming of unitary construction techniques in the 1930s had severely affected the bespoke coachbuilding industry by



The Silver Shadow and its designer, Senior Stylist John Blatchley, were reunited on May 13<sup>th</sup> 1996 at The Hunt House, the headquarters of the Rolls-Royce Enthusiasts' Club, in England. John is seen far right in this picture; next to him is Martin Bourne and far left is Bill Allen, both of whom were John Blatchley's assistants and who were involved in much of the car's detail design. (Author)

the end of the decade, and with the intervention of war there was precious left of this traditional craft when motor production in Britain resumed.

At its glorious unveiling in 1965 when this smooth-shaped yet arguably understated Rolls-Royce took the motoring world by storm, no one noticed that there was something missing. Yes, there was a Bentley version, with its less ostentatious radiator and that hint of sportiness recognising the marque's racing heritage. There was also a Silver Shadow on display at Earls Court which was

understanding of motor design had seen him rise at a very young age to Head of Styling at the renowned coachbuilder Gurney Nutting. Going away from the semi-razor-edge profile of earlier Rolls-Royces, including his Silver Cloud masterpiece, might well have caused Blatchley some disquiet, but history has shown that he approached the project with his hindsight of experience to make it the right car at the right time.

minus its doors so that its luxurious interior appointment was for all to see: it was, as a journalist somewhat contemptuously attested, like seeing royalty in the nude... The absentee was a more formal and stretched version of the Silver Shadow, one likely to feature a central division and thus retain the services of a chauffeur.

From the outset of the Silver Shadow's development it was intended that a long

wheelbase (LWB) car would be offered as a replacement for the lengthened Silver Cloud. The plan had not been purposely allowed to fall from the drawing board, but deliberately side-lined until the standard saloon had been perfected in readiness for production. The effort in getting the Silver Shadow ready in time for its launch had been enormous and had fully occupied the Styling, Car Build and Road Test departments through the

period when prototype and experimental vehicles were tested and redeveloped. Not least was the massive change of plan which saw the integration of the previously separate Rolls-Royce and Bentley projects, Tibet and Burma respectively, into SY. Tibet was specified with a 126-inch wheelbase and that of Burma was 119.5 inches, which indicates that the

Rolls-Royce would have been a long wheelbase car, and the Bentley a standard wheelbase variant. With the aforementioned decline in bespoke coachbuilding there were relative few coachbuilders remaining post-war, and none that could comply with the scale of production which Rolls-Royce directors envisaged, which was the very reason for the company embracing new technologies. The investment needed in adopting unitary construction was such

that the Silver Shadow had to be built in considerable numbers, and unlike some past models could not be deliberated as being low-volume. Whereas when all Rolls-Royces had featured bespoke coachwork the task of producing a LWB variant of a model would have been straightforward, integral construction techniques dictated that this was going to prove all the more difficult.



The Silver Shadow was conceived in the early post-war years, the notion being that it should break with Rolls-Royce tradition and be built as a chassis-less car. Work began on the project in 1955, immediately the Silver Cloud had been signed off for production. From the outset it was the intention that the Rolls-Royce would be a long wheelbase car and its Bentley sibling (Burma) a standard wheelbase type and therefore slightly more modest in size. This is the first experimental car, known as Tibet, and there is evidence of the car's definitive styling. Later Tibet and Burma projects were combined as SY and based upon the Burma principle, leaving a long wheelbase variant to be offered at a later date. (Rolls-Royce)



Before a LWB Silver Shadow was officially developed there was built a pilot batch of 10 long wheelbase cars, this being one of them. It was built to the order of H.R.H. Princess Margaret and featured a number of modifications particular to the customer's specification. On the roof of the car can be seen the 'police light' which was illuminated when H.R.H. was aboard. In place of the usual pennant which was raised when the Princess was undertaking official engagements is the specially designed shield that was fitted behind the police light. (Rolls-Royce)

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Despite the launch of the official production LWB Silver Shadow having to wait until the spring of 1969, the initial car being chassis 6599, some preliminary work on the project had resulted in a pilot batch of ten such cars built between 1966 and 1967. One of these was chassis LRH 2542 which was built to the order of HRH Princess Margaret and which was furnished with special features at her request. The car was painted dark green, its hide upholstery finished in a matching colour, which incidentally was the same hue as the material

used for her dog's bedding! Carpets were a lighter green and the fascia was formed from oiled teak. John Blatchley had responsibility for all styling matters at Crewe and at Mulliner Park Ward (MPW) and was personally involved in all aspects of the car's specification. He arranged for a height- and forward-adjustable rear seat for ceremonial occasions, and saw to it the Princess's requirement for additional interior illumination. In later years Blatchley revealed that her Royal Highness disliked the usual roof-mounted pennant which would be raised when the car was

employed on official occasions, and in its place he had fitted a specially designed shield bearing the royal coat of arms.

LWB Silver Shadows had four inches added to their platforms just aft of the centre pillar to afford a perceptible increase in the rear compartment space. With platform and sills cut and the additional section welded into place, lengthened rear doors and an extended roof panel were fitted, the latter usually having an Everflex vinyl covering.

In some instances LWB cars were specified by the customer to have a central division, and a smaller rear screen for additional privacy. Fitting a division with its electrically-operated window lift presented a problem insomuch that this took up all of the added wheelbase length, and therefore the rear compartment space was no more capacious than with the standard saloon. A particular casualty was that the division-fitted LWB cars were devoid of the usual picnic tables since the space for these was taken up by the air-conditioning outlets. Such models had separate air-conditioning systems for the front and rear compartments, the refrigeration equipment being housed in the boot.



Modifying the standard Silver Shadow to the LWB specification was a complex business which entailed both Crewe and MPW at Willesden in north London. All bare metal Silver Shadow bodyshells (known as body-

The first Silver Shadows with the lengthened wheelbases were known as the LWB models. When the second series car made their debut their designation was changed to Silver Wraith II, an example of which is seen here, the picture having been taken at an R-REC event. (R-REC)

in-white) were produced by Pressed Steel at Cowley, Oxfordshire, those destined for conversion to LWB being sent direct to MPW where they were adapted. Once the lengthening process was completed the modified bodyshells were sent to Crewe for finishing in the usual manner, the work adding four to five weeks to the usual build time.

When the Silver Shadow II made its introduction in 1977, the LWB cars were given the Silver Wraith II designation, thus reviving the appellations of previous models. The Wraith had been announced in 1938 as a companion to the Phantom III while the Silver Wraith was the first Rolls-Royce to appear after WW2, by which time the former aero-

engine factory at Pym's Lane Crewe had been converted to car production. And just to add a historical note, it was a Bentley Mark VI that was the first car to leave the Crewe works.

LWB models were also built as Bentley T variants, and when the T2 was introduced it was referred to as simply the T2 LWB. Out of a total of 37,971 Silver Shadow type cars built (both first and second series), 2,780 were of the LWB designation while 2,135 were of the Silver Wraith II type. There were fewer Bentley variants, and

out of a total of 2,585 cars 9 were T LWB and 10 were T2 LWB.

Though the Silver Wraith II and T2 LWB in essence received the same production modifications as the standard saloons, American market cars were without the air dam beneath the front bumper, and for safety reasons were not specified with a central division. The latter was because the refrigeration unit housed in the boot would have been outside of the car's 'crumple zone'.



Bentley T variants were always known as the LWB models, and when the series two vehicles were introduced they were known as T2 LWB, an example of which is pictured in London outside the specialist shoe maker Lobb. (Rolls-Royce)

The Silver Spur was the name given to the Silver Wraith II's successor, and the cars were afforded the same modifications as the Silver Spirit. The Bentley version, known simply as the Mulsanne LWB, failed to sell in decent numbers, there being 49 compared with 531 standard Mulsannes, and 24 against the 519 Mulsanne Turbos. There were, however, 6,238 Silver Spurs compared to 8,129 Silver Spirits, and 1,658 Silver Spur IIs against 1,152 Silver Spirit IIs. The Silver Spur III outsold the Silver Spirit III by 430 and 211 examples respectively. Of the other Bentley siblings, 1,508 Turbo Rs were built as LWB variants compared to 6,165 standard vehicles; of the 1,027 Mulsanne S that were built, 61 were of the LWB specification,

and of the 1,809 Brooklands, 190 were Brooklands LWB. The Silver Dawn and Flying Spur, and the Brooklands RT were all built as LWB models.

The LWB Silver Shadow and Bentley T and their Silver Spirit and Silver Spur family successors were an important aspect of Rolls-Royce's production. John Blatchley and his successors Fritz Feller and Graham Hull, along with their dedicated teams, approached the lengthening process with the utmost discretion so that it was difficult to tell the variants apart unless one made a close inspection. Today, the LWB cars make for an ideal purchase, with or without the central division.



The very last Silver Wraith II at Crewe in 1980 seen in company with the build team. (Rolls-Royce)



The Silver Shadow's replacement was the Silver Spirit, the LWB version carrying the Silver Spur designation. (Rolls-Royce)



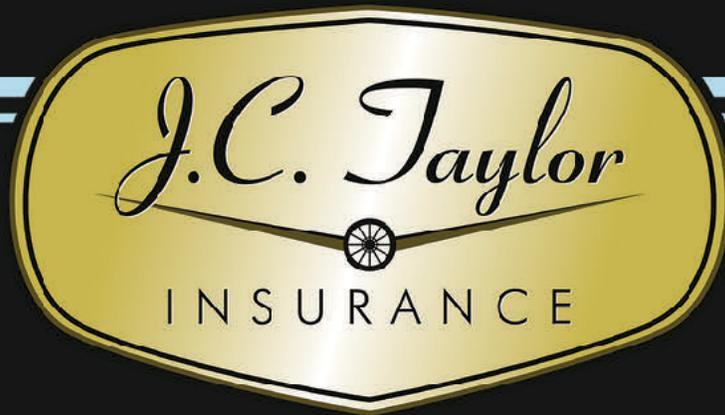
The interior of the Silver Spur. (Rolls-Royce)



The lengthened platform afforded to the Silver Spur is evident on this car which is being paraded at a R-REC rally in North Yorkshire, England. (Author)



A Silver Spur III, this is a late model of the genre that began in 1980 with the launch of the Silver Spirit and Silver Spur, themselves successors to the Silver Shadow and Silver Wraith II. (Rolls-Royce)



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# *Atlantic Region Concours d'Elegance at the Country Club of Darien*

ROBERT IMOWITZ

\*Edgar S. Auchincloss' vision of turning his family's 200 plus acre "gentleman's farm" into a club, became a reality in 1957. Formerly named Keewaydin, from Longfellow's "The Song of Hiawatha", the famed Auchincloss family owned the farm starting in 1905 as a vacation retreat.

In 1956, Edgar and his widowed mother, Catherine Agnew Auchincloss, transformed the land into the grounds of the Country Club of Darien that we know today. Edgar's generosity lives on, as the Country Club of Darien has truly fulfilled his dream of a "club for all seasons".

A variety of Rolls-Royce and Bentley Motor Cars encircled the manicured lawn of the Country Club of Darien on October 3rd, 2021. The Atlantic Region membership arrived to participate in the judging event in hopes of winning a prize for their PMC.

A buffet luncheon consisted of an assortment of entrees and desserts such as an extensive salad bar, a carving station offerings of both flank steak and pork tenderloin, and other selections including beef and shiitake bolognaise pasta, grilled salmon with lemon beurre blanc sauce,

Photograph courtesy of John Carter



\* Background history provided by The Country Club of Darien

and sautéed baby vegetables. We also had a separate dessert buffet including an ice cream station, cakes, cookies, pies, fruits and coffee.

To follow are some of the attending membership with their magnificent PMCs.



Marc Fierman



Ed and Joanne Goldman, Lorraine Hathaway,  
Daisy and Mark Pearson



Dennis and Deborah Barek with John Matsen    Renée Cohen    Ivan Dressner



The Chairmen

L to R: John Matsen, Andrew Blackman, Ed Goldman, Dennis Barek, John Carter, Joe Marley



Dimitria and Mike Serpe



Jim Lyon



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

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Peter Giordano



Randall Fleischer



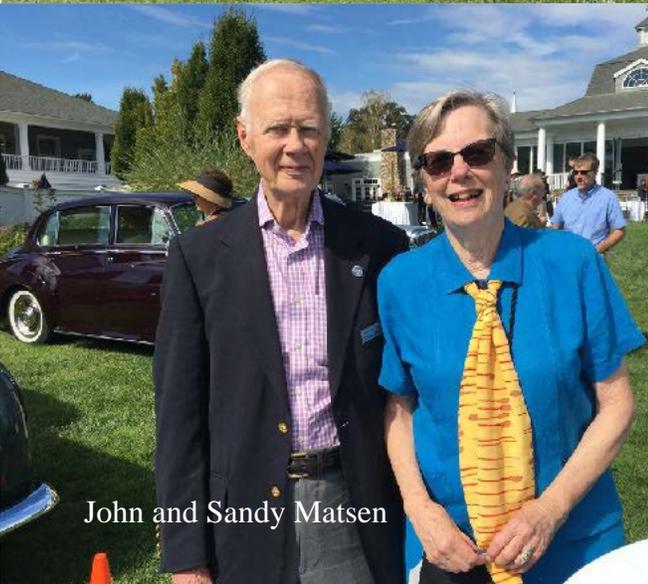
Tracy Varnadore and Joseph Mortell



Everyone is having fun!



Merrie Webel speaking with Randall Fleischer



John and Sandy Matsen



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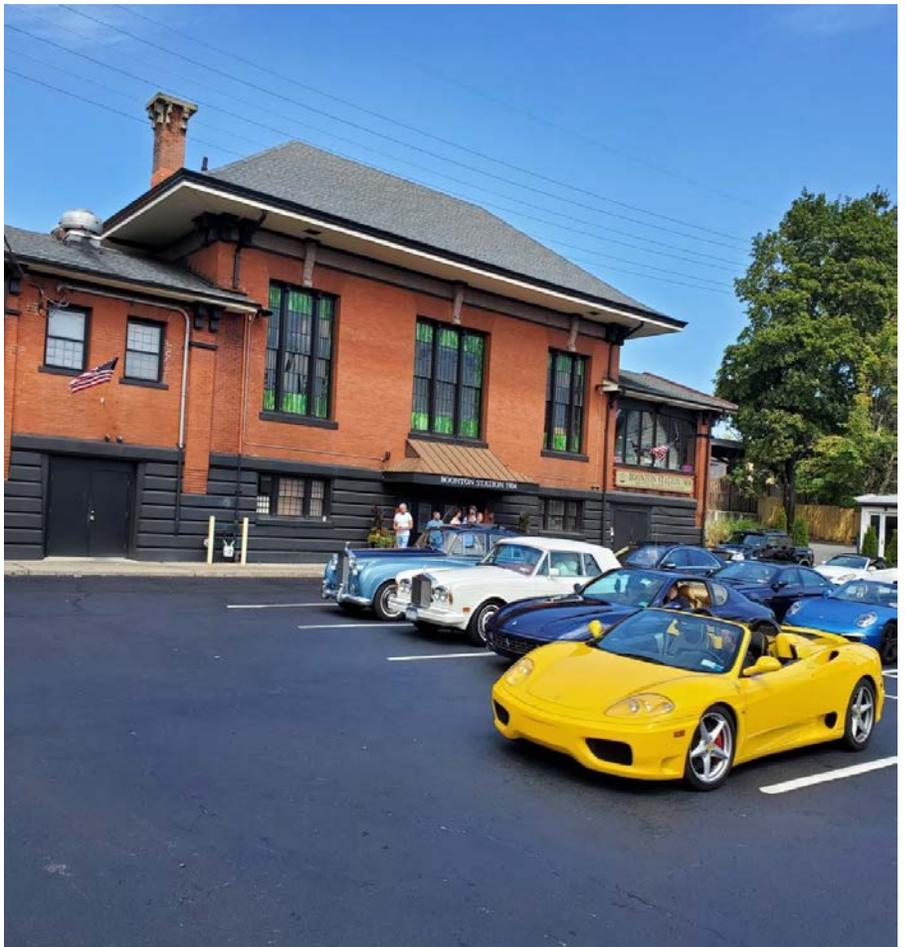
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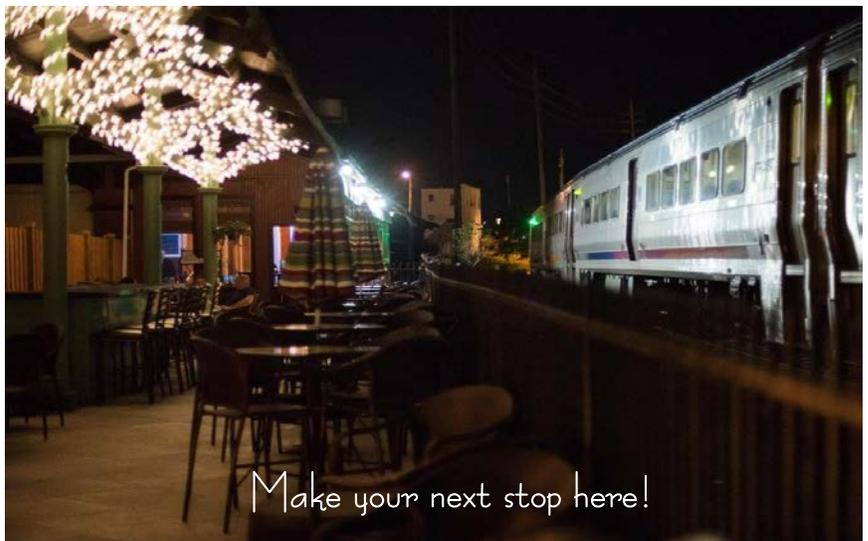
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Owner: Michael J. Andalaft

General Manager: Roseanna



# Classic Auto Company

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