SERVICE AS GENUINE
AS THE PARTS WE USE.

Bentley Dallas is proud to use only Crewe Genuine Parts.
In September, we had several club members participate in the 20th Anniversary of the Texas All British Car Day weekend in Round Rock (just north of Austin). The event started out on Saturday afternoon with a fun gum ball road rallye ending at a local ranch for dinner with Texas Longhorns and Bison to enhance the experience. Longtime member, Gordon Dysart and his beautiful 1934 Phantom I I Gurney Nutting Limousine De Ville, made a grand entrance onto the show field on Sunday morning, with Gordon playing chauffeur while a couple rode in the rear compartment decked out in ‘30’s attire. The woman’s ensemble included long white gloves and hat and a long cigarette holder complete with a fake cigarette that puffed smoke. As they pulled onto the field the lady was doing the Queen’s wave. Gordon’s Phantom II won Best of Show.

In November, we had the annual Fall Tech Seminar in Austin. Pete Sminirri, of European AutoWorks in Houston, was our expert mechanic. Bentley Austin allowed the club to once again use its state of the art facility for the tech seminar. Bentley Austin’s service director, Les Costales went “above and beyond” when member Carl Tongberg’s Silver Spur came in with a fuel line leak. Les found the parts needed to do the repair and proceeded to make the repair so that Carl and Betty could safely drive their car. Gordon’s Phantom II won Best of Show.

As usual, there was a board meeting held during the Fall Tech Seminar. This is also where your ballots are tallied for your club’s board for 2011. Thank you to all those board members who continue to serve. Thank you, Eddy Bridges, for your years of service to the Texas Region, of which the latest was as a director. Member, John Lovick, from the Dallas/Fort Worth area, was elected to take Eddy’s place on the board. Welcome John. By the way, John and his wife Marcy are hosting the National Fall Tour in Colorado in September 2011. It is going to be another “not to miss” event!

In December, there were Texas Region holiday parties for each major metropolitan area (Houston, Austin/San Antonio and Dallas/Fort Worth). Thank you to each of the hosts, Sharon and David Galvan (Houston), Ruth and Don Zook (Austin/San Antonio) and Heath Hedden and Michael Applegate (Dallas/Fort Worth). I was able to attend all of the parties and they were well attended, fun with good conversation along with delicious food.

And now for the first quarter of 2011. The Austinitatious Inter-Regional is right around the corner, Wednesday, March 23 to Sunday, March 27. We need your help. Please see the separate article on page 4 of this Lone Star Lady for volunteer opportunities and let me know what you will do to help your club host this National event. Please know that even though you are volunteering your time and talent, you will still have plenty of time to enjoy the event. The more volunteers we have, the less time each volunteer will work.

Also, please remember to send in your registration form (enclosed in this issue) to the National club. Also, remember to make your hotel reservations at the host hotel, which is the Austin Marriott South. I hope to see each and everyone of you in Austin for the Inter-Regional. Please bring your Rolls-Royces and Bentleys. We hope that your cars will be driven while in and around Austin and that you will offer rides to other members who may not have been able to bring their PMCs.

Attend your local breakfasts every month. So much invaluable knowledge is shared at these informal events.

Before we get started with what’s on the club schedule for 2011, let’s wrap up what happened the final few months of 2010.

Happy New Year!
Volunteer Opportunities

Your club needs YOU for this National RROC Event March 23-27 in Austin!

Please volunteer! It’s a fun, easy way to meet RROC members from all over the U.S., and perhaps the world. And, more volunteers equal less time each person will spend on volunteer duties.

We’re asking that you sign up to volunteer for at least two hours during the four-and-a-half-day event. To make this happen, we will need as many volunteers as possible.

Here are the key areas where volunteers will be needed:
1. Greeters
2. Austin specific information specialists
3. Event registration
4. Ticket collection
5. Dawn Patrol (Breakfast Run) and Driving Tour coordination
6. Bus Host(s) for evening events
7. Bus Coordinators for daytime activities
8. Miscellaneous:
   a. putting out signs on how to get to the hotel, car show, etc.
   b. car show assistance
   c. other volunteer opportunities that may arise (running errands, delivering messages, etc.)

Please contact me, Phillip Reese, via email AusPwr@aol.com (preferred), or via telephone, 512/291-1428, as soon as possible.

Please include your: 1) name, 2) telephone number, 3) email address (if available), 4) top three (or more) volunteer preferences, and 5) best time to reach you by telephone.

You will be contacted as soon as possible.

I am looking forward to hearing from you soon. Together, we can make this event a wonderful experience for all!

Thank you.
Sincerely,
Phillip Reese
Pete Smirnis of European Autoworks in Houston was our Tech Seminar Mechanic this year! Many thanks to John Eagle European for hosting our seminar, with 2 lifts!

Here’s a rundown of mechanical issues discussed regarding the cars evaluated during this year’s Tech Seminar:

1. Al Briseno – 1975 Silver Shadow (SRD21676)
   abriseno@briseno-law.com

   As an aside: The reason Brits don’t make wide-screen TVs is because they don’t know how to make them leak!


2. Guy Clumpner – 1954 R-Type (BY144D)
   guy.clumpner@holtcat.com
   Timing gear has a very light noise. Very Minor – Very Major to fix. Has alternator because generator would never keep up with it with after-market A/C. Coil mounted up front. Earlier, mounted on Firewall. Left tie rod nut loose. Tighten. The tires on your car are 225/75R16 which are designed for 6 inch rim. The rims on your car are 5 inch. The tires on the other R-Type are light truck radials which are designed for 5 inch rims. Be careful going around corners. No tight turns! Right front tire has too many weights. The tire rocks back and forth when moved slightly by hand. A/C condensers are mounted on both sides of the wheel wells. Nice and clean install. Tighten 2 transmission torque rod nuts. Makes a huge difference. Shield missing. Adjust front wheel bearings, with new grease. Clean, repack, adjust load. Left transmission side mount loose. ½ inch nut. Both rear shocks leak. Need new seals. These shocks adjust from transmission for Ride Control. 19 weight transmission fluid. Adjust rear brakes. Clean fuel filter. Bijur: Left side leaks and right side is okay. Take each Bijur nut out, and blow air in, say 100 pounds. To adjust brakes, tighten square ½ inch nut until just stops.
Then back off 1 click. Rear brake bushings are gone. Tighten nuts. To clean fuel filter, take the whole thing out, being careful to put back with all the parts. Clean the differential breather. Take off 4 bolts, and drop the shaft. Take off 10 nuts, and use pipe cleaner to clear the 2 holes. Fill with 80/90 gear oil. King pins are good now, so fix the Bijur right away. Re-start. Shouldn’t move. It did, but not as much. Needs to have rubber bushings real tight. Transmission side mounts: Disassemble and check bushings.

5. John and Julian Charlton—1991 Corniche II (MCX38333)

Engine sounds good! Low brake fluid — John will fill. Use ½ % silicon on silver wheel rings. Replace both power steering flex hoses. Replace all original brake hoses, front and back. Noise from the spare tire. Raise up! Can hear exhaust rubbing against strut. Bend up slightly, so it’s straight. Differential is over-filled. Leave it.

6. Bob Bishop—1947 MK VI (B474CF)

Carbs unbalanced. Make sure the diaphragms are okay. Then sync carbs. Check brake fluid. (OOPS dry!. Sneed added some R363. THANKS for ½ cup!!)

Compression check: numbers 1 and 4 are low. 1 has nothing, so we’re running on 5 cylinders, remarkably well! Check values, spark plugs, cylinders for leaks. Oil leak – bad – really bad! Oil line leaking on left engine wall. Need ¾ inch bolt taken out, replace both aluminum washers. Left side brakes locked up! OK now. Bijur has no oil nowhere! Need to service one by one. Critical that Bijur be done now to save kingpins!! Left rear shock leaking — Fill with hydraulic fluid. Gas tank has been rebuilt, and has NO leaks! Missing ground wire nut. Left mud flap loose. Tighten. Wrong tire size. 185R16 These are early Radials., 10 years old. New DOT standard is 7 years, to avoid lamination problems and accidents. Buy radials 215 85R16, YOKOHAMA, Light Truck Tires, Genuine Radials. Get used 16 inch 215 85R and mount to check clearances. Make sure it fits rear fender. If not, go to 225 75R. Rubber cement valve stem, so these tires will work fine without tubes. A cheaper alternative: 225 75R16, which are wider passenger tires. Designed for 6 inch rims, but will work OK for 5 inch rims. (OK Bishop, NO racing!) Need new gas tank neck for the filler. Buy 2 ½ inch hose and cut sliver to fit. Bijur: use 80/90 gear oil for all cars!! When back home, pump first thing. Wiring (Phil had a minor fire years ago, and was able to fix the wiring. Needs rework so the covers fit properly). Horns don’t work. Seal windshield with plain clear silicon. Run bead of silicon around sun roof, then close up for a few days.

7. Willem Plegt—1996 Brooklands (BFT57975)

Wheel balance by John Eagle European.

8. David Clary—1979 Silver Shadow II SRK37000
dclary.georgetown@verizon.net

Rear bearings out in alternator. Grease all grease fittings! Return Power steering line leaking. Replace. (There is only one power steering hose on this model.) Fill lower ball joint with grease to keep water out. It will last a little bit longer. Muffler mount broken. No damage, but will have noise. Overall, this car is in good shape! Breather screw missing. Left accumulator nut and washer missing. Right accumulator is missing. Left bracket and hardware missing. Flush hydraulic line. Note: Old cars have lots of grease fittings. Jiffy Lube no longer does grease. Only oil changes.

9. Norman Bridges—1961 SC II (SYD308)

Has a truck compressor. Good, but noisy. Need to flush both brake systems. Drain, clean, fill. Can hear tic, tic, tic. Common. No damage. If noise continues all the time, collapsed lifter. Original lifters cost $4000. Not worth fixing. $1100 for whole set after-market. Appears car has never been greased. Grease fitting adapter is no longer available from RROC HQ, 1800 879 7762, to fit the American Grease
Gun  Call Greg at Bentley Zionsville 317 873 2360.  Adaptor is $34.81.  Both right and left front bearings are gone.  Bolts missing for right front panel.  Right front wires messed up.  Re-wire.  Bumper re-chromed.  Good job correcting damage.  Serious alignment issue.


Has NOT lost power, YET!  Original transmission.  Replace accumulator steel braided line fitting.  Better to buy brass from Home Depot.  Tow truck pulled drive shaft down. Replace arm.  Price will make you cry!  Replace both rear Detroit Coupling boots.

gerard.bulhon@gmail.com

12.  Chuck LaCoste – 1997 Silver Spur (NAI36555)  
lelimbe1@aol.com

13.  Sneed Adams – 1933 R-Type (GB61FO)  
STAdams64@aol.com
Did custom seals for rear shocks.  No leaks!

Need tie wraps for gators.  Done!  This car’s in good shape!  Proper seals and proper leaks for undercoat.  Keep an eye open for problem leaks!

sudduth@msn.com

15. Phillip Reese – 2002 Bentley Arnage T
ausptr@aol.com
Has newer type motor mounts, sealed, with fluid pumped inside. Left rear strut line leaking. Leather strut broken on both sides. Leave alone. No fluid leakage. Timing cover leak.

Resource for Bijur and Grease Adapter to fit the American Grease Gun:
Greg at Bentley Zionsville (Alpers) 317 873 2360. Silver Shadow carbs need constant adjustment.

Dale: I found the neatest thing to work under cars... someone else injected: a mechanic! Dale said... +2.00 Welder’s Magnifying Safety Glasses. They are made to use under your welding helmet, and work fine under cars. (They do – I tried them!) The stuff you pick up today, you won’t pick out of your tires tomorrow!

Dale: Best practice: When someone is starting a car: Stand way back in case the car is in gear and brakes don’t work.

When you’re perfect in every way, it’s hard!

Bishop needs a Helmet! So does Pete!

Comment made after pushing Carl’s car back to replace leaking gas line: Now we know why they invented the engine!

Buy POR15 to paint over rust.

Randy: Silver Shadow II has a lot more to go wrong. Stay away from 1980 fuel injection SS II. The last SS IIs were switched to fuel injection to get into California. Parked the car, and popped the hood to keep from overheating. Put in neutral and rev the engine to keep running.
NEW DAWG IN THE VILLAGE

Was your PMC originally sold into the UK / Euro market? Does your PMC’s VIN number contain an O (Oscar) or a 0 (Zero)? If so, the following might have an impact on your PMC’s insurance.

In Texas, like all the other 50 states, the O (Oscar) is not allowed in VIN numbers. If you presented for Texas registration a foreign car with an O (Oscar) in the VIN number the clerk in Texas changed it to 0 (Zero) because there is no O (Oscar) allowed in the Texas Registry of Motor Vehicles. Read on.

There is a new dawg in the Texas vehicle legislation and it is a Pit Bull. Texas has established a new vehicle insurance verification system to catch all those baddies who drive their cars with no insurance. It seems they are determined to conquer the enterprising person with a Xerox machine in his garage churning out fake insurance certificates that people use to get their cars inspected.

The new program is called TexasSure. The idea being that insurance companies send verification of insurance directly to Texas. Texas in turn notes this in the computer records of the vehicle registration. And the laptop that all police officers have in their cars links to this data bank. Thus, when a police officer stops you for driving your R-Type Bentley at 85 mph on I-10 he will know instantly if you have valid insurance.

And by chance you hand him a fake insurance card he enjoys the privilege of placing you under arrest and you then are privileged to watch Bubba maul the undercarriage of your PMC trying to load it on his wrecker.

I received a notice from the TexasSure folks this week advising me that they were aware that I was driving my Texas registered 1953 Bentley with no insurance. They were kind enough to let me know that my insurance company had sent them a verification of my insurance however it was fraudulent. I needed to correct this immediately least I join the growing ranks of Texas felons awaiting arrest.

Never to be a person who was shy about discussing delicate matters with bureaucrats, Texas or otherwise, I seized the moment and called the TexasSure 800 number.

I was connected to Miss Texas (name withheld to protect me). I gave her the license number and VIN. She acknowledged finding my Bentley in the computer. I asked why I was sent such a letter of admonishment. She happily informed me that my insurance company had printed the wrong VIN number on the verification letter which they sent to Texas AND this did not match the registered VIN number in the Texas official data bank. Thus I was uninsured and subject to citation.

I quickly looked at the documents in front of me and told Miss Texas that the insurance documents in front of me and the document she sent to me in fact had the correct VIN number. B361TO

She was quick to inform me that I was incorrect. The VIN number was B361T0.

I returned the favor and told her that I had owned the car for 37 years and the true and correct number was B361TO.

She was starting to become annoyed with me. She informed me that TEXAS does not allow the use of O in VIN numbers and neither does any state in the USA and that I was very mistaken and it was in fact a 0 and I must have the insurance document changed immediately.

I started to snicker but restrained myself. It was clear that this Miss Texas was not a person who enjoys funny. I calmly told her that the car was produced in England in 1953 long before the adoption of any convention regarding the use of O and 0. I told her that it was O as in Oscar and not 0 as in zero.

There was a short pause as she drew a deep breath and said: “Sir, you just do not understand! You must change the VIN number on your car to comply with TEXAS Law.”

I then invoked my Texas citizen privilege and asked to speak to her supervisor. After several minutes of elevator music I was connected to another lady. She had obviously received a briefing and quickly told me she could not correct the problem and I needed to call the Texas Auto Registration office in Austin. She gave me a phone number that did not work.

To make a long story short, after numerous phone calls and a few polite letters to Austin, I did manage to have a tête-à-tête with a senior state auto registration official. He thanked me for alerting them to a serious problem. He acknowledged his department would need to manually adjust some records in the insurance verification system for older cars. They sent me an official letter that explained the discrepancy and verified that I did carry insurance. I have this in my car attached to my insurance certificate.

The title cannot be changed. It clearly reads B361T0 (zero). I am not sure what may happen if or when the car changes owners. My Bentley may have to become accustomed to a new VIN number. The easy way to solve the Texas problem is to tell your insurance company that your O is a 0. Happy motoring!

Sneed Adams

November-December 2010 • The Lone Star Lady
A scheduled meeting of the Board of Directors (BOD) of the Texas Region RROC was held on Saturday, November 6, 2010 at the Homewood Suites on 10925 Stonelake Blvd. in Austin, Texas. Chairman Phillip Reese called the meeting to order at 5:05 PM CST, welcomed everyone and thanked them for their attendance. All board members were in attendance except for Eddy Bridges, Director, and Elaine Krazer, Activities Director. Several Texas Region members were present, and Mr. Reese asked members Jim Powell and David Krazer to count the ballots for this year’s election.

Secretary’s Report:
Sharon Galvan reported that the minutes from the last board meeting had been printed in the LSL for all members to read. Tim Myrick made a motion to approve the minutes, with Al Briseno making a second. The motion passed unanimously.

Treasurer’s Report:
Vernon Frost submitted his report, which will be published in the LSL, and a discussion was held that the Texas Region was doing well. Sharon Galvan made a motion to approve the financial report, and Cathie Mouton made a second. The motion passed unanimously.

Membership Report:
Sneed Adams reported that the present membership is 314. Members discussed how to contact new members and encourage them to participate in the club’s many functions.

National Report:
Sneed Adams reported that he attended the National BOD meeting in Baltimore last week. The focus was on the budget and membership, specifically in recruiting and retaining members. There will be a new national website coming soon that will be interactive. The National BOD approved a fall tour in 2012 in Nova Scotia.

Editor’s Report:
Steve Krazer reported that the first digital printed LSL saved the club at least $1,300 so far this year. The board thanked Steve for his initiative in this change. Steve also requested members to send him articles of interest about their PMCs for consideration in printing in the LSL.

Activities Report:
The BOD discussed the host and location for the 2011 Fall Tech Seminar. It was agreed to keep the Tech Session in Austin as it is a central location in Texas, and the venue has been superb. Al Briseno made a motion to have the 2011 Fall Technical Seminar in Austin, and Steve Krazer made a second. The motion passed unanimously. A discussion was then held to have two mechanics for next year’s seminar. Dale Clark, Technical Chairman, agreed to be in charge of scheduling the mechanics for next year. A discussion was held on using some of the club’s money to subsidize the Tech Session in 2011 to encourage higher participation. Sneed Adams made a motion to do so, and Cathie Mouton gave a second. The motion passed unanimously.

The Spring Meet 2012 was discussed. Steve Krazer and Bruce Bixby will be organizing this in Abilene. The event is scheduled for April 12-15, 2012. Further details as they develop will be printed in the LSL.

Holiday Parties for Austin, Houston, and Dallas were also discussed. It was agreed that when the dates were decided for 2011, those planning those events would send the information to Steve Krazer, so it could be printed in the LSL.

The National Inter-Regional Meet report was given by Phillip Reese, who has been majorly involved in the planning. It will be held March 23-27, 2011 in Austin, Texas. A schedule of events for this meet will be printed in the LSL.

The 2013 National Meet in San Antonio, Texas was discussed. Al Briseno will be serving as Host for this event, and many plans are already being made to show the National members what Texas Hospitality is all about! Even more exciting is the fact the meet will be held in the Spring, instead of the Summer. The host hotel is still to be determined as contracts are being reviewed by National.

Election:
A total of 70 ballots were counted, of which 68 are unanimous. The newly elected board is as follows:

Chairman: Phillip Reese
Secretary: Sharon Galvan
Treasurer: Vernon Frost
Membership: Sneed Adams
Activities Director: Elaine Krazer
Chief Judge: Tim Myrick
Directors: Cathie Mouton, Al Briseno, & John Lovick
Editor: Steve Krazer
Technical Chairman: Dale Clark

Al Briseno made the motion to accept the ballots, Sharon Galvan made a second, and the motion passed unanimously.

Adjournment:
With no other business to discuss, a motion was made by Tim Myrick, and seconded by Al Briseno to adjourn the meeting at 6:27 PM CST. Motion passed unanimously.

Respectfully submitted,
Sharon Galvan, Secretary

Ricardo Cabral brought his almost completed Cloud III chassis to a recent Dallas area breakfast

Members could be seen searching the neighborhood for the missing Rolls body, before breakfast.

With his son “Junior” looking on, Ricardo demonstrates where he “hopes” the steering wheel will be soon.

Ricardo and club friends “driving” his chassis back to the trailer. Apparently at this point the Rolls is getting excellent gas mileage, if perhaps just a bit slow.– Photos by Doug Handel
Several Texas Region members attended the 20th Anniversary of the “Texas All British Car Day Weekend” in Round Rock, TX. A wonderful time was had by all. There were more Rolls-Royces and Bentleys this year than they have EVER had at the event.

Congratulations and Best Wishes to our Award Winners:
- 1st Place - Rolls-Royce and Bentley Class
  Sneed and Anne Adams - 1953 Bentley R-Type
- 2nd Place - Rolls-Royce and Bentley Class
  Gordon Dysart - 1935 Rolls-Royce Phantom I I Gurney Nutting Sedanca DeVille
- 3rd Place - Rolls-Royce and Bentley Class
  Doc Hall - 1987 (?) Rolls-Royce Corniche DHC

AND, it was a Texas Region RROC member’s car that won BEST OF SHOW... Gordon Dysart’s 1935 Rolls-Royce Phantom I I Gurney Nutting Sedanca DeVille

TXRROC members who participated were:
- Phillip Reese
- Jeffrey Sweet
- Al Briseno
- John Sweney and Mike Stargel
- Eddy and Cheri Bridges
- Norman and Sharon Bridges
- John and Julian Charlton
- Gordon Dysart
- Doc and Joleen Hall
- Sneed and Anne Adams
Texas Region Activities

For up to date information, visit the Texas Region events web page at: www.rroc.org/page.asp?sid=1&page=259

Dallas Area Activities:
Dallas Monthly Breakfast– Dallas area breakfast meetings are held the second Saturday at 8:30AM at the Egg and I located at 15203 Knoll Trail Dr. in Dallas. This is just north of Arapaho one block east of the Tollway. Knoll Trail is the same road as Montfort south of Arapaho.

Houston Area Activities:
Houston Monthly Breakfast– Every 2nd Saturday - 9:00AM Location: Skeeters at 5529 Weslayan, Houston, TX

Hill Country Activities:
Hill Country Monthly Breakfast– 3rd Saturday of the month, 9:00AM, Schobels Restaurant, New Braunfels, TX. Interstate 35 Northbound frontage road at Exit 187 off of Interstate 35 (north or south), 830/626-2200.

Statewide & National Activities:
March 23 - 27, 2011– RROC National Inter-Regional Meet, Austin, Texas - Mark your calendars… fill out and mail in registration form enclosed in this issue!

August 13-18, 2011– RROC 60th Annual National Meet, Squaw Creek, North Lake Tahoe, CA. Contact: Helen Heath & Barbara Kilburn, Co-Chairs. The proposed Meet Hotel is the Resort at Squaw Valley in Olympic City, CA. A golf course adjoins the Hotel and provides an area well-suited for judging day.

September 19-24, 2011– RROC National Fall Tour in Colorado

Add car related events in your area to the Texas Region calendar… just e-mail details to: ekrazer@hotmail.com

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