Owner: Steve Power-Fardy  1965 Silver Cloud III Saloon (SKP181)

Steve Power-Fardy is the proud owner of this beautiful 1965 Silver Cloud III Saloon (SKP181) known as his fair lady “Eliza.” She has just had a new paint job that Steve completed himself. Eliza was purchased on eBay in 2009 (sight unseen) where she had been in storage in New Jersey for eighteen years. Steve drove her from New Jersey to show her to his family in Oshawa, Canada and then drove her cross-country to California where he has spent two years refurbishing her paint. Please see the complete story of Eliza in the Restoration Tales article in this issue.
Temecula Wine Tour and Tasting on September 30th

Join the RROC Southern California Region, the Bentley Drivers Club and our host Harry Clark for this VIP “behind the scenes” tour of one of Temecula Valley’s finest wineries. This tour will include details of the farming processes for vineyards, wine making and, of course, wine tasting.

The winery tours and luncheon will be at the picturesque outdoor setting of Leoness Cellars. Please be prepared with layered clothing, sunglasses and sunscreen. We recommend wearing comfortable shoes as there are opportunities to walk through the beautiful vineyards.

We will meet at Classic Promenade/Zin Estate to peruse the car collection and vineyard estate at 10:00 a.m. followed by the tours and lunch at 1:00 p.m. For further information, please contact our host Harry Clark at (951) 901-5088 or by email to Harry@ClassicPromenade.com.

Be sure and plan on joining us for this very special event.

Host: Harry Clark
Date: Sunday, September 30, 2012
Time: 10:00 a.m.
Location: Classic Promenade/Zin Estate
41965 Mesa Verdugo
Temecula, 92592
Cost: $43.00 per person
RSVP: September 19, 2012

Directions: Drive South on Hwy 15 into Temecula and take Exit 59 Rancho California Rd (Old Town Front St.). Turn Left on Rancho California Rd. Turn Right on Ynez Road. Turn Right on Pauba Road. Turn Right on Via Del Monte. Then take the first left onto Calle Vista. Proceed on Calle Vista to the first left on Mesa Verdugo.

Member Tidbits

Our member Michael Gabriel was interviewed by Motor Trend Classic magazine and the article is included in the Summer 2012 edition. In addition to his extensive knowledge of Rolls-Royce and Bentley automobiles, Michael owns a Bitter that was the subject of the article.

Member and board member Sherry Stern went to the National Meet in Louisville, Kentucky. Please see the back cover for more of Sherry’s great pictures from the Meet. We ran out of room in the August issue!

RROC MEMBER PROGRESSIVE BRUNCH 2013

By Pierre Lemieux

The RROC SO CAL Region is trying to resurrect a past tradition of a progressive lunch / driving tour where we stop at members’ homes and enjoy a food course along the way. We are looking for 3-4 members who live close by (10-15 miles apart) who would be interested in participating in such a great, fun-filled event. Please call or email me with any questions or suggestions. Pierre Lemieux 760-408-0230 or pierre48bentley@gmail.com
I would like to thank all of you for your support and attendance at our events thus far in 2012. We would like to apologize to those of you to whom we have had to refund registration fees for the last two events. We have been at capacity and the events have been selling out very quickly when the notices appear in the newsletter. I encourage you to register early for our events in order to secure your reservation. We would love to see all of you join us in viewing some of the greatest car collections in Southern California. Next year is also going to be another banner year, with many exciting events already scheduled. If we continue to reach capacity early during the registration process, we will need to make sure our members are given priority over guests.

RROC National is having a National Board meeting in San Diego on Friday, October 19th and Saturday, October 20th at the Best Western Hacienda Hotel in Old Town in San Diego. All RROC members are invited to attend the Saturday meeting beginning at 1:00 p.m. Some of us from our region are planning on attending. If you would like to attend, please contact Al Whitley at al@cadteacher.com in order to reserve a seat. If you have an interest in serving on any committees or positions at the National level, this is an excellent opportunity to see what occurs from a National perspective.

We are seeking candidates to run for officer and board member positions for next year. If you have any interest in a leadership position in our RROC region, this is your chance to put your hat in the ring. Please contact any of your officers, board members or myself. If you have any questions, do not hesitate to inquire.

The San Diego Region is hosting a Spring Drive Tour in 2014. This will be a great opportunity to see a lot of our San Diego friends and enjoy a tour since it is in our back yard. They will be using the same hotel where the National Board Meeting will be held in San Diego in October. We encourage you to plan on attending this event and we anticipate having good representation from our region’s members.

If you have been working on restoring your PMC this year, keep in mind that the call for 2012 year-end awards will be coming soon. Don’t miss this opportunity to receive acknowledgement for all of your efforts.

Please check your newsletters for the rest of this year, as we still have some amazing events coming up including Temecula this month, a Santa Barbara weekend in October, the Fox Hunt in November and The Famous Holiday Party in December.

I look forward to seeing you in the next few
“Why are You Painting Your Car Yourself?”

By Steve Power-Fardy

That’s the question friends would ask when I told them of my grandiose scheme to repaint my 1965 Silver Cloud III (SKP181). “Why don’t you just take it to Earl Scheib? He’ll paint any car, any color for $99.95. No ups, no extras.”

“Because it’s a Rolls,” I’d respond.

“But have you ever painted a car before?”

“Nope.”

“Well good luck with that…”

So what was I thinking? Where did I get the audacity to think I could pull this off? Sure, I worked in a body shop after school and during the summer in high school. But I am far from being qualified to paint a car. Back in the day, I only prepped the cars for painting and swept up the shop. The only thing I had going in my favor was that I watched the painters do their magic day in and day out. But as everyone knows, simply watching and actually doing are two very different things. You can watch someone drive a car, but until you actually sit behind the wheel you can’t really call yourself a driver.

My painting odyssey began when I bought my Rolls on eBay in February 2009. I bought her sight unseen. Again, what was I thinking? She was stored in New Jersey for 18 years. After some much needed mechanical attention, we were ready to hit the road in September. I drove her from New Jersey up to Toronto to show my family and then across the U.S. to California.

Once I arrived home, the enthusiasm of my dream car was soon dampened every time I would show her off to friends who would divert their attention to the cracks in the paint. Talk about making a bad first impression. The paint flaws and cracks were a complete distraction from the understated elegance of the car. From a distance the car was inspirational. But up close and personal, the congratulatory smiles would melt away as my friends surveyed the extensive landscape of cracks rivaled only by the Grand Canyon.

If I had purchased a vintage Mustang, no one would have even noticed the paint. But since Rolls-Royce has prided itself on being “the Best Car in the World,” the expectations were naturally raised to stratospheric heights. There is an undeniable magic in the name “Rolls-Royce.”

My car was obviously not ready for prime time. Before I did irreparable damage to the RR brand, I had to get my car out of sight and quickly painted.

I researched my era of cars and discovered that lacquer paints were used. But those paints haven’t been available in Los Angeles since the 1970s. I convinced myself that I wanted to stay with lacquer paints because they are very “forgiving”, meaning they dry fast so any rookie painter mistake can be easily corrected before proceeding with the next coat. Lacquer paints don’t need to be put under heat lamps to dry. I could rent time in a spray booth and paint the car. Or better yet, I could paint her under a makeshift car canopy in my driveway.
By searching the Internet, I was able to find an automotive paint formulator in San Diego that routinely makes the classic automotive acrylic lacquer paint I wanted.

In June of 2010, I began to sand off all the paint down to the metal because we suspected that an enamel paint was applied over the lacquer paint, causing a reaction that resulted in the cracks. If that were indeed the case, I would have to remove every layer of paint and make it a down-to-the-metal paint job.

It didn’t take long to discover lots of rust holes and metal imperfections caused by the sands of time and the elements. I hired a welder to come to my driveway with all his equipment for a day and weld sheet metal over the troubled areas. I ground down the welds and the edge of the metal to make a smooth transition.

I used an epoxy primer to seal the metal. And then got on with the sanding, priming, sanding, priming and finally the painting.

And what an ordeal it has been. With the encouragement of several people in the club (Santos Guerra, Ronny Shaver, Karen Perrault, Bob Ratnoff, Tony Handler and Dori Olsen) I am on the verge of finishing.

The car is painted (two tone – twice the masking work at least) and I have finished color sanding. Next up is using rubbing compound and my neighbor’s buffer on the paint to produce a fine luster finish. (Special thanks to David Morrison for passing along his lacquer paint tips that he gained from his many years of experience with his astonishing collection of lacquer-painted Silver Ghosts.)

It has been a long fulfilling journey with many false starts, do-overs, and scenic side trips into restoration hell. (Be sure to see Santos Guerra’s restoration story of his award winning 1960 Bentley S2 Continental on YouTube to hear what misadventures even a highly skilled team of specialized Rolls-Royce/Bentley restorers can experience. (http://www.youtube.com/watch?v=A8s6qiFRQxA)

So was it all worth it?

That’s a complicated question. On the plus side, it was a challenge for me to prove to myself that I could do it. I did get to know every square inch of the car. And I suppose I did save money on the labor by doing it myself. But on the down side you have to weigh in the time factor. If I had paid handsomely for a team of professionals to do the bodywork, the paint prep and the painting I would have had the car on the road sooner to enjoy. And you can’t put a price on that feeling.

But then again, is it worth paying a lot more to have the car done for a family wedding, or a friend’s anniversary or the club’s Santa Anita Concours d’Elegance? Or is it better to keep at it and not give up getting it done?

My advice to anyone else wanting to do bodywork and paint your car yourself would be to talk to the experienced folks in the club first who have supervised restorations and done many restorations themselves. It’s always better to find out up front what you’re getting yourself into. (Santos Guerra and Ronny Shaver are my mentors).

It will take you two or three times longer than you anticipate because life will rudely intrude on your carefully allotted weekend car work schedule. And you have to have friends with tools you can borrow. I had a compressor at my disposal from a friend who was more than happy to make room for his golf clubs by getting his compressor out of his garage and into mine for the full two-year project. My other dear neighbor is a retired TWA mechanic. So not only did he have the right tools I needed for my Roll-Royce car, he had the right tools I’ll need if I trade up to a Rolls-Royce aircraft engine.

If you have any “issues” with your neighbors (such as you never returned their lawnmower from last year), resolve those issues before you start because the last thing you want is for them to start complaining about the noise of the sander, or the compressor, and the smell of paint fumes. I was lucky. I am surrounded by patient and understanding neighbors. In fact, I got to know them better as they all came over to inspect my progress while walking their dogs.

Also be sure to get a good digital camera with a timer and a tripod so you can take pictures of yourself while you are working to show everyone you really did do it yourself. (Since it is digital there are no film or processing costs. So you can set the timer and jump into the shot at every step of the process. Free. I have taken over 4,700 photos that I am looking forward to sharing with my whole family over Thanksgiving.)

And here’s my final thought: If you are thin-skinned and will be annoyed every time you meet your friends and the first thing they ask is: “Are you done yet? Are you done yet? Are you done yet?” “Do you think it will be done for Christmas? Next year…” “What? You’re still working on it?!” You might want to reconsider doing it yourself. I would suggest you give Earl Scheib a call..
**The Nethercutt Collection**

On Saturday, July 14th a number of members gathered at the Nethercutt Museum in Sylmar. There are car museums and car museums and then there’s the Nethercutt. Starting with the restoration of just two cars in the 1950’s, the Nethercutt collection now showcases more than 130 of the world’s greatest antique, vintage and classic automobiles. The Nethercutt family is known for founding Merle Norman Cosmetics.

Our docent-led tour of the Nethercutt Collection began at 9:45 a.m. and we saw some of the most beautiful cars in existence. Located across the street from the museum, the collection features two grand salons displaying the finest examples of cars of their day in showroom settings. Our tour continued with the Nethercutt’s extensive collection of hood ornaments and antique furniture. The top floor of the collection houses mechanical musical instruments ranging from nickelodeons to music boxes and a Wurlitzer organ.

Following our tour we had lunch at the Odyssey Restaurant in Granada Hills, just a few miles from the Nethercutt Collection, where we enjoyed amazing panoramic views of the San Fernando Valley and Los Angeles and delicious food.

A huge thank you to our co-hosts Pierre Lemieux and Sherry Stern for arranging this fabulous visit and making this such a perfect day.

**English Motors at Fairbrook**

The English Motors at Fairbrook weekend on September 15th and 16th benefiting Meals-on-Wheels of Greater San Diego is a gathering of English motor cars and motorcycles that includes a judged show and a tour the day before. The show itself takes place Sunday, September 16th at Fairbrook Farm, a beautiful twenty-five acre horse ranch located in Fallbrook. The judged event has twenty-five classes plus awards for Best of Show, Reserve Best of Show, and Most Elegant Automobile. Pre-registration is $20 per car and $30 the day of the event.

The driving tour on Saturday, September 15th is limited to 50 cars and starts in Carlsbad at 9:00 a.m. and finishes at Harrah’s Rincon Casino about 4:00 p.m. A continental breakfast and lunch will be provided. There will be stops at the Mercedes-Benz Advanced Design Studio in Carlsbad where we will be treated to a guided tour and the Joe Martin Foundation Miniature Engineering Craftsmanship Museum in Carlsbad where you will be taken on a guided tour of Exceptional Craftsmanship. The cost for the tour is $60.00 for car and driver and $20 for each additional passenger. Space is limited so reserve early. All net proceeds from the show and tour are donated to Meals-on-Wheels of Greater San Diego.

This is a non-RROC sponsored event.

**Come Join the RROC So Cal Region on October 27th and 28th for a Fun-Filled Weekend in Santa Barbara.**

On Saturday, October 27th, we will meet for breakfast at the East Beach Grill and then drive over to the parking lot at the Fess Parker Resort where we will leave our cars and board a motor coach that will take us up to Stolpman Vineyards. There we will have a splendid lunch in the vineyards under the ancient oak trees. After lunch we will visit the town of Los Olivos where there are over 100 winery tasting rooms in which we can indulge. The motor coach will take us back to Santa Barbara and later that evening we will dine on the Santa Barbara pier at The Harbor restaurant.

Sunday morning we will visit the Goodman Reed Motor Collection and after our tour we will move across the street to a street fair filled with various artisan booths.

Your hosts Jay Colin and Ray Stazzoni have organized a great weekend and look forward to seeing you in Santa Barbara!

**Suggested hotels in the area:**

- Fess Parker Double Tree 633 East Cabrillo Blvd., Santa Barbara (800) 222.8733
- Hotel Mar Monte 1111 East Cabrillo Blvd., Santa Barbara (805) 963-0744
- Cabrillo Inn 931 East Cabrillo Blvd., Santa Barbara (805)966.1641
- Montecito Inn 1295 Coast Village Rd., Santa Barbara (800) 843-2017
- Coast Village Inn 1188 Coast Village Rd., Santa Barbara (805) 969-3246
- Blue Sand Motel 421 So. Milpas St., Santa Barbara (805) 965-1624
- Motel 6 443 Corona del Mar, Santa Barbara (805) 554-1392
How do I take care of my leather interior?

Over the years, I’ve had many customers and club members ask me how to take care of their leather interiors. The interiors of these cars are quite expensive to replace, so it makes sense to take care of them to extend their life and keep them looking good as long as possible. With proper care, the leather can retain its supple feel and vibrant color. I’m not an expert on this subject but will share some simple methods I have used to take care of my own cars.

Simple is my favorite word when it comes to car care. I prefer products that are easy to use and do not require many steps. My favorite products will have two steps; first clean, then condition. Three brands of leather products that I’ve used and have been happy with the results are Meguiar’s, Mothers® and Lexol. They all have separate cleaner and conditioner products that come in spray and liquid form. Most auto supply stores will have at least one of these brands in stock.

Leather care is similar to skin care. Cleanliness is very important. Any spills or scuff marks should be cleaned as soon as possible to prevent them from being ground into the surface and becoming permanent stains. It is important to use only specific leather cleaners to clean so as not to ruin the leather and coloring. Large spills should be wiped with a damp soft towel and dried immediately. Then use the leather cleaner afterward. Never use harsh chemicals on the leather. Would you wash your hands with them? On deep dirt in seams and creases, use a soft fingernail brush and then wipe with a towel. Be sure to get all of the residue out before it dries. After cleaning the leather, allow it to dry before the next step.

Once the leather is good and clean, it is time to condition the leather. I’ve found that several light conditions work best for me. In the past I have tried putting heavy coats of conditioner and letting it soak in for days or hours but usually spend a lot more time trying to wipe off the residue. On cars with older leather it is important to remember that the “skin” is no longer “alive” and will not necessarily rejuvenate to its original condition. I’ve seen a number of cars that clients have coated their leather with “hide food” or other products and let them sit so long on the leather that it became permanently sticky and/or very shiny. I bought one car that the leather felt like cardboard in areas so I soaked it in conditioner so much that it started splitting as soon as any pressure was applied to it. So remember the old saying “less is more” and use moderate coats of conditioner, let it soak for the time stated in the product directions, then thoroughly wipe it off. Repeat according to the condition of the leather. It is also important to remember that many of the older cars have been “dyed” (painted!) with the old lacquer based products which made the leather thicker and more brittle. Ah, the good old days!!!

For me the leather maintenance of my cars can be a bit intimidating if I attempt to do the entire interior in a single day. I prefer to take one section at a time like a seat or dashboard and complete that portion thoroughly, spreading out the work over a few days. That way I can focus on doing the job right with optimum results.

How often one cleans and conditions their car interior depends on many factors: initial condition of leather, climate, exposure to sun and how often the car is used. Obviously an interior that is nearly new will not need as much as one that is old and has been neglected. Dry climates and extended sun exposure are very hard on leather and will require more frequent applications. If the car is used often then it is important to keep the leather clean, even if the complete process is skipped. All the products I mentioned have some emollients in the cleaner to prevent it from drying out the leather. In my opinion, under most conditions a complete clean and condition of an interior once or twice a year is sufficient.

As always, read the directions for any product you choose completely before using. Another important tip is to test the product in a discreet place of your interior to make sure it has no adverse effects on the leather. One last tidbit; does your interior creak and groan as you drive down the road? Remember to clean and condition between cushions and any places where two surfaces meet each other including the wind-lacing around the door frames. I hope these tips will help everyone enjoy and be proud of their PMCs.

-Ronny

RROC National Board Meeting

The RROC National Board Meeting will be held at the Best Western Plus Hacienda Hotel - Old Town in San Diego on Friday, October 19th and Saturday, October 20th. The address of the hotel is 4041 Harney Street, San Diego, CA 92110. This is also the hotel selected for the 2014 RROC National Spring Tour.

Beginning at 1:00 p.m., the Saturday meeting is open to all RROC members. 40% of the Rolls-Royces and Bentleys that are registered with RROC National are registered in California. We would like to see as many members attend as possible to make our support and concerns known. If you are planning on attending the meeting, please RSVP to Al Whitley at al@cadteacher.com no later than October 1st.

This year’s “Support California” Campaign was very successful with two California members elected to the National Board. With the election of Barbara Kilburn (Northern California Region) and Tom Wright (San Diego Region) to the National Board, California representatives now constitute 14% of the Board. Seven members are elected to the Board each year. If you are interested in running for the National Board, please contact our chairman Willy Hugron at (714) 894-8417 for information.

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Oxnard

Rodney Roberson
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**More Photos from the National Meet**

1. Gate on the Locks at the National Meet
2. The Locks opening
3. The breakfast run
4. Sherry Stern at the Olmsted House dinner
5. Two Clouds
6. General Montgomery car
7. Logo of the Chesapeake Region Rolls Royce Owners Club
8. 2012 Louisville OR BUST poster

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**Need anything chromed?**

Have you been putting off chroming that screw for your bonnet stay because it hardly seems worth paying the $100 minimum to get it done? Let’s meet and give me your small parts and I will send them in with my minimum order and we can split up the costs. Contact Steve spowerfardy@yahoo.com

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