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The Periodical of The Modern Car Society
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March-April

modern

CAR



For Rolls-Royce and Bentley Owners and Enthusiasts



The New Continental GTC

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MESSAGE FROM THE CHAIRMAN



In this issue, you will find all you need to know about the newest car in Rolls-Royce's line-up: "the Wraith". It appears to be an ultra-luxury sports car! I am hoping to see one at one of the Club activities this summer. Speaking of which, Spring is here and it's time to go driving. Please write about your motoring experience and we'll print it here for all to see!

Hopefully, many of you have signed up for the Great Gatsby Tour in Rhode Island in August and for the National Meet in San Antonio in April. These are two great examples of pleasurable driving tours to get the cobwebs out of those PMC's.

Let's think about planning some events in your region. We'll publish the details so that everyone could consider attending.

As always, keep the rubber side down!

Jim Facinelli
chairman

WELCOME NEW MEMBERS

- | | |
|-----------------------------|------------------|
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Great Gatsby Tour
August 2-4, 2013



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THE NEW ROLLS-ROYCE WRAITH

A BOLD NEW CAR WITH SOME BOLD NEW TECHNOLOGY TO MATCH

Rolls-Royce Motor Cars presented Wraith, the most powerful Rolls-Royce in history at the Geneva Motor Show in March. Visually, it is dramatically different from any Rolls-Royce since the coachbuilt era, yet it still focuses on luxury, refinement and hand-craftsmanship - traditional Rolls-Royce attributes.

“Today we launch the ultimate gentlemen’s gran turismo, a car that embodies the spirit of Charles Stewart Rolls,” commented Torsten Müller-Ötvös, CEO Rolls-Royce Motor Cars. “The most powerful Rolls-Royce in history, Wraith promises the sense of adventure and speed that drove our founding forefather. But of course, Wraith’s starting point is luxury, refinement and quality, traits that remain as important to Rolls-Royce customers today as they were more than a century ago.”

Rolls-Royce Chairman and BMW Group board member Harald Krüger added the following: “The BMW Group today reconfirms its full commitment to the future of Rolls-Royce. Growth and a prosperous future lie ahead thanks to continued investment, careful brand stewardship and the launch of ground breaking new models like Rolls-Royce Wraith, a magnificent addition to the product



range.”

In profile, Wraith’s sweeping fastback design gives the car its character. Bold lines, tension in the panels and a raked rear screen evoke the image of a world class athlete poised in the starting blocks. Further

expression of dynamic intent can be seen in Wraith’s deeply recessed grille, wide rear track and dramatic two-tone presentation.

Coach doors open to reveal a sumptuous interior complete with softest Phantom-grade

leathers and expanses of wood called Canadel Panelling. Named after the famous cove in the South of France where Sir Henry Royce and his design and engineering teams spent their winters, this contemporary and tactile finish sweeps through the interior, cosset-



ing four occupants in a space bathed in light and warmth.

The interior ambiance is complemented by Starlight Headliner, a Bespoke feature available beyond Phantom family cars for the first time. 1,340 fibre optic lamps are hand-woven into the roof lining to give the impression of a glittering, starry night sky.

Performance delivers on the promise of Wraith's styling. Power delivery is effortless, but dramatic, thanks to a V12 engine married to 8-speed automatic ZF transmission. 624 bhp / 465kW is available to the driver while the 0-60 mph sprint is achieved in 4.4 seconds, compared with 563 bhp / 420kW and 0-60 in 4.7 seconds for Ghost.

From 1,500 rpm 800 Nm of torque is available (780 Nm for Ghost), while a wide rear track, shorter wheelbase and lower roof height further contribute to the most powerful, involving driving experience of any Rolls-Royce in history. The car's suspension has also been tuned to minimise body roll and discreetly amplify feedback when cornering; while steering weight is heavier at high speeds and lighter at low speeds adding to the spirited drive.

However, Wraith is no GT bruiser. Agility improvements over Ghost have been achieved with absolutely no compromise to the sensation of riding on a bed of air. Furthermore, the debut of Satellite Aided Transmission (SAT) technology takes the powertrain to a new level of effortless delivery, one that perfectly suits the Rolls-Royce brand.



Satellite Aided Transmission uses GPS data to see beyond what the driver sees; it anticipates his next move based on location and current driving

style, then selects the most appropriate gear for the terrain ahead. Corners, motorway junctions and roundabouts are all anticipated in advance meaning

Wraith is constantly poised to deliver on its promise of performance.

A more polished, effortless

driving experience and even better response brings a new, more dynamic dimension to the famous Rolls-Royce trait, waftability.

For over a century a Rolls-Royce motor car has featured technologies designed to support occupants discreetly, delivering a peerless driving







experience epitomised by the term ‘effortlessness’. In every Rolls-Royce these assist the driver when called upon, but are prepared to return without fuss to the background when no longer required.

Advances in mechanical and electrical technology deliver systems like head-up display, adaptive headlights and Wraith’s keyless opening boot. But improvements in connectivity have taken the human-machine interface to a new level of sophistication, a suite of aids that could be likened to a contemporary on-board valet.

Voice activation commands, for example, come with a one-touch call button located on the steering wheel. A destination no longer requires manual input from a navigation menu and route assistance begins immediately, on-screen and via audio guidance following a voice command such as “navigate to Piccadilly in London.”

Additional improvements in communications come in the design and functionality of the elegant Spirit of Ecstasy Rotary Controller. This allows navigation through on-screen functions using a touch pad that features pinch and pull functionality to echo smart phone usage. Letters can also be ‘drawn’ onto the pad by hand rather than by scrolling through a series of available characters on-screen.

First deliveries of Wraith will be made to customers in the final quarter of 2013. Expect pricing north of \$300,000.





CROSSING STATE LINES WITH CRIMINAL INTENT

Texas to Iowa in a Silver Seraph

The 30s reenactment group I have participated in for the last 20 years, Public Enemies of 1934, is based in the Dallas area. We do 4 or 5 reenactments a year, mostly referencing the exploits of Bonnie & Clyde, who were from Dallas and are both buried there. Pretty Boy Floyd and John Dillinger are also in our repertoire. These shows take place in Oklahoma, Louisiana, Missouri, Texas, and in this case, Iowa.

Our core group has 6 to 12 men and women at each show, and between 1 and 3 period cars. I owned a 1931 Model A Ford Town Sedan from 2003 to 2008. We enlist locals and their cars at most of our shows to make for more realistic scenarios and happy residents. Who doesn't want to play cops and robbers with real cars and real guns?

Leaving the north side of Dallas for another date with crime, I picked up my co-driver 25 miles away in Denton. Arthur's wife works for the county fleet management group. It was interesting to thread my way among the garbage trucks,

animal control vehicles, and police cars, to find a parking spot. Especially because of what I intended to do 4 states away in two days. Being vehicle people, if not all car guys, the folks at the fleet office turned out in droves to thoroughly inspect the Silver Seraph. Even though it was not the most expensive ride on the lot, it was voted most desirable.

The route northbound across Oklahoma and Kansas provided a lot of opportunity to scan the horizon. Eastern Oklahoma has rolling hills, foliage, and history. Central Oklahoma, where we were, has Oklahoma City and vistas.

The Kansas Turnpike does have a speed limit of 75, though, which allowed us to stretch the PMC's legs a bit. I was disappointed. With the 5.4 liter BMW V-12, there is plenty of acceleration and passing power. The cabin appointments are lovely. The new Alpine radio with hard-wired iPhone tail and Bluetooth for phone conversations worked great. The new dash-mounted Garmin GPS was responsive, sharp, easy to read, and accurate.



The Valentine1 radar detector was up out of the way, but live.

The disappointment was in the actual driving, the handling of the car. Above 70, it was light. Above 75, it was downright nerve wracking. The car was wafty. It floated, and not in a good way. I had to keep both hands on the wheel, intently, and constantly try to saw the car from one side of the lane to the other in response to what I perceived was its desire to become airborne. This feeling carried over to the cornering/merging function at lower speeds, between 50 and 70. I just didn't feel confident that the car would stay on the road.

Often, I would check the roadside grasses for signs of crosswinds, but there were seldom any.

I was exhausted at the end of the day, even though we had taken



turns driving, from the constant wrestling with the steering wheel, and we had only covered 550 miles.

As we gassed up in Kansas City, a kid about 9 years old was hanging out the window of a pickup truck across at the next row of pumps "hey, Mister" he kept repeating. There is a lot of noise in the world, and a lot of Misters, so I ignored him. We had barely hung the nozzle up when a dad came along holding the child's hand and approached us. The dad said his son knows his cars and knows Rolls-Royces, and wanted to come over and could he please look at ours. My co-driver Arthur works with Boy Scouts and has 2 sons, and I have 3 sons. So here is a kid who gets his dad to take him over to strangers and investigate this car the kid recognized. You bet we gave him a tour! Front seat, back seat, veneer, lambs wool carpet—the works. Before the family left the gas station, they drove by us and the mom filled us in on how this was a great thrill for her autistic son.

There was some family history in the Kansas City area, before my ancestors were driven out in 1838-39, but we didn't have time on this trip to see the sights or sites. As we began the second day, I dreaded three more days like this.

The bank in Mason City, Iowa

Arthur did great, and did not complain about the lightness of the steering. He just smiled and repeated, “I be driving, Miss Daisy.”

We skirted Des Moines, and arrived safely in Mason City, Iowa ready for business.

Mason City is known as the home of Meredith Wilson, who wrote *The Music Man*. The residents didn’t like that association initially, but with time has come acceptance. The head of the local business development council also told us that every Jell-O pudding sold in the US is made right there by Mason City.

My first order of business was to have a clean car. I had used the coin-op car wash in town last year, so we knew where to go, and I had my travel bag of quarters, plus 2 drying towels in the trunk. While we were hand washing, the owner of the used car lot kitty corner across the main road came over with his daughter. He had **THOUGHT** he’d recognized a Rolls-Royce, but he wasn’t sure. He certainly didn’t want to miss it if it were.

We parked in front of the bank at the corner of Federal and First streets.

2011 and 2012 Dillinger gang reenactments, at actual location of 1934 robbery



Dillinger and his gang had robbed this very bank, on March 13, 1934, using bystanders as human shields on the running boards of the car as they left town that day. It was the first documented use of that particular innovation.

Our task was to rob it 3 times, at the request of the local business community, without the shields on the getaway car. We determined that the resources of the group, coupled with local talent and hardware, would be sufficient to put on



a series of great shows.

Behind us stood the only surviving hotel that Frank Lloyd Wright ever designed. Its recent restoration had absorbed \$20 million.

In spite of the 45-degree weather and gusty winds the next day, we repeatedly robbed the bank and escaped, although, **NOT** true to the original, unharmed this time. In March of 1934, the townspeople wounded a couple of the robbers, including Dillinger himself.

The two nights we were in Mason City, it got down to 35 degrees each time.

With our bank bags full of crumpled newspaper, we headed out of town for the two-day drive home. I really wasn’t looking forward to it. The car didn’t strain at anything requested of it, except to stay

Bob on car from 2011 with flame



within its lane.

My current health situation requires that I lay down for at least an hour each day, so the rear seat of the Seraph, as beautiful as it is, had to be overlaid with a folded-over beach towel to make it into some semblance of a smooth surface on which to curl up. Laying there sideways with my head behind the driver’s seat, I saw something horrible--a crack on the outer face of the picnic table. The wood had been completely redone in April, so what was this? Had we bumped it? As my initial panic subsided, I remembered my correspondence with William Rau in 2010 when I was getting serious about acquiring and restoring a Silver Seraph. He detailed his wood refinishing methodology, including a fix for the factory defect which caused many picnic tables to crack. I realized then that although Rau incorporates this fix in his wood refinishing process, that Madras, whom our restorer had used, apparently does not. I was surmising that since the time of the restoration in April, this car had not been subjected to this low of a temperature, and that maybe an air temperature differential did the deed and caused this crack.

tank and 19 mpg on the road. Less than 15 minutes later, while checking the driver’s mirror before making a lane change, I noticed that we were being followed at very close range by a gas cap. It was still mounted solidly in the flap, cruising right along there at 70 mph, although the flap itself was, well, flapping. Visions of how hard it would be to replace a 13-year-old Rolls-Royce gas cap in Topeka danced through my head as I got out and put things right.

The return trip of 900 miles over two days was pleasantly almost uneventful. We gassed up in Topeka, Kansas, really not a very frequent occurrence, given the 25-gallon



Example of a table with original finish and cracking, before restoration, courtesy William Rau



Our table, after restoration

With sadness and a suggested plan as to how to deal with them, I reported the flighty handling and cracked wood issues to the owner, Rodney. Matt Garrett, the restorer, and Madras were willing to refinish that table plus some edges on two other pieces for a minimal cost, which I covered. Happened on my watch, so that's the luck of the draw.

Relative to the handling, I figured that the car wanted to be airborne over 75 mph because its nose was

up in the air. This not only shifted weight to the rear, making the nose light, but exposed the underside of the front to lift. There is a bit of latitude in the ride height adjustment, although I was surprised that none of it is in the front wheels. Matt the mechanic in Dallas, raised the back end ever so slightly.

The car came my way again for a week in December. I can report that the wood once more/still looks gorgeous. On a road trip with two friends, the Silver Seraph handled

like a dream at speeds in excess of 75 mph—problems solved!

Gassing up in Topeka



MILLER MOTORCARS NAMED ROLLS-ROYCE DEALER OF THE YEAR

Rolls-Royce Motor Cars of Greenwich, CT has been named North American Dealer of the Year for 2012. The Dealer is part of Miller Motorcars and previously also won the Dealer of the Year award in 2011.

"I speak on behalf of our entire Rolls-Royce team, when I say that we are truly honored to have received such a prestigious award for the second year in a row. Rolls-Royce stands for distinction and super-luxury, while at the same time delivering a world class driving experience. Miller Motorcars is proud to have Rolls-Royce as our distinguished partner," said Richard Koppelman, President of Miller Motorcars.

The dealer of the year was chosen after careful consideration of many factors including sales, servicing and customer satisfaction. Every aspect of the Rolls-Royce ownership experience is expected to be effortless. It begins with commissioning your own motor car in the showroom's Bespoke Lounge where one can choose from over 44,000 available exterior paint colors and a customization program limited only by one's imagination. Customers are encouraged to visit Goodwood, the Home of Rolls-



l to r: Tom Roach, David Archibald, Richard Koppelman, Randy Clements and Bailey Vanneck

Royce, where they can tour the plant and meet the craftspeople who are working on their motor car. Each Rolls-Royce will go through 60 pairs of hands and take anywhere from one to more than six months to complete depending on the level of Bespoke customization.

"Rolls-Royce Motor Cars has some of the most demanding clientele in the world and rightly so. Our customers work extremely hard to achieve and

earn what they have. They do not accept any compromises. To meet and exceed high expectations is precisely why we are here presenting this award to Richard Koppelman and to his entire staff. We are very proud to be in partnership with Miller Motorcars and with the way they have continuously represented our cherished brand," said David Archibald, President of Rolls-Royce Motor Cars North America.



BENTLEY'S NEW FLYING SPUR

Bentley's most powerful four-door model ever made its global debut at the 2013 Geneva Motor Show on 5th March. Apparently, the name, "Continental" has been dropped, leaving Flying Spur.

Bentley's design team has developed an athletic shape for the new Flying Spur that combines traditional Bentley styling cues with a sporting stance and contemporary details. Sharp feature lines complement muscular rear haunches, while LED day-time running lights, dipped headlights and taillights characterise the front and rear profiles. The interior designers have created a luxurious, spacious cabin that dresses advanced acoustic and electronic technologies in exquisite hand-crafted leather hides and wood veneers.

Driver and passengers alike interface with the car and the outside world through touch-screen infotainment, mobile connectivity including Wi-Fi, a rear seat entertainment suite and a new hand-held Touch Screen Remote which allows rear-cabin occupants to control an extensive range of features from the comfort of their seat. An eight-channel, eight-speaker audio system with balanced mode radiators provides high quality sound clarity, with the 1100W Naim® for Bentley premium system available as an option.

Powering the new Flying Spur is Volkswagen's 6.0-litre, twin turbo V12 engine, coupled to a ZF eight-speed transmission. Developing 625 PS (616 bhp) and 800 Nm of torque, the new Flying Spur fea-

tures more power than any other Bentley four-door in history. A 14 percent improvement in the power-to-weight ratio over the outgoing model delivers a breath-taking 0-60 mph time of 4.3 seconds and a top-speed of 200 mph (322 km/h). Like all of the junior Bentleys, power is delivered to the road via all-wheel drive with a 40:60 rear-biased torque split for a sure-footed, engaging drive in all road and weather conditions.

Bentley Chairman and Chief Executive, Dr Wolfgang Schreiber, comments: "Bentley's new Flying Spur is the ultimate luxury performance sedan. Our engineers have worked tirelessly to ensure that the Flying Spur is the perfect combination of power, comfort, refinement and hand-crafted quality. Fitted with





the very latest technology, the new Flying Spur is equipped both for business and relaxation whilst remaining a car to enjoy from behind the wheel.”

EXTERIOR

The new car now has a lower, wider appearance with sharp lines and gently curvaceous surfaces. A lower roof line, deeply sculpted panels, precise feature lines and a muscular rear haunch give the Flying Spur a more aggressive stance and a powerfully dynamic profile.

The front fenders feature a wing vent complete with a Bentley “B” motif. From here, an additional feature line forms a sharply defined

edge running from the front wheel all the way to the rear bumper, underlining the shape’s dynamic character.

At the front of the car, a more upright chrome grille sits between the pairs of jewel-like LED headlamps. The outer lamps are the larger of the two. Beneath the front grille, the lower intake is now full width with no vertical divisions, but instead with a chromed horizontal accent that completes the dramatic face of the new Flying Spur.

At the rear, a longer and lower boot lid lends a more swept appearance to the side profile. Horizontal single ellipse LED tail

lamps combine with a new interpretation of the Bentley “Horse Shoe” feature line, now running the full width of the car and encapsulating a graceful concave section.

Beneath the elegant skin of the new Flying Spur, a wide range of materials is applied in an intelligent and efficient manner. Designed to improve overall body stiffness and refinement while meeting stringent crash performance targets and pedestrian protection legislation, the new body structure includes reinforcement to the B-posts, sills and front crossmembers together with deformable components

in the floorpan for optimal load transfer. A deployable bonnet that includes both new reinforcement panels and deformation elements helps to improve pedestrian impact performance.

The bonnet and front fenders are constructed in aluminium, with the fenders shaped using the aerospace-industry super-forming technique, employing compressed air to shape heated sheets of alloy into the required form at over 500°C. Exceptionally clean lines with sharp radii and lighter-weight components are the result, giving the new Flying Spur an unmistakably Bentley front end with extremely taut shut lines.

The new door structures are completely redesigned with fewer individual parts for improved quality and refinement. An optimisation of the doors realised through efficient use of materials contributes to much improved door kinematics and feel. Meanwhile, further weight savings are achieved through the crafting of the bootlid in a polymer composite material that also integrates the main antennae for the car’s electronic systems.

The exterior design, manufacturing processes and carefully optimised materials selections combine to provide a bodyshell that is not only muscular and clean, with minimal shutlines, but also one that performs exceptionally well on the road. With a torsional stiffness of 36,500 Nm/degree, a 4% increase over the previous generation Flying Spur, the new bodyshell provides an extremely rigid platform for the chassis components and a stable



foundation for NVH reduction. The sleek shape also has outstanding aerodynamic properties for a large sedan, with an overall drag coefficient of just 0.29 and ensuing benefits to emissions performance.

Weight savings in the body structure and throughout the

car mean that the new Flying Spur is 50 kg lighter than the first generation car, despite the additional refinement measures, enhanced technology specification and stronger structure.

INTERIOR

The interior of the new Flying



Spur includes 600 new parts, with only the sun visors, grab handles, armrests and some of the front console and controls carried over from the previous generation. New entertainment and information technologies are married with traditional hand-crafted materials and contemporary design to create the car's cabin.

Available in both four- and five-seat configurations, the new Flying Spur features redesigned front and rear seats trimmed in natural premium-quality leather. The new seats use a softer yet more durable hide unique to Bentley and available in twelve different colours.

Careful use of different foam specifications and densities

creates seats that are both supremely comfortable and supportive, with 14-way adjustment including memory and lumbar functions. Every occupant is offered seat heating as well as seat ventilation, while additional stowage sections are incorporated to the rear of the front seats.

For the four-seat variant, the centre console sweeps from the front to the rear cabin and introduces an additional storage area together with a beautifully crafted stowage case, trimmed in veneer to match the car.

The interior designers, together with the craftsmen and women of Bentley's renowned wood shop, have applied the finest wood veneers to finish

the cabin of the new Flying Spur. Utilising almost ten square metres of sustainably sourced natural wood per car, the Flying Spur features book-matched and mirror-polished veneer to the fascia panels, consoles, waistrails and picnic tables. To enhance the "wrap-around" feel of the forward cabin, the veneer of the dashboard meets that of the doors in a perfectly aligned curve, giving the impression of an unbroken arc of wood around the interior. Crafted entirely by hand, cured for 72 hours and clear-lacquered to enhance the natural beauty of the wood, a range of seven sophisticated veneers is available (two as standard - burr walnut or dark fiddleback eucalyptus).

The roof lining and pillars are

also trimmed in natural leather. Layers of supple foam are applied to all tactile surfaces beneath the hide, harmonising the touch and feel of all areas of the cabin. Electrically-operated rear side blinds, fitted as standard, permit privacy for rear-seat passengers if desired. Customers may also specify an optional glass sunroof at no additional cost. Behind the central rear armrest, a nine-litre bottle cooler can be specified to keep drinks perfectly chilled. The interior designers also focused on improving interior stowage around the cabin.

CONNECTION TO THE OUTSIDE WORLD

Complementing the interior, the Flying Spur is equipped with

carefully selected up-to-date technology, for both the driver and passengers. Central infotainment is controlled through a high resolution 8" touch-screen interface, complete with a satellite navigation system and Bluetooth connectivity, while infotainment features can be controlled by voice activation.

An eight-channel, eight-speaker audio system featuring Balanced Mode Radiator technology for optimum sound clarity and frequency range can play music from an on-board hard drive, CDs, DVDs, SD cards and via an iPod. The Naim® for Bentley Premium Audio System, featuring redesigned separate subwoofers for improved bass extension and 1100 Watts of

power, is available as an option for those wishing for the ultimate in-car audio experience.

Rear seat passengers have access to an extensive array of infotainment technology. A new Touch Screen Remote (TSR), deployed from a housing in the rear console at the touch of a button, allows passengers to control a variety of different systems. From climate controls and seat heating and ventilation through to the satellite navigation and multimedia systems, the TSR means passengers can interface with the car from the comfort of their seat.

Customers wishing to work on the move may order the new Flying Spur with the new Multi-Media Specification. Central to





this is the Bentley Connectivity Unit (BCU) which allows portable devices, laptops and tablet computers to connect to the internet through the car's own Wi-Fi hotspot with an active SIM and includes 64 GB of internal storage capacity. Two 10" LCD screens are installed to the backs of the front seats, while top-loading multimedia players sit in pockets fitted beneath, allowing the user to load and enjoy video, photo and music content from DVDs, SD cards, USB devices including iPods and iPads, and HDMI devices.

Each rear passenger can view separate content, or stream media from the BCU. A USB charging port keeps batteries fresh, and wired headphone ports complete the connections, allowing music and internet radio to be played directly through the BCU. Bentley wireless head-

phones complete the specification for the ultimate in rear-seat infotainment.

DESIGNED FOR EXCEPTIONAL COMFORT

Achieving class-leading comfort and refinement was a priority during the development of the new Flying Spur and the acoustic isolation of the cabin from external noise inputs was a particular focus. Bentley's development and use of lightweight acoustic underfloor panels to minimise road noise continues, with aerodynamically optimised insulating sections applied to almost the entire underfloor of the car. Side glazing and both front and rear screens are made in acoustic glass, featuring a specially developed interlayer that reduces noise transmission. An improved sealing system around the side glazing now

features two individual sealing points to reduce wind noise to a minimum regardless of road speed. The redesigned doors are also fitted with additional insulation to the outer skin, reducing noise diffusion in to the cabin. Enlarged rear mufflers reduce exhaust noise by 12 dB at 3000 rev/min for enhanced passenger comfort.

The heating and ventilation system is improved with the addition of a new Thermostatic Expansion Valve which drastically decreases the time taken to cool the cabin. An optional Climate Boost function features an enhanced blower system for improved cooling of the rear cabin.

With comfort paramount for the new Flying Spur, a new 19" tyre has been specifically developed, utilising a 12% rela-

tive increase in sidewall height combined with greater vertical compliance to improve impact isolation. During development, 12 different tyre constructions were tested and refined to find the optimum balance between refinement and handling performance.

EIGHT GEARS, SIX LITRES AND FOUR DRIVEN WHEELS

As Bentley's most powerful engine, the VW 6.0-litre, twin turbocharged, 48-valve now delivers 616bhp at 6,000 rev/min and a staggering 580 lb ft of torque from only 2000 rev/min, the W12 has recently undergone a complete engine management system upgrade to the latest Bosch ME17 interface. Improved torque management, turbo-charger control, driveability and emissions performance all result from the adoption and optimisation of the new system, with a resulting improvement in low speed responsiveness.

Coupled to the Volkswagen engine is the very latest eight-speed, quick-shift automatic transmission from ZF. All Bentley models now feature this state-of-the-art gearbox, which is also used in the Rolls-Royce Ghost and Phantom. Delivering seamless and imperceptible shifts in under 200 milliseconds, the gearbox is not only designed to handle the mighty torque output of the W12 but also to ensure smooth and refined delivery of power to the wheels. An optimised set of gear ratios keeps the engine in its most efficient operating range under light loads and when cruising, contributing in an overall improve-



ment in fuel consumption and CO₂ emissions of more than 13 per cent over the outgoing model. The new Flying Spur delivers a combined cycle fuel economy of 19.2 mpg (14.7 litres/100 km), and CO₂ emissions of 343 g/km – impressive figures for a 12-cylinder ultra-luxury, high performance sedan.

The transmission feeds power to all four wheels via VW-Audi's all-wheel drive system. With a standard torque split of 60 per cent to the rear wheels and 40 per cent to the front, but the ability to vary this division up to 85 per cent to the rear axle or 65 per cent to the front depending on available traction, the Flying Spur's drivetrain ensures optimal grip regardless of prevailing road or weather conditions.

A REFINED RIDE WITH DYNAMIC DELIVERY

With ride comfort of vital importance, the independent computer-controlled air suspension of the new Flying Spur has been redesigned to maximize impact absorption and isola-

tion. Compared to the outgoing model, suspension spring rates are softened front and rear by 10 per cent and 13 per cent respectively, for improved ride comfort in the normal operating region. The rate of stiffness increase during harder cornering has been increased for improved control of heave, pitch and roll. Anti-roll bars are softened by 13 per cent and 15 per cent to improve single wheel impact absorption. Suspension lever bushes all-round are softened by at least 25 per cent for reduced road surface-induced noise and vibration.

Working with the new springs, a damper hydraulic specification has been developed to maximise ride comfort. Working with a revised damper electronic control (CDC) strategy, this enables exceptional low speed ride performance while damping force increases significantly with speed, providing the optimum balance between body control and stability at all speeds. A four-position suspension control, with a widened range of settings, allows drivers to choose

the level of damping to suit their preference.

The power steering system provides a comfort-orientated balance whilst maintaining optimum steering feel and precision throughout the speed range. A new specification of steering gear, together with a new calibration of the speed-sensitive system that regulates hydraulic fluid flow, provides variable assistance depending on vehicle speed. The new system delivers both high levels of isolation from surface deformations whilst ensuring driver confidence through the combination of accurate steering precision and a measured increase in steering effort when cornering.

As the new Flying Spur approaches its 200 mph (322 km/h) top speed, the ride height is automatically lowered via the air suspension system in order to compensate for aerodynamic forces. This helps not only to improve vehicle stability by optimising aerodynamic balance along the car, but also reduces drag, with benefits both to top speed and CO₂ output. The new car has a two-stage lowering strategy, firstly lowering by 5 mm at the front and 10 mm at the rear at 121 mph (195 km/h) and then by a further 8 mm and 13 mm respectively at 149 mph (240 km/h).

The multiple-mode Electronic Stability Control (ESC) system is recalibrated to work in combination with the new chassis specification. The system is calibrated to ensure that the enthusiastic driver is not hindered by stability interventions and, where ap-

propriate through the selection of the ESC Dynamic Mode, the driver can further explore the handling limits of the vehicle whilst still maintaining appropriate levels of stability control.

PERSONAL CHOICES

As with the entire Bentley range, the new Flying Spur is built to individual customers' exacting specifications. A range of seventeen standard exterior paint colours includes Dark Cashmere, a sophisticated and contemporary addition to the Bentley palette. The extended paint range of over 100 colours is joined by Damson, a rich hue inspired by the extremely rare purple diamond, and one that is complemented by an optional matching hide colour.

A new 19-inch Classic wheel is fitted exclusively to the new Flying Spur, either bright-painted or with a diamond turned finish. The new design consolidates

a wider range of 20-inch five-spoke, 21-inch six-spoke and 21-inch ten-spoke wheels available as cost options.

Customers wishing to extend the range of available options further can choose to include the Mulliner Driving Specification. This includes five additional hides, expanding the number of available shades to 17, and five further wood veneers. Bentley's diamond quilting is incorporated to the seats and door panels, together with an indented leather headlining and embroidered Bentley wings to the headrests. Drilled alloy foot pedals, a knurled sports gear lever, jewel filler cap and 21" two-piece five-spoke alloy wheels in painted or polished finish complete the Mulliner suite of options.



TECHNICAL SPECIFICATIONS

New Flying Spur

Engine		6-litre twin-turbocharged W12
Type		616 bhp / 460 kW / 625 PS @6000 rev/min
Max Power		800 Nm / 590 lb.ft @ 2000 rev/min
Transmission		
Type		ZF 8-speed automatic with Quickshift, Block Shifting and wheel-mounted paddleshift
Driveline		Continuous all-wheel drive (40:60 rear bias)
Ratios		1 st : 4.71; 2 nd : 3.14; 3 rd : 2.1; 4 th : 1.67; 5 th : 1.29; 6 th : 1.00; 7 th : 0.839; 8 th : 0.667
Final Drive		2.85
Brakes		
Front		405mm ventilated discs (optional 420mm Carbon Silicon Carbide, cross drilled)
Rear		335mm ventilated discs (optional 356mm, Carbon Silicon Carbide, cross drilled)
Wheels and Tyres		
Wheels		New 19" (2 finishes), opt 9.5J x 20", opt 9.5J x 21" (3 designs)
Tyres		275/45 ZR19, 275/40 ZR20, 275/35 ZR21
Steering		
Type		Rack & pinion, power assisted, speed-sensitive ZF servotronic
Turns lock-to-lock		2.8
Turning circle		11.7 m / 38.4 feet
Suspension		
Front		Four link double wishbones, computer controlled self-levelling air suspension, with anti-roll bar
Rear		Trapezoidal multi-link, computer-controlled self-levelling air suspension, with anti-roll bar
Damping		Continuous Damping Control
Dimensions		
Wheelbase		3065 mm / 120.7 in
Overall length		5295 mm / 208.5 in
Width (across body)		1976 mm / 77.8 in
Width (inc. mirrors)		2208 mm / 86.9 in
Overall height		1488 mm / 58.6 in
Fuel tank		90 litres / 20 UK gallons / 24 US gal.
Boot volume		475 litres / 16.8 cu ft
Kerb weight (EU)		2475 kg / 5451 lb
Gross vehicle weight		2972 kg / 6546 lb
Performance		
Top speed		200 mph / 322 km/h
0-60 mph		4.3 secs
0-100 mph		9.5 secs
0-100 km/h		4.6 secs
0-160 km/h		9.5 secs
Fuel Consumption (EU cycle)*		
Urban		12.6 mpg (22.4 litres/100 km)
Extra Urban		27.8 mpg (10.2 litres/100 km)
Combined		19.2 mpg (14.7 litres/100 km)
CO ₂ emissions		343 g /km
Fuel Consumption (EPA cycle)**		
City (US mpg)		12
Highway (US mpg)		20
Combined (US mpg)		15
Emissions Controls		EU 5 and US LEV II



Careers in Exotic Car Service

BY RICHARD VAUGHAN

These days the news is full of stories about college students graduating with crushing amounts of debt and having no job prospects in sight. It's the norm for a student to come out of a fairly average four-year program with \$50,000 to \$100,000 in debt. Students who attend the best private colleges and who earn graduate degrees frequently owe even more. If they are fortunate enough for their education, skills and personal contacts to come together in an increasingly elusive cocktail, they might find employment; but will they earn enough to overcome the crushing debt that will be accumulating interest at an alarming rate?

For decades, parents have seen higher education as something too culturally elevated to break down into simple financial calculations. Very few parents look at the subjects their children are studying and ask themselves the hard question, "will this field pay enough to service the debt incurred and provide a comfortable living?"

On top of that, legions of recent grads have discovered that they are bored with their corporate jobs or are dissatisfied with their career choices. Many of them never considered some

of the great career options out there that require much less costly educations, provide challenging and interesting work, deliver good incomes and are fun. In many cases, those other options weren't presented to them by guidance counselors or by parents either because they didn't know about them or out of a bias against non-white-collar jobs.

At my local dealer, Bentley Troy and Rolls-Royce Motorcars Michigan, I noticed that not only was service being delivered in a superlative manner, but that it was being executed by some very young guys who seemed to really enjoy their jobs. I decided that it was high time to write an article about how young people get into the modern automobile service industry. These folks are critical to future the enjoyment of our cars and the future of our hobby.

Not only are modern automobiles more complex than ever, but consumers are more demanding than ever. The average buyer expects cars to perform flawlessly 100% of the time. On top of that, we expect that when we do have to go to a dealer for service, we will be pampered as if we were at a Mediterranean spa. Learning to deliver these services is a

specialty.

Both Adam Maguire (29) and Ryan Ransom (26) arrived at their positions through the GM Automotive Service Educational Program, which is designed to provide dealers with the next generation of highly skilled technicians. The program is a joint effort between GM, GM dealers and selected colleges across the United States and Canada. Although the program they went through was sponsored by GM, similar programs are in place with other brands.

GM ASEP offers training for smart, technically inclined students who want to have a career in servicing and maintaining the latest high-tech vehicles. The program allows students to alternate between attending college and working at a sponsoring GM dealership for two years. Upon graduation, students receive an associate's degree in automotive technology (or similar). The program incorporates advanced automotive technology training with a strong academic foundation in both analytical and technical skills. Both Adam and Ryan came out of their programs with two associates degrees under their belts as well as ASE certifications.

They both started out in GM dealerships, which were part of the Suburban Group, owner of both the Rolls-Royce and Bentley franchises in Michigan. Through a series of promotions, they found their way to the exotic car side of the business. Not only do they service Rolls-Royce motorcars and Bentleys, they interact with Lamborghini, Maserati, Spyker, Bugatti, Alfa Romeo 8C, and Fisker automobiles. Not only is Adam an ASE certified master mechanic, he is also factory certified by Bentley, Rolls-Royce, Maserati and Fisker. Factory training and continuing education is one of the greatest benefits of being a technician at a franchised dealer. To get specific training on new vehicles, Adam gets to travel internationally.

I asked Adam the age old obvious question about the most rewarding and the toughest parts of the job. He said the most rewarding parts were learning the latest technologies, the travel and being around amazing exotic cars every day. The toughest parts of the job were having to know so much about such a wide variety of brands and staying on top of the latest computer technology.

After trying his hand on the technical side of the business, Ryan found that he didn't enjoy it as much as the customer interaction, so he made the switch to being a service writer. To those of us on the outside looking in, this might seem like it would be easier work, but Ryan reminded me that managing customer expectations at this end of the market can be a daunting task. Just imagine what it's like to keep people happy who are used to having whatever they want on their terms. He has to do whatever it takes to make the customer happy. That might involve washing a car, picking up a car or dropping one off a hundred miles away.



Ryan Ransom and Adam Maguire

One of the most challenging parts of Ryan's job is keeping the new type of Bentley customer happy. It isn't easy. Many of the people Ryan deals with have been using quality cars for many years or even decades, but a much larger number of them are new to the brands and are leasing the highly affordable GTs and Flying Spurs. Those customers might have been driving a Corvette or a big Lexus last year and they are not prepared for the extremely high running costs associated with a Bentley. When faced with something like a new radiator in a GT, which is a \$7,000 job or a new set of carbon ceramic brakes for \$12,000, they may be angry or in disbelief. It is Ryan's job to give them the bad news and

then somehow explain it in a way that makes them feel comfortable with it. That takes true skill.

When asked about the best part of his job, Ryan gave the same answer as the hardest part; the customers. He gets to meet some incredibly interesting people in his line of work.

Before I finished talking to Adam and Ryan, I wanted to know which cars are their ultimate fantasy cars; the cars that they would buy if they had a sudden windfall. These guys see, drive and fix them all, so their opinions carry some weight on this subject. Ryan: Rolls-Royce Phantom Drophead Coupe. Adam: Bentley Continental Supersports.

ROLLS-ROYCE EXHIBITION OPENS AT BMW MUSEUM

A Rolls-Royce exhibition has opened at the spectacular BMW Museum in Munich, Germany. The exhibition, entitled 'Strive for Perfection', celebrates the tenth year of the renaissance of the RollsRoyce marque under BMW Group ownership. The exhibition also commemorates yet another key milestone in the history of the Rolls-Royce brand – the 150th anniversary of the birth of Sir Henry Royce.

The displays tell the story

of Rolls-Royce in chronological detail without mentioning anything about that pesky little war and the air superiority the Allies had because of Rolls-Royce Merlin engines. In the normal exhibition at the BMW museum, very little is mentioned about BMW's role in developing jet technology for the Nazis although there is a cutaway of one of the early Nazi era jet engines.

Situated in the landmark BMW Museum bowl and covering more than 1,000 square

metres over five floors, the exhibition includes 15 original RollsRoyce motor cars dating from 1907 to 2012. The collection includes the famous Rolls-Royce 10EX, one of the most significant experimental cars in the world, built in 1926 to demonstrate the performance potential of the 'New Phantom'. Sir Henry Royce engineered and drove 10EX himself in his relentless pursuit of automotive perfection.

The historic cars are complemented by beautiful

descriptive displays, with themes including coachbuilding, craftsmanship, Bespoke design, engineering and advertising. The narrative includes historic displays of the famous Spirit of Ecstasy hood ornament and the 'Pantheon' radiator grille, both unmistakably icons associated with Rolls-Royce motor cars.

The exhibition is accompanied by displays of timeless craftsmanship from other

British luxury manufacturers, including men's and women's fashion, leather goods, time pieces, shoes, silver and glass ware.

"This outstanding and historic exhibition proudly celebrates the tenth anniversary of the renaissance of Rolls-Royce Motor Cars under BMW Group ownership", said Torsten Müller-Ötvös, Chief Executive Officer. "Our contemporary motor cars present a unique blend of German

expertise and technology and outstanding British craftsmanship and design. It is therefore appropriate that this key moment in the story of this Great British manufacturing success story is told in the BMW Museum, an iconic location which is both the 'soul and the memory' of the BMW Group."





Yes, They Do Come in Other Colors

By Richard Vaughan

You have seen them on your screen; column after column of silver, black, and white Bentley Continentals. Occasionally, you spot a red one or a silver-blue one, but it generally seems as though there are only a handful of rather dull looking colors to choose from when looking at either new cars from dealer stocks or used cars on sites such as eBay.com or Cars.com. It's all so boring.

The reason for this is that when today's Bentley customer wants a car, he wants it now. The older, traditional Bentley customer of yesterday was more willing to order a car and wait for it. This means that dealers need to have easy-to-sell cars on hand which appeal to the widest array of buyers. A dealer's nightmare is a \$200,000 car that sits for six or eight months or longer because it's Kermit-the-Frog green or robin's egg blue.

Fortunately for us, there are still a few enthusiasts out there who have the gumption to order an interesting car and wait for it. In a couple large metropolitan areas known for more flash and where GTs are as common as big BMWs and S-Class Mercedes, dealers have the leeway to have a few cars on hand for the customer who wants to stand out.

Here are few examples.





This car was Dave Sjolund's first GT, a 2005 Continental GT commissioned in Umbria Red Metallic with the main hides in Hotspur (red) and the secondary hides in Nautic Blue. He also specified the Madrona wood veneer, which has a reddish hue to it. The conventional wisdom is that this is a color combination that might be perfect for a Ferrari, but not for a Bentley, but the car looked absolutely sensational. Dave later traded this car for a GTC in the same livery.

Spotted on

By Richard Vaughan

With help from Tony Flood and Marinus Rijkers

Warning; we are heading way into the weeds on this one. If you are not totally fascinated by Rolls-Royce trivia, exit now! If this kind of thing interests you, you will smile like a fat girl on cheat day.

First, we have a very unusual Silver Spur. At first glance, it appears to be nothing more than an ordinary, slightly tired early Silver Spur in a nice color. Being a very early car (01812), it has a couple of features that are worth noting, the most important of which is the smaller back window.

In the beginning of SZ production, the long wheelbase cars, like the Silver Wraith II that preceded it, featured a smaller and very elegant rear window. You'll notice in the pictures that the Everflex roof covering completely surrounds the glass, and can be seen between the bottom of the glass and the rear deck.

We asked our friend, Mr. Tony Flood, who worked all of his life at Rolls-Royce in Crewe, about the number of cars made this way. Here is his response;

"As far as your question on the small back windows on the Silver Spur, I believe 232 cars were built with the small window and was deleted owing to company policy in early 1981 as many customers were requesting a larger rear window. The last car built with a small back window commenced production on 1 July 1981 and once completed was delivered to the sales department on 22 October 1981 destined for Australia."



Another oddity about these very early cars is that the dash color was always black, except by special order. It cheapened the look of the interiors of the cars and at some point in in '82, US spec cars switched to main hyde color or the piping (secondary) color for the dash. Many European spec cars continued to use the black dash trim for a number of years.

Next up, we have two rather special Arnages. They are examples of the very rare and wonderful Diamond Edition. The Diamond Edition was created to celebrate 60 years of production at Crewe. Supposedly, sixty copies of these were made.

Special features of the Arnage Diamond Series include some rather amazing diamond-quartered wood marquetry. "This collector's model has one of the most beautifully crafted cabins fitted to any Bentley," said Chairman and Chief Executive, Dr Franz-Josef Paefgen. "It clearly demonstrates the exceptional craftsmanship skills of the Crewe workforce, the culmination of 60 years of experience over several generations. The diamond-quartered marquetry of the Arnage Diamond Se-

ries is truly unique in the motor industry."

It also featured diamond-quilted leather seat upholstery. Externally, the Diamond Series is distinguished by a stainless steel matrix to the front bumper and Union Jack badges to the front wings.

The Arnage Diamond Series also saw the reintroduction of the 'Flying B' mascot, which in my opinion, was redesigned to look a little too much like The Flying Lady.

The interiors of these are the very best of Crewe.

The customer for this silver car that appeared for sale on eBay UK had the good sense to order the reduced rear window, but then, for some reason specified it without that lovely woodwork and instead had it made with piano black wood. What a shame; but it does make it unique among this batch of cars.

Curiously, at the same time, a Diamond Edition appeared on eBay USA with the proper wood, but the standard rear window. It's interesting to see the contrast between the two cars.

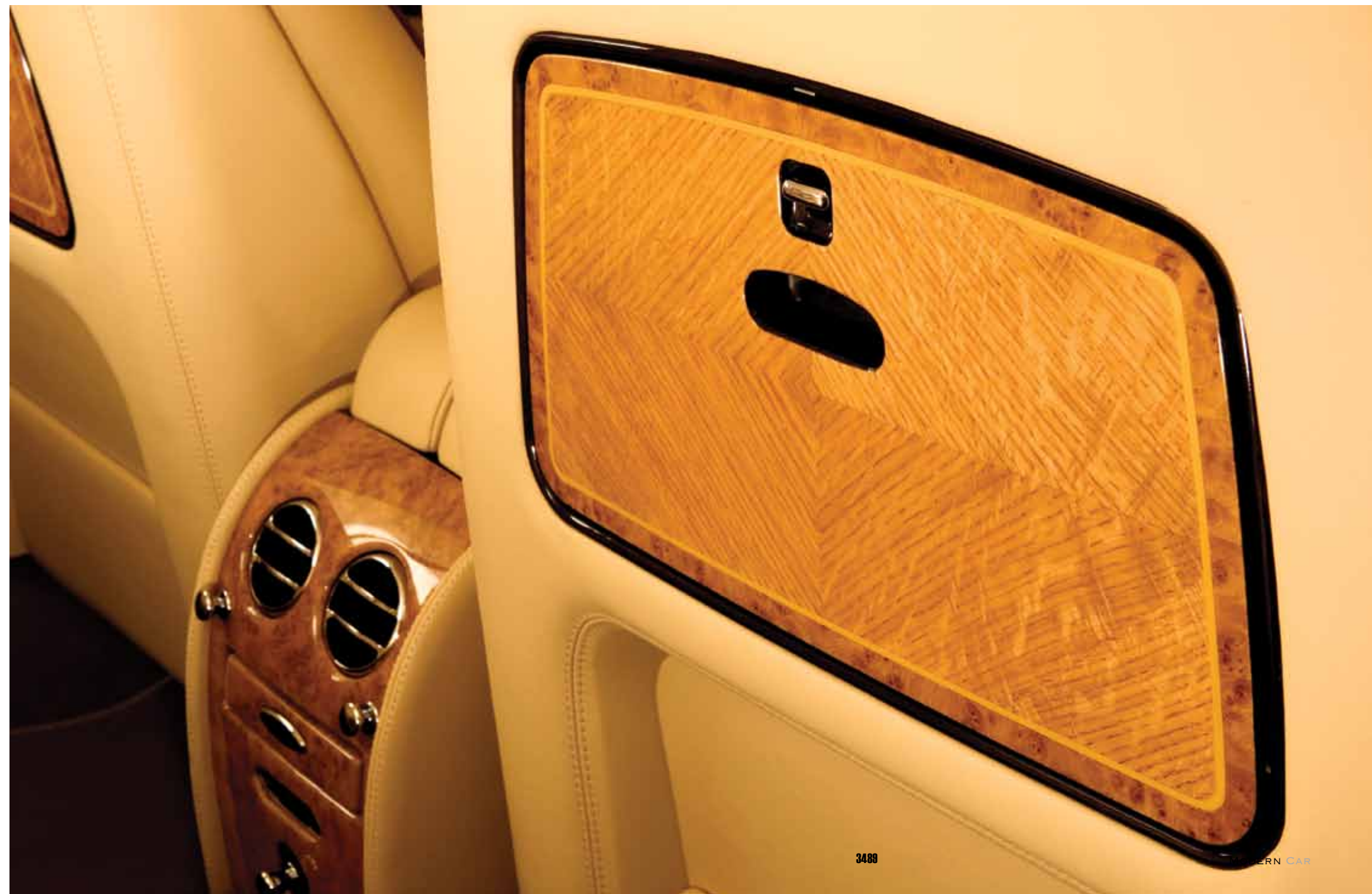
Finally, Bentley Gold Coast dished up this rather sensational





2006 Arnage R450 with an Arnage T interior. In my opinion, this is the very best specification for the Arnage, in the standard wheelbase. R450 means that it has the standard, softer suspension and 450 signifies that it is the highest output version of the 6.75L engine; the version with 450bhp!

As everyone knows by now, the Arnage T has a horribly stiff suspension, but a great interior with machine turned metal inserts in the wood. What you really want is the big engine, the soft suspension and the awesome interior. Here it is, and in great colors and low mileage. Somebody please go buy this car!



You are cordially invited....



GREAT GATSBY TOUR 2013

Newport & Lincoln, Rhode Island August 2nd - 4th, 2013

The weekend of August 2nd – 4th is a date you will want to set aside to share with fellow RROC – Modern Car Society in Newport, Rhode Island for you are cordially invited to participate in the “Gatsby Tour 2013”. This event is organized by the Yankee Region of the RROC and co-sponsored by the Modern Car Society, and the Martha’s Vineyard Sports & Touring Club.

The August 2nd-4th weekend in Newport will be brimming with activity, as this same weekend also marks the 59th anniversary of the legendary Newport Jazz Festival! Add to this the Annual Polo Ball after the Team Italy vs. Team USA

Match on Saturday. and the Masked Venetian Ball at the Elms. Newport Harbor will be packed with some amazing yachts from around the world, all the local shops and tourist attractions will be in full swing, looking for your money and our collection of exceptional motorcars will add to the ambience and summer traffic that is known as Newport.

Our weekend will begin upon arrival at The Ramada Inn, Middletown, RI between 3:00 PM – 6:30 PM on Friday. Activities will commence with a “Welcome Reception” followed by a spectacular five course dinner.

Saturday morning kicks off after breakfast with a detail and tire kicking session at the hotel, after which we will be motoring CARavan style along some of the most beautiful and picturesque scenery that the Atlantic Coast has to offer. In keeping with our “Gatsby” theme, we will be stopping at Rosecliff Mansion on historic Bellevue Avenue, where *The Great Gatsby* was filmed in 1974. As a photo op we are hoping to assemble all Rolls-Royce and Bentley motorcars present in front of the mansion in the circular drive. After our visit, we are off to watch a polo match in nearby, Portsmouth, RI. Pack your folding chairs and picnic blankets, as we will be partaking in “Tailgating - Gatsby Style!” This is a day of International Polo at its’ best, as Team USA faces off against Team Italy. We will bring the “Magic Grill” and set-up for tailgating with some Pot Luck hors d’oeuvres, as we invite our attendees to contribute to the party. Saturday day will culminate at The Atlantic Beach Club,

affably referred to by “locals” as “The ABC Club,” for a traditional ocean-side New England Lobster Bake!

On Sunday we will be motoring north to Lincoln, RI to the stately historic Hearthside House Museum, located along Great Road, one of the country’s earliest Colonial highways. “Hearthside House,” is a Stephen Hopkins Smith federal-style mansion built in 1810. “Hearthside House” was the home of E. Andrew Mowbray (1927-1996), a former member of the Rolls-Royce Owner’s Club (www.hearthsidehouse.org). E. Andrew Mowbray appeared in the movie, *The Great Gatsby* when it was made in 1974, with his 1922 Rolls-Royce, Springfield Silver Ghost, Salamanca (S111BG), which once belonged to beer tycoon August Busch. In tribute to the late E. Andrew Mowbray we will be guests of “Hearthside House,” now a historic site owned by the Town of Lincoln, RI. There will be tours of the museum, which will include a

special exhibit about the filming of the movie and the Rolls and Bentley car collection of E. Andrew Mowbray. Radio talk show host Paul Zangari, a close friend of Mowbray’s who worked behind the scenes on the set of the movie as an expert mechanic for the antique cars, will also be available to share stories about the filming and as a technical resource for any questions. During our visit we will be invited to tour the mansion and enjoy a complimentary English Picnic. We will enjoy an afternoon of roaring 20’s fashions and live Jazz music as part of Hearthside’s Great Gatsby Revisited event. Hearthside staff will be dressed in Gatsby attire. We encourage you to don your hats, as prizes will be awarded for “Best Gatsby Hat” and perhaps other categories! In fact, if you choose, you too can come in your Best Gatsby Attire. The grounds of “Hearthside House” will be open to the public on Sunday as well.

We believe that you will find





GREAT GATSBY REVISITED AT HEARTHSTONE

On Sunday, August 4th, we will motor north to Lincoln, RI to

the stately historic Hearthside House Museum, located along Great Road, one of the country’s earliest Colonial highways. Here we will enjoy an afternoon of roaring 20’s fashions and live jazz music as part of Hearthside’s Great Gatsby Revisited event. A complimentary English picnic will be provided to the car owners. Join in the fun and wear your best “Gatsby” hat, as there will be prizes.

Hearthside’s last resident was E. Andrew Mowbray (1927-1996), who was an avid antique car collector and enthusiast, especially of Rolls-Royce and Bentleys. In fact, Mowbray and his 1922 S111BG Springfield Silver Ghost Permanent Salamanca, which once belonged to beer tycoon August Busch, appeared in the movie “The Great Gatsby” when it was filmed in Newport 40 years ago. Mowbray was a long-time member of the Rolls-Royce Owners Club, and he published “Rolls Royce in America” by the late Arthur Souter.

There will be tours of the museum, which will include a special exhibit about the filming of the movie and the Rolls and Bentley car collection of Mowbray. Radio talk show host Paul Zangari, a close friend of Mowbray’s who worked behind the scenes on the set of the movie as an expert mechanic for the antique cars, will also be available to share stories about the filming and as a technical resource for any questions regarding your car.

Considered one of the finest examples of Federal-style architecture in the state, Hearthside House was built by Stephen Hopkins Smith in 1810. According to legend, Smith used \$40,000 in lottery winnings to construct this stately stone mansion for a young lady he wished to marry. A home to many families over its 200-year history, this “house that love built” is listed on the National Register of Historic Places and now owned by the Town of Lincoln. The volunteer organization, Friends of Hearthside, serve as its stewards and raise funds to help restore and preserve this magnificent house.

www.hearthsidehouse.org 677 Great Road, Lincoln, RI

continued from previous page

the itinerary exciting and the location superb. Come join in the fun with your fellow RROC-Modern Car Society Members, Yankee Region RROC Members, and Guests. The Gatsby Tour should prove to be a weekend to long remember thanks to Nancy Wilbert’s organizational skills and her network of connections in the Newport region.

Rooms for this weekend are at a premium and we have been extremely fortunate to secure a room block at the Ramada Inn. We anticipate a quick sell out, and have already booked close to 30 rooms. Early registrations have allowed us to add to our room block, but we can only add as rooms remain available. We will look for a second hotel if needed, but considering it is Jazz Festival Weekend in Newport, we anticipate it will be a much longer drive from the center of activities. We encourage you to book your room NOW with the Ramada Inn. Contact information for the Ramada Inn is on the Registration Form attached herewith. If you are thinking of attending we would encourage you to make your reservation NOW! The Ramada Inn offers a 72 hour cancellation policy and is providing for trailer parking for those who are bringing pre-war cars. When you send in your registration be certain to include your entrée selections on page #2 and a cell phone number so fellow tour attendees can reach each other and we can reach YOU. Many have sent in their remittance with their registration. You can wait till later to send in your money, if you choose to do so, but do book your room NOW and let us know you’re coming NOW, so that we can do all that we need to do to process your Registration and prepare for your arrival. This Tour is certain to be a sell-out based on early responses we have already received.

TOUR COORDINATORS: Nancy Corrigan Wilbert (dagmardog@cox.net / 401-499-7158) and Michael Gaetano (Mgaetano@britishinvasion.com / cell: 508-385-6663). Registration Forms are on the MCS website.

Join now and receive the Modern Car as part of your membership! THE MODERN CAR SOCIETY



An Affiliate of

The Rolls-Royce Owners’ Club, Inc.

The Modern Car Society is a non-profit organization formed to address the interests of owners and enthusiasts of the Rolls-Royce and Bentley motor cars produced after 1965. Ownership of a Rolls-Royce or Bentley is NOT required as a condition of membership. Current membership in the RROC is required.

- MEMBERSHIP APPLICATION -

Name: _____
First Last
Street Address: _____

City State/Province ZIP Code
Spouse: _____
First Last
Home Phone: _____ Office Phone: _____ Ext: _____
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MOTOR CAR INFORMATION:

Car#1/Year: _____ Make: _____ Model: _____ Body Style: _____
Chassis No: _____ Engine Number: _____
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Chassis No: _____ Engine Number: _____

PLEASE MAKE YOUR CHECK PAYABLE TO:

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Mail Completed Membership Application to:

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— WINSTON CHURCHILL

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and present, we shall find that we
have lost the future."*



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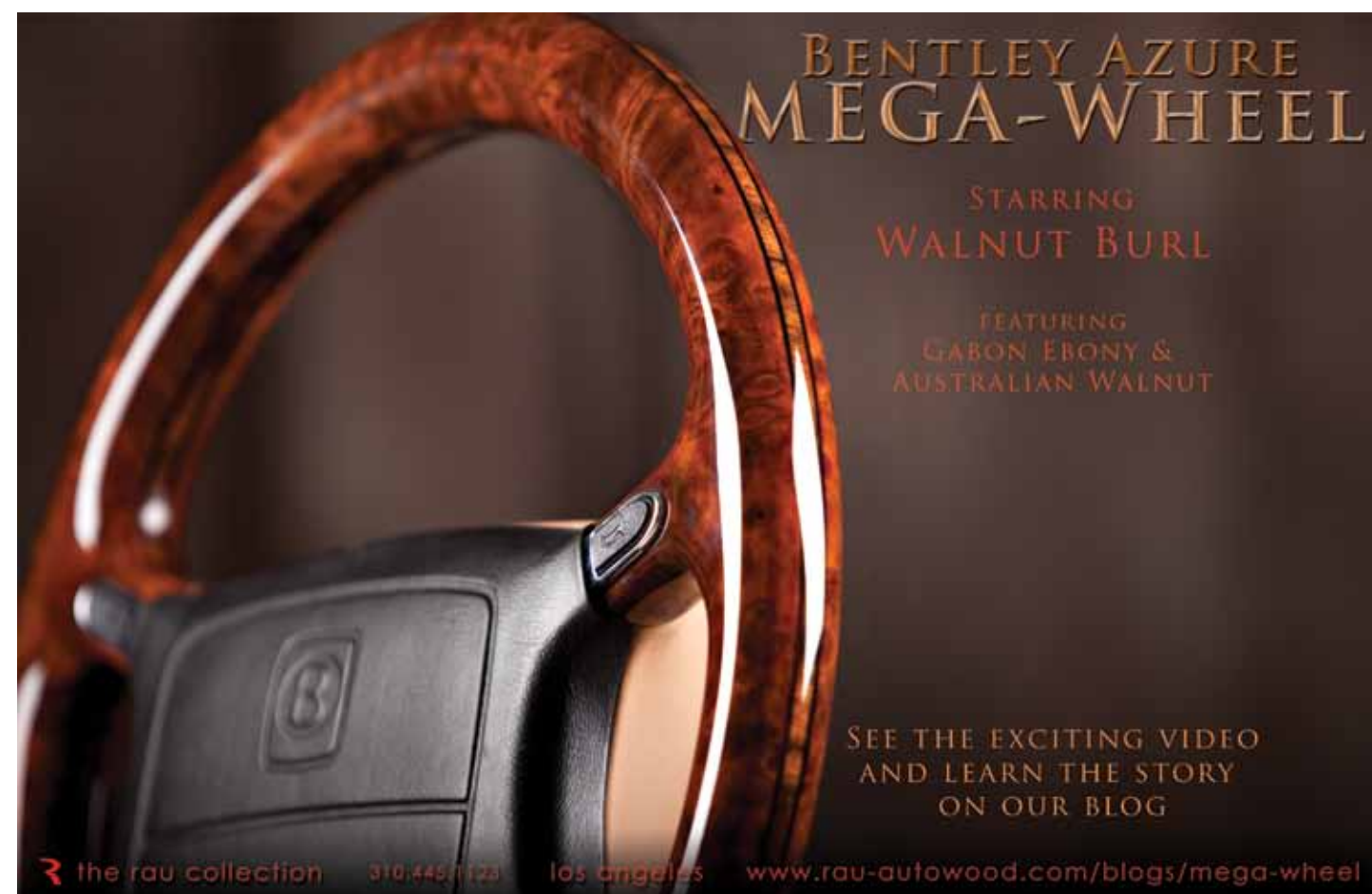
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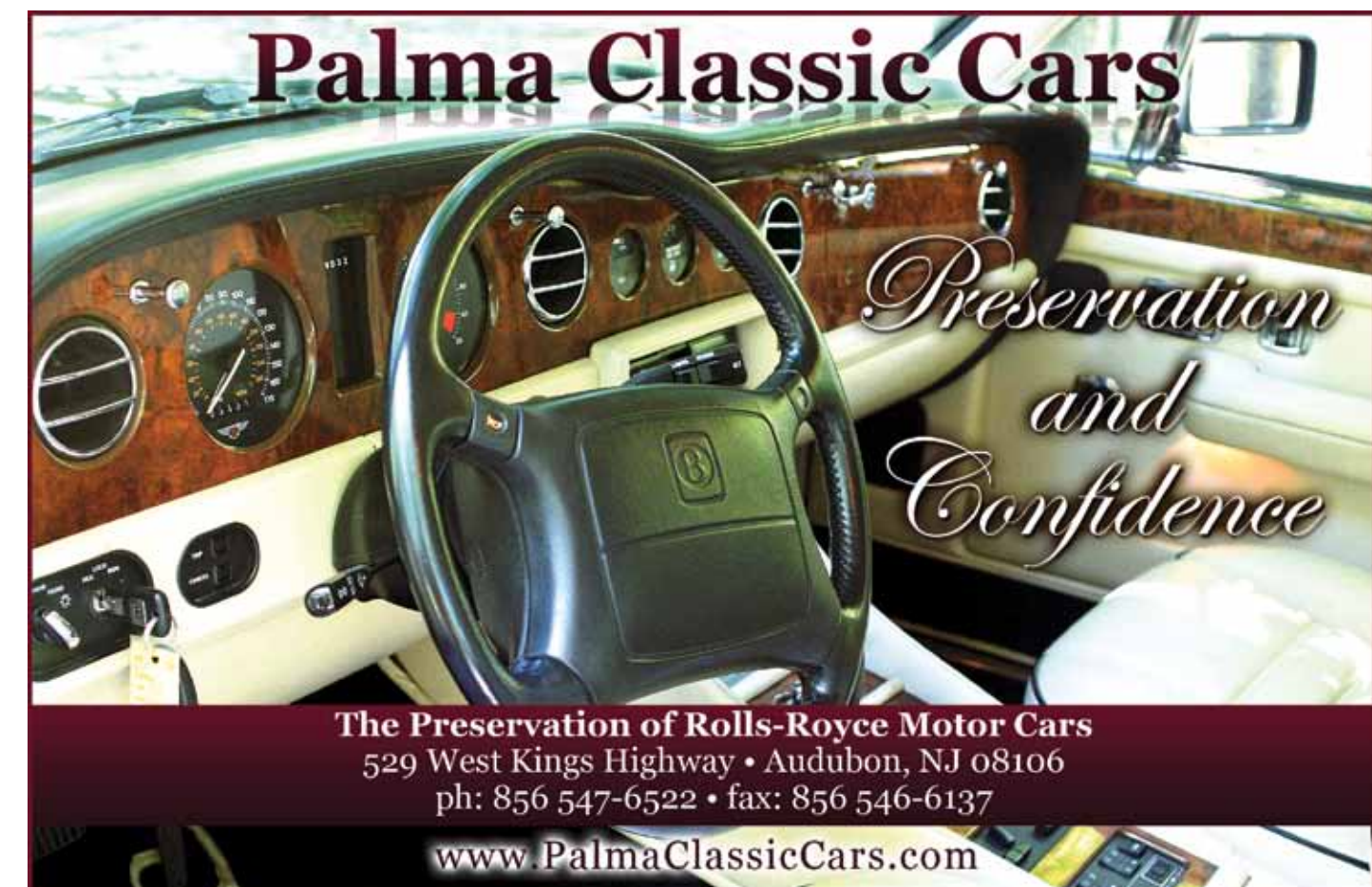
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