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modern CAR



For Rolls-Royce and Bentley Owners and Enthusiasts



My hope is that summer, 2016 will be outstanding for driving our PMC's. The "Show Me" Spring Tour in Missouri was sold out early and is probably going on as you read this. The interest in this year's National Meet in Asheville, North Carolina is also very high. Make sure you sign up early. Please consider the Modern Car dinner which will be on site at the Grove Park Inn.

There is also a tour scheduled in northern Italy this year and the Rolls Royce Factory in England. This issue has all the new offerings from Rolls Royce and Bentley and some great info from several of our members. Enjoy your summer and DRIVE your car; you will both be happier for it!

Until next time, keep the rubber side down!

Jim Facinelli
chairman

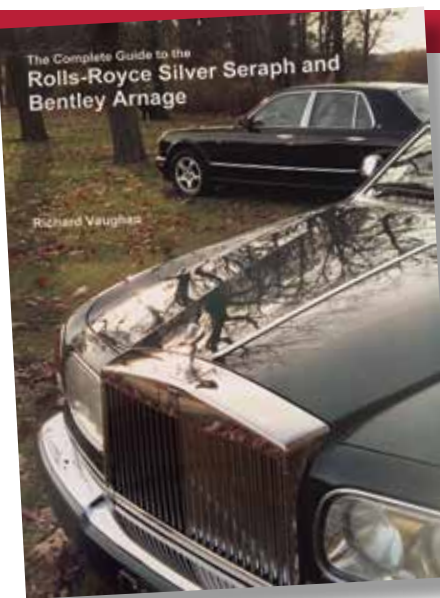


www.moderncarsociety.com/regalia



Welcome New Members

John Barton ----- Middletown, OH
Brendan Murphy ----- Port St. Joe, FL



Hot off the Press

The Complete Guide to the Rolls-Royce Silver Seraph and Bentley Arnage

is the only book exclusively dedicated to the last motorcars to be designed at Crewe before Rolls-Royce and Bentley were sold to new owners. From design and styling of the Silver Seraph to the Arnage Final Series of 2009, this book covers every model and goes into detail about every imaginable option, with 265 color pictures across its 146 pages.

Special attention is given to rarely seen features, unusual options, and the long wheelbase variants, including the Bentley State Limousine. In addition, there is a useful checklist of things to look at when evaluating one for purchase.

**Available at the RROC club store for \$86.
Call 800-TRY-RROC to order your copy.**



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2017 Bentley Mulsanne



The Bentley Mulsanne has received an extensive facelift and the line-up has been extended to four models as part of a revamp to the range.

The new Mulsanne range consists of updated versions of the standard Mulsanne and Mulsanne Speed, plus two new Mulsanne Extended Wheelbase models, one with increased rear leg room and the other offering six seats in a four-up, face-to-face rear-seat configuration. 1

In addition, the entire Mulsanne range has been

reimagined with what the company describes as a “fresh and modern” look and new chassis tech to deliver what is claimed to be “the world’s most refined ride”. It remains to be seen if the claims of superlative ride quality are true. The outgoing model certainly could not be regarded as a paragon of serenity in motion. That title belongs to the Rolls-Royce Phantom, which is also set to be replaced soon.

The Mulsanne remains the last Bentley which is not based on a Volkswagen and is the only Bentley that feels truly handmade, in the best sense of that term.

New Mulsanne Powertrain and Chassis Details

Power for the standard car comes from the same 6.75-litre V8, which is linked to an eight-speed automatic ZF transmission and which delivers an unchanged 505bhp and 752lb ft of torque. The 0-60mph time remains 5.1sec, with a top speed of 184mph. Official fuel economy has been improved about 15%, with CO2 emissions of 342g/km, down from 393g/km.

New chassis hardware includes active engine mounts and revised suspension bushes, which

deliver a more controlled ride that drivers can adapt between Bentley, Sport, Comfort and custom modes. Meanwhile a new tire construction created in partnership with Dunlop reduces cabin noise by up to 4dBA - which is more than half of the noise level generated in the cabin in the current car.

Exterior Styling

Although the revised Mulsanne keeps the basic lines of the earlier car, the entire front-end forward of the A-pillar is new, including the bumper, bonnet, radiator, shell, grilles and lights. Key to

these changes has been a philosophy of integrating all the design elements so that they flow and work together more neatly, as well as giving the car more visual width and therefore presence.

The new stainless steel grille with vertical slats - 80mm wider than before - is the stand-out change on the front. "The vertical slats give the car a strong presence and imply luxury, while the matrix mesh implies a sportiness," said Bentley's Sang Yup Lee, head of exterior design.

It is framed by a pair of "floating" all-LED headlights, which offer adaptive technology for better night vision, and which adjust their lighting pattern according to the prevailing conditions. By pushing some design elements farther to the corners of the car, Bentley's designers have again worked to give the car more visual width and presence.

That theme continues at the rear, where the changes are more focused on the bumper and light treatments. The bumper, for instance, is 26mm wider at its lower edge, and includes a feature line designed to catch the light and give the car a more purposeful look. The rear lights are also more stylized in a 'B' shape, to give the car a more instantly recognizable look at night.

Interior and Cockpit Electronics

Inside, the most significant update is a new 8.0in touchscreen infotainment system, modernizing the cabin ambience and updating the sat-nav to the latest standards. The system is compatible with Apple Carplay, Android Auto and MirrorLink. 6

The audio and visual capabilities are underpinned by a 60GB hard drive. Buyers can also spec an 18-speaker, 19-channel Naim audio system with a 2200 watt amplifier and super tweeters. In the rear, two 10.2-inch Android tablets sit in the backs of the front seats, and are 4G, wifi and Bluetooth enabled. The tablets are detachable and link to the infotainment system so passengers can stream music or video or control the sat-nav.

Other new tech includes headlights that automatically adjust according to town, country and motorway conditions, a blind-spot monitoring system and a new stability control system that can intervene if it detects a potential accident.

Interior changes are focused on a new style of seat, new door trims and armrests, glass switchgear, with 24 leather colors available in a single or two tone arrangement. Emphasizing the quality claims, the leather interior is said to take 150 hours to trim - out of 400 hours to build the whole car - while 40 interior parts are said to be handmade.

Mulsanne Extended Wheelbase

In particular, Bentley is targeting growing sales for the extended wheelbase model, especially in China and the Middle East, the second and third biggest Mulsanne markets behind the US. The standard model boasts a new style of reclining seat that the firm describes as providing "first-class air-travel experience for the road". Others will see it as Bentley catching up with what Mercedes did with Maybach back in 2003.

That car has an extra 250mm of rear leg room, and the pair of seats - separated by a console - have leg rests that can be extended for bed-like comfort. Buyers can also specify retractable tables,







so they can work on the move. In addition, the rear passenger compartment has its own sun-roof to add natural light to the cabin. Durheimer describes the rear seats as setting the “benchmark in automotive comfort”.

2016 Bentley Mulsanne Speed

The Mulsanne Speed is powered by the same 6.75-litre V8, but with 530bhp, 811lb ft of torque and a recalibrated eight-speed gearbox, resulting in a 0-60mph time of 4.8sec and a top speed of 190mph. It also has a sports suspension mode for a more dynamic driving experience. Visual

differentiators from standard models include a dark tint finish on exterior chrome details, unique 21-inch alloys, a different bumper design and sports exhausts; Bentley summarizes these changes as “menacing”. Inside, quilted sports seats come as standard, as do drilled alloy pedals and a sportier gearlever design.

Bentley Grand Limousine by Mulliner

The six-seater version of the Mulsanne will be called the Bentley Grand Limousine by Mulliner, with each car built to order. It is described as “invoking the spirit of coach

building”. Although no sales predictions were released, it is clearly for a limited audience.

The Mulsanne Grand Limousine is one meter longer and 79 mm taller than Bentley’s new Mulsanne and features a unique interior with a unique seating configuration in the rear cabin.

It features Bentley’s first application of electrochromic or ‘smart glass’ – which allows passengers to switch the interior division and rear-cabin window glass between clear and opaque at the touch of a button – and a suite of onboard technology ensures the Mulsanne Grand





Limousine by Mulliner experience is both exclusive and luxurious.

This car shown to the media was a private commission. Wolfgang Dürheimer, chairman and chief executive of Bentley Motors, comments: "The Mulsanne Grand Limousine showcases the exquisite craftsmanship of our in-house coachbuilder, Mulliner and exemplifies the way in which our

experts consult with a customer to turn their vision into an extraordinary reality. The attention to detail, quality, creativity and skill applied to every Mulliner commission is truly unique in the automotive world."

With the focus on the rear-cabin, a new HVAC system was been developed exclusively by Mulliner. Furthermore, the interior offers features such

as iPad charging and docking stations, as well as veneered fold-out tables, a bottle cooler with frosted glass and crystal flutes, and a soft drink cabinet with bespoke tumblers. It has an intercom system to communicate with the driver and unique controls for the rear features.

Throughout, only the most luxurious materials have been used to achieve exemplary levels of refinement. The opulence of the rear cabin is accentuated by the extensive use of wood and leather for which Bentley is renowned.

Finished in two-tone Silver Frost and Moroccan Blue, the



greatest attention to detail has been applied to the Mulsanne Grand Limousine by Mulliner. This is evident from the Flying 'B' mascot – engraved with the words 'Coachbuilt by Mulliner' – which stands above a unique iteration of Bentley's iconic chrome grille and lower bumper grilles, designed specifically for this car.





The effortless lines that track from the bonnet along the sinuous body of the limousine conclude in beautifully resolved shoulders, melding the aesthetic purity of Bentley's flagship car with the luxury of additional space inside. Beneath this delightful example of coachbuilding sit four unique 21" wheels, color-matched to the exterior finish.

In accordance with the enhanced dimensions, the Mul-

sanne Grand Limousine by Mulliner is fitted with a fully engineered powertrain, transmission and a re-engineered chassis and suspension, guaranteeing the highest possible degree of passenger comfort and safety in the longest ultra-luxury sedan in the world.





BENTLEY IN 2036

Bentley has been brainstorming about the future of its brand in 2036. They have a vision that incorporates autonomous driving technology, components made via 3D printing and even a holographic butler to cater to the needs of passengers.

The image shows the kind of interior a car from the luxury, chauffeur-driven end of the manufacturer's portfolio, possibly a Mulsanne, might have two decades from now.

The lounge-style rear cabin features two sofa-like seats positioned opposite each other and infotainment screens made from flexible, 0.5mm-thick material mounted to the side panels. It is the work of Bentley's 50-strong design team led by Stefan Sielaff, who joined the company as director of design last July.

"This explains how the interior of Bentleys has to develop and in particular how the luxury experience has to develop in the future," said Sielaff in an interview with AutoCar magazine.

"We are pushing with materials and with screens. The super-thin screen is still experimental but it is only as thick as a piece of paper and you can bend it. The screens of the future won't be straight pieces of glass, instead they will be integrated into the materials. The luxury customer is not sitting in front of a shoebox all the time.

"With this image we are talking about the luxury atmosphere in our cars. You could imagine that this is the interior of an autonomous Bentley, even though many of our customers already do not drive themselves because they have chauffeurs."

The holographic butler represents "somebody you can talk to, it's not just a machine" to offer Bentley customers a more personalized experience. "This is also part of luxury and design in the future. This is what we have to combine."

In addition to the 2036 vision of a luxury interior, Sielaff hinted at some aspects of design that are closer to production reality and will "take Bentley design into the future". Indeed, some cues could be incorporated

into the design of upcoming cars, such as the next Continental, which is currently in development ahead of an anticipated launch in 2017.

Bentley's future designs will continue to emphasize the brand's British roots via what Sielaff refers to as a "fusion of extremes", with the sporting models at one end of the spectrum and luxury models at the other.

Bentley is plotting new cars in its portfolio; company boss Wolfgang Dürheimer recently told Autocar that he would like to see as many as seven model lines, with prospective future offerings, such as a Bentayga-derived sports SUV and the production version of the EXP 10 Speed 6 coupé in the final stages of consideration.

Sielaff said the "overall ratio between performance and luxury will get even wider. Our flagships will get even more luxurious on the one hand and even more sporty on the other."

Future Bentley designs will retain some familiar elements, such as the round

headlights - which Sielaff refers to as "something that should stay with Bentley forever" - and two significant styling lines in the exterior side profile.

"One is what we call the 'power line' and the other is the 'haunch'," explained Sielaff. "So to express a really sporty statement we always separate the power line and the haunch, but in the more luxury flagship models we stretch the power line into the haunch to accentuate the length of the cars."

Future Bentleys will also make greater use of components made via 3D printing, inspired by the use of such techniques on the EXP 10 Speed 6 concept.

"3D printing is fascinating for use because it overcomes problems of production for us. You can create detailed, complex components that in the past we would not be able to make via milling or casting, for example integrating a 3D image of a Union flag into a door hinge. This is only possible using 3D printing.

"The detailing on the interior of the grille can also be 3D printed and that is also something that in the future will give each car in our family personality. We can play

with the interior of the grille to make it more sporty or more elegant. These are things that are influencing our future design language from a technical perspective."

Bentley sees sales potential among technology-savvy 'millennials', and "their expectations will be different", said Sielaff who explained that, as car-buying preferences change, Bentley has to react. Having already incorporated stone veneer into its cars' interiors as an alternative to wood or metal, Bentley is now doing research into other natural materials that could be an alternative to leather.

"In California, especially in the area around Los Angeles and San Francisco, there are some customer trends that will definitely be coming to Europe, and that are influencing our way of living and our behavior," he said.

"This is a more ecological and sustainable way of living, and a different way of acting towards both society and your own body, such as the vegan lifestyle. This is definitely coming into the luxury car sector at the moment. These customers are not interested in leather upholstery in cars anymore because their lifestyle almost forbids them

to use material taken from animals.

"So we have to experiment with this and find alternatives. We are experimenting with protein leather and with natural-based materials and textiles to meet these new expectations. It gives us a big chance to reinvent the interiors of our cars."

Bentley's design team is also in the process of refreshing its iconic 'Flying B' grille mascot and 'Winged B' badge. "They are part of the corporate identity so we have to be very careful how we refine them," said Sielaff.

OLED (Organic Light Emitting Diode) technology is set to feature in the lights of future models, with Sielaff explaining that the company "has some ideas for three-dimensional OLEDs".

"We have many different targets to fulfill, but it must always be a Bentley," said Sielaff. "You must smell, feel and touch it and think 'this is a Bentley'. This applies not only to the materials, but also to the architecture, such as the way the dashboards of our cars mimic our double wing theme. This is part of the genetic code of our interiors and we will continue this in the future."



Deliveries of RR's Largest Order Begin

The first of 30 highly bespoke, Extended Wheelbase Rolls-Royce Phantoms, exclusively handcrafted for THE 13 hotel in Macau, has been handed over to Stephen Hung, Joint Chairman of Louis XIII Holdings.

The stunning motor car, conceived and crafted in close collaboration with Mr Hung, is one of a fleet of 30 extraordinary Bespoke Phantoms that represent the largest single commission in Rolls-Royce history.

The motor car was ceremonially handed over to its new owner by Rolls-Royce Motor Cars Chief Executive Officer, Torsten Müller-Ötvös, who commented, "When luxury visionaries like Stephen Hung seek to realize

even the boldest of visions, they look to those with the knowledge and skills to deliver the gift of true Bespoke luxury," He continued, "These remarkable examples of contemporary Rolls-Royce design reaffirm our

position as the only marque capable of realizing deeply personal commissions. Once delivered, these exceptional motor cars will stand with **THE 13** hotel as landmark sights in Macau."

"Today we celebrate the culmination of one of our closest partnerships. Rolls-Royce has worked with us for over two years to create this singularly



unique automobile,” said Stephen Hung, the creator of **THE 13** hotel in Macau. “Behind all the innovation and Bespoke personalization, Rolls-Royce never once compromised its exceptional commitment to quality in every detail. To me, this is the standard by which true luxury is judged.”

THE 13’s Rolls-Royce Phantoms are adorned with a specially formulated ‘Stephen Red’ exterior paint. The motor car’s exterior is complemented by a hand-painted twin coachline in gold that culminates in a specially designed motif. The Bespoke 21” wheels are also finished in ‘Stephen Red’.

On opening the coach doors, the stunning exterior theme is elegantly echoed in an exquisitely crafted interior. A specially developed wood staining technique evokes the ‘Stephen Red’ color scheme, whilst hand-applied Gold inlays serve to echo the coachline.

Extraordinary attention to detail informs every Rolls-Royce Bespoke design. This is boldly expressed in a beautiful treatment of the instrument dials and clock with both playing on **THE 13**’s red and gold theme. The clock was designed in collaboration with master jeweler Graff.

Detail touches such as seat piping in Arctic White and ‘RR’ logos in gold balance perfectly with the Black main interior leather scheme. A checkered

pattern integrated to the rear seats, created at the request of Stephen Hung to echo the entrance hall motif of **THE 13**, is the result of an exhaustive process without compromising on comfort or quality.

Every possible concession to passenger comfort has been made. For example, a refrigerator housed between the rear seats has been commissioned to ensure guests are always able to effortlessly reach for a bottle of water or a cold towel whilst hand-milled cup holders serve as the perfect place to hold a



The 13 Macau

glass of Champagne. Specially commissioned door panniers have been added to house a tissue box ensuring every accoutrement is available to guests seeking to refresh after a long flight.

Rear picnic tables presented in ‘Stephen Red’ and finished with hand-applied Gold inlays discreetly house Phantom’s suite of cutting-edge entertainment technology.

The interior scheme is completed with one of the marque’s

most enduringly popular Bespoke design flourishes, the Starlight Headliner, an exhaustively crafted expression of the heavens over Macau on the night of **THE 13**’s ground breaking, formed of 1,360 individually hand-woven fibre-optic lights that serves to bathe occupants in a warm celestial glow.

Rolls-Royce Motor Cars’ and Stephen Hung’s shared commitment to attention to detail is also expressed in a Bespoke take on the umbrellas housed in the rear door which are presented in the signature black and gold theme seen throughout the fleet and designs for **THE 13** hotel.

Mr Hung’s commission for 30 Phantom Extended Wheelbase motor cars, two of which were, at the time of commissioning, the most expensive motor cars ever built by Rolls-Royce, was announced in September 2014. These two special motor cars feature

gold Spirits of Ecstasys, gold Parthenon Grilles, gold interior accents and diamond encrusted Rolls-Royce badges, which have been painstakingly crafted at the Home of Rolls-Royce in Goodwood, England. Additionally, the ‘Stephen Red’ paint on the two special ‘Gold’ Phantoms is infused with fine particles of pure gold.

All 30 Rolls-Royce Phantoms will all be delivered to **THE 13** hotel before it opens in late summer 2016.

The Queen is Getting One

The Bentley Bentayga aims to be a lot of things to a select few people. But as the world’s fastest, most powerful and arguably most luxurious SUV on the market, it could all boil down to bragging rights for some. So who will get to enjoy the privilege of receiving the very first one?

Probably the one person in the world who needs to brag the least: Queen Elizabeth II. The sovereign monarch of the United Kingdom (and more current and former commonwealth countries than we care to count) already rides around in the Bentley State Limousine specially made for the purpose and based on the Arnage. But she’ll now be adding a new Bentayga to her royal mews, using it specifically to go hunting at one of her estates in Scotland. She does, after all, own several – including the official Palace of Holyroodhouse in Edinburgh and, more likely, her private Balmoral Castle in Aberdeenshire.

Wherever she chooses to drive it, that’s got to hurt for Jaguar Land Rover. The rival British automaker has been supplying the royal family with Range Rovers for



years. Then again, both companies – alongside Aston Martin and Vauxhall – all hold royal warrants for supplying goods to Her Majesty. Given how many vehicles the royal family must own (and how the Queen has been known to drive herself about), we’re sure there’s room for all of Britain’s finest.



CLOUD vs. CORNICHE

BY TOM WRIGHT

About 25 year ago RROC members Dan Veale and Michael Keller hosted a party aboard Dan's classic Chris Craft Constellation wooden motor yacht of about 60' on San Diego's Mission Bay. I had sold my first Rolls-Royce, GWN-39, a 25/30 Limo, body by Barker. I wanted something that was more fun to drive. I was in conversation with the late Bob Barrymore, ex-President of the national RROC. I told him I intended to buy either a Silver Cloud or a Corniche. He said, shaking his head a bit, "The Silver Shadow is a high maintenance car." (The Corniche was initially built on a Silver Shadow chassis.) I classified this with "failed to proceed" as putting the best face on a bad situation and bought a 1959 Silver Cloud, which now is called a Silver Cloud I, in the way someone can become Sr. by creating a Jr. In the intervening years I have taken it from 90k miles to 135k and restored the car to a large extent.

Recently I was able to purchase a rural property with a 2400 square foot shop an hour southeast of my home in San Diego. I also gained the use of closer storage for the time being. Nature abhors a vacuum so I added a '47 Lincoln Continental Cabriolet, an RV and a Corniche to the Cloud, the Classic Mini and the Jaguar E-Type Open Two Seater I had acquired but struggled to house up to that point. (My daily driver is now a Jaguar X-Type.)

Appropriate Initial Rolls-Royce

If you are like me, when a friend wants to get into the hobby, the advice you always give is, buy an excellent original car or a one someone else has fixed up rather than getting one to fix up yourself, which is fraught with danger and more expensive in the long run.

Suppose further your friend wants to get a Rolls-Royce. If you live in the southern half of the country with its long distances between cities and frequent uncomfortable heat, the ability to cruise extensively at 65+ MPH and having an A/C are often a requirement. Family use may require an automatic. Don't try to fight these needs in your friend. I say get them addicted to the hobby with a gateway drug and they'll gravitate to serious addictions such as Bentleys and pre-war PMCs later once they're hooked!

Collector cars are not an investment. Considering repair and maintenance cost, inflation, storage, licensing, insurance and selling expense, these cars almost never make money. However, some cars are much more expensive to own and sell. The hobby is less fun if you feel the expenses are too high on top of which your car is shrinking in value.

Consider Rolls-Royce models that meet our equipment re-

quirements. Now eliminate those that are depreciating. IMHO you are left with two choices: the Silver Cloud and an older Corniche Drophead. Quality Silver Clouds have been creeping up in value for several years, but a good Standard Saloon can be had for around \$40k. Quality older Corniche Dropheads have bottomed out and good quality cars can be had for, coincidentally, around \$40k. When I say "good quality" I mean mechanically sound, no rust and only minor cosmetic issues. It may have been repainted. The leather may have been redone. As it is, the car will not "place" at a national meet but it's ready for the highway and looks good.

Now I've owned both cars for a bit and can give some thoughts on how they compare.



Design Technology

If you compare a 1957 Silver Cloud with the also iconic 1957 Chevrolet base model with an automatic, the cars are technologically very similar. The biggest difference in the equipment is that the power brakes on the Cloud are run by a spinning disk on the transmission while those on the Chevrolet are run by a hydraulic pump driven by a crankshaft pulley. That's not much of a difference, They both came with a six-cylinder engine

in the front, rear wheel drive with a solid axel and leaf springs, independent front suspension with coil springs, and a conventional frame with the body mounted on top. The big difference is that Rolls-Royces took weeks to build from the finest materials by craftsmen while GM was cranking cars out with fantastic speed. Of course this was reflected in the price.

A Corniche I is very different from the corresponding Chevrolet. The Corniche had gone to a design where the body was in essentially the frame and it had an all-independent high-pressure self-levelling hydraulic suspension and brake system. It is a complex car.

Driving Comparison

When I selected a Silver Cloud I back in 1989 I was slightly afraid its six-cylinder engine would not have enough power. Rolls-Royce said it was "adequate" but the demands in Great Britton are not the same as my home area in the Southwest. Even so I found they were correct. The four-speed Hydramatic delivers the power smoothly but the shifts are noticeable. The shift pattern is unusual and has no "park"; you use reverse for that. How British. The drive train is pretty quite. The Cloud drum brakes are the best ever produced anywhere, but this is a little like being the "World's Tallest Midget"; they aren't as good as disk brakes. When properly adjusted, the Silver Cloud brakes are truly impressive. However, I would estimate less than half the Silver Clouds on the road have properly adjusted brakes, perhaps way less than half. Some

have a certain leaking transmission seal that allows ATF to get on the servo (the spinning disk mentioned above) rendering it ineffective. Also, adjusting the servo is tricky, with only a narrow range between a weak power assist and the brakes getting stuck on.

The car is a bit narrow and tall by today's standards and if pushed tends to roll more in turns than modern cars.

The Cloud was normally delivered with bias-ply tires but most owners today use radial ties to reduce wandering. I have not been able to find radial tires that match the bias ply circumference, resulting in a sort of "under-drive" where the engine turns about 8% faster than normal. The speedometer is thus high by 8%.

The seats are OK but not stunning in spite of having mine rebuilt. I considered the lumbar support to be poor and added aftermarket remote-control lumbar supports beneath the leather and first level of padding. I am 6'1" with a little more body than legs and I find the seatbacks to be a little shorter than I would like. Headroom is just enough for me. Not all early Clouds have power steering but mine does. It's not capable of one-finger operation like modern ones but it has good feel.

My Silver Cloud I has factory A/C, a gigantic thing consuming at least 25% of the boot (trunk). It is adequate for Southern California. I'm not sure it would be great for running errands in Miami or New Orleans. I joke that my system can keep the car cool (fresh from the garage) but cannot make it cool (after sitting in the sunshine for a while.).

From first contact the Corniche seems more massive than the Silver Cloud. The doors are much heavier and the seats seem bigger. I find the seats more comfortable. Starting the car is more like a contemporary car with an array of warning and status lights going through their paces to initialize. This is either good or bad depending on the experience wanted

from an older car. My Corniche shifts more smoothly than my Cloud.

I always drive my Corniche with the top down (a luxury possible because I have the Cloud as well). Probably because the top, when down, is a large U mostly above the body, the car is comfortable at freeway speeds in that mode. That is, the top mimics the screens that are now used behind the passengers in some contemporary convertibles. The sophisticated suspension does provide a somewhat superior ride to the Silver Cloud. The power steering has more assist than the Cloud but still has pretty good feel. The breaks are better.

By today's standards these are both BIG cars. The Corniche feels a little bigger because it is wider and the Silver Cloud footprint is slightly rounded in the corners while the Corniche extends completely to the corners with its very rectangular footprint.



The Corniche does not sound as busy as the Silver Cloud at 65 MPH, but remember my Cloud is saddled with 8% under-drive.

And the Winner is...

Neither one. One is not better; they are different.

The choice might depend on your skills and budget. Remember when I said a Silver Cloud was a lot like a 1957 Chevrolet? With a Silver Cloud, an amateur mechanic can perform all the normal maintenance and many repairs in a garage (but it's much easier with a lift). Owner mainte-

Manufacturing vs. Building

My father told me in 1965 or so about a tour he took of a GM plant and there was a section at the end for cars whose doors wouldn't close. Some very large men with huge rubber faced mallets and 2x4s for levers "adjusted" the doors for a half-minute until they would close.

On a segment about Rolls-Royce on 60 Minutes broadcast in the 1970s a worker explained it took him a week to install one set of doors on a Silver Shadow.

nance of a Corniche requires a much more ambitious amateur mechanic or a pro. Professional maintenance of a Corniche will likely average several thousand dollars per year.

The choice might depend on taste. The cars look different. Over the decades the iconic Rolls-Royce grill has gotten shorter and shorter. Of course it a matter of individual preference, but many people consider the Silver Cloud to have a more classic look. Others consider the Corniche to have a pleasingly modern look.

One way to characterize the two cars might be to compare two uses of the cars in entertainment. In the TV show *Burk's Law*, the PI drove a Silver Cloud II. He was an erudite Brit, generally in a tailored suit (rather in the mode of James Bond or John Steed of *The Avengers* TV series). In the movie *Blow Up*, the hip, young photographer drove a Corniche, rarely bothering to use the door to enter or leave the car. Both of these Rolls-Royce-driving characters had their own kind of cool.

How people react to the car is different. People tend to call out "Nice car!" and such when I drive the Corniche more than when I drive the Silver Cloud, but I believe this is more due to how people react to someone driving with the top down. I get many such comments in my E-Type Open Two Seater. The Silver Cloud seems to inspire more respect, such as special treatment when valet parking and such.

Collecting

Regardless of which of these Rolls-Royces someone wants, the usual warnings apply. Take your time and learn the market. Buy a very good to excellent example, not one to fix up. Have it checked by an expert before you buy; \$300 could save you many thousands. For a Silver Cloud I would say rust is the number one concern and I would hope the expert brings an ice pick for that part of the inspection. IMHO the car must be viewed from underneath as there is a rust-prone part of the frame on the rear arch that should be checked. On a Corniche, look for records of continual preventative maintenance of the hydraulic system. The hydraulic system should be checked for leaks on a lift by an expert.

And don't give up on eventually having both. It only took me 25 years!

Current Phantom Saloons to be Replaced; Two-Door Models Dropped



Rolls-Royce Motor Cars Chief Executive Officer, Torsten Müller-Ötvös, has announced that the current Phantom will enter the last stages of its celebrated life in 2016. This announcement follows the recent news that Rolls-Royce Motor Cars has begun testing its all-new aluminium architecture, which will underpin every future Rolls-Royce arriving in-market from early 2018. He also announced that Phantom Coupé and Drophead Coupé models will not be renewed in the future. These two magnificent Phantom models will end their lives with a special collection of only 50 highly desirable cars to

be called Phantom Zenith.

The current seventh generation of Phantom started production in Goodwood over 13 years ago and quickly became the foundation upon which the renaissance of Rolls-Royce Motor Cars was built. A magnificent, graceful and powerful statement of the marque's claim to the very pinnacle of super luxury, Phantom VII is now approaching the end of its production.

During November this year, the build of the very last Phantom Coupé and Drophead Coupé at Goodwood will be completed. These models

***“I am proud and excited to announce that a new Phantom is on the way – a contemporary and beautiful Phantom enhanced with cutting-edge technologies and design innovations. Any new Phantom is an historic and important moment in automotive history and we are working hard on perfecting the Phantom VIII.*”**

– Torsten Müller-Ötvös

will not be replaced. Collectors around the world will be excited to learn that a spectacular collection of 50 unique Coupé’s and Drophead Coupés, called Phantom Zenith, will be built to celebrate the end of production of these truly exceptional cars.

Rolls-Royce will also build the last Phantom VII limousines this year.

Torsten Müller-Ötvös, said, “I am proud and excited to announce that a new Phantom is on the way – a contemporary and beautiful Phantom enhanced with cutting-edge technologies and design innovations. Any new Phantom is an historic and important moment in automotive history and we are working hard on perfecting the Phantom VIII.”

Rolls-Royce Motor Cars reset the benchmark for luxury motor cars in 2003 when it launched Phantom VII, a motor car that has remained the pinnacle of pure luxury for the last 13 years. Over those years Rolls-Royce created many fantastic Phantoms that stunned the world with their beauty and redefined the notion of pure luxury motor-ing.

Now it is time to take the next step in the luxury journey.

Phantom VII – Continuing to set the luxury benchmark even as it prepares to leave the world stage

Even as it prepares to leave the world stage, Phantom VII will continue to set the benchmark for luxury motoring with a number of limited-run collector’s pieces, each of which will be the last of their line.

To mark their exit, Rolls-Royce Motor Cars’ Bespoke design department will create the most highly Bespoke examples of each Phantom model to date – Coupé, Drophead Coupé and Limousine. At the same time the craftspeople who build each Rolls-Royce motor car to roll down the line at the Home of Rolls-Royce at Goodwood are already preparing themselves for the painstaking work that will go into these very special final motor cars.

Zenith – The very pinnacle of automotive excellence

The first of these special collections will be named Zenith, and will be the last ever Phantom Coupé and Drophead

Coupé models available to commission from Rolls-Royce Motor Cars.

“As the name promises, Zenith will be the pinnacle; the best of its kind; the highest standard achievable by which everything else is judged,” comments Director of Design, Giles Taylor. “Zenith will be the sum of all the best features of Phantom Coupé and Drophead Coupé, with a few surprises added. We expect huge demand for these 50 fine motor cars as we shall not look upon their like again.”

Such surprise features will include a Tailgate Hosting Area; laser etched armrests depicting the original launch locations of 100EX in Villa D’Este and 101EX in Geneva; Bespoke instrument dials and a special treatment of the iconic Spirit of Ecstasy figurine. Each customer will also receive a ‘money cannot buy’ portable memento of his or her purchase, whilst the motor cars will be offered to clients in a palate of memorable colour combinations from Rolls-Royce’s history.

New Bentley Models Coming



If you missed your chance to be the first one on your block to own the new Bentayga, don’t worry, you can still be the first to have quite a few different Bentleys that are one their way. Dealers are taking orders for the Bentley Grand Convertible, a convertible Mulsanne introduced at the LA Auto Show last year that is expected to be shown production form sometime late next year and be on its way to showroom floors by early 2017.

The third-generation Continental and Flying Spur ranges would come after that, laid atop the MSB platform and rolling out of Crewe over a two-year period starting in 2017. They should still be powered by 4.0-liter V8 and 6.0-liter W12 engines, but the bodywork around those motors will be “both evolutionary and daring.” This, then, should be the leap that Bentley wanted to make with the second-generation Continental but couldn’t.

Bentley has confirmed it is working on two new models to follow the Bentayga 4x4 as part of a relentless drive that will more than double its already booming sales to around 25,000 cars a year. The cars are a more compact SUV priced around \$170,000, and several production versions of its recently shown EXP10 Speed Six ‘Aston chaser’ concept - now tipped to include a 200mph, four-wheel-drive battery electric model.

Bentley’s new small SUV, sized between Porsche’s Cayenne and Macan SUV models, will be the first of the new models to show. In showrooms in about three years, it will use a high proportion

of Bentayga chassis and running gear, which means a high-performance model could conceivably be powered by the Bentayga’s new 6.0-litre, 600bhp W12, as well as the V8, diesel and hybrid powertrains Bentley also has up its sleeve. “It’ll be a matter of plug and play,” said Durheimer. The model has yet to receive the go-ahead from VW’s top management, though engineering director Rolf Frech said the project has already reached the design and initial engineering stage.

The new SUV, which Bentley believes will attract a type of younger buyer the company has never seen before, will take precedence over the new sports car, which had been thought to be the next in line. The new, small soft-roader is likely to be shown at least in concept form late in 2017, and should send Bentley’s total annual volume beyond 18,000 when it hits the market about a year later.

The EXP10 Speed Six concept, also awaiting final approval, received such

wholehearted approval from potential customers when first shown at Geneva last March that Durheimer expects production versions to resemble the concept closely in styling and major dimensions. No launch date has been given, but the model won’t go on sale until the small SUV has been completed, so a date around 2020 is probable.

The most common version is likely to be powered by Bentley’s Audi-related petrol V8, but newly announced headline-grabber is a twin-motor, four-wheel-drive, all-electric model with 400 to 500bhp on tap and its electric motors driving through three-stepped automatic gearboxes to give a top speed around 200mph, with huge acceleration and a range of 500km (about 300miles).

The developments were revealed in Spain by Bentley’s chairman and CEO, Wolfgang Durheimer, at an early driving event for the full-size Bentayga SUV, production of which begins at Crewe in a fortnight’s time for deliveries early next year.



A WOODEN FLYING “B”

BY GERRY ACQUILANO

Early members of the RROC had many things to ready for the forthcoming car events. There were many plans and arrangements to be made by a simple handful of volunteers. John Mac Farlane, John Utz, any a few others including myself handled the regional meets in our area. At the time (1970's) Caroll Vail, VP of regions handled the trophies as well, as I can recall. Things went well although the volunteers were few back then. The trophies were few, but needed, especially for the National Meets.

The trophy's for the winners of various classes at the National Meets were beautiful, but not plentiful. A few of the members knew I had an S1 Bentley grill shell which once belonged to a car I had in stock which I replaced with one without any marks on it. The grill I had was slightly scratched in the lower left hand corner. It was decided that if it were to be cut down, it would be the start of a very nice Bentley trophy. As we (John Utz and myself) looked it over it was decided to have replica shutters made of wood, stained, and lacquered to fit in the shell as part of the trophy. We did not have anyone who would donate a “Flying “B” which was missing on the grill shell. I brought up the idea of



having one carved from wood to match the wooden shutters. It was well received by all, so what next?

I bought an S1 stock Flying “B” from a dealer I knew in the UK, and when it arrived I gave it to a local wood carver in town and asked him if he could carve one like it out of wood. He mulled over the original and started to count the feathers in each wing. “Pretty hard to get it right” the old gent said, “Pretty hard to carve the exact amount of feathers....”. I looked at him, realizing he was only going to make it to HIS high degree of carving, and I agreed to leave the original one with him as a pattern. I recall it was about seven or eight months later he called me. “Stop over the house, I think you’ll like your wooden Flying “B”, I finished it last night. Do you want it stained?” I said no and went to collect it, and I paid him for it. It was another donation I added to the already promised

grill shell, a hefty one at that!

Time marched by, John MacFarlane passed on, and later John Utz did as well. No words were exchanged ever again about the new trophy planned by any of us, and the grill shell went to a fellow RROC member who needed it for an accident repair. The wooden Flying “B” is still in my office where it has been for as many years as I can remember. I’ve been a member for over 50 years so it has been a VERY long time since I had it carved for this purpose. I’ve often thought of how wonderful it would have looked on a cut down grill shell with wooden replica shutters. Indeed a very handsome trophy for sure. I realized then it would never happen, and the original idea faded along with the fallen RROC members who had passed on.

If someone had a Bentley with a wooden skiff body, or perhaps Bentley shooting brake, the wooden replica Flying “B” mascot would indeed be fitting for such a car. It is still unstained, and could be stained to match any wood trim. Still it sits on a piece of wood, unstained, and ready for a new caretaker. I have no use for it, but always thought someone would like it more than I do. If anyone has an interest, do call me. Meanwhile I just wonder at what that trophy would have been should it have been completed, it was a splendid idea at the time. This has to be the only wooden Flying “B” in the world! I’ve never seen nor heard of another. A rare one indeed!



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