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A Publication of the RROC Atlantic Region

Dignified Dawn

Summer 2021

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Steve and Marcia Plotkin's 1955 Rolls-Royce Silver Dawn, chassis #SUJ116. Photograph courtesy of Steve Plotkin.

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A MESSAGE FROM OUR CHAIRMAN

JOE MARLEY



It's Tuesday morning after the conclusion of our Lake George National Meet. I sit here in front of my keyboard drinking my coffee and regaining a sense of normalcy after a whirlwind of a week. I'm reflecting on what a spectacular time it was. The weather was near-perfect from Wednesday on; the Lake George venue was stunningly beautiful; the PMCs (cars to the uninitiated) were abundant and impressive; and the camaraderie was apparent to all.

Congratulations to our Atlantic Region award winners: Randall Fleischer winning 2nd Prize in Touring with his Corniche; Mike Serpe winning the prestigious Frank Cooke technical award and of course John Carter taking home the big one. You'll read more on that later. A big Thank You to our own Ken Koswener who single handedly organized the road trip to the Ticonderoga Star Trek set – the standout among the Meet's many activities.

An ancillary benefit of holding the Atlantic Region Chairmanship is it seemingly bestows a gregarious nature and a gift of gab in whomever wears the mantle. I found myself more outgoing at this Meet than any before. I interacted with many attendees. I spent time with members from other regions across the country; representatives from Bentley and Rolls-Royce; and even members in our own region with whom I hadn't become acquainted. These folks all have one thing in common...they're all extremely pleasant, happy people. I don't know whether it's a side effect from breathing in the Connolly leather aroma or if just being around our cars instills a sense of well-being, but it's noticeable. And that brings me back to a familiar theme in my addresses. In this Club the cars may be the stars but the members are what makes the whole enterprise worthwhile. I continue to urge each and every one of you to come out to every one of our Club's activities; attend other Regions' activities; and of course the national events. I've made lifelong friends by doing so as I know many of you have, and all of you will if you join the parties and get involved. There's over four hundred members in our Region and I've barely met a quarter of you at our events.

The magic of this Club is that everyone is welcome – whether you have a \$500,000 Rolls or a \$5000 Bentley or no car at all and just an interest. You're most welcome – all of you – every last one. In fact you're more than welcome; you're strongly encouraged. This summer and fall watch your email for announcements, grab the sunglasses, leave the house, gas up the car and join us whether it be in the Hudson Valley or Connecticut, or New Hope, Pennsylvania, or Lake Hopatcong, NJ. I guarantee you'll make friends, leave happier and have a great time!





LETTER FROM THE EDITOR-IN-CHIEF

JOAN IMOWITZ

Dearest Atlantic Region Club Members,

Now, in the mid-year, I am pleased to report we have safe and efficacious vaccines to thwart the Coronavirus. These vaccines should lessen our fear of being infected, so that we can happily drive our PMCs, getting together with our friends, family and fellow Atlantic Region and other regional club members.

And speaking of “other regional club members,” I am extremely delighted and privileged to welcome **Communications Director, Steve Plotkin**, of the **Keystone Region Newsletter**, “**The Leading Lady**” and thank him for permitting **The Atlantic Lady** to feature his elegant 1955 Rolls-Royce Silver Dawn on the cover. Our profound thanks go out to Steve for his marvelous work on this captivating article!

Thanks also go to Bill Pratt, Bob Phibbs, Charles S. Salomon, David Corbett and Randall J. Fleischer for their exceptional ‘New Members’ profiles. Nice work gentlemen! And thanks go to John T. Carter David Corbett, Joseph B. Mortell, Donald Privett, Mike Serpe, John Shorter and Charles Summers for their articles pertaining to the National Meet held in Lake George, NY this June. In addition is William Finney’s fascinating chronicle of the hydramatic rebuild of his 1959 Bentley S1. You won’t want to miss Mike Serpe’s continued saga on making his 1972 Corniche roadworthy. On a special note: Congratulations to Mike for being the recipient of the 2021 Frank Cooke Award for excellence in technical writing. Well deserved! Tracy Varnadore’s story on the Proper Motor Car Mixer and our Chairman, Joe Marley’s report on the ’76 House luncheon. My grateful appreciation to all our contributing authors for their outstanding work and for joining our writing team.

Do you have something to say? Do you have an interesting photograph you would like to appear in The Atlantic Lady? Do want your PMC to appear on the cover of The Atlantic Lady? Please direct your comments to Joan Imowitz. Contact me at: rroc.tal.magazine@gmail.com

Joan Imowitz
Editor-in-Chief
The Atlantic Lady Magazine



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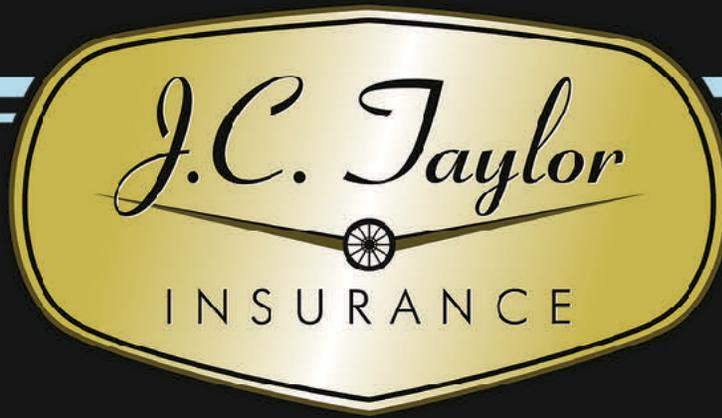
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UPCOMING EVENTS

- July 29 - Aug 1, 2021 Iroquois Region Grand Prix Weekend, Watkins Glen, NY. Contact David Corbett: david.elwingrant@gmail.com
- September 12, 2021 Atlantic Region Lake Hopatcong Yacht Club End of Summer Soiree rroc.vp.activities@gmail.com
- September 18, 2021 Keystone Region Tour de Crab RSVP: Thom Weinhardt nantucketthom@yahoo.com
- October 3, 2021 Atlantic Region Concours at the Country Club of Darien, CT 11am-3pm RSVP: rroc.vp.activities@gmail.com
- 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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SPOTLIGHT ON RARITY

The Mollie Dawn

STEVE PLOTKIN

Rolls-Royce Silver Dawn 1955 SUJ116
PA Antique Plates: 92MF

One late Spring day in 2001 my daughter-in-law Mollie was driving her son to school and noticed an old car sitting at the end of a long driveway in St. Davids, PA. She also noticed a substantial home, with a for-sale sign. Uncertain of the car's pedigree, but knowing my interests, she phoned, and I showed up on the home's driveway five hours later.

The 1955 Silver Dawn was a partial restoration, screamed for plenty of restoration love, but the motor actually turned over. The owner, Donald Martineau, was a consulting actuary, retiring home to Quebec and disposing of assets.

We discovered that the two-tone grey car, one of 760 built, was privately held in the UK for years. Then became a livery used by Richleigh Hotel Ltd in Windsor, UK for four years.

In March 1983, the car was purchased in London by Mr. Martineau for GBP12,500, and air-transported to the U.S. on NW Airlines 923 to JFK. I have the air waybills to quell the disbelievers.



After a brief curbside negotiation, a cash deal was struck, and we attempted to drive the Dawn to my home, some 15 hilly Pennsylvania miles away. Unfortunately, only four of the six cylinders were delivering power, so climbing even slight hills was a challenge. With my wife's SUV providing a gentle assist on uphill climbs, we eventually pushed the Dawn into our garage.

The odometer showed 87,000 miles, and we calculated the car had driven merely 7,000 miles in the past 18 years.

In late 2001, prior to starting our restoration, we decided three things; that originality was important to us, that this was not a frame-up restoration, and that we did not wish to use a single restoration shop. Instead, I would accompany the Dawn and apprentice myself to several craftspeople and learn something useful. Not every potential vendor found this idea appealing. We soon discovered it would take a village.

For the initial mechanical work, I trailered the Dawn in a snowstorm to Doug Seibert's Garage in Rochester, NY where it remained for a few months for an extensive overhaul of its many undercarriage innards, including wheel bearings, brakes, etc. My contribution was as a hands-on apprentice for a few two-week periods.

Then off to Jim Hery's garage in nearby Parkersburg, PA for rework of the body and interior items, re-chroming, roof lining, and electrical systems. One issue was severely rusted side panels which was resolved with new panels imported from Healey Bros. in the UK which were then welded in place. Later, a cracked exhaust manifold was refurbished by Tim Jayne in West Chester, PA.

My major contribution was to remove and restore dozens of sculpted wood pieces from the car, prepare leather for repair and recoloring, and general hands-on helper in all other areas. Originality was largely maintained with authentic parts and processes.

My supervisor, Marcia, researched, and made the vital decision on final colors. She selected GM 77, Dark Cherry Metallic and Ford 79884, Dark Rose Metallic. The final exterior painting was performed by Auto Works in Millsboro, Delaware and nearly consumed a year. The leather work was repainted in burgundy from Color-Plus.

Whew...

In 2014, after driving 120 miles toward a Summertime RROC event, the radiator gave out, and the car was towed to Tom's garage in Wilmington, DE for rework of the radiator. That was all part of the adventure.

More recently the carburetor and brakes, were refurbished by Leading Edge Autosport of West Chester, PA.





The result of these years of maintenance is evident in a reliable lovely looking vehicle which consistently brings happiness, smiles and thumbs-up glances from passers-by.



The PMC is garaged alongside its younger sibling, a 1960 Silver Cloud II, and like two sisters, they complement each other well. Meanwhile, my sons have eyes for the car and have claimed first dibs.

Objectively, the PMC is underpowered with a single downdraft carb, has right hand drive (which is rare), lacks power steering and AC, subject to overheating in slow Summer parades, and the balloon bias ply tires drive all over the road. But alas, love is blind.

The Mollie Dawn has squired a few weddings with the caveat that divorce is not possible. Also, some high school proms. Since we stalled out in some hot weather parades, we participate only in cool weather parades. In local car shows, she has garnered a few township awards, has displayed at Winterthur, and overall, is one happy PMC.



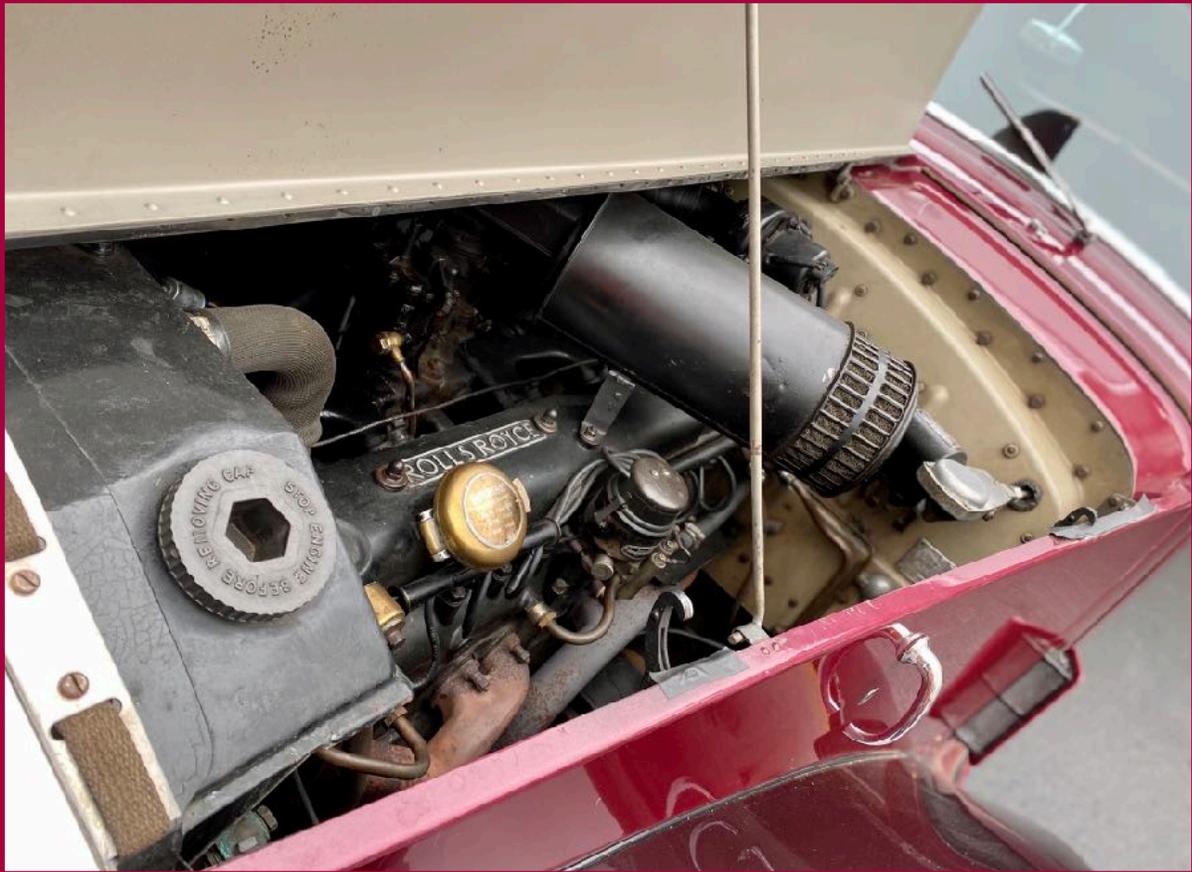
As are her 20-year owners.



Dawn on the way to Rochester in a snowstorm, 2001







Photographs courtesy of Steve Plotkin

Dawn in London with same front plates (c.1982)



Welcome Newest Members

WILLIAM PRATT and BOB PHIBBS

My name is William Tudor Pratt but please call me Bill. I was raised on the North Shore of Long Island, NY. Because of my Tudor lineage, I was taught at an early age that all things British from fighting planes to Pelham marionettes and Cadbury chocolates were the best. I watched all

a regular routine. Little did I know that this cars design was taken from an earlier Bentley 'Lightweight' Saloon. I quickly added a red 1967 Jaguar XKE to my garage. This was the iconic glass-over headlight model so revered today. When I visited the Rolls-Royce exhibit in the 1968 Auto

Photographs courtesy of Bill Pratt and Bob Phibbs



Bill Pratt on the left, with Bob Phibbs alongside their 1979 Camargue JRK32875

those old Criterion and Arthur Rank films and waited for the entrance of those great cars from Crewe and Coventry.

When I was eighteen I began to care for and appreciate a British automobile with my first saloon car, a maroon 1961 MK IX Jaguar. I learned about greasing chassis, bleeding brakes, and topping off SU carbonators with oil as part of

Show at the NY Convention Center, I asked for a brochure. The proper gentleman looked at me in my bell bottom jeans and long hair and said, "Those are for serious customers only." It must have been my tone when I said, "I'm going to own that car some day," that he handed me the beautiful silver brochure I still have today.

~ William Tudor Pratt

Hi, I'm Bob Phibbs, the Retail Doctor. I created the online retail sales training program SalesRX. It is changing customer service in stores across four continents. My clients include some of the largest brands in the world all the way down to smaller regional chains. With hundreds of thousands of followers, I'm kind of a big deal in retail.

In 2002 we received statewide recognition for restoring an important 1929 home located in the

1979 Camargue and a 1969 two-door MPW Fixedhead Silver Shadow coupé. The same model I saw at the auto show all those years before. These PMC's took us on club tours to Napa Valley wine country, stars homes, and the popular annual Fox Hunt. Before we left California Bill had been on the club's board and was judging at the various Meets, and Bob was producing the newsletter. One of our great memories was our private tour of the Rolls-Royce factory in Crewe.



1969 Silver Shadow Mulliner Park Ward coupé CRX 6073

Long Beach, California Bluff Park neighborhood. Bob spent many hours with an electric toothbrush and mild solvents removing layers of white paint from the historic Batchelder tile fireplace.

While living in California we were members of the Southern California region of the RROC. We hosted tours like *Breakfast at Tiffany's* brunch at the Beverly Hills Hotel and the Newport Beach harbor cruise. In those days we operated both a

In 2007, we moved to the mid-Hudson valley to restore a circa 1840 home overlooking the Hudson River that had been in disrepair. We brought the Silver Shadow coupé with us to NY and Atlantic Region members may remember seeing us at events. We have been a couple for 34 years and recently married.

~ Bob Phibbs

New Member CHARLES S. SALOMON

I have been a New York funeral service provider for the past 57 years. My business practice is in Manhattan, and I reside in Rockland County, NY.

For the past nearly 60 years, I've had thoughts of someday owning a 1953 Rolls-Royce Silver Dawn, as I was always enamored of that particular year's model. I wasn't able to pursue that hunt as Harley Davidson had my attention since 1958. Nearing 80 years of age, I liquidated all things Harley, and directed my attention to finding and obtaining this pictured, quite rare magnificent 1953 left hand drive Rolls-Royce Silver Dawn, chassis # LSMF68, with automatic transmission and sun roof, that I purchased from its second owner. The door panels and bonnet are midnight blue, while the remainder of the body is black. The car has slightly over 60,000 original miles.

Extremely well maintained, it came to me with original everything: both sets of original keys, foot rests, complete sets of tools, both in the under dash tray and in the boot; four lead crystal carafes with accompanying eight wine glasses, properly fitted on a sliding shelf behind the center back seat arm rest. Neither the carafes nor the wine glasses have ever been used, and are in factory new condition. Present are all the factory lubrication cans; one in the boot, with its original screw on cap, and two in clips on the interior left bonnet sidewall. In all, quite a find.

In addition to membership in many fraternal, religious, civic and social organizations, I am a past Chairman of the New York State Funeral Directing Advisory Board, having served as a Board member there for over 13 years, and currently I am on the Board of the NYPD 20th Precinct Community Council.

My other interests are in all things clocks and watches, (Horology), and I served formerly as the Treasurer of the New York Horological Society, [Est.



Charles S. Salomon standing alongside his 1953 Rolls-Royce Silver Dawn, LSMF68

1866]. I have also been a Ham Radio operator, [KA2OAC], since 1981, holding an Advanced Class license, and annually attend the world gathering, in May, of Ham Radio operators, known as "Hamvention".

Photograph courtesy of Charles S. Salomon

New Member DAVID CORBETT

I've had an affinity for proper motorcars for as long as I can remember. My grandfather was especially generous and so I was quite thrilled to be gifted my first Silver Shadow: red with cream interior. And the best part was that the car fit in my pocket. And came with its own Matchbox.

My first full-size Rolls-Royce was a 1966 RHD Silver Shadow: navy-blue on silver with cream interior.

The '66 Rolls-Royce was soon followed by a 1967 LHD Silver Shadow: black on silver with grey leather. I drove that beauty across America, saving motel money by sleeping in the back seat. Somewhere around Nebraska at 5am, I heard a loud tap on the window. It seemed that the local Sheriff's Deputy thought it suspicious that a hobo would be sleeping in the back of a California Rolls-Royce.

More recently, I've enjoyed top-down motoring in a 2007 Bentley Continental GTC (DR7-47105), which is the same color combination as the '66 Silver Shadow.

I've been a member of RROC for just four years, and recently joined the Bentley Drivers Club. The camaraderie, friendships, and warm hospitality in the RROC are as fabulous as our motorcars. I very much appreciate being included in the Atlantic and Florida Regions, along with my



Photograph courtesy of David Corbett

David Corbett with his favorite 'ride,' Gabby
PMC (Proper Mounted Colt) Chassis # 4-LEGS

home Iroquois Region, where I currently serve as Chairman and Activities Director.

I keep myself occupied with cartooning, writing, filmmaking, and home-building. I am now in the market for my next PMC.

New Member RANDALL J. FLEISCHER

“Rhody Rolls the First”

Realizing my dream of owning a Corniche began with a fifth-grade scrapbook assignment. The pictures I chose would tell my classmates all about me: my hobbies, my pets, even the car I aspired to drive one day. That picture was my scrapbook’s crowning glory — a magazine cut-out of a cream-colored classic Rolls-Royce Corniche. I still have the scrapbook and a few months ago, 46 years after turning in my homework assignment, I acquired my dream car — a 1983 Silver Sand Rolls-Royce Corniche.

Most of my life has involved trains. After working in the railroad industry for 33 years, I

retired from my senior executive position and started a transportation consulting firm. Shortly afterwards, an acquaintance mentioned she was selling an early 1970s Corniche but it needed too much work. I started looking at sale listings over the summer and the 1983 model surfaced just before the end of last year. It was owned by a master mechanic who operated a classic Rolls-Royce and Bentley repair shop in the Midwest. It was his personal car and he had spent several years giving it a complete mechanical overhaul using OEM parts. The car had also spent its first two decades in climate-controlled conditions in





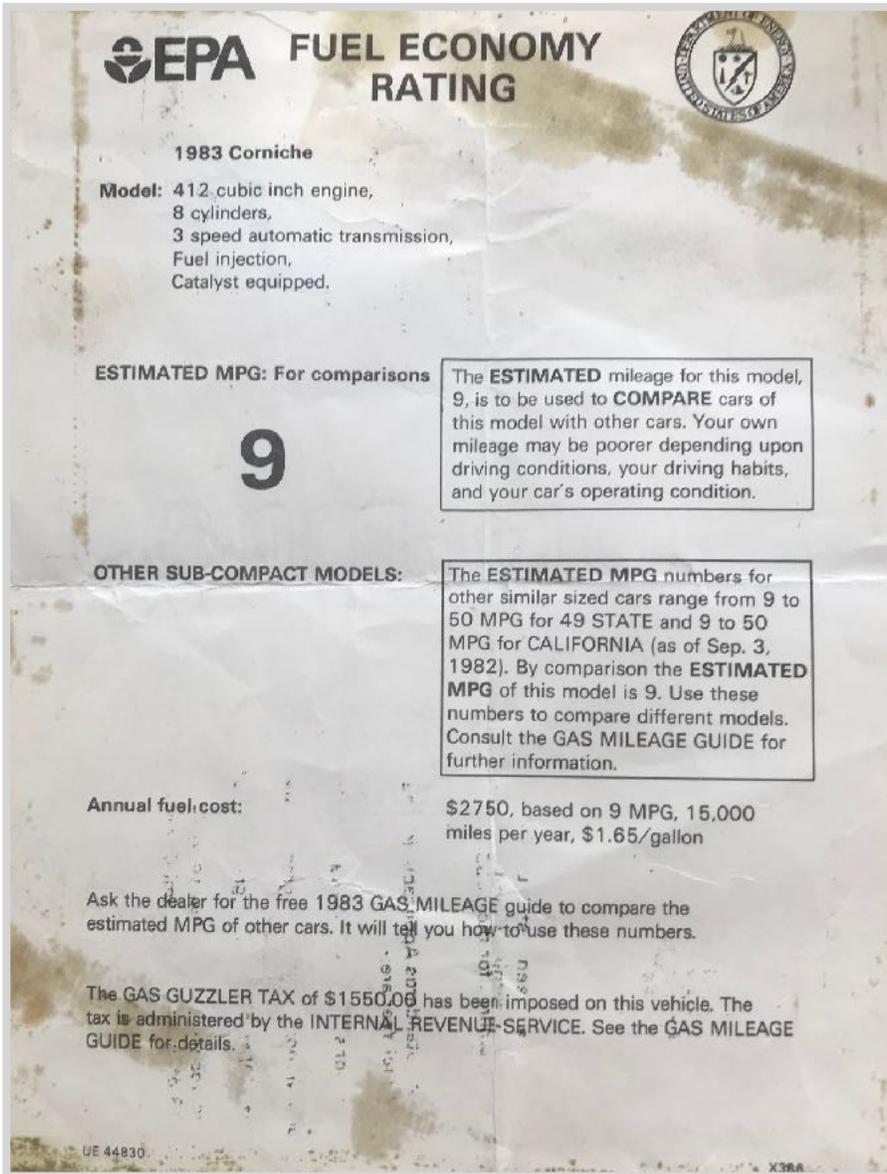
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Arizona so there wasn't a spot of rust anywhere on the body or chassis. His sales photos showed a museum-quality car parked on an oriental carpet in his garage!

Making the purchase during the pandemic required some creative work-arounds. I found an independent dealer in the area who went to inspect the car and take it for a test drive. He said the vehicle was in pristine condition and could be displayed at car shows with the hood up. He noted that the Silver Sand color is uncommon and beautifully complemented by the Dark Brown upholstered interior. After the inspection, the owner gave me a live video tour using FaceTime and provided a written chronology of all work he

personally performed on the vehicle as a condition of its sale.

The previous owners were meticulous about paperwork and had kept the original window stickers displaying the EPA Fuel Economy Rating. The 1983 annual fuel cost was calculated using \$1.65/gallon and there was a Gas Guzzler Tax of \$1,550. The glove compartment still contained the original shrink-wrapped Rolls-Royce Sound System Demonstration Tape with selections ranging from Michael Bolton's "How Can We Be Lovers" to "Cavalleria Rusticana" from the finale of *The Godfather III*. Although the playlist was tempting, I ordered a Bluetooth-enabled audio cassette receiver that plays music from my iPhone through



the car's original sound system. It fits neatly into the cassette deck and was a great buy.

The car was transported to my New York home in January, but I waited a few months to drive it due to the salt on local roads. Plus, I still had to choose a name and order a classic (antique) license plate! Since the French word "corniche" describes a coastal road, I wanted a name that would link the Corniche to my cottage on the Rhode Island shore where the car will spend its summers. I christened it "Rhody Rolls the First!"



I'm happy to say that I survived my first mechanical troubleshooting incident which happened after the car was unloaded. The transport company had operated one or more of the windows, probably without the car running, which tripped a circuit. I was able to connect with the seller again using FaceTime so he could guide me to the panel to reset the breaker.

My maiden voyage with the car was to visit my brother in upstate New York. Since the owner's manual recommends gasoline without additives, I downloaded the "Pure Gas" app to find stations that sell it before starting off on my journey. When I stopped at the first station, I learned that a vintage Rolls-Royce draws a crowd. I've really enjoyed all my interactions with people but the most amusing was the reaction of a tollbooth attendant who came out to check on why the toll gate wouldn't let me through. I was

in the EZ Pass lane and she looked at me incredulously. "Do you have an EZ Pass?" she asked in disbelief. I was tempted to offer to pay in gold doubloons, but thought better of it and pointed to my EZ Pass transponder.

My next adventure will be outfitting the car with new tires and setting off for the Rolls-Royce Owners' Club National Meet in Lake George, NY. I hope to greet many of you in person and am thrilled about my first exciting foray into the world of Rolls-Royce ownership!

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A PROPER MOTOR CAR MIXER



A few members of the Atlantic Region turned out bedecked in period attire for “A Proper Motor Car Mixer,” held at Mechanicsburg, PA, May 14, 2021.

Looks like the Roaring Twenties are back better than ever!

(Left to right): Nicole Niles, Justin Kerstner, Daisy and Mark Pearson, Atlantic Region Chairman Joe Marley, Merrie Webel, Tracy Varnadore and their doggie, Heidi.

Even Heidi is ‘dressed to the nines’

A PROPER MOTOR CAR MIXER

TRACY VARNADORE

Church bells throughout Harrisburg, Pennsylvania, rang on February 25, 1919, to celebrate Pennsylvania's ratification of the 18th Amendment. Five weeks later, Nebraska became the 36th state—and final state needed—to pass the 18th Amendment prohibiting the sale of alcohol in the United States. Prohibition became law on January 16, 1920.

For more than 13 years, you could not purchase or consume alcohol in the U.S. That is—unless you knew where to go when to go and what to speak once you arrived.

Just over 100 years later, history repeated itself within a few miles of Harrisburg. A Speakeasy was set up at the Rolls-Royce Foundation in Mechanicsburg. Only those speaking the "right word" to the lovely ladies welcoming visitors were allowed to pass the "thugs" guarding the door. Although the "thugs" violated the 18th Amendment to the U.S. Constitution, rumor has it that they were taking full advantage of another U.S. Constitutional Amendment—the Second Amendment.

At the "right time" (6 p.m. on Friday, May 14, 2021), nine members* of the Atlantic Region (and one dog) showed up at the right address in Mechanicsburg dressed in 1920s attire (yes, the dog was wearing a red flapper dress) with a telegram sent only to the "right people" (responding members of the RROC). In that telegram was encoded the "right word." In this case, the word was actually a year: "1921."

After speaking the right word, guests were escorted past the "thugs" standing beside the most technologically advanced car of the early 1920s, a Rolls-Royce Silver Ghost. The car was actually ordered and built during Prohibition.

Upon entering the Rolls-Royce Foundation, the nine members (and the dog) admired three more hand-built Rolls-Royce Prohibition-era cars and two other Proper Motor Cars—still by hand—a hundred years later. Those two modern PMCs were a 2021 Rolls-

Royce Ghost and a 2021 Bentley Mulliner. More than two dozen other PMCs and more than 100 years of Rolls-Royce and Bentley historical books, artwork, records, and other artifacts, including many from the Prohibition era.

More than a dozen other Rolls-Royces and Bentleys sat outside the Mechanicsburg building and about a dozen others were housed inside. Outside building-in a location that provided an easy escape if the "Coppers" came in the front door—was bartender serving four special Speakeasy drinks, modern wines, and soft drinks. The night's attendees also enjoyed great food while listening to a band playing a variety of music from the 1920s to today.

[*John, Mary and Joe Palma attended but not pictured.]



Photographs courtesy of Tracy Varnadore

1923 Rolls-Royce 20hp Sanderson & Holmes tourer "Bluebelle" (GF15) owned by Doug and Mary White (NC) on display at the Rolls-Royce & Bentley Museum in Mechanicsburg, PA.



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not a myth - to be able to balance a coin on the engine when running. The video focuses on two customer cars, one is a SY series T2 and the other is a SZ series Turbo R. It includes insights about handling and setting the cars up for better driving performance, compares the series, and gives a heartfelt consideration to the special connections people have with these cars.

My biggest takeaway from the latter video was to get on the ball with saving up for a suspension kit from Harvey Bailey Engineering / Leda Suspension out of Lincolnshire UK. This kit is covered in the video and highly recommended. When looking out at the Flying Spares web catalog I saw a listing for them but it stated it was for 4 door cars only. I enquired, and customer service told me the same. Later, I found the kit also listed on the Intracar UK web catalog and it noted Corniche was applicable with caveats. I wrote to enquire. The kind fellows there got back to me quite quickly and informed me that they have great success fitting the kit, which is basically a set of four stiffer, slightly shorter springs, and a set of wider diameter anti-roll bars, to the Corniche Fixed Head Coupes but not to the Drophead Coupes. It was duly noted that in the rear the DHC has fitment issues that result from alterations made to fit the convertible top hydraulics and mechanisms. If anyone reading this has fit one of these kits please contact me as I would love more feedback on the outcome. The video is called "Bentley T2 and Turbo R - A Fond Farewell to the Big V8" on the Tyrrell's Classic Workshop channel.

At any rate, I have reached out to Leda in UK again and they report some delays on the Harvey Bailey kits for 2021. Kits are currently on backorder as of

writing date (5/24) but I have asked for one or two kits to be sent stateside once they become available. We will install, test and report back with performance results in a future issue of AL on both the Shadow as well as BL. Leda sent me two interesting articles from back in the 1980s documenting the original project. Both fellows, now on in their years, met on the DeLorean project



Looking straight but lights still flicker

while working at Lotus in suspension. Lotus engineered handling packages for many cars beyond their own. I have found few to disagree that Lotus has been known as one of the best performing cars of all time in the turns so I have pretty solid faith.

There is something even more interesting about the background of these two partners. I was wondering why Crewe would be OK with the production of these parts. It turns out that partner one of two in the firm was Mr. Rhoddy Harley Bailey. He is the grandson of one of Henry Royce's lead designers. Partner Glenn Martin is the nephew of Mr. Claude Johnson, the hyphen in Rolls-Royce. From these roots I feel pretty good about taking the risk too.

Maybe sometime around February is usually when I start wondering if we split enough firewood or not to stay warm for the duration. Usually I am in CA and FL in an effort to schedule work in warmer locales during winter. This year with Covid was like an entrapment, and I was feeling pretty depressed. About this time a call came through from Michael Bernamonti in California. Michael reminded me that RRF [Rolls-Royce Foundation] could provide some history on our cars. Seemed like fun to chase some history together and so henceforth we embarked! We both reached out for his Shadow as well as the Corniche FHC and requested reporting. It was a great score! What came back to me in the mail included many pages of information about the first owner of the car back in the 1970s. RRF does a great job binding up the reporting and sending it in a nice classic RR/Bentley envelope. Like so many other PMCs it was like uncovering a wave of intrigue and mystery. We already know about the shadow's history since Michael's father purchased it in 1976. However, with CRA12921 we had yet to discover anything previous to the Krimko's 31 years of ownership. Well, as it turns out, the history clues provided by RRF had all the right ingredients for a thriller.... from high flying aeronautics to fights with Rolls-Royce over paintwork, a tragic tale of death, crime, and later even murder. I'm glad the Krimkos bestowed such great karma on CRA12921, I think she really needed it!

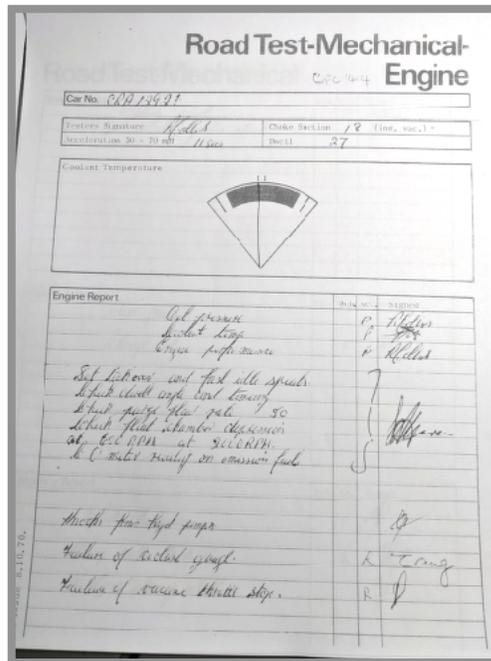
Reaching out to the folks at RREC was also very rewarding and there was virtually no overlap on the documentation received when compared with RROC/RRF. The difference can mostly be summed up as RRF has the documents related to any PMC that has landed in the USA

from the point it got to the dealer or first owner here, onwards, while RREC/Hunt house has the documents from Crewe from initial customer order to when your PMC was built, tested, invoiced, and delivered. The Crewe documents are quite impressive and what is included are:

- Car Specs as per Customer Order
- Safety Checks
- White Line
- Engine Assembly
- Engine Test Beds
- Car Assembly Pre-mount, Sub-frames, and the marriage of them to the monocoque
- Inspection Fault Lists
- Electrical Systems Test Data
- After marriage assembly (trim)
- Road Tests, with sheets covering each area of the car, specifically targeting vibration, noise, loose parts, et cetera
- Exhaust emissions
- Paint shop plan, inspection, fault list
- "16" shop Body and Paint inspections
- Final Quality Report and Notes on how

everything they got wrong was fixed before shipping (or not)

So really, with the two reports combined you get a fantastic history. The RREC reporting does not get mailed physically which keeps the costs down. RRF should maybe also consider going digital like this to save workload and mail costs.



First of many mechanical test pages

Recently, I purchased a

Bentley from overseas that has never been in the USA. Thus from RREC I was able to obtain the same reporting as with the US spec'd Corniche and Shadow but RRF did not have reporting for it as it has never been here before, which makes sense.

The RREC also offers owners a Heritage Certificate as well which can be a nice authentication piece but I personally did not opt for it as I don't plan to sell the Corniche. I think for the Turbo R which may go onto another home sometime, it might be worth it. The reporting, however, I found very worth the investment



Returning the car to original spec Firestone 215s

of fifty pounds which is their fee for sending on the copies per chassis. The results I received cast some interesting light on CRA12921's history whereas it was noted that the car was originally ordered by the wife of the head of Rolls-Royce NY in 1971. The car was ordered in a different shade of blue from what it was built with. Interesting are notes stating that the car must be fit with the latest "Firestone Radial Tires" from Crewe, fog lamps delete, but wiring installed for them. This really cracked me up because I had just fit Firestones without prior knowledge and my buddies were browbeating me about not ordering Avons... Actually with Covid there has not been the best availability on rubber in the P metric 215 widths. I could not believe they were actually the original tire brand! Interior noted as Tan with Fawn headliner and Deep Fawn interior, which remained between orders.

Sometime later, as the car started to be built, the first customer requested to cancel the order. Thus CRA12921 became an orphan of sorts. It then sat partially assembled for months somewhere in a rearward nook of the HJ Mulliner carrosserie [auto bodywork]. Somehow the order was then resold at a discount to a customer in PA via a different NY dealership. The second customer made some slight changes to the order and requested London delivery rather than in NYC. By this time, most of the chassis that came down the line with CRA12921 had long left Crewe/MPW and been delivered to eager and anxious customers months earlier. As for ye olde Blue Lagoon, well the Crewe docs show that it made it so far as the engine test bed where it failed miserably. This required the engine to be pulled out of the car and rebuilt or replaced. The 6.75 liter V8 failed due to tappet valve problems, and

Car Assembly-Annexe

Car No: CRA-12921

Initial Report	Qty.	Act.	Signed
Brake pedal feels like Map to Crewe	5	5	[Signature]
W/pressure Rise to exhaust back shield Mod	5	5	
Radial - levels checked.	3	3	[Signature]
Bulk floor pipes look at acc - body	5	5	
Battery cable surplus at state also dps wiring.	5	5	[Signature]
WD button only out of position	3	3	
Warning lights flash when fuse low - better in manual	3	3	[Signature]
Washer jacket open at T/O	5	5	
Secure PAS pipe to body - - close also from bracket	3	3	[Signature]
Blow detector hose from V belts	3	3	
Brake pedal feels flow.	3	3	

Car Assembly Notes

the needs continued for new cylinder liners, pistons, and rings! The car was driven partially fixed and achieved 25mph but could not go more than 44 mph by a second tester. They then moved on to tear it all back down again.

As one goes through the reporting it's quite amazing how many things failed the testing and how many extra labor hours were spent re-doing things. Surely no way to make a profit, it seems labor must have been rather inconsistent at best.

I have heard of many paint issues

for 1975-1977 cars but not so much on 1972 models.... It passed the paint tests but the paintwork did not last. The car took almost a year to complete due to all the setbacks and failed tests. Ironically, the 1976 Shadow has excellent original paint to this day. Not so oddly, the 1976 data report from RREC also shows that it too, failed engine inspections and received a rebuild before leaving Crewe for Southern CA.

I am starting to wonder if all these times in the 70s where I read that a customer would have to wait a year or more for a car they ordered due to extreme demand isn't maybe a little bit of scapegoated malarkey to cover up all the snafus occurring during production during this era, just post receivership. Just wonderin' LOL!

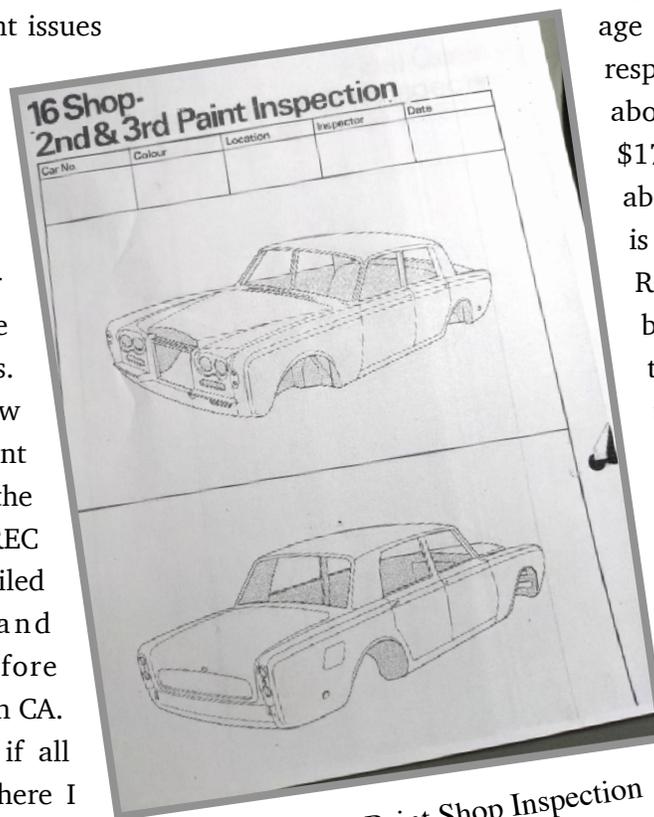
One of the first things that the RRF report begins with is a battle between the first owner and Rolls-Royce. Once completing the tour of Europe, the car was loaded onto a plane and flown stateside.

Already the car was apparently found to have paint failure on more than half of the bodywork. The owner appears to have contacted Rolls-Royce about it but did not receive assistance. After getting nowhere, the owner decided to have the car completely stripped down by a local independent. Thus CRA12921 is subsequently repainted end to end at only 12 months age citing severe deficiencies, he then writes to Rolls-Royce and sends on the bill asking for them to pay it. The bill

is quite hilarious in this day and age as we all know a good respray on a Corniche is well above \$10k: it is billed at \$1700. Well actually that is about right as with inflation it is about \$9k in 1974 dollars. Rolls-Royce does respond basically by *not* agreeing to the customer's demands for them to pay. RR instead sends him a paltry \$250 (\$1400 now) check in attempts to get him settled up and quieted down. Needless to say, it does not end there, but tragically just two years later the owner died falling out of the sky in an airplane crash. After this, the car also fell,

but rather than into the earth, it instead dropped into a void where there is zero history anywhere from 1977 thru 1988 when it got picked up by Carriage House in New York City, freshened, and then sold to Howard Krimko.

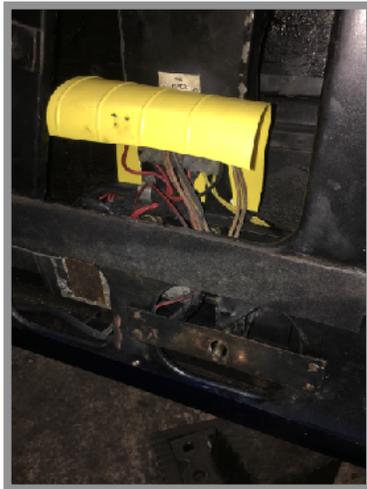
After diving into all this history it was time to get back to the task at hand and make some more progress with planning next stages of restoration work. The Corniche has some light corrosion under



Example of the Paint Shop Inspection Form from Crewe 1972

the driver's door in the outer rocker panel sheet metal. Therefore, I ordered new replacement panels from Flying Spares and they arrived quite quickly given all the mail delays recently. I still have not gotten to the job as there have been delays in getting the car back up North to the home workshop this Winter as originally planned. I ordered a rocker sheet and also the rear section of the front wing, which I am unsure I will need but better to have it when you are doing the job than to get part way and need to order it from across the pond. For the rocker sheet the plan is to cut out the portion I need and replace just that, because 75% of the original rocker metalwork is just fine so there is no need for the extra cutting and welding and paintwork. I will document this in an upcoming issue of AL.

Back down at Palma's the team worked to take care of water intrusion issues with the driver's door. What started with a seat bottom that could not adjust, led to removal of the driver side door card and finding all sorts of corrosion on the electrical systems. The piper window regulator system was also affected. Once all cleaned up, for a little extra non-original protective measure, the parts were wrapped in plastic and a small cover was made from a recycled plastic anti-freeze bottle as a backup little protective "awning" just in case water gets in there again (*likely*).



Makeshift awning for the Piper Module

New door seals have arrived from Flying Spares, new Lucas amber "Frenchie" inner headlights with all metal housings, and hardware to mount them up have also landed. I have always loved the French yellow lamps being a major rally car enthusiast. Most every car model we have owned has competed in the Paris-Dakar rally and the Corniche is included. When I noticed that Flying Spares began to carry these rare items again I snatched a pair up. Currently they are residing in my office safe from kids and the dog with a Post-it Note saying something to the likes of "very expensive and very fragile!" Not sure I ever paid 600 bucks for a pair of 55 watt headlamps before but I like 'em, especially on a dark blue car. One of my favorite pics of my beloved partner Dimitria is where she is next to a Ferrari 330 GT in French Blue with the Yellow headlamps. That film printed photo from Concorso Italiano 1998 inspired this mod.

The last thing that began this Winter and has yet to come to completion is the removal and repair for the two front seats. This came down to working with a local upholstery pro in NJ which John Palma knew of, but they were unable to source a suitable match for the tone of the hides. The seat bottom of the passenger seat as well as the outside and front corner of the driver seat back were beyond presentable despite our earnest desire to focus on preservation rather than make it all new restoration. It was decided after trying the first folks that Tom Hilborn was to be contacted to source a match for the 49 year old Connelly hides, which through his genius he did perfectly!

However, that was the beginning of a major delay since now the car can't be driven without seats. Well actually it can be. For those looking for a robust core muscle exercise let me share with you the experience of driving your PMC without a seat

back or perhaps just a milk crate. It's not easy! But if your PMC restoration bills are skyrocketing you can always fall back on cancelling that gym membership and just taking some laps without your seat back in place. A six pack set of ABS could be in your future! All jokes aside, it was no laughing matter when we learned it was going to take a little extra time to get this job done. We told Tom to take whatever time he needed. A few months went by so John and I discussed this and decided to wait for the best rather than be impatient and go with someone else. The good news is about two weeks ago we heard from Tom and he is performing his amazing skills on our project.



Half Guttled Quagmire of an interior

The entire seat back (driver) and seat bottom (passenger) were shipped off via UPS to Orlando (Hilborn Interiors has moved from CA to FL along with so many other small businesses). Also sent was an armrest from the driver side. We look forward to their return! I think that with something to sit on, and some light repairs we can be on the road this summer to sort out more of the car. We had hoped to get the car to Lake George but it seems out of the question. In the meantime we have picked up a couple of nice SZ cars so at least we

should have something to take with us and rally. We hope to see you there! Goals for BL are to attend the British in Bristol RI show, British by the Sea in Waterford, and British Invasion up in Stowe this Autumn.

A few rounds on the RROC forum and it was clear that some special tools were going to be needed to work on the Corniche so I started by ordering up an SU H4 Carb sync kit, a SY/SZ Hydraulic Test kit, and the mixed purpose sump plug socket from Kelly Opfar at British Tool Works out in UT. Kelly is a club member and makes some absolutely fantastic tools and products that can help us keep our PMCs on the road. I was thrilled with what we received and will order more in the future. Next will be some BA wrenches!

Upcoming projects will be the seating reinstall, and then once we get the car back up North we will work on sheet metal, more electrical, engine bay, passenger assist handles, flooring and carpets. Stay tuned as we are just getting started on dredging the muck from the Blue Lagoon and bringing back a glistening blue body of Mulliner-Park Ward crafted art. We will go bold and cut into the body sheet metal with an angle grinder or plasma gun and show you some sheet metal welding repairs you can take on yourself on any PMC with a MIG gun.

And that brings me finally to this month, lovely May! Earlier in May, fourteen fortunate RROC members descended upon PA-HQ for the 2021 Judging Seminar led by Simon Curzon with help from Ralph Curzon, Bob Fahning, and Tony Wilner. Several cars were used as examples and it was most interesting to compare and contrast different perspectives on vehicle conditions. Everyone had expertise and knowledge in different areas so there was a wonderful cooperative energy and shared

intellect which resulted in a team of great ready-to-go to Lake George judges. The training was top notch and although I came with experience as a judge from other marques and clubs, I learned a great deal, gained perspective, and met more awesome RROC members!

Thanks to Eileen Dilger at RROC and Mark Lizewskie, Executive Director of RROC for hosting us and to those who shared some extraordinary cars driven great distances to the event, again speaking volumes for the abilities of classic PMCs to continue to be used as cross-the-continent touring cars.

All the best!

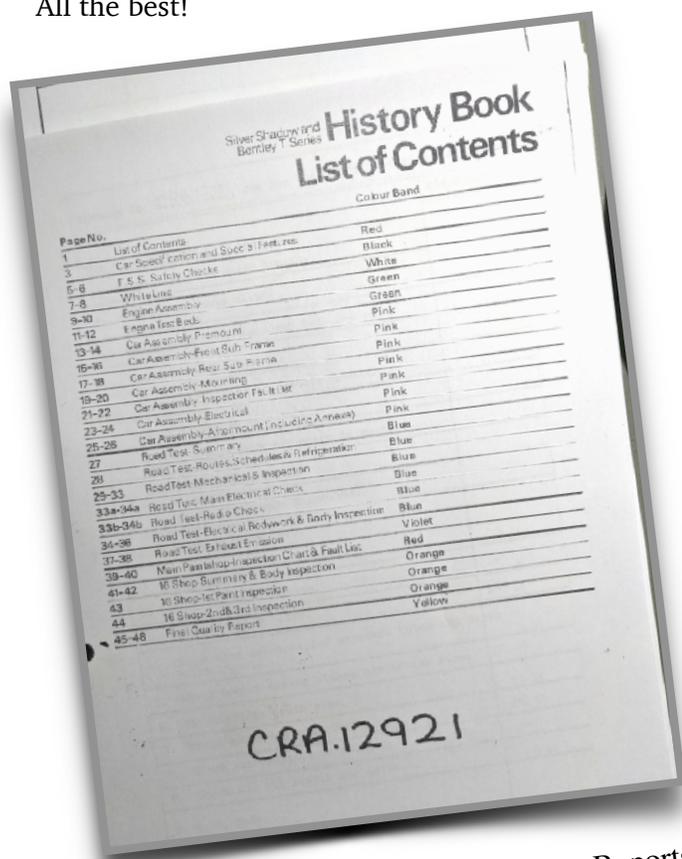


Table of Contents for RREC Chassis Reports



Side Bar: Web References Mentioned in this Edition: (see below)

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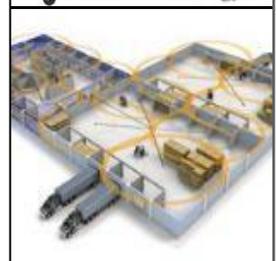
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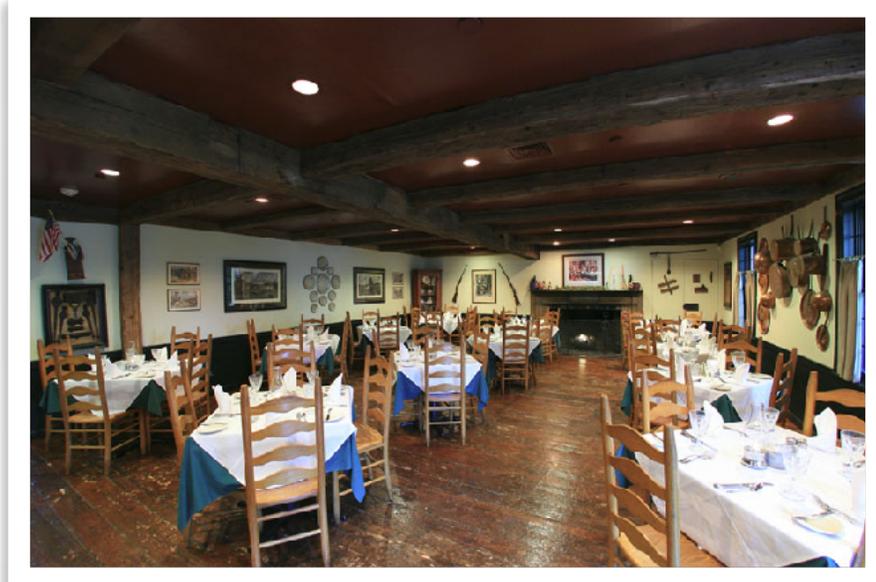
The '76 House Luncheon

JOE MARLEY

ATLANTIC REGION KICK-OFF BRUNCH A GREAT SUCCESS!



On Saturday May 22nd, our Region officially said goodbye to the isolation and the doldrums of COVID and reemerged into the world with our Spring Kick-off Brunch in Tappan, New York. The site was a familiar one to our Club; the Old '76 House Tavern and Restaurant. For those unfamiliar with the '76 House, it is the oldest continually operated tavern in the United States dating back to pre-Revolutionary War Days. British Major Andre - a generally well-liked fellow by all accounts, made the mistake of conspiring with Benedict Arnold to hand nearby West Point over to the British during our Revolutionary War. While Arnold escaped to England, Andre was not so fortunate. Caught behind the Minutemen's lines with a copy of the plans in his boot, Andre was pronounced a spy and lost his head over the incident. No such unpleasantness occurred on the 22nd, Brits and Americans were welcomed equally with opened arms. The owner of the '76 House, a former Camargue owner, even has his own three foot bronze Spirit Of Ecstasy that he brings out to greet us when we attend.



The weather was superb, and a record number of PMCs appeared at the event ranging from 1953 vintage

Photograph of Charles S. Salomon courtesy of David Corbett



Above: Charles S. Salomon standing alongside his 1953 Rolls-Royce Silver Dawn, LSMF68, in the parking lot of The '76 House

Photographs courtesy of Michael J. Thompson



to present day and several new members who had not attended prior events joined our merry group for the first time. We feasted on Yankee Pot Roast, Eggs Benedict Arnold, and fresh salmon. In Revolutionary War times salmon was abundant in the Hudson River and some patrons thought the restaurant staff was still fishing for it, but the brief delay merely was the result of a late-arriving fresh fish delivery.

Attendees at the Kick-off Brunch experienced an added treat, Maurice de Montfalcon dropped by to tell us about some of his experiences with classic PMCs. We first met Maurice at the Auction of Elizabeth Taylor's "Green Goddess," a beautiful Silver Cloud Drophead that Edddie Fisher purchased for her before she headed off to Rome for filming. Maurice has owned and worked on numerous notable prewar PMCs that are the subjects of the color plates in books that sit in our libraries and on our coffee tables. If Maurice had a crystal ball and retained them he'd have had perhaps the greatest collection outside of Brunei.

All and all, the event was a fitting beginning to our post-COVID world!





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THE SOLUTION.

Recollections of the National Meet at Lake George by RROC Club Members

JOHN CARTER

The 2021 RROC National Concours Experience

There are few things that can get my heart racing like the RROC National Concours.

Entering to be judged is extremely challenging. There's everything from getting repairs and restorations completed, the trip to the Meet, the parties, the car detailing, the presentation, the exposure, and the anxiety of waiting for the judges deliberations, score sheet tallies, and award announcements.

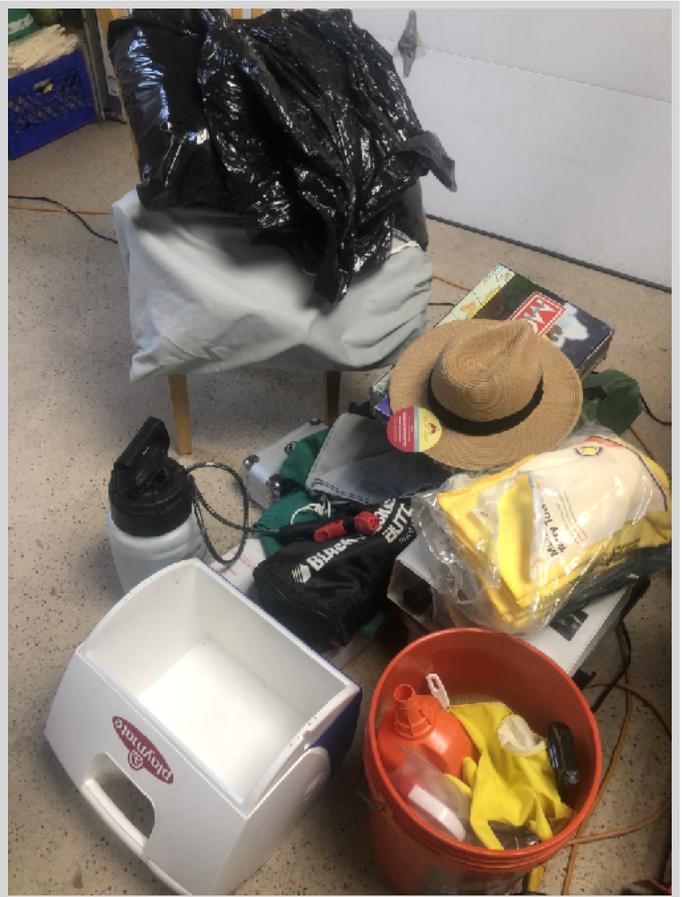
Perhaps your friends will call you obsessive and ask "why are you doing it?" Well, because the whole experience is a roller coaster ride of excitement, joy, depression, mania, sweat, money, amazement, pride, accomplishment, and relief.

In my case, I was waiting for a convertible top replacement to be completed with an estimated delivery date too close to the concours for comfort. Due to a Tuesday night rain delay, I finally managed to pickup my PMC with Chairman Joe Marley at 5am on Wednesday morning to head in to the concours. T minus 72 hours until judging.

We touched down at the Meet hotel, unpacked, and had a coffee. Then off to the Meet registration during which I secured a list of competing PMC's in the same judging class. I like to know who I'm competing with and what I'm up against. After walking the parking lot, I found several competing vehicles. It took until the next afternoon to find the final vehicle. It was trailered in and stored under a car cover.

As usual the competition was absolutely fierce. After a subjective comparison, I resigned

myself to the fact that I was going to lose; there is no second place in Seniors judging.



Preparing for the National Meet. Boot space reserved for PMC. Personal luggage: Low Priority

[For those unfamiliar with the judging classes, Seniors level refers to those PMCs which previously won first place in their class in the Touring or Concours categories in the last five years. Unlike normal class judging, Seniors judging includes a special driving test.]



John's detailing kit packed neatly in the boot

Regardless, never say die. I began my ritual and cleaned all the bugs off the windshield and nose. I then replaced several parts that are commonly degraded during use with new "show parts." Two of the judges who were coincidentally parked next to me watched as I went through the ritual.

During dinner on Thursday night it hit me. There was a glimmer of hope in the situation. I remembered that the judging is anything but subjective. The entire scoring sheet is *designed* to be objective. Each criterion is a measure of the standards of perfection. In total, 500 points maximum spread across a 400 point class judging sheet and 100 point senior driving test. Not only would fit, finish, function, and finesse be tested but also performance. If I made sure that I addressed all the criteria, particularly the pitfalls, I had a chance. T minus 39 hours until judging.

Friday afternoon while having some cocktails and contemplating a rest before dinner I decided to do the only "wet work" needed on the car. I scrubbed the white walls and used my pressurized

water bottle to rinse them off. It was at this point I realized that I needed to be on the judging field at 6am the next morning. I had no time to complete detailing on the judging field the next day. So much for dinner, my PMC needs attention. T minus 16 hours until judging.

After apologizing to friends and canceling dinner, I whirled around the car like a tornado cleaning everything in sight. I wiped down the entire exterior with waterless detailing spray, treated all leather with conditioner and cream polish, cleaned all glass, polished all wood and metal, cleaned the carpets and rugs, and finally refilled the bar.

Onto the boot, same routine. In addition, I checked the spare tire valve centering through the service port, and detailed the battery compartment, and tool storage bay.

The engine got a final wipe down and shine. The tailpipe was shined up inside and out. The car must gleam as would an angel who landed in the middle of the judging field.

Dirt anywhere is not tolerated. I would feel very foolish if I later found out that I lost to another PMC over a point or two because I didn't clean something.

Fellow Atlantic Region board member Rich Halprin stopped by and helped out with a critical eye and a rag of his own. Several other curious RROC members and the general public popped by to say 'hello,' see what was going on, offer moral support, and words of encouragement. One judge who had been watching from his 2nd story hotel room window even came down to chat.

I had been placing cleaning materials, buckets, etc., onto a hotel luggage cart through all this as I finished using them. Everything but a “small” detailing kit had to be emptied from the boot. I brought as much as I could back to the room and contemplated my next move. I realized the maid would probably understand what this giant pile of cleaning supplies was for considering the multimillion dollar collection of Rolls-Royces and Bentleys all over the hotel parking lot.

I covered the car in a disposable car cover for the night. Dew and dirt at this point simply won't do.

T minus 6 hours and I'm so excited I wonder if I'll even be able to sleep. There was no need for concern. I went unconscious immediately. This is hard work.

Judging day. I unwrap the car from its plastic cocoon and head to the photo shoot. I had mistakenly thought the Seniors driving tests would happen first. Instead I am directed onto a special Seniors area of the judging field. The area

has an easy egress for the Seniors class PMC's to get back on the road for their driving tests.

All the entrants are busy with final detailing and prepping awaiting the judges. I setup some chairs for any visitors that might stop by and get to work. A final cleaning of the tires in place is needed. After several nervous walk arounds and checks I finally feel ready.

The judges arrive. I'm not first to be judged. I watch as the judges evaluate a PMC down the line from me. My curiosity has the better of me. I strain to listen for their every whisper and comment. I watch as they move their pens across the scoring sheet trying to decide if they're scribing a check mark, or a numerical entry indicating points lost.

T minus 0 minutes: Now it's my turn. The team captain judge introduces himself and the rest of the judging team. The judges will not touch or operate any of the vehicle controls. They begin directing me to open doors, pull on seat belts, step on the brake pedal, operate the turn signals, turn on the air conditioning, open the convertible top, etc. At one point I overhear a judge asking the captain about whether my replacement radio should be considered as non-original equipment. I quickly speak up and say that I've always heard replacement of the radio is acceptable as long as the job is completed to Rolls-Royce standards. The captain agrees. Disaster averted. That judging course I took at Mechanicsburg just came in handy.



John Carter proudly displaying his wall plaque



John T. Carter holding the prestigious Rolls-Royce Trophy for “1990 Corniche, Senior Concours, Best in Show Post War”. To the right is Chief Judge, Simon Curzon. David Corbett is seen in the background taking a photograph.

Everything goes off perfectly. No malfunctions of any kind happen during the judging. The judges spot a few items that I get penalized for on the scoresheet. Hopefully, the loss of points is not fateful.

Now I wait for the senior judging team to arrive for the driving tests. My nerves are a bit frayed and I could use a drink but I have to wait until the driving test is over for that.

The senior judges arrive. Once again I am not first in line. I have time to open up the convertible top and put on the tonneau cover. When the judges

arrive at my car I immediately ask them if they'd be ok doing the driving test with top down - it's the only way to get the “full” Corniche experience. I am thrilled when they agree.

The driving test goes off flawlessly. The one test that had me worried a little was the brake pull test. The car had to be driven at a relatively fast speed, hands removed from the steering wheel, and the brake strongly applied. I braked hard enough to set off the ABS system but the steering wheel never moved a second off the 12 o'clock position. Perfect.

After returning to the field, the judges say their farewells. The judges naturally have to be objective and critical. Some maintain formality and distance like a doctor. It can be disconcerting. It was very reassuring when one of them smiled at me and said “you have a beautiful car.” I am instructed not to leave the judging field without first being dismissed.

Time is subjective. The longest 10 seconds one can experience is standing in front of the microwave waiting for their roll to be ready. I began the “long” wait for the judges to complete their deliberations. I sit with the other Senior competitors and we do a forensic analysis of the judging. We are all anxious to hear the results.

Friends arrive and we have some cocktails. After a while one of the judges comes out and dismisses two of the PMC’s. I am not sure why. Did they win or not? The judge says they are still deliberating and mentions again not to leave the field until dismissed.

Finally, after a long wait I am handed an orange card. It says, “You have won an award, report to the winners circle for the awards presentation at 5:15pm,” I am told again not to leave the judging field. Later the chief judge arrives. By this point I am the last car still parked in the senior judging area. The judge dismisses me. I ask him what the consequences of

some of the other cars leaving before being dismissed will be. He says, “they may have just missed out on an award.” It appears there might be an element of stamina in this contest. Always respect authority and follow directions.

I arrive at the winners circle to a parade of PMC’s. They go through the roundabout in front of the hotel one by one. The judge approaches and congratulates each winner and presents their award as the emcee announces the PMC, owner, judging class and award won.

I finally pull into the circle still not knowing what award I have won. I hear the announcement: “1990 Corniche, Senior

Concours, Best in Show Post War, the Rolls-Royce Trophy.” I am elated! This is perhaps the most prestigious and coveted award that can be won. My friend Tracy Hirsch from the Iroquois region has arranged a cheering line. Amazing!

I exit the awards circle, park the PMC and put up all the windows. One of the windows has a “failure to proceed” and will not go back up! I feel as though G-d has said to me, “I may have let you win the concours but don’t forget who’s in charge!”

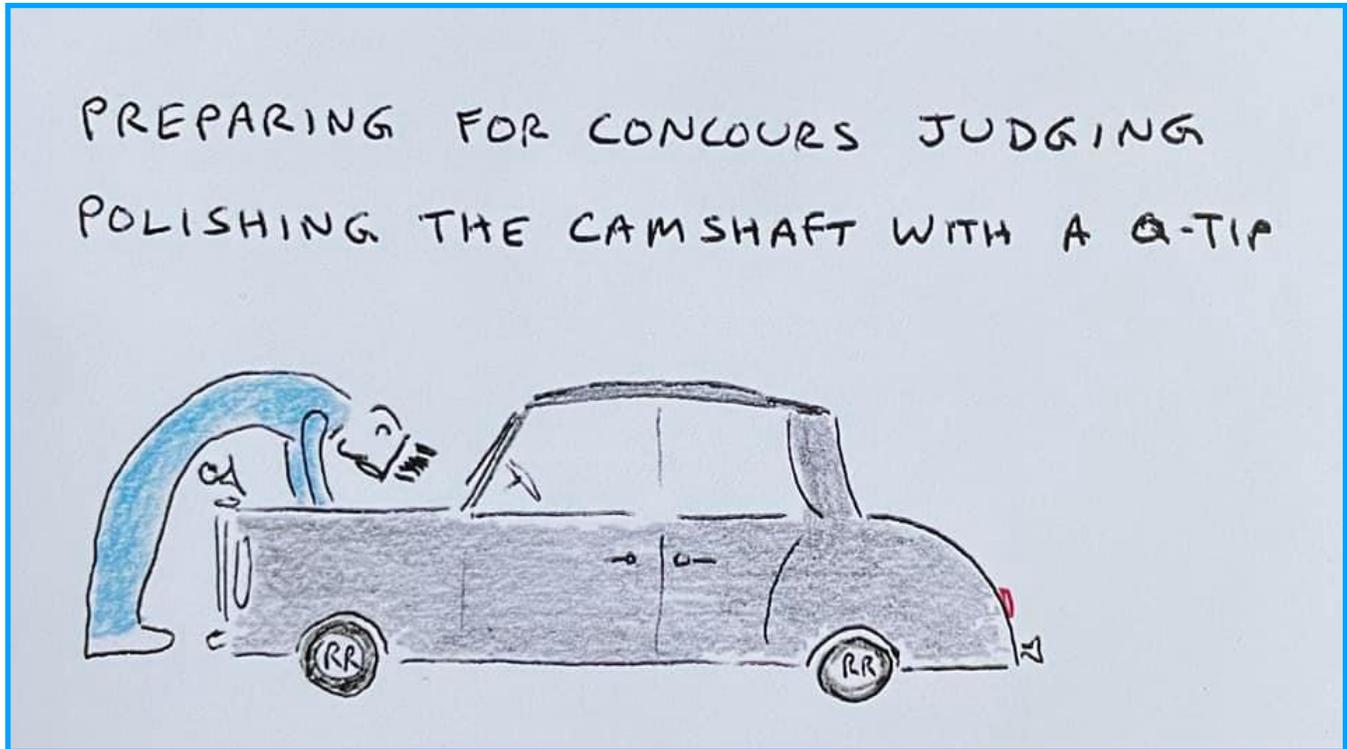
And so again to answer the question “Why do you do it?” That is why.



The Blue Ribbon denoting the Rolls-Royce Trophy / Best in Show, Senior Concours level.

DAVID CORBETT

There's a Rolls-Royce in the Parking Lot With its Lights On



Cartoon courtesy of David Corbett ("Elwin"), RROC Iroquois

Elwin cartoon inspired by John Carter

What a fabulous week - so well planned by the hosts, staff, sponsors, and hotel. Even the weather was perfect. Loved every minute.

What comes to mind as I reflect is the people. Yeah - often said, but this time I mean it: Seeing the great friends I've made in the Club. And making new best friends. Frank, Robert and Chris from Bentley Motors: the bestest.

At one of the 7am early drives, I asked a tall fellow in a floppy hat if he had space in my favorite car at the National Meet: his deep red 1939 Derby Bentley coupe. "Sure, hop in!" Jay Miller and I laughed hysterically for the next three days.

And I met Cindy and Ken from Las Vegas: their wardrobe changes added pizzazz to the week. I brought seven different hats, but I didn't bring a Scottish kilt. More new friends!

The cars? Oh those... Lots of eye candy. And owners so generous to share tips and stories. Even with my imaginary billions, I couldn't fit all my favorites into my imaginary airplane hangar.

A definite highlight was seeing our own John Carter win the Senior Award for his Corniche. No restrained golf clapping; Tracy Hirsch led the crowd in a cheer to rival the winning goal for the Stanley Cup.

JOSEPH B. MORTELL

Great to be a Rolls-Royce Owner Once Again

The Year was 1983 and it was my first Rolls-Royce Meet being held in West Virginia. Having driven from Long Island, New York in my 1964 Nutmeg Silver Cloud was an incredible exhilarating experience.

It is now June 2021 and having just returned from Lake George, New York after participating in our Rolls-Royce National Meet, the driving experience was just as exhilarating as it was 38 years ago, but now driving my 1986 Silver Spur.

After my arrival, first on our agenda was our welcome reception which exceeded my expectations! Everyone was happy and smiling and very sociable and wanted to know about my 1986 Silver Spur that has only accumulated 9,803 miles during the past 35 years.

As I perused the crowd, I could not help smile at everyone looking happy to be participating in this year's event.

The Fort William Henry Hotel attended to everyone's needs. When Saturday morning arrived, and all our Proper Motor Cars were being parked in our selected sections for display and judging, it was an incredible sight to behold.

Kudos to all members who organized all of our activities as they were wonderful choices (especially the tour to the Star Trek Museum organized by Ken and Zila Koswener).

The Award Banquet dinner was held under a huge outdoor tent on the show-field which began at 6:00pm. During this event I have made so many new friends and am thankful to have shared their experiences and beautiful Proper Motor Cars.



Joseph B. Mortell's Silver Spur 3rd place win



Joseph B. Mortell with his 1964 Silver Cloud

Looking forward to seeing all of you soon again.

Joseph Mortell
Atlantic Region, RROC

Photographs courtesy of Joseph B. Mortell

DONALD PRIVETT

The road to my RROC First National Meet

I was intrigued when I got the first material about the RROC National Meet at Lake George. I happened to look at John Palma's website and saw he had a '55 Bentley Type R listed. John helped me get my '96 Bentley Turbo RL in good mechanical condition. I saw the car in February and John and I struck a deal if the car drove well. We waited until April for the snow to melt and I scheduled a test drive. All was good with the car but the front brakes on the Type R have a servo that is off the transmission. When getting on the brake there was a rumble like noise which was consistent with what I thought was needed for the Servo to be adjusted. I also wanted to replace the 20-year-old bias-ply tires with radials that looked like the bias but gives you a safe ride without the wandering that bias gives you. We also learned that the horn was not working and that needed to be repaired. Someone had tried to glue the horn button but it hadn't worked. The replacement is not as easy as replacing a few items as the horn button attaches to a rod that connects to a switch at the bottom of the steering shaft. John was able to find a replacement at a parting out operation.

The exterior and interior finishes of the car are excellent for a car that was restored around 1990. So, all the car needed was a very good detailing.

I was at John's place when a couple guys said that I should take it to the National Meet to see how it would fare. I called the RROC office to find out what group I could be judged in and found out the car had a Second and Third in the early 90's but there was no



1955 Bentley R-Type chassis # B148ZY

record of mileage at the time. That meant I could not be in the Touring Class, as one would need to prove the car had been driven between judging and that left me with only Concours. So, I signed up for Concours and made the booking for the hotel.

Photograph courtesy of Donald Privett

I like to race cars with the SCCA [Sports Car Club of America]. Many of the people I race with are serious car aficionados and one of my buddies was telling me about a guy who detailed his Ferrari Boxer for Cavallino. Well, I contacted Tim McNair at Grand Prix Concours and had the final piece of the puzzle together.

John Palma got the car finished up a month before the National Meet and Tim agreed to go to his shop to do the detailing the week before. We trucked the car up to Lake George. All this was a first for me and now the pressure built up. Never been to an event and never trucked a car to an event.

I arrived on Tuesday afternoon at Lake George, registered and waited for the car's arrival. Found the staff and volunteers to be very helpful. Many

people commented on the "First Meet" badge on my lanyard and were very interested in hearing my story.

One of the most fun things to do was the early morning drives. Heading out with many cars for drives through the beautiful country roads around the lake was a fantastic experience. I could imagine what it must have been like in England belting through the countryside. The car drove fantastically with a smoothness and confidence on the road.

The actual judging was educational for a newbie like me and I found out one indicator bulb wasn't working, BUT we did get Second Place in class.

Fantastic experience and meeting many of the participants was the biggest highlight of the Meet.



Photograph courtesy of GatesPhotography.com

MIKE SERPE

Beyond Expectations!

Having just come back down to Earth from outer space orbit, I am literally just gushing with excitement and have to share it with you. If you were able to join us in Lake George for the RROC National events then you are likely feeling the same level of cup overflowed joy. The week for us started out looking dismal with first the Corniche not able to make it, and then the Turbo R

The events kicked off with awesome rallies, one of which Greg Verrilli, a young, frequent attendee of tech events, my daughter Evi, and I were given the chance to lead. We loved having Greg drive us through the Adirondacks. Having no running car seemed like an issue until just a light mention of the problem led to an almost instant loan of

another PMC. What an amazing community. That car was loaned by none other than Dr. Marc Levin. After the rallies were fulfilling seminars devoted to all different models and series of PMCs. I lent some support along with Jim Facinelli from PA and Robert Toti from MA to Tech Committee members John Palma and JE Robison. Palma and Robison ran a neat outdoor tech session similar to those we run at the Atlantic region events where folks can



Mike Serpe standing by Janet and Mike Shay's beautiful Bentley

succumbing to shift actuator fails. We moved onward shifting to the reliable Mercedes to get us up to the event and around and then oops...not so reliable we got stranded and had to walk back to town, not once but twice. A lot of walking but such a gorgeous place to do it, we still made out just fine.

bring their car under a shade tent and review the details, issues, and fixes, along with a group of club fellows. We were thanked by RROC with some nice awards for the efforts. I think the best reward was seeing and hearing from so many happy participants.

During the final day the weather held out for us just long enough to complete the concours without destroying everyone's exceptional detailing efforts. I was totally psyched to learn that my favorite car at the meet had won a top award. I think you may agree, this largely original, 1956 Mark VI Park Ward DHC which is frequently driven great distances surely looks just perfect with a gorgeous Lake George backdrop. What is even more special are the incredibly kind owners Janet and Michael Shay from Ithaca, NY. We loved having them set the pace behind our loaner SZ saloon on the Thursday rally. Moments later, the awards banquet began and we all enjoyed commending many different members for achievements. I was tremendously honored and grateful to receive the **Frank Cooke Award** this year for excellence in technical writing.

Frank Cooke was instrumental in our club's history and also an incredibly interesting man. He passed on in 2012 but left a legacy of resourcefulness and a drive to share it with others. I am so honored to be in some way attached to that, finding it tremendously inspirational. Thank you RROC members for reading what we write, it's great to hear from you, any time.



JOHN SHORTER

Confessions of an RROC National Meet Virgin

How could I be 70 years old, a Rolls-Royce owner for 6 years and a RROC National Meet virgin? Let me tell you the story. I became enchanted with Rolls-Royce's as a boy growing up in a small town in upstate New York. I saw a documentary about the company's origin on television and that triggered the dream of one day owning one. Fast

to an Atlantic Region Tech Meet, I met John Palma and Palmer Classic Cars. The Silver Spur traveled to their shop, on a flatbed, about eight weeks ago, to get a restoration in time for the National Meet.

Day One - Driving in the Rain



The Silver Spur with the Meet 2021 Ribbon

forward to the late 1980's, when I met my 1985 Silver Spur. She belonged to the father of a friend. I was in love with the car first time I saw her. Forty years later, the owner passed away and I was given first refusal to buy the Rolls-Royce. That purchase began an exciting road, to get her to the National Meet. However, I soon discovered that the Rolls-Royce needed a lot of work to make it safe to drive. Fortunately, thanks

I never take my Silver Spur out in the rain, however our journey began in inclement weather. The wipers were working fine for about half the trip from Manhattan to Lake George and then they just stopped. I just proceeded anyway as it rained off and on during the trip. My wife, Barbara and I arrived and found that people were warm and friendly. We picked up our packet and shopped for bargains in the vendor area. Ken and Zia Koswener, from our region, invited six of us to dinner at their favorite spot *The Log Jam Restaurant*. We had a lovely dinner and talked, non-stop, mostly about proper motor cars.

Day Two - Getting the Lay of the Land

I got up early to check out the first Dawn Patrol. McCollister's Auto Transport provided a nice breakfast. It was amazing to see the lineup of vintage cars... Silver Ghosts, Silver Clouds, Corniches, as well as an array of more modern Bentleys and Rolls-Royces, all waiting in line for a tour to Bolton Landing.

At 9:00am., I listen to a modern car seminar. John Palmer and John Robinson shared their vast knowledge as several different motor cars were examined.

Photographs courtesy of John Shorter

We registered too late to get tickets for the lovely Saratoga Auto Museum, so we drove around the beautiful town. That evening, we thoroughly enjoyed the Bentley Motors sponsored welcome dinner at the Fort William Henry Museum. From the top of the fort, there was a gorgeous view of the lake! We sat with couples from South Carolina and Boston and heard marvelous stories of past National Meets as well as concours at Amelia Island and Pebble Beach. Their stories whet our appetite for next year's RROC National Meet in San Diego.

Day Three – The Dawn Patrol, Adirondack Museum and a Steamboat Cruise

My day started at 7:00am., when I hitched a ride in “Skippy”, Bill Casey's newly restored 1973 Corniche. Joining us on our Dawn Patrol tour were past RROC President Gil Fuqua and Dominique Delbeke. We have a delightful top down ride through the mountains.

After our return, I joined the parade of Rolls-Royces and Bentleys journeying for an hour and a half to the Adirondack Experience Museum. Everyone enjoyed the interactive exhibits and interesting cabins preserved on the grounds. The highlight of the trip for me was seeing the restored 1890 Pullman - Standard Private Railway Car. The opulent Victorian furniture, lighting fixtures, carpets and handcrafted woodwork were magnificent. Many people saw the *First Meet* pink ribbon on my name tag and came over to welcome me. I'm amazed by the large number of RROC members I have met, from all over the country.

The evening brought a lovely dinner cruise on Lake George. We sat with new friends Dr. Ken Misch and Cindi McIntosh-Behr from Henderson, Nevada. Ken regaled us with stories about his car collection.

Day Four - A Relaxed Day

It was a beautiful Friday morning. Many owners were already preparing for the Saturday judging. At 9:00am., I attended the owners meeting, where I learned a great deal about setting up and showing my car.

Barbara and I didn't join the SRO Star Trek Museum trip. But we were sorry we missed it because we heard it was fascinating. I never knew that Lucille Ball put up \$180,000 to make the TV show happen.



Barbara, John and Annabelle

We spent several hours of our day traveling to Saranac Lake to visit friends. On the way, we encountered unexpected roadwork in Lake Placid. We drove through a cloud of dust that covered the Silver Spur. When we returned to home base, the dust storm necessitated a couple of hours of cleaning and polishing. Dinner on Friday was a lovely barbecue, under white tents behind the hotel, with a gorgeous view of the lake.

Day Five - Judging Day

I had to prepare to move my car onto the field, behind the hotel, about 6:00am. I got the first spot under the *Class 115 Silver Spirit/Spur* sign. Then, the wait for the judging began. The team of ten judges were very nice to this first timer as they went over every inch of my car. After they finished, John Sweney, one of the RROC Board Members, who wasn't judging this meet, came over to talk with me about the point system. He was very kind with advice about how to make little improvements that earn me back points without breaking the bank. After the judging, I had the pleasure of walking around seeing the other 125 gorgeous motor cars. After a few hours, the first, second and third place winners were announced and driven to a special spot for a portrait with Lake George as the backdrop.

The highlight of my day happened before the formal awards banquet in the evening, when the winners of special trophies and awards paraded one by one under the portico in front of the hotel for each award presentation. The Atlantic Region's own John Carter won *Senior Concours, Best in Show 2021*

RROC for his fabulous white on white 1990 Corniche III. Members of our region cheered very loudly when John rolled up. Great fun!

All in all, it was a terrific experience to go to my first RROC National Meet! What can be better than meeting wonderful people, from all over the country, with whom you can share your love of Rolls-Royce and Bentley motor cars.



Barbara and John give the “Royal Wave” from an early Silver Ghost

CHARLES SUMMERS

My First Time at the Rodeo: A Newbie's Reflections on the National Meet 2021

It was way worth it, a 500-mile round-trip drive in a well-behaved and much-loved 1989 Corniche II named Bubbles during a hot and sunny week in June, 2021, to Lake George, New York and my very first National Meet. I had been prepping Bubbles for days leading up to my departure, taking test runs around town to make sure no late-breaking technical difficulties were appearing, then an afternoon washing and polishing Bubbles' 32-year old white paint and chrome to a showroom shine (including of course her door jams, painted surfaces under boot and bonnet, a wipe-down of the engine compartment, and polishing of glass, mirrors and wipe-down of the Everflex hood and vinyl rear window). After washing and polishing came an additional afternoon spent applying Connolly leather cleaner to every possible leather covered surface I could find (which turned out to be many, since in addition to seats, door panels, arm rests and leather covered compartments in the center console, I cleaned every inch of leather from the

little swaths adorning the forward areas of the door jams to the fully leather-clad A-pillars to the dashboard trim and finally to the entirely leather-trimmed convertible top well) and another full afternoon spent rubbing "Hide Care" into those same countless areas and buffing all the leather to a supple, prize-winning, sheen. Notwithstanding the fact that I had committed "Newbie Mistake #1: Registering Late for the National Meet." Bubbles had therefore been registered as a "DISPLAY" entrant for our very first National Meet. She was able to join her fellow Proper Motor Cars on the judging field, but only to receive admiring glances from onlookers, not a full judging by the teams of extremely thorough RROC judges with clipboards and critical eyes that would spend most of Saturday morning evaluating the more competitive entrants. I was feeling Bubbles was looking good and I was ready and excited for the next day's departure for Lake George! I awoke that day to a beautiful, sunny

morning, perfect window-down weather for the five-plus hour drive ahead, and after attending to the inevitable almost-forgotten last minute details (eg filling up her near-empty tank with gas; getting cash for the road!) we finally embarked on our adventure. I had planned to caravan the last part of the way to Lake George with friend and long-time RROC member and Silver Spur owner Dwayne Heckert and after an uneventful first couple of hours of solo driving, I arrived at the appointed meeting spot, had a quick lunch with Dwayne and we were on the road again. By early Wednesday evening we had roared into the parking lot of the Fort William Henry Hotel, in the nick of time to run to the lavish



1989 Corniche II "Bubbles" got the LAST spot on the Judging Field

Bentley dinner already underway in the open-air interior area of Fort William Henry Museum.

We arrived to find a feast for both eyes and tastebuds, with two brand new Bentleys (a Flying Spur and a Continental GT) on display, surrounded by sumptuous buffets of delicious treats, including meat carving stations, made-to-order pasta stations, lavish trays of finger sandwiches (my favorite being the filet of beef with horseradish sauce on sourdough bread), cheeses, fruits, roasted vegetables and well-appointed bars. Smartly-dressed club members (and we in shorts and polo shirts!) checked out the cars, enjoyed the fine fare, greeted old friends and met new ones and some hours later as night began to fall over Lake George and temperatures began to drop, we began to realize the party had closed and we and a couple of our newly-made friends had become last to leave.

Since I had avoided “Newbie Mistake #2: Not Staying At The Event Hotel” compliments of advice and pre-booking by Dwayne, the trips to and from Meet activities required only quick walks and it was easy to stay in touch with people we had met, many of whom were staying on-premises. It also meant that basically every day was a major car show! The view from our room provided a constantly changing panorama as more and more amazing Rolls-Royce and Bentley cars, spanning more than 100 years of production from the early 1900’s to present day models, arrived at the Meet and passed by our window.

The hotel’s White Lion restaurant which overlooks scenic Lake George proved a busy place for breakfast, so it became my routine each morning to grab a coffee to-go, take a quick walk through the parking lot to see what additional show cars had

arrived, and then sit outside enjoying the beautiful lake views and keeping up with what turned out to be a few hours of work each day from my real estate business back home in NYC, thus committing “Newbie Mistake #3: Bringing Too Much Outside Work To The Meet...What Happens During The Meet Should Be About The Meet!”

Every evening brought another gala dinner event and these for me were the highlights of the Meet leading up to the final judging day. Thursday night’s riverboat dinner cruise aboard the Lac du Saint Sacrement gave us a 3-plus hour tour of the Lake with an expansive and delicious meal, great views, and plenty of time to mingle. The weather

proved crisp and invigorating and being out on deck after dinner as night fell on the lake and the lights of surrounding communities began lighting up the coast proved a very peaceful, relaxing time.

Friday dawned warm and sunny and became a day for many to attend judging meetings, have their cars evaluated by experts, and use the time for last-chance washing and detailing before the

cars would be moved to the judging field bright and early the next morning. Although Bubbles was not being formally judged, I had noticed some road dirt and dried bug residue and I set out to give her a little freshening, only to find as I opened the boot lid I had committed “Newbie Mistake #4: Forgetting To Bring Your Detailing Supplies”! Making a mental note of that for next time, I took advantage of a look through the Vendor Marketplace, where a large selection of Rolls-Royce and Bentley branded merchandise, books and magazines, parts, and a silent auction were on offer. Later, Dwayne and I grabbed lunch



My first glimpse of Lake George, from Fort William Henry 8:50pm Wednesday

at the hotel's Lookout Bar & Grill and then took turns driving our cars through the surrounding countryside, returning mid-afternoon to allow Dwayne time to detail, and for us to join a large group of Meet participants who had planned for an informal but festive dinner across the street from the hotel at the Lobster Pot Restaurant, followed by drinks back at the hotel's Tankard Taverne, but only an early night, as the next day's judging was scheduled to begin at 6:30am.

I awoke the morning of Judging Day to our first murky weather and to an empty room, Dwayne having arisen at 5:30am to squeeze in some last minute detailing before moving his car to the Judging Field. As I walked out to the parking lot and realized almost every other car had already proceeded to the field, I ran for Bubbles, had our picture taken by the patiently waiting Meet photographer, and made it onto the field in the nick of time! (Newbie Mistake #5: Don't Oversleep On Judging Day...Time Is Of The Essence!)

The array of beautiful Proper Motor Cars was truly stunning! Arranged by judging class, the cars underwent thorough examination as teams of judges in red caps surrounded a vehicle, clipboards in hand, some climbing underneath, some evaluating under the bonnet, some the boot (and others checking basically everything in between!). As Bubbles was on "Display" mode, I had plenty of time to walk around, talk to car owners about their cars, get a good look at what a proper judging session entails, and learn from "Newbie Mistake #6: DO NOT TALK TO JUDGES WHILE AT WORK!". That evening, Judging Day and in fact the entire National Meet was topped off by a sumptuous Awards Dinner in a tent adjacent to the Judging Field. A brand new, white, Rolls-Royce Ghost was on hand to wow us with the latest in Rolls-Royce technology and appointments, and the dinner, drinks, socializing, and enjoying of scenery lasted well past nightfall, followed by one last visit to the Tankard Taverne, fond good-byes to newly made friends, and preliminary planning for next year's meet in June, 2022, in San Diego, California.

So, what this Newbie found at his first-ever RROC National Meet is that after all the nice dinners, the scenic lake cruises, the meetings and seminars, the nights at the Taverne, etc, the real excitement of this event was sharing the intense passion for our cars that is the common denominator among everyone present. I met radio announcers, award-winning bagpipers, doctors, lawyers, automotive designers, book authors, Rolls-Royce and Bentley experts (some with a vast knowledge at a surprisingly young age), go-to Rolls and Bentley specialists, classic car dealers, multiple-Rolls/Bentley owners, politicians, and women and men



from many places, and without exception, everyone I spoke to was genuinely inspired by the cars and generously shared their stories: of their current collection, or the first time they realized they wanted to someday own a Rolls-Royce or Bentley, or the technical knowledge they had acquired over years about a rare model, or the triumphal completion of a long-lasting restoration, and I felt happy to count myself among that group. While I was in Lake George, someone back home asked where I had gone and a friend told him I was into cars, was a member of a car club, and had gone to attend the club's 5-day annual meet and judging event; the person reportedly responded "he's not 'into cars', he's 'REALLY INTO CARS!'" This now-seasoned National Meet veteran looks forward to seeing you all in San Diego in 2022!

Photograph courtesy of Dwayne Heckert





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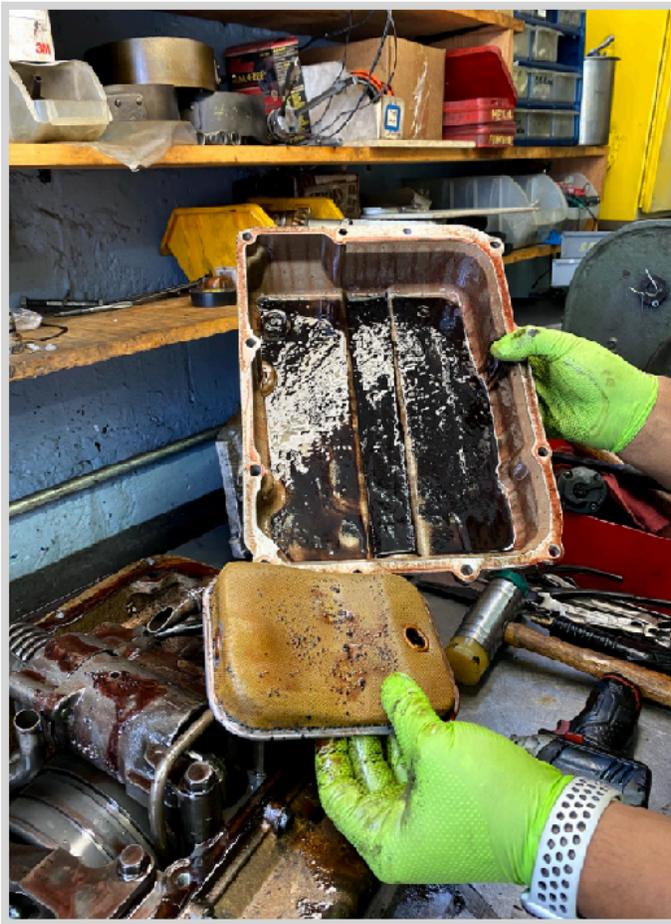
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Hydramatic Rebuild: 1959 Bentley S1

WILLIAM FINNEY

Nearly a year into owning my 1959 Bentley S1 (B507LFD) and having completed standard service items in my home garage, I figured it was time to coordinate a major service. Like any owner, my goal was to get the car dialed in and ready for rallies and the occasional event, so I wanted to meet with John Palma in Audubon, NJ so his team could survey the car and address any issues.



Picture 1 Transmission pan showing gunk and clutch material

To prepare for this service, I created a detailed to-do list that included checking the ignition system, fine-tuning the carburetors, doing a band adjustment, refreshing the transmission fluid, and putting on 4 brand new tires. However, during our initial test drive, John's focus went immediately to the transmission. It appeared to be shifting late, had a tendency to bog down in the 2/3 shift, and last—and unfortunately most noticeably—was emitting a very harsh "thunk" going from 2 to 1 when we approached a stop sign.

There is a lot of general discussion among car enthusiasts about the pros and cons of the GM Hydramatic transmission. I've heard everything from, "Well, they all do that," to "they weren't that good when they were new!" Due to the wide spectrum of perspectives, it's difficult to know when one is actually fine, out of adjustment, or in need of a full rebuild. My hope was that a band adjustment, rebushing of the throttle linkages, and new fluid would be enough to remedy the symptoms I'd been seeing the last few months.

Despite that being my hope, a few days after being in John's care, he phoned with the news that there was substantial sludge and signs of clutch material in the pan, burnt transmission fluid, and that the transmission needed to be rebuilt. (Picture 1 at left). So... now what? Fortunately the car was in just the right hands. Palma's Classic Cars has a separate building dedicated to transmission repair, and not only does John serve his East Coast clients, but rebuilds transmissions for customers all over the country.

Within four days of the fateful call, I was down at Palma's for a personal tutorial—what I like to call “Hydramatic 101”—where I got to see my transmission be fully disassembled for possibly the first time in many, many years. In this case, my instructor was John's transmission specialist, Wilfrido Melendez, whose story is worth an article on its own. Most notably, he had been under the tutelage of Jim DeShields for many years until his passing in 2018, and now he has taken the torch and carried that passion forward. It's safe to say that he has become a master in his own right. (Picture 2 at right).

Going into the disassembly, I had my transmission handbook in hand and enough knowledge to be dangerous, with a general understanding of the Hydramatic structure and theory. From the start, it was really eye-opening to see Wilfrido move from impact wrench to mallet to crowbar, without hesitation, coercing this transmission to come apart. As he went, we would look for problem areas and signs of scoring or wear. One item that jumped out immediately was that the large snap ring holding the rear drum clutch pack compressed had given way, which was not allowing the clutch pack to compress fully. This was possibly from stress of the rear drum under load.

We pressed on further into disassembly, removing the tubing, the front and rear servo units, the two drums, governor assembly, and rear casing. As we got into the clutch packs residing within the two drums, it became clear that the rebuild was more than justified, with the clutch and friction plates showing signs of scoring and heat—some were even torched. (Picture 3 at right). The main "serviceable" items with the Hydramatic are the gaskets, seals, springs, clutch and friction plates. Fortunately, in this instance, the lining of the two bands still showed plenty of life, and the planetary gears, the speedo drive, and the servo drive gear were all in good shape and could be cleaned and reassembled. (Pictures 4 and 5 next page).



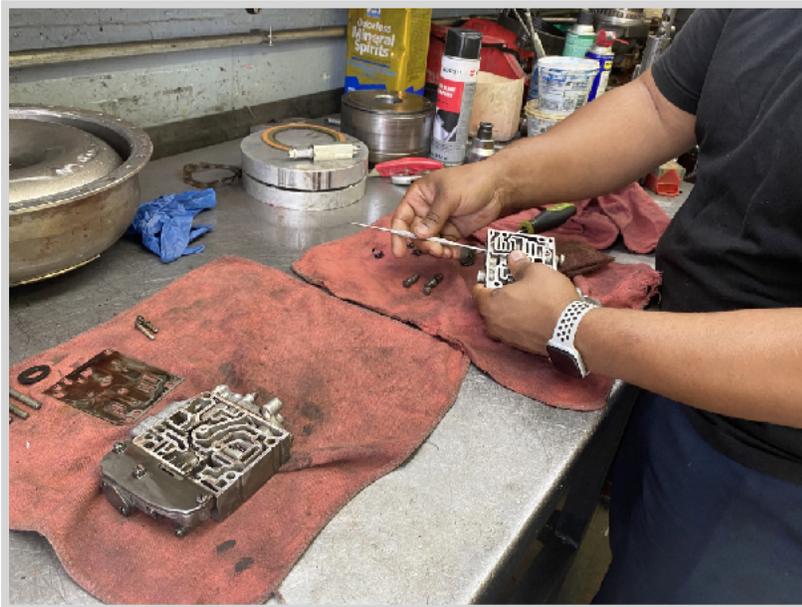
Picture 2 Wilfrido Melendez compresses a drum assembly to remove a snap ring



Picture 3 Evidence of burnt clutches and friction plates



Pictures 4 and 5 Front and rear Band lining and Speedometer drive



Picture 6 Control Valve unit being carefully disassembled

Finally, the control valve unit—which operates as the brains of the transmission—was disassembled. Attempting this procedure is not for the faint of heart due to its complexity and vitalness to the transmission's operation. It's incredibly susceptible to the slightest piece of gunk or lint from a shop towel, and if one spring got misplaced, it would be back to square one. Wilfrido proceeded confidently but deliberately, laying out each screw, valve, and spring in its corresponding spot in relation to the valve body. The main objective here was to see if any valves were stuck, and fortunately we identified



Picture 7 Rebuilt transmission mated to the Dyno for testing

one that was sticking and likely contributing to the harsh 2 to 1 shift that I had been experiencing. Before being put back together, the individual valves and valve passageways will be cleaned with Scotch-Brite and varying sizes of Christmas tree-shaped brushes to ensure smooth functionality. (Picture 6).

After about two hours, we had successfully dismantled the entire unit and the workbench was now a scene of controlled mess with a torus and bell housing off to the left; a shop bin full of bolts, bands, drums, tubing, gears, an empty transmission shell; and remaining red ATF fluid puddling below. From here, the rest of the transmission components needed to be thoroughly cleaned, re-assembled with the new clutch packs, springs, seals, and gaskets before

mated to a dyno on location to ensure that it's operating as it should. (Picture 7 above).

This transmission is really a fascinating piece of engineering. It was used in our PMCs for many years which is a testament to the fact that it was considered the most advanced automatic transmission of its day, and up to the levels of quality that Crewe expected. Therefore, in my opinion it's a warranted priority to make sure they are serviced regularly, allowing them to operate as they were designed to.

To say I'm eager for my first test drive post-transmission rebuild would be an understatement, but the greater satisfaction is knowing that there are shops that can still do this sort of work, and mechanics like Wilfrido to keep this skill alive.





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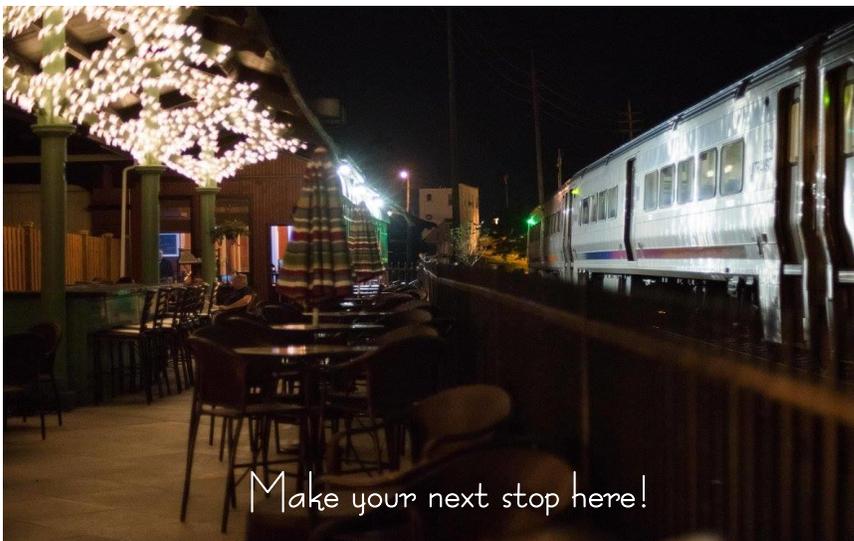
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