

SUMMER/FALL 2013

The Atlantic Lady

A Publication of the Atlantic Region



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On the cover: John Cory's 1959 Bentley S1 LWB Hooper
with division limousine (LALB28). (Photo by Bill Imre)

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The Atlantic Lady, your completed material must reach the
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Joanne Goldman at jkorm@yahoo.com for more information
or to send submissions.



CHAIRMAN'S MESSAGE

By Ed Goldman



Ed Goldman
Atlantic Region Chairman
(Photo by Joanne Goldman)

As this issue of *The Atlantic Lady* goes to print, the first half of the year is already in the books. The members of the Atlantic Region have so far enjoyed a number of great events in 2013 that you will read about in this edition. However, the best is yet to come with events that include the *Gates and Estates Luncheon and Motor Tour* in September as well as perennial favorites. I'm hoping that as you thumb through these pages, you're reflecting on the wonderful times you've had with fellow members. The turnout of old and new members has been very encouraging so come out and join the fun!

If it seems to you that each issue of *The Atlantic Lady* continues to get better, you're not alone. The Board of the National Rolls-Royce Owners' Club thinks so too. The 2013 McFarlane Award, given to the best Region or Society publication, was awarded to Joanne Goldman. Congratulations to Joanne for bringing the McFarlane Award back to the Atlantic Region. Of course, the members of the Atlantic Region are the real winners here, as we are the lucky ones that get to enjoy this outstanding publication. Also, be sure to see how other Atlantic Region members fared at this year's National Meet and read John Matsen's story inside.

I look forward to seeing everyone at the upcoming events. The board and I are always looking for fresh ideas for future events so please let us know if you have an interesting idea or would like to host an outing. It is yet another way to help you enjoy your Rolls-Royce or Bentley motorcar.

Cheers,

Ed



FROM THE EDITOR

By Joanne Goldman



Joanne Goldman
Editor-in-Chief

What do Rolls-Royce and Bentley motorcars stand for? The word quality comes readily to mind. This issue of *The Atlantic Lady* salutes quality. You'll find in these pages several examples of how quality translates well beyond our PMCs to other aspect of the Atlantic Region.

For starters, David Scott, our VP of Technical, reminds us in his article on page 47 that superb quality and exemplary workmanship is the ultimate cornerstone of everything Rolls-Royce and Bentley. This level of excellence is particularly evident on page 21 where you'll find a member's recent acquisition of LSFJ204, a Silver Cloud I drophead coupe, is rich in history, luxury, and of course, quality.

Excellence also transcends our cars. For example, some of the finest examples of Rolls-Royce and Bentley motorcars in the Region have been lovingly photographed by *TAL* staff photographers Ed Goldman, Stan Nayer and Bill Imre, among others, for your viewing pleasure. These members, along with others passionate about photographing PMCs, capture the inherent beauty of members' cars. Examples in this issue include Walter McCarthy's 1924 3 Litre Bentley, Julie Cohn's award-winning Silver Dawn, and Andrew and Grace Alloca's stunning Corniche III drophead coupe.

Several of our events this year have echoed our theme of quality. Our newest advertiser and event sponsor, Deluxe Car Storage, provided a stellar experience for members at our *Annual Tech Meet* covered on page 15. So, too, did our *Annual Region Concours*. We returned to the spectacular Seawanhaka Corinthian Yacht Club. Highlights from the event are on page 33. The Region's *Annual Picnic & Polo* event, held at the Greenwich Polo Club, is yet another fine example of a superb location for relaxation, conversation and enjoyment of the club. Relive it on page 42.

This issue's nod toward quality extends to guest speakers. Case in point: The *Winter Gathering at Old '76 House*, a historic establishment, included a talk by Professor R.B. Bernstein. The accomplished professor and author is an expert in the Revolutionary War. Find out his connection to our club on page 6.

Looking ahead, Peter and Barbara Regna's *Gates & Estates Luncheon and Motor Tour*, to be held on September 22nd, may be close to selling out. The event is synonymous with quality, beauty and all that we've come to know and love about our cars and our club.

Enjoy!
Joanne

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The Atlantic Lady

The official publication
for the RROC Atlantic Region

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Corrections: The article (page 14) entitled *An Afternoon with the Horvaths and NAT-58178* appearing in the Winter/Spring 2013 edition of *The Atlantic Lady* stated that the roof was distinctive for the Springfield Edition cars; this is not the case. It also contained an incorrectly captioned photo on page 16. The photo shown was a unique headliner, not a roofline detail. *TAL* regrets the errors.



2013 WINTER GATHERING

By Joanne Goldman

The chasm of time between the last event of the prior year and the first event of the new one is always painstakingly long. Pre-war cars are primarily tucked away until spring while many members fly to warmer climates in an effort to escape the tri-state area winters. Such were the circumstances when the Region kicked off the 2013 season of activities at The '76 House in Tappan, New York hosted by Ken and Zila Koswener.

The event, held on Sunday, February 24th, marked a turning point in a winter with record snowfalls in some local areas. One member remarked how nice a time of year it was, because the first glimmer of spring was about to shine through.



Above: The original, Old '76 House.

(Photo by Bill Wolf)

Below: The tavern was easy to spot with Bob Horowitz's 1999 Silver Seraph saloon (LAX-01703) parked out front. *(Photo by Ed Goldman)*





Left: The future, according to our Founding Fathers, rests in men such as (left to right) Ed Goldman, Ken Koswener and Lew Cohen!

(Photo by Barton Slavin)

New members, John and Inna Carboni, Scott LeFebvre, and Angessa Hughmanik, among others, came out for the event. They were joined by several long-time members, including Dennis and Ann Marie Nash, Kathleen and Tony Esser and Herb and Margaret Sailer.



Above: JoAnn Horvath.

Left: Evidence of history in the making.

(Photos by Bill Imre)

The '76 House is New York's oldest tavern. Tavern keeper Robert C.D. Norden gave a talk on the historical importance of the venue. This historic landmark served as a safe haven meeting place for American patriots during the Revolutionary War. He highlighted the location within the restored building where the Founding Fathers gathered.

The '76 House is also historically relevant because of Major John André. Major André was the most well-known spy of the Revolutionary War because he conspired with Benedict Arnold to turn over West Point to the British. André was held in a room within the tavern while George Washington determined whether he would be hung as a commoner, or executed by firing squad as was André's desire. The tavern subsequently became known as "André's Prison." André remained incarcerated there until Washington eventually made the choice to hang him.

Whether you want to label it coincidence or synchronicity, our event host and Atlantic Region member, Ken Koswener, went to high school with invited speaker, Professor

R.B. Bernstein, who just happens to be an expert in the history of the Revolutionary War. He teaches at City College of New York and New York Law School, and is the author of *The Founding Fathers Reconsidered*.

Professor Bernstein gave a lecture followed by a Q&A session. Members, particularly those who were lawyers, were riveted by his talk. On a playful note, he reminded us that the Founding Fathers were just guys. Guys with a vision that wished to remind subsequent generations to take a responsible role in carrying forth their original intentions.

Professor Bernstein posed a question to the audience, asking them what kind of car the Founding Fathers would have driven. Peter Regna won a basket of car products for suggesting George Washington would have driven a Phantom IV, perhaps for official government business. The irony of them driving British cars wasn't lost on this crowd, especially with some of our PMCs surrounding this decidedly American national landmark!

Right: Ken Koswener (left) with Professor R.B. Bernstein. The bronze Flying Lady in the background belongs to someone at the restaurant, who (coincidence or synchronicity?) graciously allowed her to join us at the event. He was previously unaware the lovely statue was The Flying Lady!

(Photo by Barton Slavin)





Members enjoyed viewing the PMCs that traveled to the event. One particular standout was John Cory's recently acquired 1959 Bentley S1 LWB Hooper with division limousine (LALB28). The LHD car is a one-off with factory blind quarter windows.

Left: Interior view of LALB28. *(Photo by Bill Imre)*



Left & below:
The understated elegance of
LALB28 is undeniable.

(Photo by Ed Goldman)





Modern cars were well-represented by the few, but noteworthy ones, on display outside the venue. Professor Bernstein graciously accepted a chauffeured ride in Lew and Renee Cohen's Bentley, turning the American History expert into a British car enthusiast. What a perfect ending to a perfect day!

Above: The British have surrounded the tavern! *(Photo by Ed Goldman)*

Below: Lew and Renee Cohen's 1990 Bentley Mulsanne S saloon SBL-32298 *(Photo by Bill Wolf)*



For more information go to: www.76house.com



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ATLANTIC REGION SCORES AT SAN ANTONIO

By John Matsen

A handful of Atlantic Region members enjoyed the National Meet in San Antonio, Texas on April 8th-13th. Besides the many tech sessions, breakfast runs, and dinners, there was a boat ride on the river through the city, a visit to the Alamo, tours of the historic districts in San Antonio and Fredericksburg, and trips to a Toyota plant and an auto museum.

Attending from our region were Kathleen and Tony Esser, Julie and Ona Cohn, Burt and Mary Hunter, Al and Ann Smith, Caesar Baldi, Ralph Lambiase, John and Mary Palma, and Sandy and John Matsen.

In judging, Julie and Ona Cohn won the Rolls-Royce Trophy (Best of Show - Post War) with their 1952 Silver Dawn saloon (LSHD4). The trophy is a large sterling silver cup supported on the heads of three swans with their necks extended. It is one of the most impressive awards in the club.

Prior to this year's win, LSHD4 won a Concours First at the Calgary National Meet in 2001. The car also won the Club's Shamrock Award in 2009 at the Superdome in New Orleans.

Editor's note: For more information on the Cohn's Silver Dawn, see page 26 of the Fall 2012 edition of The Atlantic Lady. A PDF file of the article is also available via email. Contact Joanne Goldman at jkorm@yahoo.com for a copy.



Above: Chief Judge Bob Fahning (*center*) presents the coveted Best of Show - Post War trophy to Jules and Ona Cohn. LSHD4 outshines the beautiful trophy in the background.

(Photo by Dallas Douglas)

How did Julie get his Silver Dawn to the Meet in San Antonio?

Dallas Douglas, the proprietor of Renowned Auto in San Antonio agreed to accept delivery of the Dawn from Passport Transport. Mr. Douglas held it for the show. He then picked it up afterwards and held it for the return trip by Transport back to our region.



Left: All present and accounted for!

Below: The official Meet photograph.

(Photos courtesy of Carol and Doug Gates of Gates Photography)





Above: Mary and Burt Hunter with their 1971 Silver Shadow estate wagon SRH10634 and Route 66 signage.

The Hunters won the Dudley trophy for farthest distance driven to the meet. They did this in their most unusual 1971 Silver Shadow estate wagon. They are bringing the car here from their West Coast home in Seattle. We in the East have not seen it before. They are driving the entire length of Route 66 from Santa Monica, California to Chicago, Illinois; the car is bedecked with a sign to that effect.

The final award was the McFarlane Trophy for the best Region and Society newsletter of the year. The award is determined by a formula that takes into account frequency of publication, timeliness of material, layout, and cover design. This is a meaningful award for our Atlantic Lady editor. *(Editor's note: Very meaningful, indeed!)*



Above: The McFarlane Trophy goes to *The Atlantic Lady!*

(Photos this page by John Matsen)

Congratulations to all of our Atlantic Region winners!





2013 TECH MEET AT DELUXE CAR STORAGE

By Howard Krimko

On April 13th, forty members of the Atlantic Region gathered at Deluxe Car Storage in New Hyde Park, New York for our annual Tech Meet. After a really nice breakfast, representative Kelly Brach gave us a tour of the “state of the art” Deluxe Car Storage facility.

The security, safety and preservation aspects of this newly constructed facility were explained and demonstrated. The automatically deployed lighting and carbon monoxide ventilation systems, which were activated as we performed our inspections, were very impressive.



Above: Members arrive at Deluxe Car Storage.

(Photos by Ed Goldman)

Below: Andrew Blackman’s 1999 Bentley Continental SC Sedan Coupe (ZBX-65022) receives lift time.





This page: The venue provided ample access to inspect Andrew and Grace Alloca's 1991 Corniche III drophead coupe (30375). (Photos, this page and opposite, by Ed Goldman)





Above and right: Members benefit from the knowledge of experts at this year's technical event. *(Photos by Ed Goldman)*

Below: *(Left to right)* Vinny Pokorny with Alecia Ingber and recent member, Andy Gill. *(Photo by Joanne Goldman)*



We took a lunch break around noon and continued inspecting cars until about 3 P.M. A total of ten cars were inspected by our Atlantic Region technical experts including David Scott, Tom Palasciano, Vinny Pokorny, and yours truly.





Kelly Brach of Deluxe Car Storage invited Alecia Ingber to join us for the day. Alecia stores her 1988 Corniche II drophead coupe at the facility. She became a member of the Region after the event.



Above: David Scott, our VP of Technical, educates members. *(Photo by Stan Nayer)*

The day concluded with the awarding of door prizes, including a complimentary car detailing and one-month free storage, provided by the owners of Deluxe Car Storage. They also generously provided our members with breakfast and a gourmet lunch.



Deluxe car storage is located at the New Hyde Park Long Island Rail Road station. For more information, contact Kelly Brach at: kbrach@deluxecarstorage.com or 516-587-6447.





ATLANTIC REGION, ROLLS-ROYCE OWNERS' CLUB

Lime Rock Park Historic Festival

Sunday in the Park Concours

Sunday, September 1, 2013

10 a.m. to 3 p.m.

Join the Atlantic Region, RROC, at Lime Rock Park in Lakeville, Connecticut on Sunday, September 1, 2013, for the Historic Festival's *Sunday in the Park Concours & Gathering of the Marques*.

The Sunday car show is one of the best-attended events of the Labor Day weekend festival. More than 300 vintage racing cars will be on display in the paddock as well as hundreds of beautifully restored antique and classic motorcars displayed on Lime Rock Park's 1.53-mile circuit. The automotive Swap Meet will be located in the Sunoco B Paddock near the beginning of the front straight.

The Atlantic Region again has been given the coveted Big Bend spot at the end of the front straight. Please plan on arriving around 9:15 a.m. Your PMC needn't be in "show" condition to attend.

Advance tickets are no longer available. However, you can purchase tickets at the gate for \$30. For those who have not attended an event at Lime Rock, it is in a beautiful area of Northwest Connecticut. You are welcome to bring your own picnic or visit the hospitality tent for food service the day of the event. Please note the event is rain or shine.

We hope to see you there.

Tracy Varnadore
Atlantic Region V.P. of Activities
646-413-1119





CALENDAR OF EVENTS

By Tracy Varnadore

Lime Rock Park “Sunday in the Park Concours”

Sunday, September 1, 2013

Lakeville, CT

(See page 19 for more information)

Gates & Estates Luncheon & Motor Tour

Sunday, September 22, 2013

Tuxedo Park, NY Hosted by Peter and Barbara Regna

(See page 32 for more information. *Please note: Limited availability*)

Holiday Party & Annual Board Meeting

Sunday, December 8, 2013

Westchester Country Club, Rye, NY Hosted by John and Joan Tembeck



Events are subject to change. Invitations to each event will be sent by mail.

For more information please contact

Tracy Varnadore: 646.413.1119 or tracy.varnadore@outlook.com

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AMERICA'S SWEETHEART: LSJF204

By Joanne Goldman with Irving Jensen, Jr.



Above: LSJF204 dazzles under showroom lights.
(Photo courtesy of Vantage Motorworks)



Above: Harry Karle and Debbie Reynolds
in happy times.

There is no denying that one Region member's recently acquired gem has star quality. This is due, in part, to LSJF204's rich history. It was originally purchased by Harry Karle for his wife, actress Debbie Reynolds on June 6, 1959.

The Silver Cloud I Series F drophead coupe was completed by Rolls-Royce on January 1, 1959 and delivered to coachbuilder H.J. Mulliner & Co., Ltd. The alloy-bodied, Mulliner convertible was the only one factory-equipped with air conditioning, power windows, and power steering. It is the last of 13 left-hand drives of the 38 built from 1956 to 1959.

The fitted leather luggage, as noted on factory records, was ordered with the car. The interior includes luxurious appointments such as a folding center armrest, slide-out picnic tables, ashtrays, and vanity mirrors. The car was originally painted “rose beige” with a “scarlet” hood (a.k.a. convertible top) and “scarlet” leather interior. Mulliner delivered the completed car on May 5, 1959 for shipment to the United States.

Ms. Reynolds used the car in daily service before selling it to Peter Satori Leasing Co. in Pasadena, California on June 13, 1968. Satori subsequently leased it to actress Sandra Dee.



Right: Sandra Dee.

H. J. MULLINER						Page 129
JOB NO.	DESIGN NO.	CHASSIS	CHASSIS NO.	TYPE OF BODY	REMARKS	DELIVERY DATE
6118	7410	Silver Cloud	LSFE 451	Drop Head Coupé		
6120	7410	Silver Cloud	SGE 40	Drop Head Coupé		May 1958
6121	7410	Silver Cloud	LSFE 483	Drop Head Coupé		
6122	7410	Silver Cloud	LSGE 210	Drop Head Coupé		
6123	7358	Silver Wraith	LGLW 23	Enclosed Drive Limousine		June 1958
6124	7358	Silver Wraith	GLW 22	Enclosed Drive Limousine		July 1958
6125	7358	Silver Wraith	LHLW 3	Enclosed Drive Limousine		Aug. 1958
6141	7358	Silver Wraith	HLW 24	Enclosed Drive Limousine		Oct. 1958
6142	7358	Silver Wraith	LHLW 22	Enclosed Drive Limousine		Sept. 1958
6143	7358	Silver Wraith	LHLW 23	Enclosed Drive Limousine		Nov. 1958
6144	7410	Silver Cloud	SGE 310	Drop Head Coupé		Sept. 1958
6145	7410	Silver Cloud	SGE 482	Drop Head Coupé		Nov. 1958
6146	7410	Silver Cloud	LSGE 482	Drop Head Coupé		Nov. 1958
6162	7358	Silver Wraith	LHLW 27	Enclosed Drive Limousine		Nov. 1958
6164	7493	Silver Wraith	LHLW 36	Enclosed Drive Limousine		Nov. 1958
6165	7415	Silver Cloud	LSGE 486	Drop Head Coupé		
6166	7410	Silver Cloud	LSJF 204	Drop Head Coupé		
C6173	7504	Silver Cloud	LSJF 60	Drop Head Coupé		
6174	7358	Silver Wraith	HLW 45	Enclosed Drive Limousine		
6175	7358	Silver Wraith	HLW 46	Enclosed Drive Limousine		
6176	7358	Silver Wraith	HLW 48	Enclosed Drive Limousine		
6177	7358	Silver Wraith	HLW 50	Enclosed Drive Limousine		
6191	7410	Silver Cloud	SKG 33	Drop Head Coupé		
6192	7410	Silver Cloud	SKG 31	Drop Head Coupé		
6199	7515	Phantom V	5 LAS 3	Limousine	H.J.M. stan	
C6200	7504	Silver Cloud	LSLG 110	Drop Head Coupé	New York	
C6201	7504	Silver Cloud	LSLG 114	Drop Head Coupé		
C6203	7504	Silver Cloud	LSMH 21	Drop Head Coupé		
C6204	7504	Silver Cloud	LSMH 57	Drop Head Coupé		

Left: Extract from the H.J. Mulliner body book of coachwork mounted on Rolls-Royce chassis only.

Right: Body No. 6166.

(Photo courtesy of Vantage Motorworks)



TAL had the good fortune of tracking down the second owner of the car, Irving Jensen, Jr., a long-time member of the RROC. He generously provided written remembrances, facts and accolades from a time when LSJF204 was in his car collection.

“I purchased the car in late 1972 from Charles Schmitt Classic Cars, Ltd. on Wilshire Blvd in Los Angeles, CA. I knew Charlie Schmitt; he was an antique car enthusiast and also active in the Rolls-Royce Owners’ Club. On a visit to Los Angeles, I stopped in Charlie’s facility to see a nicely restored Mercedes 3.5L convertible in the showroom. While there I inquired about Rolls-Royce automobiles and was shown the Silver Cloud. It was tattered and beat-up from daily use but it was also rust-free and straight. After due consideration, I purchased the car and began making arrangements for its restoration.

Restoration work began in 1973 and extend-

ed through early summer of 1975. The mechanical work was performed by Mr. David Clark at Vintage West located in Orange, California. The body and paint work was performed by Mr. Bill DeCarr of Bill’s Body Shop in Bellflower, California. We changed the color scheme from the original beige with scarlet top and interior to a richer-looking burgundy exterior with tan top and interior. Bill did an excellent job, the paint and body detail work is outstanding.

The upholstery and top were replaced by Mr. Jacques Dimitriov at his Robertson Avenue facility in Beverly Hills. To this day, I find Jacques’ upholstery work to be, bar-none, the very best I have seen.”



Left and below: Sequence of photos shows the Silver Cloud I in Bill DeCarr’s shop for bodywork.

(Photos courtesy of Irving Jensen, Jr.)



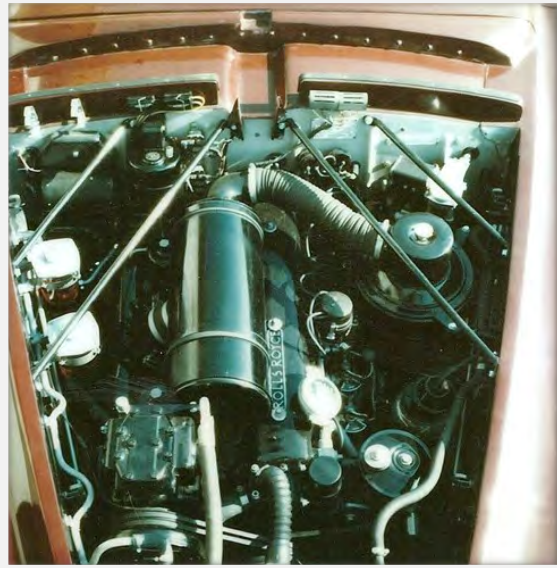


Above: With the body and paint work complete, the car returned to David Clark's facility before being sent off for upholstery. Below: The original "scarlet" leather interior which was soon replaced with new leather upholstery in neutral beige. *(Photos courtesy of Irving Jensen, Jr.)*

Opposite page: The stellar interior of LSJF204 as it is today.
(Photo courtesy of Vantage Motorworks)





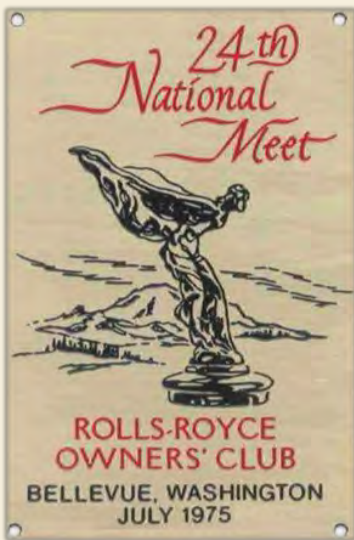


Above: The engine compartment before detailing (left) and after (right).

(Photos on this page and opposite courtesy of Irving Jensen, Jr.)



Above and right: Jacques Dimitriov's exquisite upholstery work.



Above: LSJF204 on the show field at the 24th National Meet in Bellevue, Washington, July 1975.

“The restoration work was complete by mid-summer 1975 (minus the fitted luggage for the trunk). Before bringing the Silver Cloud to Sioux City, my daughter Carolyn and I showed it at the Rolls-Royce Owner’s Club (RROC) annual meet in Bellevue, Washington (August 1975). The car won First in its class as well as the “H.J. Mulliner/Park Ward Award” for the Best post-war custom coachbuilt car.

In June 1978 we showed the Silver Cloud in the “Concours d’Elegance of the Western Reserve” held in Cleveland, Ohio where it won a First Place award. The Concours was sponsored by The Western Reserve Historical Society’s Frederick C. Crawford Auto-Aviation Museum.”



Left: Irving and his wife, Tigger were awarded a First Place trophy during the awards ceremony at the June 1978 Concours d’Elegance in Cleveland, Ohio.

Above: "America's Sweetheart" LSJF204. *(Photo courtesy of Vantage Motorworks)*





Above: The Jensen Family Christmas card from 1978. (Left to right) daughter Carolyn, Irving's wife Tigger, Irving Jr., son Irving III, daughter Nancy, and daughter Juliana.

“I decided to sell the car to Richard Gorman of Vantage Motorworks in Miami, Florida on November 8, 1980. Before he resold it, Richard replaced the set of fitted luggage delivered with the car (as noted on the factory records).”



Above: The custom fitted leather luggage set is displayed in the rear seating area. The set is designed for a snug fit in the boot of the car efficiently filling the space.

(Photos on this page courtesy of Irving Jensen, Jr.)



(Photo courtesy of Irving Jensen, Jr.)

Note to readers: TAL contacted Richard Gorman of Vantage Motorworks for the balance of this story.

Mr. Gorman sold the car one month later to Ben Federico. Unfortunately, Mr. Federico was killed in a traffic mishap and the car subsequently went back to Richard Gorman.

In July 1985, Richard sold LSJF204 to Robert Lee when Mr. Lee lived in New York. The car had only 43,912 miles on it then. It remained in the Lee collection for nineteen years. He subsequently traded it in a private treaty sale.

Mr. Gorman owned the car again in 2006. It won Best in Class: Post-War Rolls-Royce &

Bentley Open at the Amelia Island Concours d'Elégance that year. *(Coverage of the event with a photo of the car appears on page 8103 in the March/April 2006 issue of The Flying Lady magazine.)* However, before year's end, Richard sold LSJF204 to Bernard Little Jr. of Ocala, Florida.

The car was recently repurchased by Richard Gorman and sold to an Atlantic Region member in February 2013, making him the sixth owner of LSJF204. It currently resides within a fine collection of Silver Clouds.



Above: LSJF204 at the Vantage Motorworks showroom.

(Photo courtesy of Vantage Motorworks)

TAL would especially like to thank RROC member, Irving Jensen, Jr. and his son Irving Jensen III for providing such a rich history of LSJF204. TAL also appreciates contributions from RROC member Richard Gorman of Vantage Motorworks. For more information contact Vantage Motorworks at www.vantagemotorworks.com or 305-940-1161.





Gates and Estates Luncheon and Motor Tour
Hosts Peter and Barbara Regna

Sunday, September 22, 2013 11:00 am - 5:00 pm

Join us for a lovely luncheon at the Tuxedo Club within the gates of the Tuxedo Park, New York community. Following lunch we will caravan around Tuxedo Lake in our Rolls-Royce and Bentley motorcars. The Regnas and their neighbors have graciously invited us into their homes for a house tour thereafter.



Bring your Rolls-Royce or Bentley motorcar to attend this rain or shine event.
The cost of the event is \$25.00 for those with pre-war cars and \$50.00 per member for all others.
Limit of one (1) guest per member at a cost of \$50.00.

Kindly R.S.V.P. by September 14, 2013. Please note: Limited availability!
Send in the Registration Request you received in July to:
Tracy Varnadore, 2905 Jeannette Street, Union City, New Jersey 07087-2333.

Make your non-refundable check payable to: *Atlantic Region RROC*
For more information contact Tracy at (646) 413-1119 or tracy.varnadore@outlook.com



ANNUAL REGION CONCOURS

By Joanne Goldman



When something works, why change it? So it was when the Atlantic Region board decided to have the annual concours at the Seawanhaka Corinthian Yacht Club. The event, held there in prior years, has always been a crowd pleaser. Thanks to our gracious hosts, Sonja Corbin and Gerry Dolezar, we returned to enjoy it once again.

Left: Rudy Rosenberg greets host Sonja Corbin in her 1953 Bentley R Type saloon (B97SP).

(Photos this page by Ed Goldman)



Above: A picture-perfect day at Seawanhaka Corinthian Yacht Club.

Right: Walter McCarthy and guests arrive in 53UG, a 1921 Springfield Silver Ghost RRCCW Pall Mall.

(Photos this page and opposite by Ed Goldman)

Below: Scott Ammarell and his family join the event in a 1928 Springfield P1 Brewster Piccadilly (S140RP).



A favorite moment at any event, but particularly this one, was watching PMCs arrive. Each PMC, with her own beautiful details, personality, and history, made a grand entrance against the backdrop of both the Seawanhaka grounds and the bay beyond.

The commonality of all arrivals, among other attributes, was the smiling stewards at the wheel with lots of happy passengers in tow. Clearly, we were in for a warm and wonderful day!





Above: (Left to right) Ed and Joanne Goldman's 1961 Silver Cloud II saloon (SZD477) and GKC39, a 1934 20/25 Park Ward saloon belonging to Mark and Linda Rudes, are joined by Rudy Rosenberg and 3DL20, his 1938 Phantom III Inskip limousine.

Below left: John Carter in his freshly restored 1990 Corniche drophead coupe (30022).

Below right: Jack and Bernice Rothman arrive in their 1957 Silver Cloud I saloon (LSXA159).





Above: Julie Cohn readies his 1980 Silver Shadow (SRL39923).
Below: It's more than ready!

We were fortunate in having several members on hand to judge our pre-war, post-war and modern cars. Newly trained Scott LeFebvre and Joe Marley joined veteran judges under the auspices of VP, Judging, Peter Horvath.





*(All photos this page
and opposite by
Ed Goldman)*



Above left: Jamie Morris evaluates Hugh Heller's 1957 S1 saloon (B380LFA). Top right: A future Region judge. Above right: Stan Nayer's 1958 Silver Cloud I saloon (JSJF58) undergoes the inspection process. Below: Seasoned judge, John Matsen, scores Rudy Rosenberg's 1938 Phantom III Inskip limousine (3DL20).





Above: A sampling of modern cars glisten in the sun.

(Photo by Ed Goldman)

Right: *(Left to right)* Tina Bentley, Rhona Silver and Terry Scott in garden chic. *(Photo by Joanne Goldman)*

The day lent itself to socializing. Talk turned beyond the cars to other subjects of interest. Just as the sun was reaching the height of the day, it was time to enjoy the sumptuous buffet provided by Seawanhaka.

Most members adjourned to the main building and settled themselves in the cool of the indoor dining room or sought the breeze outside on the veranda for a relaxing lunch. Others chose to picnic under shady trees with views of the bay.





Members lingered long after lunch, however, the day passed too quickly. They reluctantly said their goodbyes and exited Seawanhaka much as they had arrived.



Top left: Concours host Gerry Dolezar (*left*) with Marja Cardone and Bob Horowitz.

*(Photos this page
by Joanne Goldman)*

Left: Modern cars on the concours field, including the handsome profile of Bob Horowitz's 1999 Silver Seraph saloon (LAX-01703).



For more information about the Seawanhaka Corinthian Yacht Club, contact Atlantic Region member, Gerry Dolezar at gdolezar@optonline.net or go directly to www.seawanhaka.org.





MEMBERSHIP NEWS

By Joanne Goldman

WELCOME NEW MEMBERS

Lenny Babish

Louis Cantafio

Guy Clark

Gary Cohen

Blake Davenport

Edward DeRosa

Dominic DiBari

Winston Duckett

Richard Ericksen

Andy Gill

Angessa Hughmanik

Alecia Ingber

Patrick Jehanno

Kurt Kowal

George Muhlfeld

Adrian Nina

Roger Noble

William Rhind

Robert Rostan

Frank Taubner

Chad Taylor

Brian Vazquez

Tom Webster

Former Atlantic Region member, Bernie Pinsker is co-chairman of the 2014 Annual Meet to be held on July 28-August 2, 2014 in Seven Springs, Pennsylvania. The location is about an hour east of Pittsburgh and 5 1/2 hours from the Lincoln Tunnel. Several Atlantic Region members have already indicated they will be attending. Mark your calendar and join us!

HAVE YOU MOVED?

Contact Eileen Dilger, RROC Headquarters: 800.879.7762 or email

edilger@rroc.org

GETTING THE MOST OUT OF YOUR MEMBERSHIP?

The best way to obtain and exchange information about Rolls-Royce and Bentley motor cars is to attend our club events. Look for upcoming event information in this issue.

DO YOU HAVE A CUSTOM NAME BADGE FOR EVENTS?

To order contact:

Rich Halprin

RAH4539@yahoo.com or 203-273-9709





Above: Stephanie and the late Nick Brescia with their 1976 Silver Shadow.
(Photograph courtesy of the late Nick Brescia)



In Memoriam

Nick Brescia, joined the Region in August 2012. His 1976 Rolls-Royce Silver Shadow, purchased on August 15, 2012, was his dream car. He was delighted to share photos with the Region membership. Unfortunately, Nick passed away several months ago. His wife assured *TAL* he would appreciate the photos running nevertheless.

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A RELAXING DAY AT THE GREENWICH POLO CLUB

By Joanne Goldman



Despite foreboding forecasts of rain, Region members turned out at the Greenwich Polo Club with their PMCs. This year's Picnic & Polo event, held on the first Sunday in June, came on the heels of Prince Harry's visit to the venue just one week earlier.

Above: PMCs a-plentiful.

Right: An artist captures the beauty of the polo field.



One of our newest members, Andy Gill, attended the event with his wife and children. Several members unknowingly all hailed from the Weston/Westport, Connecticut area and were delighted to meet each other for the first time. Stuart Bloom, a long-time member of the Greenwich Polo Club, as well as the Region, stopped by to say hello to old friends.

Matt and Amy Moran managed to depart from the polo grounds in their open body 20/25 before storm clouds moved in. The rest of us sought refuge in our cars, narrowly escaping one of the many downpours dampening plans in June.



Above: Members relax before the matches begin.

(All photos for this article by Ed Goldman)

Below: The match in play.





NITROGEN VS. AIR IN YOUR TIRES

By Kelly Brach

A study recently conducted by the American Automobile Association (AAA) discovered that 85% of drivers do not know how to check the pressure in their tires. According to a study performed by supporters of nitrogen, 60% of drivers rarely check their tire pressure. With these 2 studies alone, I think it's safe to say, we are not taking the proper safety measures.

tire walls. Because of this, there is no question, when using nitrogen in your tires you will get better tire pressure retention than you would if you were to put air in your tires. Air is composed of approximately 78% nitrogen and 21% oxygen, leaving the very small remaining portion to water vapor, CO2 and various other components.



Above: Check of tire pressure. Opposite page: Nitrogen source.

According to tire industry data, 85% of all tire air pressure reductions are a result of permeation or natural leakage, which happens at a rate of about 1 psi per month. The molecules in nitrogen are much larger than those in air. Therefore, air is much more likely than nitrogen to escape through the tire walls. The very small percentage of water vapor has its own costs. Humidity and/or water have 2 major negative end results when inside a tire. Water, in vapor or liquid form, with variations in the air temperature, causes a pressure change. In addition to the pressure change, moisture, in all forms, can

(All photos for this article courtesy of Deluxe Car Storage)

cause wheel rot. This is a problem that generally does not occur in the more modern cars. Therefore, a collector of vintage cars should consider this.

(Editor's note: TAL asked Atlantic Region V.P., Technical, David Scott about the use of nitrogen for older cars. He does not recommend using nitrogen in Clouds or earlier cars.)

Temperature has an effect on the density of air. When the temperature fluctuates, you will see a tire pressure change if you fill your



tires with air. With the changing of seasons, most of us have had to make service appointments to have our tire pressure monitoring system (TPMS) reset. Unless, of course, you have the ability to reset the system on your own. Nitrogen will exhibit a more consistent inflation pressure. If you do not have a TPMS, it is entirely possible that your tire pressure change goes unnoticed.

According to government statistics, incorrect tire pressure costs an extra \$3.7 BILLION in fuel annually. Every year 4.5 MILLION tires need to be replaced before their expected lifespan is up. The most upsetting, the study that will stick in your head the most, between 30,000 and 35,000 people are injured every year and 660 lose their lives EVERY YEAR due to improper tire pressure related accidents.

Nitrogen is not easily accessible compared to the option for air. We can find air at almost every gas and service station, and with any luck, you may even find yourself at a station that still does not charge for air. Generally, the cost of air is no more than .75 cents for a set duration of time where you would be able to top off all four of your tires. Not only is it a bit more challenging to find a service station to fill your tires with nitrogen, but also the cost of nitrogen can get pricey. The average cost per tire is approximately \$7. You also need to purchase nitrogen-specific valve stem caps. Tires that are inflated with nitrogen instead of air have either green valve stem caps or the name of the nitrogen conversion system that was used to inflate your tires. This gives your service provider the ability to know what your tires have been filled with. The price of the valve stem caps range from \$1 - \$3.

If you take into consideration what the nitrogen saves you in gas money, if you are in the 85% who don't know how to check your tire pressure, or if you are in the 60% who do not regularly check your tire pressure, switching from air to nitrogen is something you should strongly consider.



Right: Nitrofill valve stem cap.

Editor's Notes: Ms Brach has since added that the use of nitrogen in new models is left to the discretion of Rolls-Royce and Bentley dealerships rather than the manufacturers.

Additionally, TAL followed up with John Palma, RROC National board member, Atlantic Region member and an expert on Rolls-Royce and Bentley modern cars regarding nitrogen vs. air. Here is his response:

“[Nitrogen use] would be a plus for most of the early Bentley GT and Flying Spur series because they all have tire monitoring systems. The nitrogen would keep the tire pressures more accurate on these all-wheel-drive vehicles. Most important, one of the problems they were having on the early GT series with the fire monitoring system was if one side of the car is sitting in the direct sunlight. This would cause the air to expand in the tires making the pressures higher on one side of the car. The imbalance created in the tire pressures on two tires would cause the monitoring system to pick up on the higher differential and warn the owner of a tire pressure problem.”

TAL wishes to thank contributing writer, Kelly Brach from Deluxe Car Storage for this article, along with Atlantic Region experts, David Scott, Ph.D. and John Palma.



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THE QUALITY WAS SUPERB, THE WORKMANSHIP EXEMPLARY

By David Scott Ph.D.

The quality was superb, the workmanship exemplary. The result: Rolls-Royce and Bentley Motors produced the finest motorcars in the world.

I have received a substantial number of requests to address pre war Rolls-Royce and Bentley motorcars. Since I own and work on a good number of these vintage motorcars, let me delve into various models by dividing the chassis into several groups.



This page: Scott and Debbie Ammarell's 1935 20/25 Thrupp & Maberly drophead coupe (GYH62) is a fine example of a Rolls-Royce Small HP. (Photos by Ed Goldman)

ROLLS-ROYCE				
<i>Note: Bracketed numbers indicate the quantity of chassis produced.</i>				
Large HP		Large HP (Springfield)	Small HP	
Silver Ghost	1907-1921 (6173)	1921-1926 (1701)**	20 HP	1922-1929 (2940)
Phantom I	1919-1926 (2258)	1926-1931 (1243)**	20-25 HP	1929-1937 (3824)
Phantom II	1929-1935 (1681)*		25-30 HP	1936-1938 (1201)
Phantom III	1936-1939 (719)		Wraith	1938-1939 (492)
*Of the 1681 chassis produced, 125 were left-hand drive. These were the only left-hand drive chassis produced by Rolls-Royce in Derby, England prior to WWII.				
**Most of these chassis were left-hand drive built for the American market.				

Right: Lee Duran's Large HP is a 1930 Rolls-Royce Phantom II Brockman tourer (149GY).

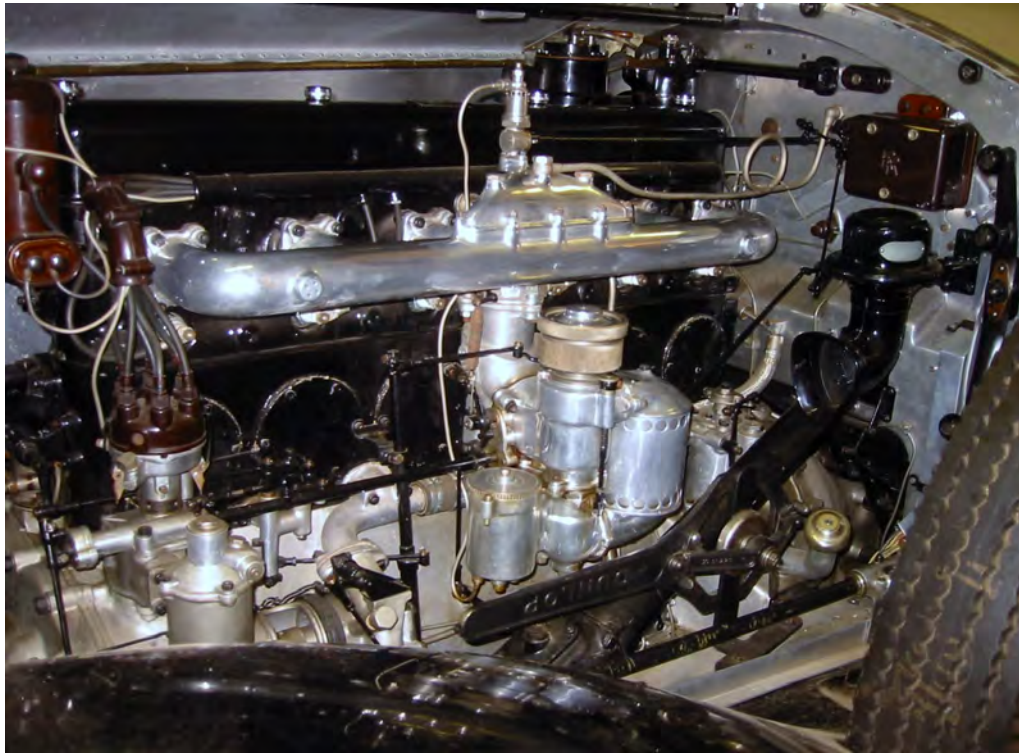
(Photo courtesy of Lee Duran)



Right: Howard Krimko's 1938 Wraith limousine by Hooper (WRB1) is another example of a Rolls-Royce Small HP motorcar.

(Photo by Ed Goldman)

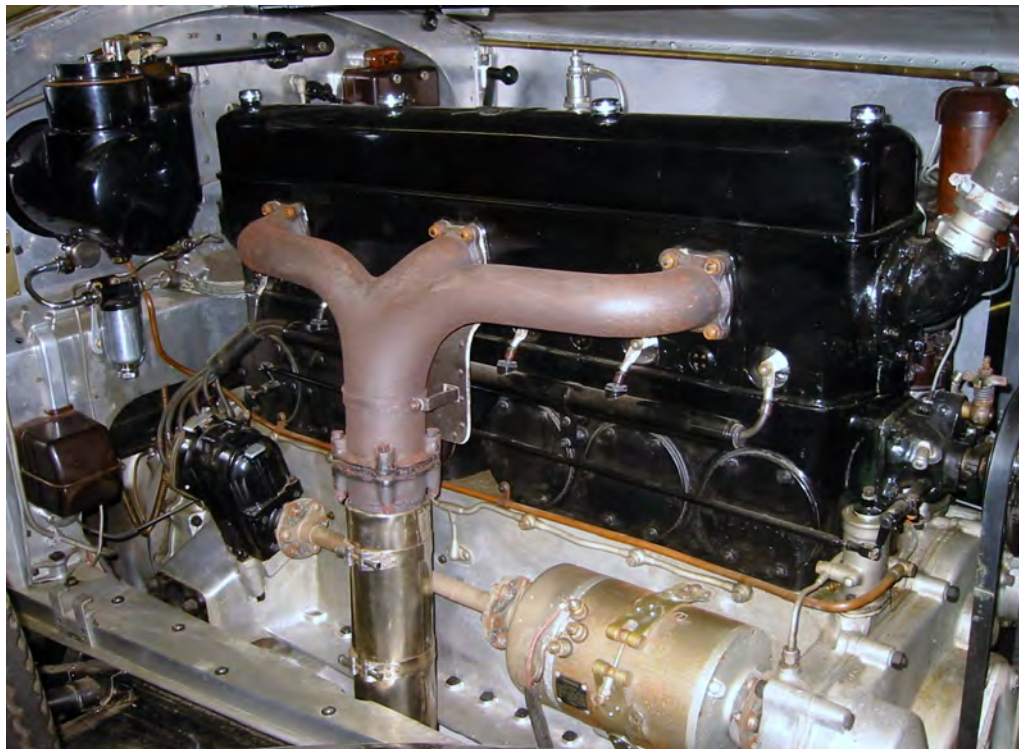




Above: The engine compartment (intake) of David Scott's own 1932 Phantom II (231AJS).

(Photos by David Scott)

Below: Engine compartment (exhaust) of 231AJS.



In 1931, Rolls-Royce acquired Bentley Motors. Prior to 1931, Bentley manufacturing was in Cricklewood, an area in north-west London, England. Thus the Cricklewood Bentley.

BENTLEY			
<i>Note: Bracketed numbers indicate the quantity of chassis produced.</i>			
CRICKLEWOOD BENTLEY Made in Cricklewood before 1931		POST 1931 BENTLEY Made by Rolls-Royce	
3 Litre	1922-1931 (1634)	3 ½ Litre	1933-1936 (1177)
4 Litre	1931 (50)	4 ¼ Litre	1936-1939 (1234)
4 ½ Litre	1928-1931 (719)	MARK V	1939 (11)
6 ½ Litre	1926-1930 (545)		
8 Litre	1931 (100)		



Above: Walter McCarthy's 1924 Bentley 3 Litre Vanden Plas tourer, chassis 675 . (Photo by Ed Goldman)



Left: Walter McCarthy's 1924 3 Litre Bentley (675) endures thanks to the superb quality and workmanship in Cricklewood.

(Photo by Ed Goldman)

The question often arises as to whether any Rolls-Royce chassis were ever made in the USA. The answer is yes. From 1921 to 1931, Rolls-Royce operated a manufacturing facility in Springfield, Massachusetts as well as in Derby, England. The chassis manufactured in the United States were Silver Ghosts and the Phantom I. Rolls-Royce of America, as well as independent coachbuilders, offered them with a variety of coachwork.

However, to regress a bit, Rolls-Royce mainly provided a complete chassis to the customer/dealer or coachbuilder. These chassis were fitted with a custom body to suit the end user's requirements. Bodies changed according to the season. Many a chassis was fitted with a closed body for winter or city use and an open body for summer touring.

With regard to mechanical components used in chassis manufacture, Sir Henry Royce and

his team designed, and Rolls-Royce manufactured, most of the components including motors, transmissions, brakes, and carburetors, along with generators and starters. All this was accomplished with little regard to cost and to the highest standard. The goal was simple. Make it the best you can and improve on it. Thus, we see many changes in the same model as it evolves. Labor costs were very low in prewar England. It was a common practice to have a skilled fitter hand lap a part for a week or longer to archive a perfect fit.

The reason many of these vintage motor cars survive today is a tribute to the quality materials and workmanship that went into them. If you would like to experience the ultimate quality in these motorcars, why not consider a pre war Rolls-Royce or Bentley?

David Scott, Ph.D.





ATLANTIC REGION CLASSIFIEDS

Alexandra Randell, a former Atlantic Lady editor, contacted TAL with the classified submissions on this page. She and her husband, Barry, were active members of the Region years ago. Alexandra received the McFarlane award and Walker trophy, in 1992.

1927 ROLLS-ROYCE PHANTOM I Piccadilly Roadster, Merrimac/RRCCW body. Fully original car in exquisite condition. Springfield USA built/LHD. Very rare; one of only 20 ever built. Not shown much, but when has been entered received many awards, including National RROC. Featured in "Classic Cars" Coffee Table book by Beverly Kimes. Car drives great, very smooth and reliable. All perishables newly replaced. Not on market for 25+ yrs. Complete details, service history, price, etc. available on request: 610-346-1988.



1978 SILVER SHADOW II All original and in excellent condition throughout. Mileage 44k. Champagne exterior with brown interior, lambs wool carpet and foot rests. Well maintained (service records available), always garaged. One of the very best examples of the late SS's you will ever find. Whenever entered Concours d'Elegance or Regional Shows, always won a top award. \$22,000. Contact: 610-346-1988.

1989 BENTLEY MULSANNE S Very good condition, always garaged, well maintained and serviced. Graphite grey exterior with fine red stripe; blue-grey interior. Mileage 96k. \$18,000. Contact: 610-346-1988.



SILVER CLOUD II (SZD35) 1961 saloon, rhd, pb, ps, automatic. Silver over Pearl Grey, grey leather interior. Complete bare metal restoration, everything rebuilt, wood redone to perfection, transmission rebuild in 2012, rebuilt Rolls engine with 35,000 miles [Tony Handler supplied], a/c in engine compartment with R-134a and extra fan installed. A Sports Classics [Bob Jefferson] 27 month restoration project. All tools, everything works, hot-wired radar detector, battery cut-off, electric sun roof, modern CD player, all handbooks, shop manuals, complete bill history, 29 year second owner car. I have a 4-page detailed description and 42 photos of exterior, interior, engine and boot to share. \$59,900.

Contact: Bob Gery, Tolland, MA.
Email: robertgery@yahoo.com, or
call: 413-258-4693.



CLASSIFIEDS are free to members of the Region and will run until withdrawn or believed stale. Merchants, please inquire as to rates.

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Manhasset, NY**

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ATLANTIC REGION REGALIA

Tie tack or lapel pin.

Region Flying Lady logo.
3/4" diameter.

\$10 + \$0.50 shipping.



Jacket patch.

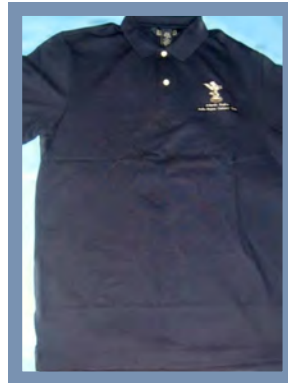
Region Flying Lady logo. 3" diameter.

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Navy blue with white embroidered Atlantic Region logo. Made in USA. Men's sizes M, L, XL.

\$35 + \$5 shipping.



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