

MODERN LADY

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BENTLEY

BENTLEY PALMYRA NEW JERSEY

Message to the Editor and Members of the MCS

I have just returned from attending the RROC National Meet in Chicago. As usual it was a great event where members could renew old friendships and make new ones. But there is one thing that has bothered me when attending National Meets, and that is the awards program.

There are eight Senior or Special Awards that both Modern and Pre-war cars are eligible for. There are eight for only Pre-War cars, and five for Post-war cars only. Four of the Pre-war awards are reserved for specific models of cars. There are no awards for specific Post-war models.

According to the meet book given to all Members who attended, "Modern Cars" from Silver Shadows forward to current models represented 42.8% of all cars at the meet and yet there are no Senior or Special Awards for these models. Pre-war cars represented 24.8% and yet they are Senior/Special Awards for their models.

Rolls-Royce and Bentley production did not end in 1939. Production continues even to this day. The efforts of owners to find replacement computer circuits for cars that are 25 years old are just as valid as the efforts of Ghost and Phantom owners to keep their cars on the road. In fact, I would argue that it is MORE difficult for modern cars. No machine shop can recreate a circuit board from 1981.

It seems to me that this is the proper time for the Board of Directors of the RROC to recognize the efforts of all the owners of the Modern Cars and create Senior/Special awards for these classes.

I believe it would be appropriate for the Board of Directors to create or approve a Special Award for Silver Clouds and Bentley S's, one for Silver Shadows and Bentley T's and one for Silver Spirits/Spurs and their Bentley equivalents.

I think this is the right forum to start such a discussion, as this is the Journal of the Modern Car Society. I would encourage Member of this Society to let their opinions be know to the Board and Members of this Society, to their Regional Boards of Directors and to their National Board Member for their Regions. I would also suggest that we solicit the support the Silver Cloud Society to join us in these efforts.

Respectfully Yours,
Dr. Douglas Wolford

Members of the Modern Car Society have been invited to the Festivals of Speed at the Ritz-Carlton Orlando Grande Lakes on Sunday, October 1st. The event is a fabulous display of vintage and contemporary aircraft, exotic cars, motorcycles and watercraft. Entertainment will include live jazz, a premium brands open bar, sumptuous themed food displays, a silent auction and more. Special rates apply to our members. Visit the website for more details. www.festivalsofspeed.com


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Hi everyone,

Safety. It is on my mind today. In Chicago our papers are filled with the sentencing of our last governor on bribery charges while he was previously in charge of driver licensing. Because of those bribes, a trucker who should not have obtained a license killed a family in a terrible flaming demise.

My license came up for eye and written exam and I found myself at the testing center. I passed, but probably only because I reviewed the exam booklets. My eyes were not as sharp, and my rules of the road were rusty.

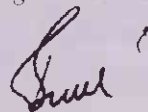
My wife and I spend the winters in Florida now and we shudder to think of returning to all the old snowbirds driving on the road. Some are so bad that I've thought they really should not be driving.

Yet, we all take driving for granted. It is such a privilege. But we want to own the road. We want to make that light, get through the intersection, make that appointment, or snatch that parking spot. I am guilty, too.

We are in charge of such deadly machines. Then, sometimes we add alcohol to the situation. I propose that we, as leaders of the most prominent and prestigious cars of the world, demonstrate our commitment to being the best drivers possible. That while we tour, we demonstrate good rules of the road conduct. Let the rest of the driving public see the best cars with the best drivers. Get a eye check-up, a physical, and recheck those state laws. Watch the speed and match it to the road conditions.

Now lets go out and have some fun. Thanks.

Best wishes,



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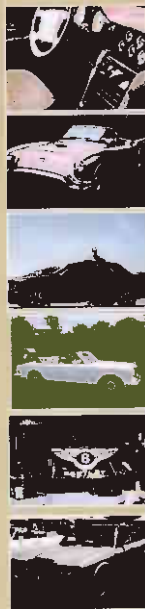
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The 55th Annual Meet



Text by Richard Vaughan

Images by Michael Kan, Doug Wolford, Bram Over and Jon Waples

The 55th annual meet of the RROC took place in the suburbs of Chicago, Illinois between July 17th and 23rd. As always, our club's volunteer organizers showed their unmatched ability to put on a great event full of attractions for everyone.

Bentley Motors had a tent staffed with experts who demonstrated the company's newest cars and sold Bentley branded merchandise. Unfortunately, test drives were not offered, but at least one MCS member was so taken with the Flying Spur that he went to Bentley Dowers grove and bought one during the event.

For those who have never attended a national meet because they are not interested in technical seminars, you have been missing out on the fun. A great number of the events are not directly related to

Bentley Downers Grove was the site of George Colgett's excellent seminar on Silver Shadows. George's seminar had two components, a 'classroom' portion and a 'hands on' portion. For the classroom portion, seen here, George provided an excellent technical 'how to' guide that covered key areas of service to the Silver Shadow.

our cars at all. Some of the more popular non-technical events at this year's meet included the Odyssey Dinner Cruise, the Frank Lloyd Wright House Tour, a visit to the



Bentley Motors sponsored an elegant cruise and this ice sculpture was the center piece of the dining area.



Art Institute of Chicago, the Chicago Architectural River Cruise and more.

There were even non-technical seminars such as Alternative Investments and Car Collecting, sponsored by Willington Trust. Hagerty Insurance put on a seminar on how to ship your car to Europe so that you can drive it on your vacation.

Of course, being a meeting of car lovers, the majority of seminars were technical in nature. Modern Car topics were very well covered and included such titles as Pitfalls to Avoid in Purchasing a Silver Shadow, Hands-On Shadow Inspection and Service, Basic Shadow Hydraulic Systems, and *continued...*



Members were encouraged to bring their motorcars to the Bentley Downers Grove, where they were placed on a hoist. George then used the cars to illustrate areas that needed attention. Being able to put a number of cars on the hoist allowed George to show the class some of the mechanical changes that took place during the Shadow years. The motorcar shown here is the 1975 Silver Shadow of Gordon and Vera Kuder, of Ontario.



Dr. Bruce and Debby Farkas worked hard to ensure that members enjoyed themselves. Here, they can be seen putting refreshments on the table. They worked so hard that they were never actually able to put their 2001 Bentley Arnage Red Label on the field.

Doug Shimosaka and Andrew Dunn drove to collect the award for winning 1st place, Touring, with Andrew's 1989 Corniche II, which was driven from San Francisco.



This was the scene in the parking lot on any given day during the meet. Cleaning, cleaning and more cleaning.



We were all wowed at the level of craftsmanship demonstrated in the new Azure. With the top up, the roof looks exactly like a fixed top. Amazing!

A tour of Frank Lloyd Wright's many Chicago area homes was one of the highlights of the week.



Our club's judges have an extremely difficult task because so many cars are so good. They do a great job and their hard work is often taken for granted. Here, they can be seen judging Kemp Stickney's outstanding 1991 Turbo R, which has fewer than 6,000 miles.



Modern cars represented the majority of the cars on the field. These are just a few of them.



Bon Vivant, R. Kelly Kyle, Esq., won 2nd place, Concours with his stunning Corniche II.



Your editor's 1988 Silver Spur, NAJ-22307, is a two time national award winner. It won 1st in class, Concours, Current Series, at the Cincinnati meet in 1988 and now with 150,000 miles is still good enough to win 3rd in Class, Concours, among Spirits and Spurs.



One of the most entertaining things to do on the field is to look at the array of unusual features that can be found in various cars. Although rare options and bespoke features are relatively common on prewar cars, they also were ordered on immediate postwar cars and on modern cars. Special features have once again become popular on new Bentleys and on Rolls-Royce motorcars.

Here we can see the very rare wine bottle holder that was standard on the earliest 1966 Silver Shadows. Inexplicably, this feature disappeared some time later in the 1966 model year.



Vernon Smith's 1998 Bentley Turbo RT by Mulliner is loaded with special features including this rear seat speedometer.



Note the leather covered door caps in and the turned aluminum kick plate on Vernon's Bentley.

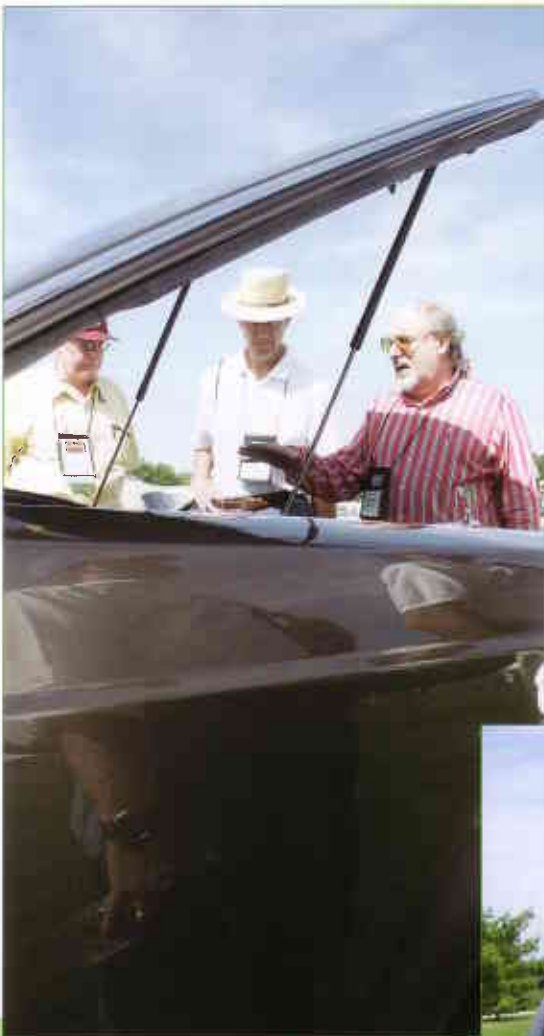
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Once again, Rolls-Royce Motor Cars brought a Phantom to the meet for trial drives. Everyone who found the time take this glamorous Phantom for a drive came away deeply impressed.



Judging day can be long and hot. These members brought their own shade and refreshments.



Bob Austin fielded technical questions about the Phantom.



Rolls-Royce Motor Cars sent Bob Austin, manager, communications, to the meet to tell us about the latest happenings at Goodwood. Bob told us about some of the more interesting bespoke motorcars being created for some of the world's most eccentric and successful individuals.



These two brightly colored beauties looked great parked next to each other.

several seminars for Silver Spurs and their derivatives.

Then there were the numerous dinners and cocktail parties. As has been the case for years, the Modern Car Society's dinner was the best one of the week and was one of the best dinners our group has ever had. Dr. and Mrs. Bruce Farkas and Judge and Mrs. Jim Klien did a fantastic job of arranging the restaurant, the menu, and luxury transportation to and from the meet hotel.

Our members were treated to staggered bus service to and from the restaurant so that no one had to feel rushed. The facility was gorgeous, the food was sensational and the music was great. Thanks go to the event organizers!

The highlight of the entire week is judging day. If you had taken quick walk through the parking lot at any time during the week, you would have seen MCS members fluffing and buffing their cars endlessly in



Bentley brought an example of every one of their current offerings to the meet. Besides the new Azure and Continental GTC, a Continental GT, Arnage R, and a Continental Flying Spur were all present.



One of the most important rules is that all cars must have an approved fire extinguisher placed on the ground beside the car. Yes, we have had to use them in the past!



Winners from both Concours and Touring in Class 115, Silver Spur and Spirit are shown here.

Modern Car Society

The Modern Car Society hosts one of the most entertaining evenings of the meet. This year's meet was no exception. Dr. Farkas and Judge Klein arranged for transportation to the restaurant via luxury coaches. Once at the venue, Maggiano's Little Italy, we were treated to live music, excellent food, and great company. It just get better and better every year.



Garry was seen during the week attending seminars on prewar coachwork. He and Jon Waples have acquired a 1939 Wraith which will be parked beside their gorgeous 1973 Silver Shadow.



Our treasurer, Judge Jim Klein, and his lovely wife, Evelyn.



Stephanie Ann Lipinski-Galland, Esq., attorney of note from Washington D.C. and James W. Tamblyn, socialite and philanthropist of Chicago, Michigan, and Florida always manage to be the life of the party. Jim brought his magnificent 1989 Corniche to the meet.



Tom Mendez hasn't missed a meet in years. He currently has a Silver Shadow LWB with Division and a Silver Cloud which are painted in matching livery.





Dinner

One of our newest members, Dr. Lisle Kaufman held his table spellbound with his tale of woe. Unfortunately for Lisle, his first meet was a bit of a disappointment because of a failure to proceed with his 1978 Silver Wraith II, which was driven from North Dakota. Lisle's car is one of the few Rolls-Royce motorcars in his state.



Often, members of a region will sit together at the dinner. In this case, everyone at the table was from the Motor Region, which consists of all of Michigan, northern Ohio and southern Ontario.



Our Chairman, Dr. Bruce Farkas worked hard to make sure dinner was a flawless event.

Bill Davis and Woody Richey have been mainstays of the RROC for many decades. Every year, Bill brings one of his wonderful and original motorcars to the meet, all of which he or someone in his family bought new. This year, he brought his lovely 1973 Corniche which was finished in rare Brewster Green. Since retiring a few years ago, Woody has turned his passion for the marque into a second career as sales and service coordinator at Bentley Tampa Bay.



Society

Colorado's Western Slope Tour Wild West Winery Weekend

The PERFECT

June 16 - 18, 2006

Trip !!

by Rink Canada

Our long awaited and anticipated trip to Grand Junction and The Gateway Colorado Auto Museum was a "smashing" success. The heavens smiled upon us with the most glorious weather imaginable, the time scheduling worked as planned, and best of all, no "failures to proceed" from any of the gorgeous eye-catching stars of our show!

Our group departed Denver, heading along I-70 with views of Eisenhower Tunnel, Dillon Reservoir, Copper Mountain, Vail – what a state! Then through Glenwood Canyon, which never ceases to amaze as an engineering work of art, arriving at historic old Hotel Colorado for a lovely lunch on their terrace and a rest for both humans and machines.

We then proceeded to Grand Junction, checked in to the hotel, and were treated to a nice welcome reception that evening sponsored by Bill Stewart of Denver Bentley, and our club.

On Saturday, we departed for to-



The Oldsmobile F-88 Motorama concept car was on display at the Gateway Colorado Auto Museum. Valued at over \$3,000,000 USD, it is one of the most valuable cars in the world.

tally unknown territory, and what a treat we were in for. Heading west on the Unaweep/Tabeguache Scenic Byway (yeah, YOU pronounce it!), we cut through "wow" red rock canyons and remote rolling meadows, arriving at Gateway Colorado (where Jim Lobenstein, "Trail Boss", and George Malesich, had to confer roadside, due to the fact that the "town" was the size of two Rolls-Royce motorcars side by side). Concluding that we drive on through it, we were rewarded with the sight of the sparkling new

Gateway Colorado Auto Museum, sitting in a Hollywood-like setting of surrounding red rock cliffs and outcroppings. Another wow! Numerous pictures were snapped of our wonderful autos posing together in this natural wonderland, and then we entered the museum. I must apologize, but may I use WOW again? Good Grief, this is an art exhibit! These autos are all in pristine show room condition, housed in a custom made setting with masterpiece lighting.

Judging Shadows by Michael Kan (SRH14594)

This year I had the privilege of serving as team captain for the Silver Shadow and Bentley T series cars, class 114.

Many of the Class 114 cars have already been on the road for over 30 years and I have to congratulate all owners for keeping their now true classics in such immaculate condition. Of the 36 Silver Shadows and Bentley T's registered for the meet, 6 were entered in concours class, 10 in touring, 3 were there for for evaluation, and 17 were placed on display. This class accounted for 16% of all cars on the field in Oak Brook, Illinois.

This year it was a 1971 long wheelbase Silver Shadow with an optional division, LRX9830, that drove away with First Place in concours. Tom Mendez has persevered over the past five years to get his wonderful car to this point. Each year bringing his much-driven (the odometer stands at 276,475) Shadow back better than it was the year before.

Although there are no extra points awarded for much-driven cars in this category, it is fun to evaluate a car to the exacting concours standards knowing that the car gets enjoyed extensively in between national meets. Rumors have it that he will also drive to Washington for the 2007 RROC Meet. This one trip alone will add almost 5,000 miles to the odometer between the '06 and '07 judging events.

The long wheelbase cars were limited in production. Only 7% of all Shadows made from 1966 through 1976 were extended by 4 inches behind the B-pillar, and far fewer were fitted with a division, which in fact took up all that extra legroom given to the rear passengers. The directory shows only nine Silver Shadows and two Silver Wraith IIs with division in the club.

One of the original 1966 lwb saloons with divisions went to Princess Margaret. It was not until 1969 that Rolls-Royce added this model to the product line-up, and at that

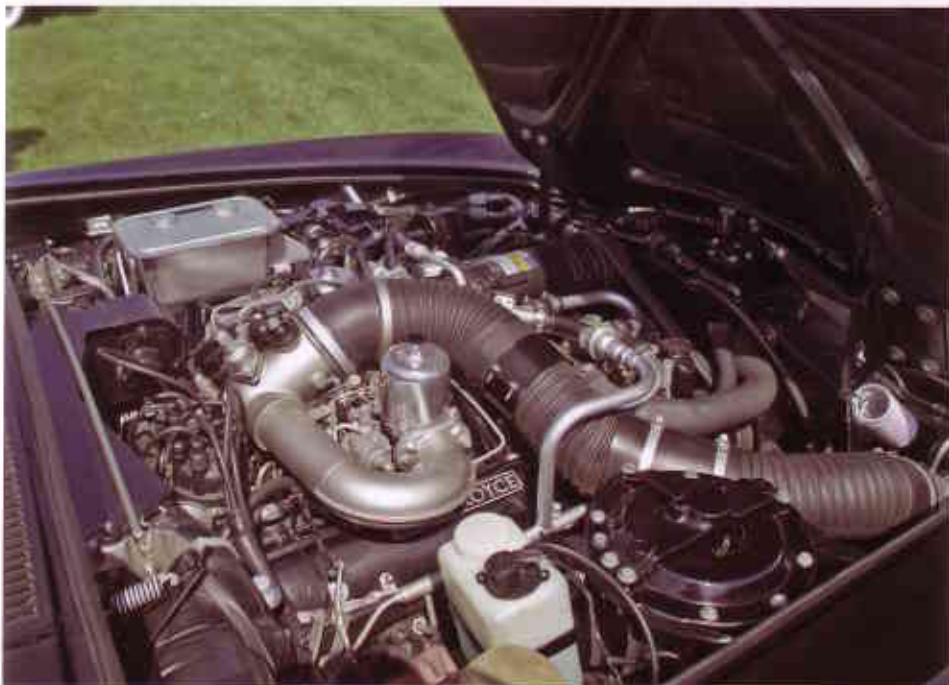
time did so only for the export market. It was not until mid-1970 that the model showed up on the price list at £11,348 versus £9,272 for the standard saloon, a 22% premium.

Some features that set the lwb models apart from the standard saloon were a smaller rear window; a lengthened rear door; standard everflex roof; and the Rolls-Royce badge on the C-pillar. On the cars with division, the factory added a second air-intake grille, a second battery, a radio in the rear compartment, and a second A/C unit in the rear. Chassis numbers on the lwb models all begin with the letters "LR" in the first two positions. The right-hand driven models are followed by an "H" for home market in the third position. Left-hand models had either an X, A, B, C, D, or E.

We actually had two lwb Shadows with division at this year's meet. In my short history with the club it has been a rare occurrence



Tom Mendez, left, receives the First Place Concours plaque.



Paying particular attention to the engine bay will pay off handsomely in any judging event.



Two of the standard features on the Lwb Shadows are clearly visible: the smaller rear window and the Everflex roof.



The interior was immaculate. The leather surfaces seem to have been well taken care of with one of the many specialized products on the market today.

to see any at a given event! The second participant was a very early example, LRX7168, a 1969 model owned by Joseph Thompson. Joe had another well cared for car, but decided to have his car evaluated on Friday afternoon to get better acquainted with his motorcar.

I encourage you to drive and enjoy these fine classics. To paraphrase Doug Seibert, do change your oil, coolant, and other lubri-

cating fluids often, and try to make it to an annual meet. Rolls-Royce advertised these cars to be "the best car in the world," of course some of our experiences might differ from this, but following Doug's advise will certainly help in keeping some truth to the company's marketing promise.

Use a judging evaluation to clean, repair, or replace those items that might cost you a deduction or two. This will of course improve your chances to win the next time around. Under the current judging formulas, most points are lost under the bonnet or under the car. Pay particular attention to the cleanliness of the engine compartment and the chassis, and make sure the steering, braking, and suspension systems are kept in good and safe condition. If you have never had your car judged, download the Shadows judging form from the RROC website to review the items we will look for on the field, and enhance your chances that way. Not only did Tom Mendez win first place in Concours, he was also awarded the Shamrock Trophy for the most-improved car on the field.

As some of our cars were first

ordered with rare options, or had older components replaced with new factory-supplied parts through an authorized dealer, it might be difficult to judge the authenticity of these items. It is the car owner's responsibility to make sure the judges' team captain is made aware of these "unique" items that we might not recognize as original. This communication will certainly keep your deductions to a minimum! You can order the factory build sheets through the RROC. Thanks to all judges on the 114 team: William Casey (PA), Carlen Colgett (CA), Douglas Handel (TX), Woody Hoyt (CT), Bill Pritchard (LA), and Dave & Carol Sjolund (FL). After a few years of judging together, we have managed to become very efficient and consistent in our evaluations. I am looking forward to working with the team next year, and many years to come.

A late addition.... Tom mentioned that his Shadow got broadsided on the way home from the Oakbrook meet, but the car is already in the shop and should be as good as new in a couple of months.

Safe motoring.



ROLLS-ROYCE



Phantom Black

Rolls-Royce Motor Cars has hand built 25 Bespoke cars called Phantom Black. These special cars demonstrate the best in Rolls-Royce design, engineering and craftsmanship and emphasize the Phantom's impressive performance and dynamic character.

High luster metallic Diamond Black paint is used on the body, complemented by twin silver coach lines. 21-inch alloy wheels come fitted with high performance Goodyear run flat tires and feature unique black detailing and centre caps with RR badges, engineered to stay upright even at speed. At the rear of the Phantom Black, visible tail pipes hint at the car's performance.

Under the bonnet the 6.75 liter V12 engine has been treated to gloss black inlet manifolds, chrome plated top covers and new black Rolls-Royce badges. The near silent motor provides 453bhp, enough to propel the Phantom Black from 0-60mph in just 5.7 seconds and on to a limited top speed of 149mph.

Inside, soft black leather upholstery is edged with Seashell piping. Black ash wood veneers are used throughout and while dark in finish, still allow the natural grain to show through. A silver pinstripe adorns each door capping. The dashboard is finished in special black metal foil with a finely embossed diamond pattern. A slightly thicker rimmed steering wheel adds to the dynamic spirit of the Phantom Black.

Graeme Grieve, Sales and Marketing Director, Rolls-Royce Motor Cars, said, Phantom Black uses a number of new Bespoke finishes and materials to create a contemporary car that blends aesthetics and engineering, emphasizing the dynamic character of the car.

Information and Images Courtesy Rolls-Royce Motor Cars

Specifications

- Bespoke Diamond Black finish with twin silver coach lines
- 21-inch alloy wheels with black detailing and centre caps
- Visible tailpipes
- Gloss black inlet manifolds, with chrome plated top cover
- Black leather interior trim featuring Seashell piping
- Black leather headlining with sunshine roof
- Black Diamond metal foil instrument panel
- Black ash wood veneers with silver pinstripe
- Veneered picnic table backs
- Bespoke silver clock face
- Thicker rimmed steering wheel
- Lounge Seat with rear cool box
- Cast alloy chassis plate
- Phantom Black embroidered glove box liner
- Nokia 8800 mobile phone

Racking Your Brains

All text and photos by Richard Treacy (Switzerland)

Silver Shadow II and SZ cars have wonderful steering. Truly marvellous. That is until they leak that horrible hydraulic fluid. The naturally-aspirated cars are not so bad in this regard, but still unacceptable, however it seems that the added heat of the crosspipe to the turbocharger on the Turbos, especially with right hand drive, makes them just that bit worse. That pipe runs parallel to the steering rack, and a small fibreglass shield is all that helps to keep that cherry-red heat away from the rack.

So it was. I replaced the rack assembly on my 1987 right hand drive Turbo R 20037 in year 2000. That will be that for another decade I thought with confidence. Rather than fooling around with it myself, I had bought an exchange rack UR27336 from the leading specialist supplier in the UK in the knowledge that they need setting up with great care. I figured that the

additional time and cost would ensure a very reliable result. Oh no. In mid 2002 the fluid level again started to deplete, so I knew that I was in for more trouble. Sure enough, fluid soon started spilling from the overflow at the centre of the rack, so I installed yet another exchange rack hoping that the last one fitted was just a Monday job.

By way of explanation, the two rubber bellows at the centre of the steering rack assembly, named convoluted seals, are only dust boots and should not contain any oil at all. If the fluid starts depleting, it slowly fills the bellows until they finally overflow. If you leave it to someone else to top up the fluid, you may never know that there

is trouble in there until it is all too late. Otherwise, when your knowledgeable roadworthiness tester jacks the front, then zips the wheels from lock to lock, a puddle appears beneath.

There is a simple check for a suspect rack. In the main housing on the lower protrusion for the pinion and towards the rear of the vehicle, there is a grub screw drain plug. Remove it with an Allen key. If any sizeable quantity of red fluid comes out, then you have troubles. If gear oil comes out, then the rack is an early type and has been mishandled during assembly, shipping or fitting: the rack tube may be refilled with gear oil through the blanking plug above and forward of the pinion in-situ in this case. Many a vehicle's rack is drained by this method before sale to disguise a leaking rack during the warranty period, so beware. Having said that, it

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Above: The leaked fluid drain grub screws.



Above: The late-type rack, showing the cast mounts integral with the aluminium and housings and the external backlash adjuster. Early types have their mounts fabricated and welded to the end-housings.



Above: A seal kit from Crewe.
Below: End view of the main seal in place.



will let you cheat through a roadworthiness test, giving you time to consider the options.

So I bought and fitted yet another nice new rack. So far so good. That one was leak-free afterwards, but only until March 2004. Horror. NOT AGAIN ! Fluid was suddenly depleting, and finally it started to spill out yet again.

I pulled out the steering pump and had it bench tested. What a horrible job it is to remove and refit a steering pump on a 20,000-series car ! No defects were present there. Darn it. This was becoming decidedly silly.

I did a little research, and found that in 1989 a new rack design, UR70708, was introduced. It has secondary wiper seals on the rack shaft to pre-clean the bits before the main seals hold the fluid pressure. Great I thought, so I bought one. These wiper seals must have been the solution I figured. This rack has cast mounts unlike the earlier fabricated ones, and needs a conversion kit RH3034 with special brackets and sundry items, and a revised longer lower column link UR70827 (Bentley) or UR71398 (Rolls-Royce). The mounts on these racks are slightly wider apart and lower in the chassis than on the earlier type, and the adaptor brackets accommodate the variation. Especially for Bentley cars, the lower link is stiffer than those for the Rolls-Royce cars.

In it went. Great. Until October 2004. AGAIN AGAIN. Depleted fluid was followed by leaks soon after. Yet again, I bought an exchange rack, this time a UR71818 from a 1997 model. This third and final design incarnation from about 1992 onwards has a useful external backlash adjustment rather than using shims on the spool valve. That's applaudable, but I was suspicious of why such a young rack was on the exchange programme. This time I fitted a system fluid filter for good measure after discussions with our technical editor.

As an aside, all racks before 1992 were

filled in the tube encapsulating the rack and pinion with gear oil as the gear lubricant, not to be confused with the steering fluid. Later racks and all rebuilt racks should be filled with at least 35g of bespoke constant velocity joint grease smeared evenly across the rack teeth and with a dab into the pinion's lower bronze bushing in the main housing. The change to grease is important, unknown to most rebuilders, and it is poorly documented. Gear oil works fine in service, but a rack inverted during shipping will lose all its lubricating oil from the rack tube into the bellows cavity. Do you trust your shipper to keep it upright ?

March 2006. Oh no, more fluid loss. The fluid again commenced to deplete, and finally it started to ooze out from the backlash adjuster grub screw, the breathing point on late racks. This caused a stir at the supplier and his subcontractor in the UK, the world's largest supplier of reconditioned steering racks for these cars. It emerged that they are truly fed up with these racks, and also that in desperation the major US rebuilder has recently slashed its lifetime guarantee to just 12 months for Rolls-Royce and Bentley only. I discovered also that the volume of exchange rack sales worldwide is of epidemic proportions. This time, there was no way I would suffer the time and costs of customs, repairs and shipping of a lousy replacement rack, so I decided I would do it all myself and find out what really is going on here. Out came the rack, and I stripped it down rather easily. Next was to analyse the bits, and I feel we are some way to solving the matter.

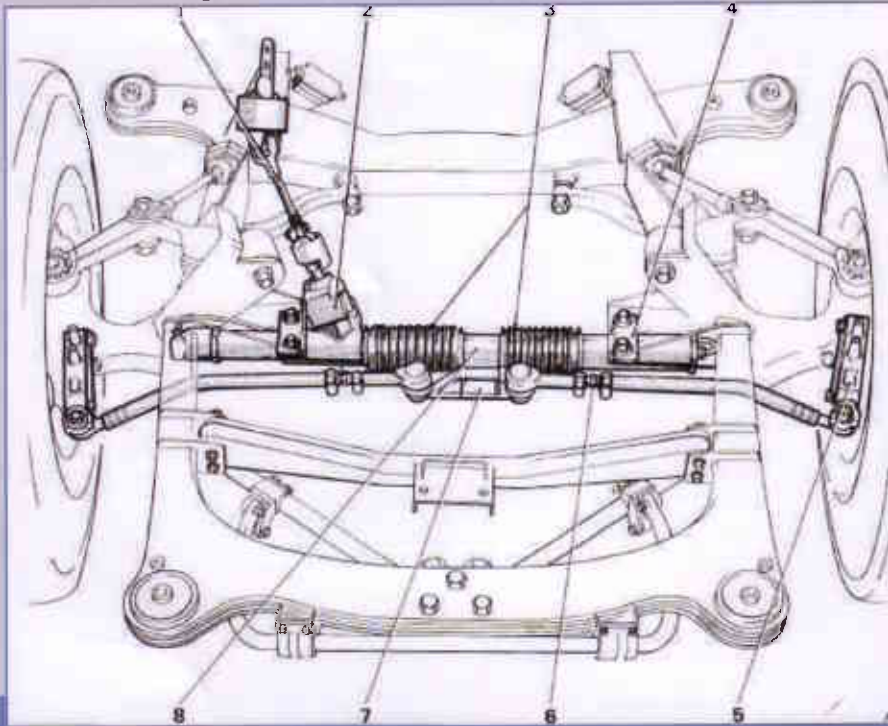
Neither the rack tube nor the rack shaft itself are shown fully in any documentation I have ever seen. The shaft has one solid end and one floating end. The seal on the floating end finds its own position in the tube and seals just fine. On the fixed end, sometimes called the free end, it relies entirely on its split (scarfed) PTFE (Teflon) bearing as it is called, but it is actually a bushing, to keep the Nitrile main seal central against all those substantial steering forces. This bushing is also referred to as a PTFE seal in the literature, but it is

Here Richard is gapping the PTFE bearing. You of course know that PTFE is a convenient way of referring to Polytetrafluoroethylene! (Try saying that quickly when you are a few sheets to the wind!) You know it as Teflon, a non-stick coating for your saucepan. It was first produced commercially after the last war. PTFE has the lowest coefficient of friction of any solid material. It melts at 327°C, but its properties degrade above 260°C so one wonders just how hot that power steering oil gets in your Turbo Bentley motoring at 160 mph across the Kalahari Desert! My reference points out that PTFE is ideal for bearings and bushings due to its low frictional properties. The writer further notes that UHMWPE wears better – what was that you say? – God you have to be told everything? UHMWPE is ultra-high molecular weight polyethylene, which apparently sits very happily with mineral oils. Finally, lest we be declared insensitive to the environment and/or fauna, a 1973 study found that a 4-hour exposure to the organic products of butter in a uncoated pan were 100% toxic to parakeets at 260°C! I assume the writer was referring to the butter and Teflon at 260 degrees and not the parakeets!



N2-1 Steering unit mounted in sub-frame

- | | |
|------------------------------------|----------------------------|
| 1 Intermediate link | 5 Side steering lever |
| 2 Spool valve and pinion | 6 Track rod adjuster |
| 3 Convoluted seals | 7 Inner ball joint bracket |
| 4 Steering to sub-frame attachment | 8 Centre tube and seal |



If you whipped the whole front sub-frame assembly out of your Spirit and tossed the engine out, this is what you would see. Note that the mountings (4) are well inside the frame to minimise the moment a writhing sub frame has, to distort the steering rack. This is an area that many specialists maintain is the root of the problem. The sub frame is flexibly mounted to the body at its four corners and together with the entire front suspension forms one unit. Of particular note are the mounts for control arms of the suspension which are mounted right above the steering rack. The frame must surely be pushed and pulled by the various components leaving the poor rack hanging on like grim death to this writhing structure and at the same time trying to keep enough structural integrity to let the various power steering fluid seals retain their integrity!

ting the PTFE bearing, through the centre tube slot. This is a sure way to damage both the seal and the bearing alike. Hence, later books state that the special tool RH12214 is required to fit both seals onto the rack shaft after the rack shaft is in its central position. Again, this cannot do any good for the seal as the tool squashes the seals to a fraction of their working size. Neither method makes sense. Best is to fit the floating-end PTFE bearing, then the floating-end seal. Slide the shaft into the bore until the fixed-end lip protrudes from the other end but such that the wiper seal (where fitted) does not pop out and be exposed to any damage. With a roll of celluloid from an overhead slide to protect the new seal and PTFE bearing from the end cap's thread, fit the fixed-end bearing and seal to the rack shaft, lubricate it all with Dexron and push the rack shaft gently to near the centre of its tube. The rest is mainly the refitting of the spool valve and adjusting the gears backlash by the book.

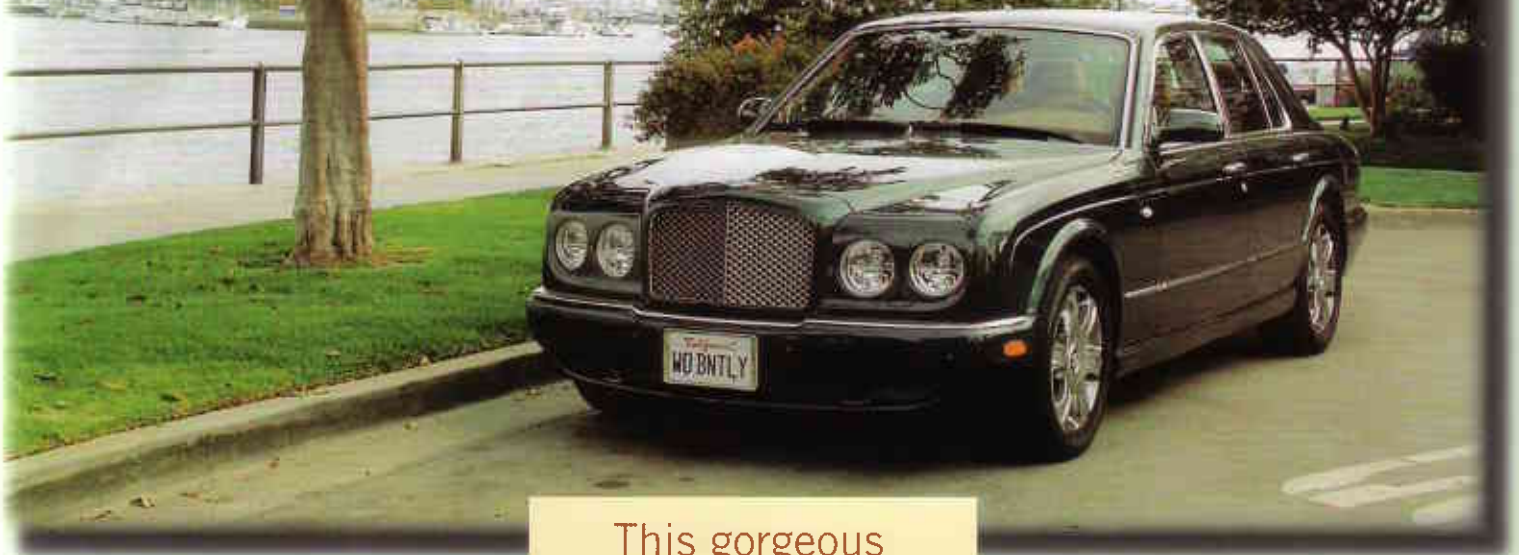
The last tip not mentioned in any literature is vital. At the end of the rack assembly, furthest from the pinion and spool valve, there is a large retaining cap and the oil pipe. That is at the left-hand-side of a right-hand-drive car. The pipe union and rack end cap should be left only firmly hand-tight until the rack is tightened down onto the subframe of the car fully. Finally, tighten the cap and also the pipe union. That way any misalignment will be eliminated, and stresses or distortion minimised as a consequence. If you buy a reconditioned rack or have your own repaired, be sure that you loosen the pipe and cap before the final tightening of the rack to the subframe, and lastly retighten them.

The next phase in this development is to source a superior main seal (heavens, it's just a standard 1 x 1.5 type) to make the package complete. I am truly hoping that, together with the industry, we shall find a permanent solution to rack leaks once a better seal is sourced, although we may have the solution already cracked with correct PTFE bearing gapping. We are working on developing a greatly improved main seal, possibly simply one with a spring expander.



A Dream Come True

Written by Yu Lei



One day, James Rice drove his two kids to camp in Yosemite, California. His car was parked on the road side when Rice and his kids stood next to it, ready to leave. Then, one couple just walked by. "That is a gorgeous car! What is it?" The lady said to her husband, apparently referring to Rice's verdant green sedan. "I don't know," the guy said, "but it sure is beautiful."

This gorgeous car is a Bentley Arnage. It was one of only 700 custom-made Arnage cars that rolled off the production line from the Bentley Motor plant at Crewe in Britain in 2004. Though everything in this car is tailor-made, the Arnage is understated. To

This gorgeous car is a Bentley Arnage. It was one of only 700 custom-made Arnage cars that rolled off the production line from the Bentley Motors plant at Crewe in Britain in 2004.

Rice, that is one of the appealing characters of Bentley cars and Rice calls it "British personality." "That is part of the style of it. It is not so flashy. That's what Bentley's core custom-

ers like" Rice tells the Bentley Magazine. "If you want to show off, you buy black S600 Mercedes."

Rice's passion for this British luxury car brand went back to his youth days, "I always want to have a Bentley since I was in college," he recalls. Owning a Bentley has been his dream for about 20 years since he was still on bicycle. But the young Rice could not afford such an expensive car. The first car he bought after college was a used Rolls Royce and later another, a classic 1952 Rolls Royce Silver Wraith, both of which came out from the same Crewe factory that manufactured his current Arnage. What amazes

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Rice is how the sophisticated craftsmanship has been preserved as a tradition through the passage of time. He found many details on his Bentley Arnage are exactly the same as those on his vintage 1952 Rolls Royce.

In mid-2004, Rice and his wife, from Sichuan of China, were talking about their next car. He went to the Bentley dealer in Beverly Hills, where he was living. His first trip to the store was August 2004, and he met its general manager Tim O'Hara. A casual conversation led Rice to the surprising discovery that his new acquaintance graduated from the same school as his and he was married with a Chinese wife, too. O'Hara lent him a Bentley Arnage for a whole day. "You take this car," the general manager gave him the key and said, "Take your wife out to lunch, go shopping and drive around. Just give the car back to me before I close the shop."

Rice hit the road with his wife and two kids. He marveled at those impressive details inside the Bentley – from refined wood, hand-made steering wheels to soft hide on seat and lush lamb-skin carpet. What also made him feel awesome was the speed of the car. "It is as fast as Porsche and Ferrari," Rice says, "It's absolutely fabulous. I have to have one of these." Rice told his wife, who told him it was the most comfortable car she had ever sat in. "And my kids said it was cool. The whole family liked it."

Rice fell in love with Bentley instantly, but it took him half a day to finish the process

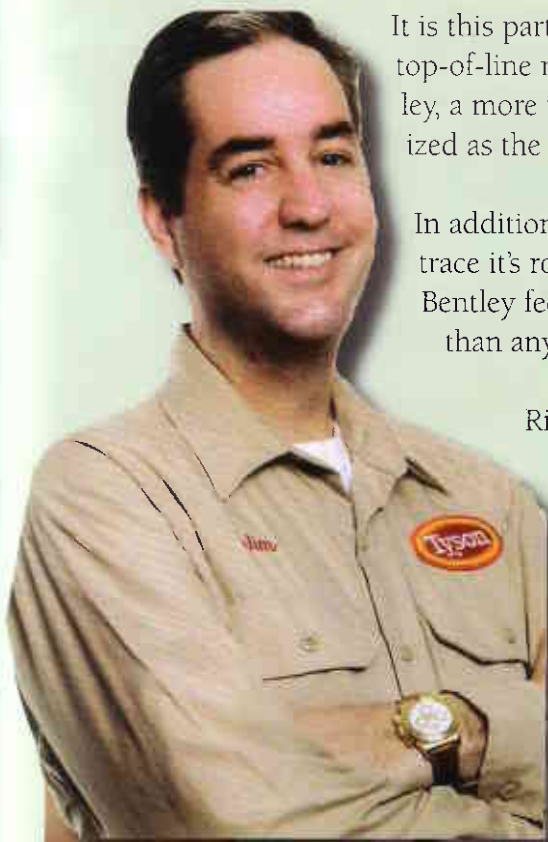
of ordering a personalized car for himself. He picked out the Arnage, Bentley's 2005 model. Since every thing in Arnage is custom-made, Rice had to choose every aspect of the car just as he wanted, from the dashboard wood, to colors of stitches on the leather of the seats. "If you want it exactly your way, that's the special thing about this car," Rice says, "It's just like a tailor-made suit."

It is this particular character that eventually drew Rice to the Arnage, the top-of-line model of Bentley. "I think the Arnage is a more traditional Bentley, a more traditionally Crewe-built car. Other Bentleys are not as customized as the Arnage."

In addition, the Arnage has a very big engine, the 6.75-litre V8, which can trace its roots back to when Bentley first used it in 1959. "Many who like Bentley feel it is the real traditional Bentley engine. It has more torque than any other car I have seen," Rice explains.

Rice chose Verdant green for his Arnage, a decision also out of his respect for tradition and his passion for the motoring culture. Green was the color of the British team for Bentley when it went to the Le Mans race in the 1920s and 1930s, when Bentley earned its reputation. "They won in 1924, 1927,

continued on page 1396...





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BENTLEY



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1928, 1929 and 1930. Bentley was super famous," Rice recalled in an excited voice, "In 2001, they went back to Le Mans and won again. The race car was painted in Verdant green, so mine had to be too!"

In October, 2004, Rice flew with his son to Crewe to see his car on production line. The three-hour tour at Bentley's Crewe factory started with a visit to the company museum, where the first Continental GT, one of the early Le Mans cars and the original Barnato Speed Six, which was on loan from a customer, were on display. Then they moved on to the production line, where Rice's Arnage, just out of the paint shop, was having its doors aligned. Their next stop was the body shop, the engine shop and the Mulliner department, where the car's steering wheel was being hand made. Even Rice's seven-year-old boy was deeply impressed. "My son told me that when he learns to drive, he wants to have a Bentley," the father says, "But he'll

have to wait until he can afford to buy his own!"

Rice's Arnage was finally delivered to its owner in December, 2004. Four months of waiting seemed to be an agony to Rice. "It just killed me," Rice says half-jokingly, sitting in his Shanghai office. The wall-





paper of the computer on his desk features the picture of his Arnage. During these four months, Rice went to visit the Bentley's Shanghai showroom every two weeks, so that his yearning for a Bentley car could be somewhat quenched.

His frequent calls aroused the interests of the local sales people. "They wanted to sell me one of their cars," Rice says, "but I already had one." But he also acknowledged that the long time of waiting also made the whole experience more exciting. "I thought it was the most beautiful car in the world when I saw it," Rice recalled how he was feeling the moment he saw his car on the delivery day.

Rice described the service Bentley dealers provide as "very special" and "personal experience." They remember his names and would call him to remind him the maintenance day. Derek Davies, Bentley's Arnage Brand Manager, who Rice got to know on his trip to Crewe often send emails asking how his Arnage is.

As the vice president and general manager Greater China of Tyson Foods Inc, the world's largest protein company and one of the Fortune Global 500, Rice is based in Shanghai and thus, had chances to meet some local Bentley owners. Earlier this year, he was invited to a charity event Bentley China sponsored in Shanghai, where he met Chinese customers who drove their own Bentleys to the party.

"They are interesting guys, because they are obviously successful entrepreneurs. I think they have very good taste and, of course, they are 'car guys' like me," Rice recalls.

He enjoys meeting Chinese entrepreneurs. "A lot of these people are interesting, hard-working, and colorful. That's part of the culture. I would not have stayed so long in China if it wasn't for the warmth of the people here" Rice, with a total of 16 years working and living experience in the Middle Kingdom, knows this culture quite well. He first came to China in 1987, as one of 17 students from University of California, who were sent to Kunming, Yunnan Province, on a three-



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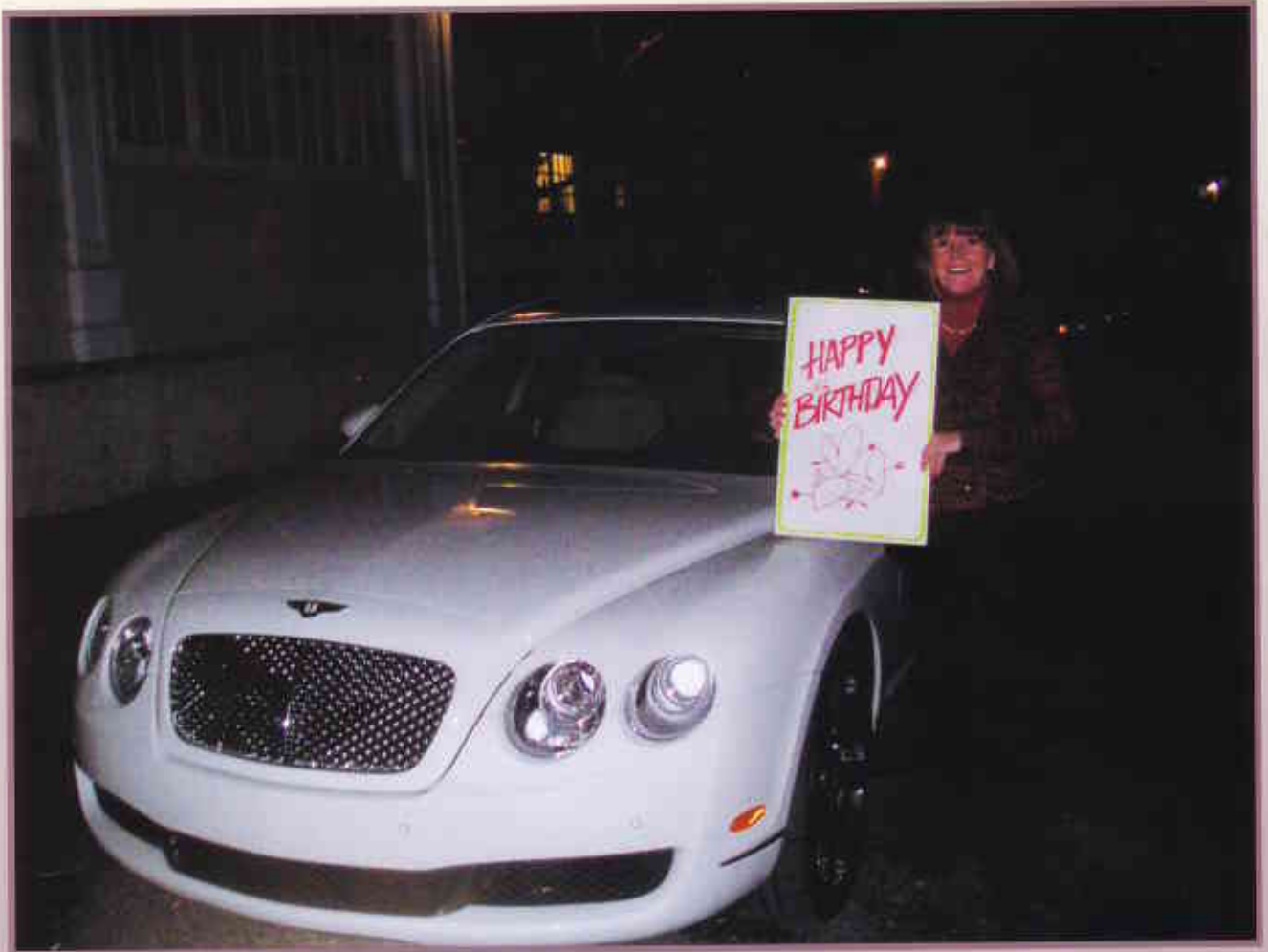


month exchange program. In 1991, he went back to Kunming University to teach English and finance for two years. In the past decade, Rice worked for the Danone Group which has operations in China. With his rich experience working with Chinese partners and his extraordinary understanding and insights of Chinese culture and US trade relations, Rice has been frequently approached by foreign companies who want to seek his consulting on how to do business in one of the powerful economies in the world.

What surprised Rice is how quickly Chinese nouveaux-riches have developed sophisticated tastes for international luxury brands such as Bentley. A decade ago, only a handful of people in China knew this British motoring brand. But, as Rice pointed out, the laudable marketing efforts by Bentley China in mainland China have cultured a growing number of local customers.

“Up till today, Bentley is still the best in its class,” Rice says. “There are a lot of good cars out there, but nothing beats Bentley. When you sit in the car, you can tell that with everything they did about this car, they make it absolutely best.” What he finds in his Arnage while sitting behind its wheels is the objective the Bentley Motor has been pursuing till today. This objective laid out by Bentley Motor’s founder, W.O. Bentley - “A good car, a fast car, the best in class.”





A new Continental Flying Spur was the last thing Cindy expected on her birthday.



I lost control again. This is all Ralph's doing I thought. He's the sales guy, not Frank. What's Ralph doing in service? "Frank, I like the color, but what if Cindy doesn't?"

"Bring it back and we'll let her pick whatever color she wants." Frank said with conviction. "Here is what I will do. I will order two dozen roses for the table in the restaurant. How old are you Steve? Life is too short and you have to make events like this extra special."



Steve and Cindy Mazda's collection contains only 12 cylinder cars: Bentley Continental Flying Spur, Rolls-Royce Silver Seraph, Mercedes S600 and Ferrari 550.

He is right, I thought to myself. He put his hand on my shoulder as we walked around the car still in its shrink-wrap. "Let me ask you." He asked, "Can you afford the car?"

"Yes, but I need to sell some stock and take some profits out of the market. The market is up 5% for the year but I'm up over 30%, and my investors are very happy, but I couldn't pay you until next week."

"If I can't do business with Steve Mazda on a

hand shake I shouldn't be in business."

"That's what I always say Frank."

At this point I wasn't sure who was selling who what. If I was being sold a car, it was the nicest experience it possibly could have been. Frank Kerbeck gave up his own custom-ordered Bentley Continental Flying Spur to me for my wife's birthday. Graciously, he offered to exchange it if she didn't like the color. SURPRISE delivered it to the restaurant with a three foot

high birthday card, roses on the table, a bottle of champagne in the trunk and he picked up the dinner tab!

After everything was agreed to Frank asked, "By the way, have you driven the car?"

"No" I laughed "I have driven the Bentley two door Continental GT and I like it. So I don't need to drive it. I think Cindy will be happy."

I wired the money the following week and added \$5,000 to get on the wait-

ing list for a Continental GT convertible.

God bless America! I hope I can continue to outperform the market and most other hedge fund managers the way I have over the last four years. I'm sure Frank will continue to out perform other car dealers because of service and commitment to his customers and his staff. Especially, Paul Wayne who always takes my calls and spends the most time with me, and Joe Innaurato who gets the job done.



TECHNICAL

*Text and Images by
William Lamb*

Repairing Silver Shadow Power Antenna Masts

I took the inner fender liner out of the right hand wheel well of SRX-1248, a 1966 Silver Shadow, to extract the inoperative power antenna. Imagine my surprise when I found that a.) it was the original antenna and b.) it was a Delco antenna just like a pre-70 Cadillac. The differences between the Cadillac and the Rolls-Royce are mainly in that a mast tower extension was made to accommodate a lower mounting height and accommodate a screw-in nut rather than a clamping situation with a flush escutcheon like the Cadillac. As a result the lowest tube of the antenna is locked to the mast tower preventing the mast from going all the way down and below the line of the fender. It will stick up some when completely down as a result, but I guess this was an acceptable compromise.

Naturally this sucker hadn't worked in years, but since it was a lifetime California car, there was little moisture damage. Having withdrawn the unit I pulled the armature cover off the motor and pulled out the armature itself. (I've done this before, having owned plenty 60s and 70s Cadillacs, so I was on familiar turf.) One brush was stuck and the armature contacts were very carbon tracked. Some Nevr-Dull wadding polish solved the carbon tracking, I filed the brushes flat again, oiled the drive mechanism for the mast cable and refitted the armature. Voilà.

I seem to recall that later Shadows use a couple of variations on the Hirschmann 6000. These are even easier to clean and "rebuild" since the access cover is the entire side of the unit. A much more common mast is used on these which should (no reason not to) cross over to a similar vintage Mercedes-Benz. Needless to say I am always amazed at the thought of the number of these perfectly good and very serviceable American (or German) antennas which were discarded by foolish people and service personnel. Don't make the same mistake!



ROLLS-ROYCE JOINS MTV TO FIGHT HIV AND AIDS

Rolls-Royce has joined with MTV to raise \$25,000 for the Staying Alive Foundation, a global organization dedicated to preventing the spread of HIV and AIDS. Rolls-Royce provided a new Phantom for last year's MTV European Music Awards in Lisbon and invited artists to autograph the back seat. By the end of the event more than 20 major celebrities had signed.

The seat was then removed from the Phantom and turned into the world's most exclusive sofa by Nick Gutfreund, an up-and-coming UK furniture designer and maker. It was subsequently bought by Hard Rock for \$25,000 with the proceeds donated by Rolls-Royce to the Staying Alive Foundation. The check was handed over last Friday at Hard Rock's 35th birthday celebrations in London.

Rolls-Royce Motor Cars Chairman and Chief Executive, Ian Robertson, said, "We are delighted to have been involved with MTV and Hard Rock on such an innovative project, and one that has raised a considerable sum of money to assist Staying Alive in their continued efforts to prevent the spread of HIV and AIDS."

MTV's Staying Alive Foundation (www.staying-alive.org) promotes and supports young people everywhere who are protecting themselves and their communities against the multiple threats posed by the spread of HIV and AIDS. The Foundation does this by



presenting the Staying Alive Award annually, to young individuals and youth groups who are focused on stopping the spread of HIV, and who have demonstrated the potential to become future leaders.

Bill Roedy, President of MTV Networks International and chair of the Staying Alive Foundation, said: "Business collaboration is vital in the battle against HIV and AIDS. This money will go to supporting grass roots education and prevention projects and we are grateful to Rolls-Royce and Hard Rock for making this possible."

"This one-of-a-kind piece from MTV and Rolls-Royce is a unique addition to our iconic memorabilia collection", said Hamish Dodds, President and CEO, Hard Rock International. "MTV has played an incredible role in HIV prevention and we at Hard Rock are proud

of the role we continue to play in promoting pop culture, and keeping audiences aware and engaged in important causes throughout the world."

Peter McLachlan, from Peter MC Ltd, brought MTV, Rolls-Royce and Hard Rock together to form this unique partnership.

Celebrities who signed the sofa included Anastacia, Black Eyed Peas, Brittany Murphy, Coldplay, Nelly Furtado, Craig David, Bob Geldof and Shakira, Akon. Then also, Alison Goldfrapp, Chemical Brothers, Borat (Sacha Baron Cohen), footballer Diego Luna, Foo Fighters, actor Gael Garcia Bernal, Green Day, Formula 1 driver Jenson Button, footballer Luis Figo, Sean Paul, Shaggy, Sugababes, TATU and the MTV presenters Tim Kash and Trevor Nelson.

Information and Images Courtesy Rolls-Royce Motor Cars



TECHNICAL



by Jon Waples

How to Rebuild a Silver Shadow Leveling Valve

There are two leveling valves on a Shadow rear suspension. Each one is attached to the car body adjacent to a trailing arm. Each trailing arm is connected to a link which rotates the operating shaft on the leveling valve. The valve has four hydraulic connections: high pressure inlet, outlet to height control ram, reservoir return and signal pressure from the solenoid valve. The leveling valves are generally trouble free and only tend to leak after a decade or two of service.

Before discussing the procedure, a brief word on system operation is in order. The rear spring on each side of the car has a hydraulic ram mounted at the top that forces the spring downward as hydraulic fluid is added which changes the ride height of the vehicle. To sense ride height, the leveling valve, in a sense, measures the distance of the trailing arm to the body. If the trailing arm is too close, the ride height is too low and additional fluid is passed to the height control ram. If the trailing arm is too far away, the ride height is too high, and the leveling valve allows some fluid from the ram back to the reservoir.

All of this works very nicely when the car is stationary, but when it is in motion, both trailing arms are in continuous up and down motion following every nuance of road surface. This is where the solenoid valve comes in. If the car is in park or neutral or one of the doors is open, volt-

Figure 1
Right hand leveling valve. When mounted, the solenoid valve and reservoir return connections are towards the front of the car.

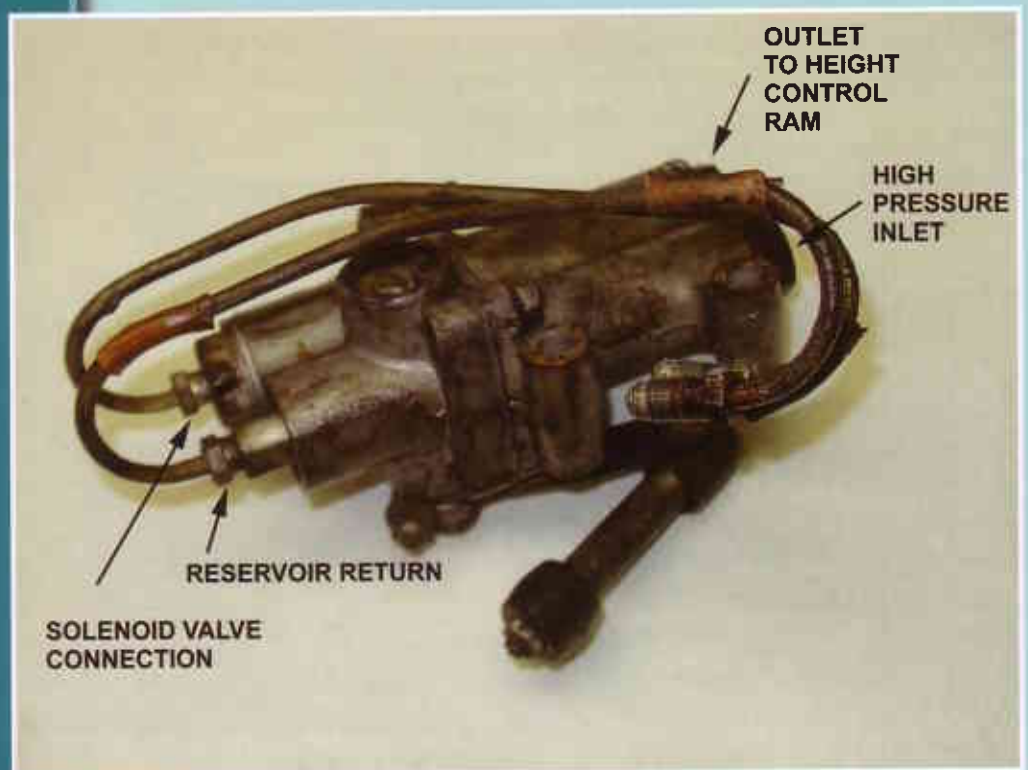




Figure 2
Removal of piston.

age is applied to the solenoid valve. The solenoid valve in turn supplies high pressure fluid to the leveling valve when the car is stationary and low pressure when underway.

The presence or absence of pressure at the solenoid valve connection presses on a plunger that can restrict the flow of fluid in and out of the ram. When the fluid flow is restricted, the leveling function corrects ride height at a much slower rate, effectively averaging the road irregularities to arrive at a proper ride height rather than reacting to them.

To perform this procedure, you will need two leveling valve rebuild kits plus two new flexible lines that run from the leveling valve to the height control ram. The flexible line can only be removed with the leveling valve already out. Since the leveling valve is a bit of a chore to remove and only needs to come out every decade or two, you might as well do both. Be careful – brake fluid removes paint.

Begin with the car on a four post lift. I would hesitate to do this job without this kind of access to the vehicle underside. The following procedure is identical for each leveling valve. Remove, rebuild and replace one leveling valve before moving on to the other. Use flare nut wrenches where practical to minimize damage to the hydraulic connections.

- 1) Ensuring that the system is depressurized, disconnect the front two leveling hard lines (solenoid connection and reservoir return) where they are connected at a junction block. (See fig. 1 for connection identifications on the valve body.)
- 2) Disconnect rear hard line at the leveling valve. (This is the high pressure inlet connection.)
- 3) Loosen the flex line at rear of valve. (This is the outlet to the height control.)
- 4) Disconnect the link at the lower end as it attaches to the trailing arm.
- 5) Remove the two nuts and bolts that attach the valve body to the bracket.
- 6) To separate the leveling valve from the flexible line, twist the leveling valve body while holding flex line stationary with a line wrench.
- 7) Remove the flex line from its chassis connection with a pair of wrenches. The bracket that supports this connection is very delicate, so be careful.
- 8) Drain away any trapped fluid in the leveling valve body. Now's a splendid time to have a cup of coffee and a Danish.

The following detail work is best done with a clear head on a large clean workbench with a vast uncluttered work surface:

- 9) Remove the link from the shaft remembering which side it went on. The only difference between left and right valves is side on which the link is

continued...

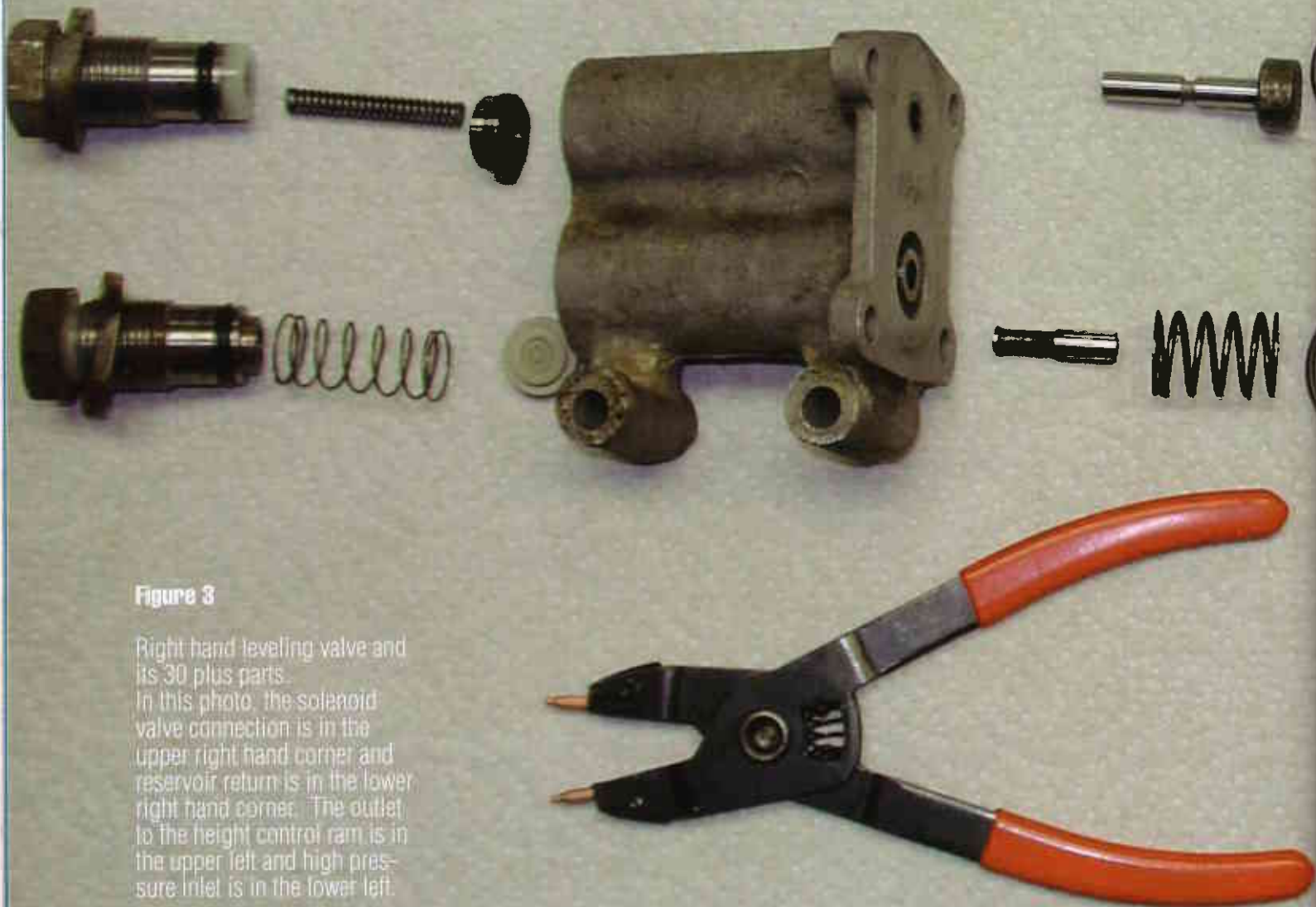


Figure 3

Right hand leveling valve and its 30 plus parts. In this photo, the solenoid valve connection is in the upper right hand corner and reservoir return is in the lower right hand corner. The outlet to the height control ram is in the upper left and high pressure inlet is in the lower left.

mounted.

10) Remove the lower front end piece (reservoir return) that is retained by a snap ring using proper snap ring pliers. Keep the line attached to the end piece so that you do not confuse this line for the upper line.

11) Turn shaft with screwdriver to release piston. (See fig. 2.)

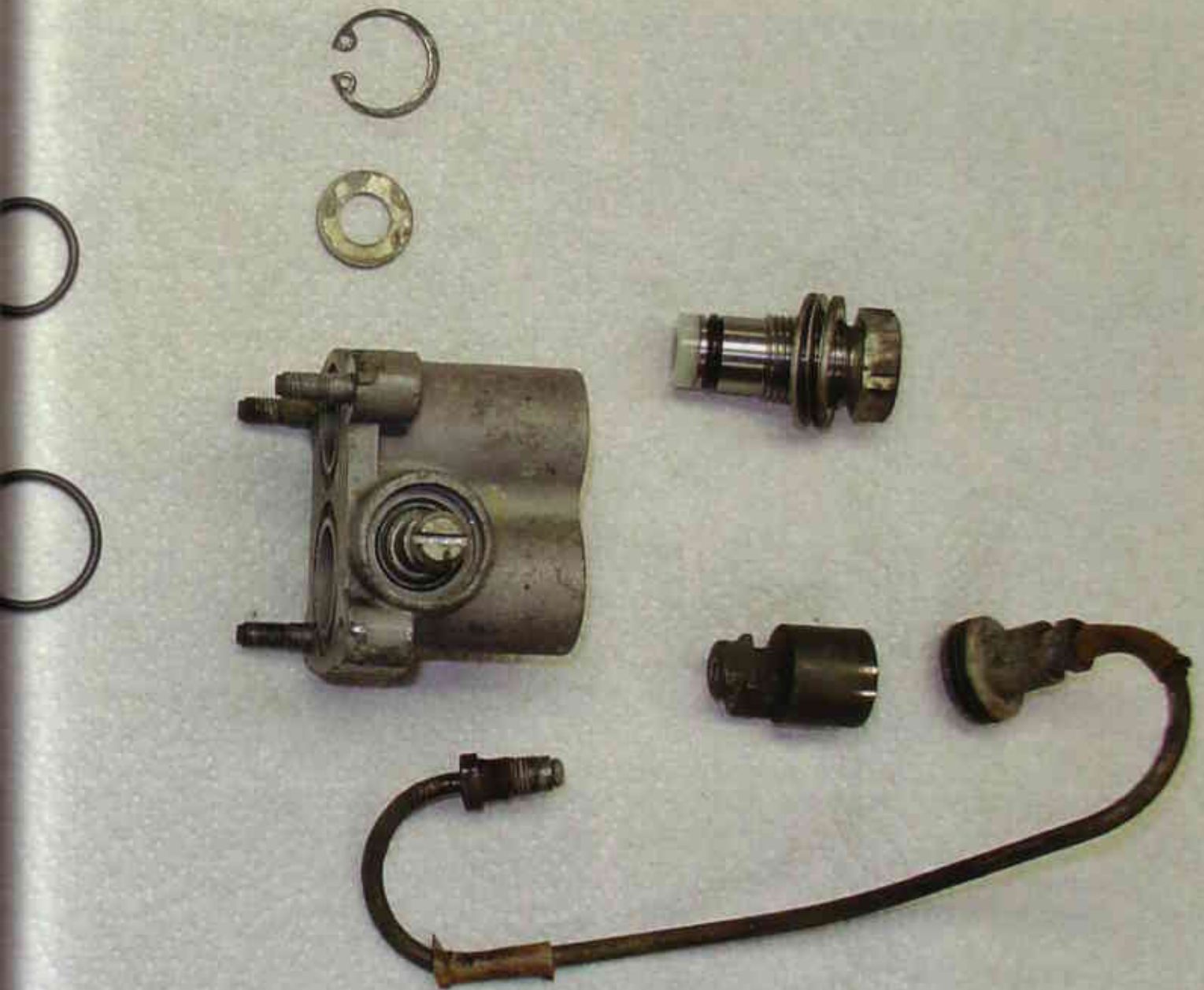
12) Remove upper front piece (solenoid valve connection), ensure that all of the washers are accounted for, these serve as shims of very specific thicknesses for calibrated operation of

the leveling valve.

13) Remove upper and lower rear pieces (outlet to height control ram and high pressure inlet). They are not identical so ensure that you remember which is which. Make sure that you capture the springs and pistons contained inside the body behind each of these.

14) Remove the four nuts holding the two body halves together, collect the piston, ring and shaft pieces.

15) Remove the spring clips on each side of the shaft. 16) Push the shaft in each direction to pop



loose the dust cover.

17) With a pick, carefully remove the shaft seal.

18) Remove the two o-rings from the valve body halves and remove the o-ring from each of the four end pieces.

19) Carefully clean all of the parts in denatured alcohol and dry with air.

20) Reassemble using all new o-rings, smearing each with fresh RR363, using fig. 3 as a guide.

21) Reinstall in the car reversing the remainder of the above procedure.

22) Since the height control system recirculates

brake fluid back to the reservoir, it is essentially self bleeding and should return to normal function after running the car for a brief time.

23) Once it has returned to normal function, adjust the attachment point of the link on the slotted hole on the trailing arm to achieve proper ride.

For additional instruction on this and related subsystems, I recommend the two part series of videos on Shadow Hydraulics hosted by Ralph Curzon and distributed by the RROC Club Stores.





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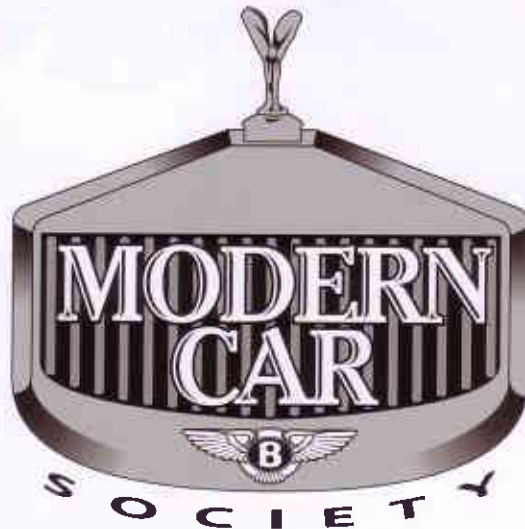


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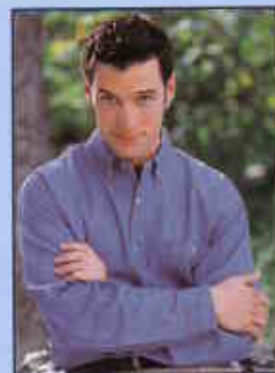
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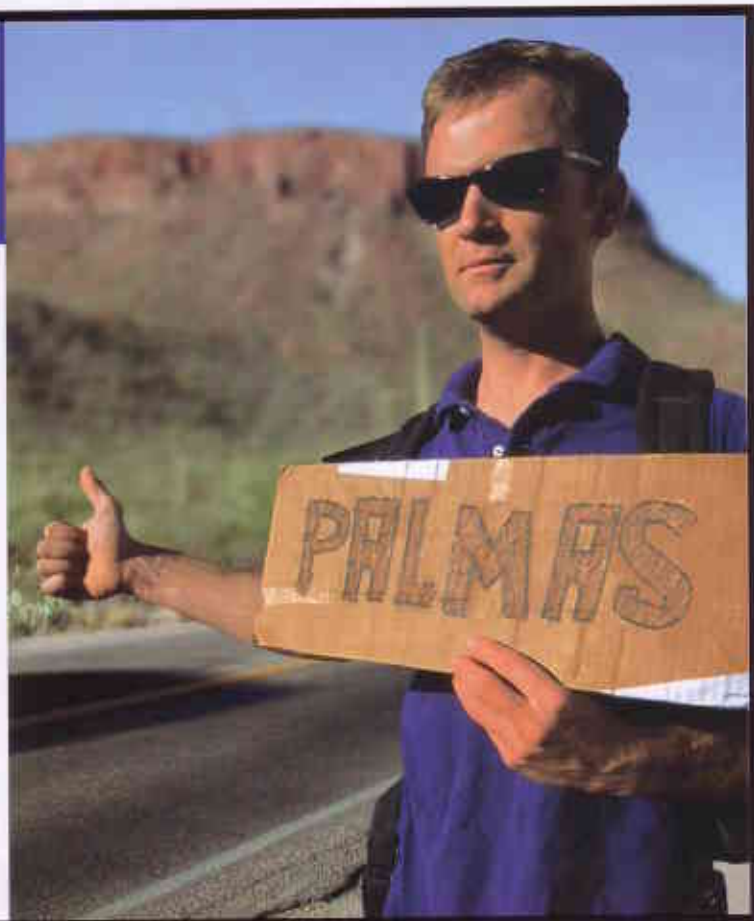
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Rolls-Royce plays well at Pebble Beach

In the middle of August each year automotive enthusiasts make their pilgrimage to the Monterey Peninsula for the Pebble Beach Concours. While the Concours De Elegance itself lasts just hours on a single Sunday, it has become the epicenter of an almost 3 week long automotive extravaganza. For Rolls-Royce Motor Cars, participation at the Concours and the events surrounding it are critical to the company's marketing success.

Rolls-Royce has numerous activities going on during the Concours and the days just prior. The company displays a Phantom at The Robb Salon, as VIP lounge area adjacent to the RM Auction. RM is one of the six auction companies specializing in rare, exotic, and collectible cars who will sell more than \$20 million dollars worth of cars in just a few nights. While some auctions focus on American Muscle cars of the 60s and 70s, RM specializes in the finest European cars from the 30s on up. Many of their offerings will attract bids in excess of a million dollars. The RM clientele has the right sensibilities to appreciate Rolls-Royce. Members of the Rolls-Royce Motor Cars Staff man the display from Thursday evening thru Saturday night.

On Friday and Saturday morning at the entrance to the Lodge at Pebble Beach other members of the Rolls-Royce Team provide a test drive opportunity for Concours entrants and judges. This year more than 40 test drives were taken. In addition

to standard Phantoms which were being driven this year, there was on display a Phantom EWB and a Phantom Black. As you would expect, the sight of numerous Rolls-Royce cars never fails to draw a crowd. This year one of the members of the crowd fell in love with



Ian Robertson, chairman and chief executive for Rolls-Royce Motor Cars Ltd., with 101EX at Pebble Beach.

the Phantom Black on display. One of just 25 specially equipped cars in the world and one of just nine coming to the States, this black on black car is both elegant and striking. The gentleman said he had to have it. We explained that we could reserve one of the other Phantom Black editions coming to the States. He said that would not do. He had to have this car and he had to have it within the hour so that he could drive it home! Fortunately, his dealer was nearby and we arranged to wholesale the car to the dealer and the dealer allowed the now happy customer to take the car home! By the way, a Phantom Black has a suggested retail price of

approximately \$358,000.

The big day for Rolls-Royce Motor Cars is really Sunday during the Concours. As the tens of thousands of automotive enthusiasts enter the Concours area they first move past The Concept Car Lawn. Here some of the most exciting new vehicles in the world are on display. This year the Rolls-Royce 101EX Experimental Coupe was on display. Rolls-Royce builds experimental cars to gauge public reaction to potential new models. Judging by the reaction to 101EX, it will end up as a production car before too long. Next Rolls-Royce entertains its dealers, prospects, and customers at its hospitality suite overlooking the awards area. It is a day filled with the finest cars gathered from around the world. They are displayed, judged, honored, and revered. It is the perfect gathering to remind you just how special Rolls-Royce Motor Cars are.

Joining Peter Miles, president of Rolls-Royce Motor Cars NA and his staff who run the activities at Pebble were Ian Robertson, Chairman and CEO of Rolls-Royce Motor Cars Limited, and Graeme Grieve, Director of Sales and Marketing. Mr. Miles explained that Pebble Beach is a huge commitment in terms of both budget and manpower. But, it is a highly efficient way to get Rolls-Royce Motor Cars in front of a highly qualified audience, in a very positive environment. Rolls-Royce attributes 6 to 10 sales each year as a direct result of their activities surrounding Pebble Beach.

Information and Images Courtesy of Rolls-Royce Motor Cars



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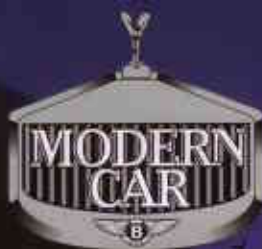
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