

February 2008



The Atlantic Lady

The Newsletter of The Atlantic Region



Photomontage by L.M. Walters

The Real Bond Cars: See Inside

2007 Holiday Party and Annual Meeting - *The Atlantic Lady* Interview: Larry Glenn

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The Atlantic Lady

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THE ATLANTIC LADY is published bi-monthly by the Atlantic Region of the Rolls-Royce Owners' Club. Articles reflect the opinion of the author and do not necessarily reflect club or region policy. The Atlantic Region and its editor seek to publish accurate material, but neither assumes responsibility in the event of claim of loss or damage resulting from publication.

The following is a schedule of our publication deadlines for future issues of **The Atlantic Lady**. If your material is to be included, it **MUST REACH THE EDITOR** by the dates indicated:

Atlantic Lady Deadlines:

<u>Issue Date</u>	<u>Submission Deadline</u>
June	May 10
August	July 10
October	September 10
December	November 10
March	February 10

Chairman's Message

by Howard Krimko

I was looking through the latest issue of the RROC Directory & Register and was surprised to find that there were 166 pre-war cars registered in the Atlantic Region.

I find it disappointing that so few of these cars ever appear at regional events. While I must admit that it is frequently easier for multiple car owners to bring more modern cars, I think that we really do have an obligation to display these cars more frequently. Hopefully we will inspire more regional members to get involved with these

wonderful motorcars. To further motivate pre-war car owners to drive their cars to meets we will distribute special awards to owners of pre-war cars who bring their cars to Atlantic Region meets. I am writing this message on a very cold January 3 so there is ample time for owners of these cars to have them ready for the spring.

I would like to see a strong showing of Atlantic Region pre-war and early post-war cars at the memorial meet to honor the memory of John de-Campi which will be held sometimes in the spring. Perhaps we can organize a caravan to this meet when details are announced. We will be returning to Tuxedo Park for a meet on Sunday, September 7. Our host, Peter Regna, has requested that as many pre-war cars as possible attend this meet. As you know, this event is always one of the highlights of our social schedule, and it would be nice to display as many of these cars as possible.

I would like to take this opportunity to wish everyone a Happy and Healthy New Year and I look forward to seeing you at the February luncheon. 🍷



Our Chairman

Editor's Message

By Bill Wolf

I would like to thank everyone for the help and encouragement given for the last issue—and for all the kind words in appreciation of it. A particular nod goes out to our chairman, Howard Krimko, and I am especially appreciative of Ms Leanna Walters for her brilliant James Bond photomontage.

If you would like to contribute to The Atlantic Lady, please consider emailing a handful of photographs and a brief note for our Members' Scrapbook. Also, down the road, TAL will be collecting information and photos for articles about miniatures, and, later, about Rolls-Royce and Bentley literature. Please consider sharing selections from your collections. And anyone out there with a sense of irony—not to mention a sense of humor—I would like to take a parody photograph of the famous 1961 Sports Illustrated cover. I was thinking along the lines of a Silver Dawn or Standard Bentley R-Type, but I am open to suggestions. You supply the car, and I will supply the Ed Roth tee shirts. Happy New Year to all. 🍷

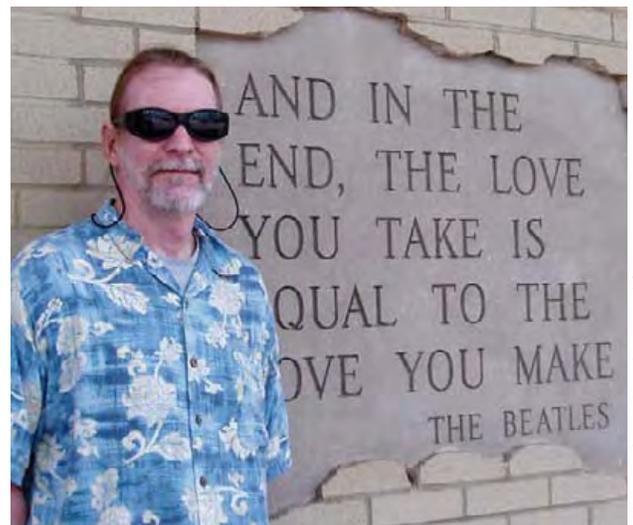
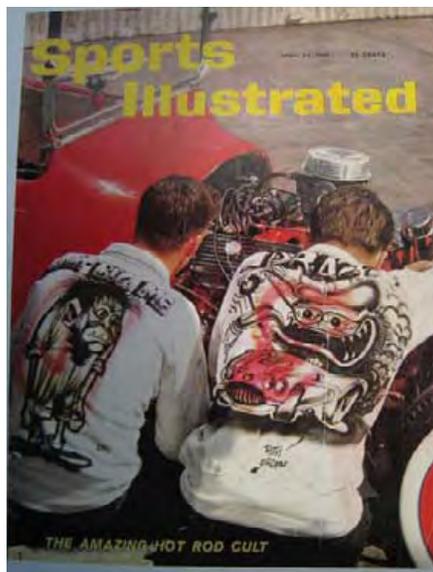


Photo by Doris Wolf

Your Editor at Niagara Falls

Correspondence:

Hi Bill:

Great Atlantic Lady – we know how much work it is to be the editor of *The Atlantic Lady* or any car club magazine! Often times a thankless job.

Being Vintage Bentley nuts (we should call them W.O.Bentleys as we see Bentleys of the '50s being advertised as a "vintage Bentley") we would like to point out that the beautiful 4 1/2L Supercharged Bentley in this issue (The December 2007 Issue) is not the "Blower Bentley" of the late Ann Klein.

The latest information we have lists the car as: Brit Registration GY7847, Chassis MS 3948. Another great lady, Mrs. D. Booth of West Yorkshire, England, owns the car.

This Bentley MS 3948 was originally delivered as a Vanden Plas drop head coupe in Sept. 1931. The present body, built in the recent past to the highest order by Robinson Coachworks, is a replica of the archetypical Vanden Plas tourer.

The late Ann Klein's Blower did indeed bring \$4.5 million at the Gooding auction in August. The Klein Blower is: Brit registration GK8443, Chassis SM 3916. The car has the original, unrestored, Gurney Nutting "beetle back" roadster body.

The Klein car was delivered on Oct. 1931. It is one of the 50 "production" Blower Bentleys. There were an additional five built--prior to the production cars--for the Dorothy Paget racing stable. Sir Tim Birkin was the motivating force and her top driver and so those cars are known as "Birkin Blowers". In fact the 50 "production" Blowers were built to meet the Le Mans 24-hour race regulation requiring at least 50 production cars be built to be eligible. Thus the 'Birkin Blowers" met the regulations for the Le Mans 24-hour race!

The attraction of the Klein Blower is not only being one of the 50 production Blowers, but also being an original, unrestored (though rather tatty!) example of the revered Blower Bentleys. We hope it has gone into good hands and will be on the road again. W.O.Bentleys are "drivers" and not show cars – they are not "beautiful" – they are "handsome" mechanical machines!

Hope to See You at the Holiday Party,

Best Regards,

Dennis & Ann Marie Nash

'27 Bentley 3 Litre BL1603

'51 Bentley MK VI B244LJ



Photo by Howard Krimko

The Bentley in Question

Editor: Thank you. Such attention to detail and to scholarship keeps the Rolls-Royce/Bentley community alive and well informed. (You may also wish to refer to *The Flying Lady*, November/December, page 8702.)

Correspondence Continued:

Dear Bill:

I just finished reading the latest edition of *The Atlantic Lady* and wanted to offer my congratulations on a job well done. Having been the editor of *The Atlantic Lady* for a number of years, I know the amount of work and time that this publication takes to produce, especially a quality piece such as this latest issue.

I thoroughly enjoyed Mark's story of 39AG. Soon after joining the region Mark and I became fast friends. We enjoyed a couple of "adventures" together going through the Rolls-Royce/Bentley offices in Paramus during the company break up collecting materials for national headquarters. I had the good fortune to run into Mark and Carolynne about two years ago at a local car show where they were displaying the Ghost. The car is simply magnificent. If you haven't seen it, make a point of doing so; you will be amazed.

Once again, my congratulations and thanks for bringing back *The Atlantic Lady*. As a former editor, if I can be of any help, by all means let me know.

Best regards,
Ray Koziol

Editor: Thank you for the kind words and your encouragement.

Dear Bill Wolf:

This is to confirm that the copies of *The Atlantic Lady* that you so kindly sent did arrive here. Thank you very much. It has been a pleasure to work with you. A certain Jim Babchak, New York, obviously is a member of The Atlantic Region, sent an e-mail congratulating me on "a wonderful question & answer article featuring you!" I consider that as a positive feedback. Hence I'll keep my fingers crossed that other members from The Atlantic Region will like what they find in the recent issue of *The Atlantic Lady* too.

My wife was positively delighted you had decided to include the photo of our daughter Katharina-Sophia.

All the best.
Klaus-Josef Roßfeldt

Editor: All the thanks go to Mr. Roßfeldt.

Correspondence Continued:

Bill:

I just wanted to thank you for sending me an issue of *The Atlantic Lady*. I just received it yesterday and I read a lot of it at the dinner table. Suzanne was also looking at it and read some articles that I recommended. However, she did find some errors and typos. I am sure she would volunteer to be on your “staff” as a proofreader.

I’m sure this job must be like many in that it takes much more work than anyone could imagine—and with little thanks or gratitude from your readership. I thought I could definitely tell your “personal” touches in some parts of the magazine.

Now that I know someone that’s getting even more famous than before, I may eventually have to ask you to send me an 8”x10” personally autographed black & white glossy photograph, just like the movie stars! Really, I’m glad for you and know how much enthusiasm and effort you would put into the process.

I hope to get a copy of the next issue; I’ll be looking out for mailman....

Mr. Jim Scully
Coral Springs, Florida

Editor: The nicest thing I have found, Jim, is that so far it has been far from a thankless job. *The Atlantic Lady* regrets her errors.

Hi Bill:

Thank you for “The Atlantic Lady” with Bill’s excellent report on the trip to Wolfsburg.

Barb and Klaus Bewilogua

Editor: And thank you both for a wonderful holiday. 🙌



Jim and Suzanne Scully
at the Newport National Meet

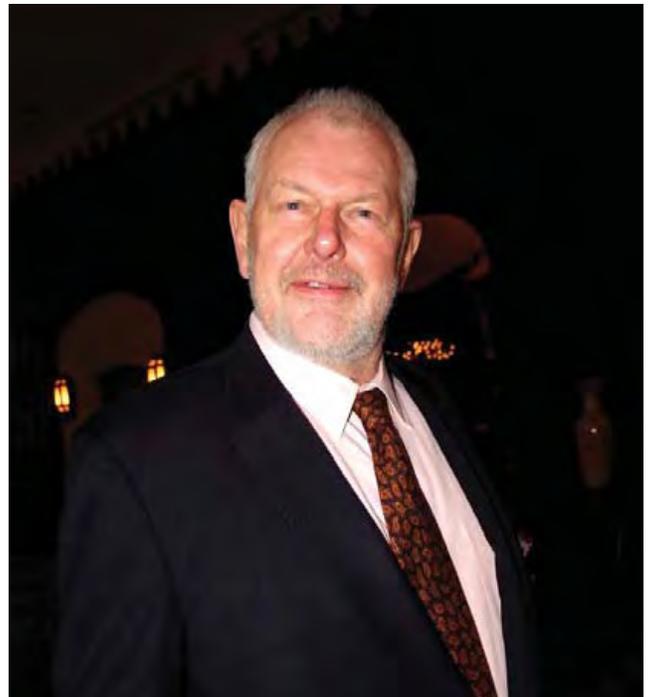
In Memoriam: *The Atlantic Lady* sends her sincere condolences to the family, friends and colleagues of John W. de-Campi who passed last year. Mr. de-Campi was a contributing editor to *The Flying Lady*, a collector of Rolls-Royce motorcars and a fine Rolls-Royce and Bentley scholar. On a personal note, John had patiently and professionally assisted me with my contributions to *TFL*. I met him only once—we were standing by a black Phantom IV in Newport, Rhode Island. He was in an elated mood as he had just successfully sold one of his cars—a Phantom II, if my memory serves. Even in that brief meeting, it was easy to see that John was a friendly and cheerful man, a man of good will and strong character. You will be missed, John. Bill Wolf

The Atlantic Region's 2007 Holiday Party and Annual Party

Everyone enjoyed herself at our Holiday Party held at The Westchester Country Club in Rye New York this last December 8th. Sincere thanks go out to Joan and John Tembeck who so graciously hosted the festivities. Our thanks also go out to Chairman Howard Krimko who provided the quality photographs you see on these pages. 1



Wendy Akin, Andrea Krimko, Sandy Matsen, Ann Wadsworth, Debby Barek



James Morris



Kevin Shroul with the Walker Trophy



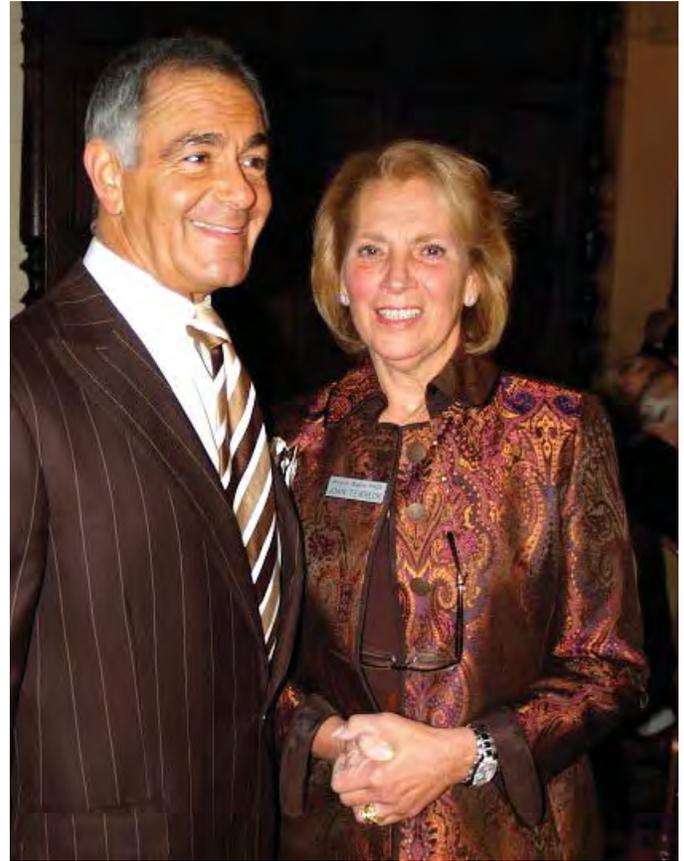
Howard and Andrea Krimko



Burt and Mary Hunter



Julius Cohn: former TAL Editor



Our Hosts: John and Joan Tembeck



Ed and Joanne Goldman



Happy Holiday Times with Peter and JoAnn Horvath and Friends



Marilyn, Lindsey and Kevin Shrout



Happy Birthday to Alison Fung !

Members' Scrapbook

In this issue, we offer Ray Koziol's B154LEC and some fine Bentley shots from David Edyvean. Look for feature articles from both gentlemen in upcoming TAL issues—and thank you for your contributions. 📖



Members' Scrapbook Continued



2007 The New York International Auto Show

Bentley Exhibit ,Two Phantom VIIs and More

Excitement. Crowds. Countless spotlights gleaming off the sheen of deeply polished motorcars. The New York International Auto Show offers the innovative, the beautiful and a glimpse into our automotive future. So as we weather another winter, we can look forward to spring that is just around the corner and back to last year's New York Auto Show. 🗝



Bentley GT Coupe All Photos by Bill Wolf



Bentley GT Coupe with Ground Effects



Ferrari



The New Bentley Convertible



Bentley Brooklands



How Low Can You Go? Corvette Prototype with Modified Corvair Engine



The Professionalism of The Models is Always Appreciated



A Flying Spur on the Streets of New York City:
The Ultimate Exhibition Space



A Brace of Phantom VIIs

Europe Without The Jet Lag



ROYAL CANADIAN SPRING TOUR

MONTREAL ELEGANCE
QUEBÉC COUNTRYSIDE CHARM
MAY 23-29, 2008

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ATLANTIC REGION ROLLS-ROYCE OWNERS' CLUB

**SUNDAY LUNCH
FEBRUARY 10, 2008
12:00 – 2:30 PM**

**Restaurant X & the Bully Boy Bar
North Route 303, Congers, NY 10920
www.xaviars.com -- (845) 268-6555**

Nothing cures winter blues like a gathering of fellow members of our club and their PMCs, especially when the event is at Hudson Valley's most critically acclaimed restaurant, Restaurant X, by Chef Peter X. Kelly. This venue is part of Peter Kelly's Xaviar Group that includes Xaviar's at Piermont and X2O Xaviar's on the Hudson and was highly recommended by RROC members Dean & Elaine Sanders.

Join us for a special lunch just for Atlantic Region members at Restaurant X. Enjoy the company of fellow PMC enthusiasts while dining on contemporary American cuisine at this charming country restaurant. We'll start with a Mesclun salad with balsamic and goat cheese. Your choice of an entrée includes Whole Roast Tenderloin of Beef accompanied by Mousseline of Potatoes & Port Glaze or Cedar Planked Salmon with Arugula & Roasted Garlic Crust with Ragout of Orzo & Broccoli Rabe. Chocolate Dome, a delight of Dark Chocolate Ganache with a Caramel Center completes the menu. Coffee, decaf and tea are included with a cash bar for other beverages.

The Atlantic Region is able to defray much of the cost of this event. The price for members and their spouses or significant others will be only \$25 per person. Guest admission will be \$58 per person.

Bring your PMC if you can. Call Ed Goldman at (516) 626-1118 for further information. (Day of event only, (631) 748-4478)

Please return the registration form below with your check.

RROC Event: Sunday, February 10, 2008 Lunch at Restaurant X

Name: _____ Phone: _____
e-mail: _____

I plan to attend with a party of ___ members & spouses/significant others @ \$25 each =
\$ _____
_____ guests @ \$58 each = \$ _____
TOTAL \$ _____

Please make check payable to Atlantic Region, RROC and mail to:
Ed Goldman, 52 Fairlawn Drive, Central Islip, NY 11722
no later than Friday, February 1, 2008, so we can tell our hosts how many to expect.
Please see the back page for directions to the Restaurant X.

Promises Are For Keeping

By Dr.Dinjer Shefki

I never set eyes on a Rolls-Royce motorcar until I was 11 years old. That was when we emigrated to England as refugees, trying to escape from a civil war in Cyprus. We arrived with an uncertain future, each carrying in a small suitcase what we could of our past. I studied diligently, quickly learned to speak English, and tried very hard to blend into this new, strange and exciting society. One thing every boy likes to notice besides girls are motorcars; English ones were plentiful, opulent, and luxurious by my previous standards; the motorcars that is.

When a Rolls-Royce motorcar passed by me for the first time, it dominated the relatively tiny cars indigenous to England. It made heads to turn, causing wonderment of which captain of industry or inheritor of undeserved wealth was sharing our moment. Not being accustomed to such rank, nor extravagance, and without even a penny in my pocket, I vowed there and then that some day I would own my own Rolls Royce motorcar, thereby marking my achievement of success. How long it would take for the fulfillment of that self-promise to come to fruition at the time seemed unfathomable. Like wishing one day you would win the lottery.

Fast-forward 40 years—well, I did win the lottery! In a sense anyway. I graduated from veterinary school and married Maxine, my wonderful wife. We arrived in America, started our own business and became the parents of a great son, Adam. In due course, with most of my goals achieved, I still had an unfulfilled desire. Where could I find my Rolls-Royce motorcar I promised myself?

I graduated from veterinary school, married a wonderful wife, arrived in America, started my own business and became the father of a great son. In due course, with most of my goals achieved, I still had an unfulfilled desire. Where could I find my Rolls-Royce motorcar I promised myself?

eBay! That's right, eBay!

Almost by accident, perusing the eBay motors section, I came across the Holy Grail! A jackpot, in fact. Many Rolls-Royce automobiles were for sale, some at ridiculously low-asking prices for some ridiculously rusty examples. The kind you would classify as "good from far, but far from good". Now and then, I came across a gem. Read that as able to be driven, and more importantly for me, affordable.

A 1990 Rolls Royce-Silver Spur II, chassis numbered SCAZN02D2LCX31497, with 17,000 original miles, was listed in Kerville, Texas. The seller was the second owner, having purchased the motorcar from an estate sale only two months earlier. He said he loved it, but his business suddenly had taken a turn for the worse, and his circle of close friends resented his having purchased such a luxury motorcar. I had visions of his mounting a towing hitch on the rear bumper of his Rolls-Royce.



SCAZN02D2LCX31497

He wanted to sell it before he lost his friends, and to get back to his truck! I made him a provisional offer, pending inspection, and arranged for him to flatbed the motorcar to Post Oak Motor Cars in Houston, Texas; a Rolls Royce dealership, where Chuck Kerns, the manager, was most helpful.

At the dealership, they immediately recognized the motorcar as having belonged to Mrs. Josephine Hudson and her husband, an elderly Houston socialite couple. The dealer had originally sold the Spur as new to Mrs. Hudson, and confirmed that the mileage was original, and that the necessary services were meticulously and timely performed until two years previously, when the Hudsons died soon after one another. When Chuck Kerns told me that that due to their advancing ages the Rolls was chauffeur driven, I purchased the motorcar there and then.

The Silver Spur II looked and drove like new, complete with that luxurious leather smell of the interior. After I had some overdue servicing completed, I had it shipped to New Jersey by the Horseless Carriage Carriers Inc. in a covered truck. I took delivery of it in the parking lot of the local supermarket, where the multiple automobile laden truck had the necessary space to unload with ease. I kept walking around the Rolls; was it really mine to take home?

I drove homeward very slowly, quietly promising my new charge that I would take good care of her. Cars on the highway were already slowing down to take a closer look, and despite being disappointed that no one famous was riding inside, they would give me a thumbs up. My jaw ached all the way home from grinning ear to ear. Immediately upon my arrival home, I gave her a wash and polish. Now parked in the driveway in front of my house, it really was my Rolls-Royce!

I felt very sad for the previous owner, who only enjoyed it for two months. I even felt some sadness for the Hudsons, who obviously had plenty of class and appreciated finer things in life, and while they enjoyed the car for its first ten years, only used it for 17,000 miles. I feel that I owe it to them to take good care of their motorcar. I immediately joined the Rolls-Royce Owners Club, and got to meet the nicest, most knowledgeable, and incredibly eclectic group of new friends, and learned far more than I ever imagined about the finest of all motorcars.

I resolved that I would drive my motorcar frequently. I drive it at least once a week, often to run errands, or to go to dinner with my wife. I love the look on the valet service attendants' faces when I give them the keys. Intuitively, they park it right at the front of the restaurant entrance, along with the Ferraris, Porsches, and high-end Mercedeses, little knowing that I purchased my old Rolls-Royce on eBay! I always tip them extra for their bestowing such honor and consideration.

Even after owning my Silver Spur II for five years now, whenever I park it, I can not resist turning and taking another look back as I walk away, as if confirming that it was still there, and that it was still mine. Maxine just shakes her head and laughs at me, saying, "It is just another car!" While that thought keeps me humble, I think she has no idea.

I suppose by now you guessed it: After my wife, my kid, and my dog, I love my Rolls-Royce from eBay! As I read somewhere: Happiness is not having what you like, but liking what you have. In the final analysis, on all accounts, I am a very happy man indeed. 🐾

The Real Bond Cars

By Wolf—Bill Wolf

Perhaps when you were a young lassie or lad you owned a Corgi James Bond Aston Martin miniature (No, we don't call them toys.). Ejector Seat. Comes with a realistic plastic figurine. You still watch Sean Connery in Goldfinger if it comes on early enough on a Saturday night. You read the book, and, yes, James Bond drove an Aston Martin in this novel as he did in the film, but, remember, the car was part of Bond's disguise—a prop for a wealthy playboy on the make. The films forget—with few exceptions—that Bond was a Bentley boy.

In *Casino Royale*, 1953, the first of the books, Ian Fleming tells us that Bond's personal car was a "4 ½ Litre Bentley with an Amherst blower"; he had bought it new in 1933 and had kept it in storage, well maintained by a trusted mechanic. This somehow changes in the 1955 *Moonraker* where the car is a 1930 4 ½ Litre supercharged coupe which is traded, at the end of the novel, for a Mark VI with "open touring body." But it is in *On Her Majesty's*

Secret Service that Bond, to my taste, drives the most desirable Bentley of them all: "An old Continental Bentley R-Type" with "the big 6 with 13:40 gearing". Fleming does not specify the coachwork, but it just must certainly be the timelessly beautiful Mulliner fastback body. Wouldn't Connery look fine gearing down some Alpine esses in that?



Photomontage by L.M. Walters

Fleming also had an eye for the Rolls-Royce marque. In *Dr. No*, published in 1958, a year before *Goldfinger*, we find M being chauffeured in a "black Silver Wraith." Also in this book, Fleming mentions a 1920s Rolls-Royce with basketwork coachwork, but the model goes unmentioned. And, of course, it is a Silver Ghost that is integral to the plot of *Goldfinger*: Auric Goldfinger's car, that which he bodies in gold to smuggle across borders, is introduced as having a "heavy coachwork body with polished brass," "Lucas King of the Road headlamps" and an old "boa constrictor bulb horn." Unfortunately, it seems that Cubby Broccoli found using a Ghost in the movie impractical, and substituted a Phantom III instead. This is a shame.

And it is a shame too that no one yet has produced a Bond film as a period piece, an authentic production freed from gadgetry and pyrotechnics—one pared down to Fleming's conception, one showing the clothes, the backdrops and, most important, the Rolls-Royce and the Bentleys of the time. Imagine how fine and exciting such authenticity would be. BBC—are you listening? 🗝

The Atlantic Lady Interview

Larry Glenn

His name may not ring a bell, but you already know Larry Glenn. His photographs have adorned many of *The Flying Lady* covers. And take another look at your 2007 RROC Desk Diary: Mr. Glenn's fine shots accompany Larry Brook's "Goshawks" and "They Showed Us Around." Mr. Glenn is the Events Editor for *TFL*, and we are privileged that he has consented to contribute to *The Atlantic Lady*.

There are 10 Questions

Please begin with some background information about yourself--highlighting, of course, your connection with *The Flying Lady* and the RROC. Please don't be modest.

A. There is a very wealthy socialite who lives in Washington, DC, and she says that your name should only be in the paper three times: when you are born, when you get married, and when you die. So I won't tell all my secrets here. See last question. But here's the *Reader's Digest* version: I am the president of a very small photographic business that caters to a wide variety of clients in the public, private and political arenas. In my 25 years as a photographer I have photographed everyone from Michael Jackson to Nelson Mandela and just about everybody in between. I spent eight years with the Clinton administration as one of the president's political photographers and in 1996 I traveled with the Clinton/Gore '96 campaign as President's Clinton's campaign photographer. One of the highlights from that experience was having my own seat on Air Force One during the campaign. I joined *The Flying Lady* team as one of the editors in the fall of 1998 with the understanding it would only be a two-year commitment. With my ten-year anniversary quickly approaching, I can only say that it has been great being a part of the team that has taken TFL to a level that has gained acclaim both here in the US and on the world stage.

Please talk about some of the people you have come in contact with through your life in Rolls-Royce and Bentley.

A. As a RROC member for over twenty years, I have met so many folks that it would be unfair to name only a few of them. I didn't go on my first National Tour until 1997 and since then I try and participate in at least one a year. The time spent on the tours is unbelievable. The touring, the cars, and of course the people, make the tours special. Whenever I talk about the club, to a member or non-member, I always end up talking about the tours. Other than *The Flying Lady*, the national tours provide a level of enthusiasm that is hard to beat, not-to-mention the spectacular places we go and things we see!



Larry Glenn Fine Tuning B489CM

So, what's it like holding the camera and getting that perfect shot?

A. I'll let you know when I get that perfect shot. Actually, what I consider to be an almost perfect shot was a photo I made on the 2001 Spring Tour in Nova Scotia. It was a Silver Cloud II in the rain. The light, the rain and the car were just perfect. That photo was on the cover of *The Flying Lady* (02-1) and to this day I think of it as the best photo that I have taken.

Do you have any stories of any unusual, humorous or lucky photo shoots that you have experienced?

A. Whenever I leave the office for an assignment I'm always prepared for anything, well, at least most of the time. In November of 2007 I traveled to Denver, Colorado, to do a photo shoot of some men that had made a daring repair on a cell tower that had lost power due to a blizzard. The tower was located above the 11,000 feet mark in the Colorado Rockies west of Denver. The blizzard that caused this occurred in 2006 and was one of the region's worst on record. I thought the plan was to drive into the mountains, unload a piece of equipment called a snowcat at a scenic overlook and take a nice picture with lots of snow in the background. I was traveling without an assistant and only planned to be in Denver for less than 24 hours, so I was traveling light. Basically I had my trusted camera bag, a toothbrush, and the clothes on my back.

I met up with these guys about 50 miles west of Denver. We loaded up and away we went up the mountain. There had been an early snowfall at the tower site and that's where we were headed. Once we arrived, they unloaded the snowcat. My first clue that something was amiss was when they took off their shoes and put on some serious boots. We all hopped in the snowcat. This was a very high tech piece of machinery and I was assuming they were just showing it to me like a proud papa would show photos of his child. WRONG!. We were headed over the overlook into the snow. At this point, one of the gentlemen suggested that I probably should have brought some boots. My lightweight running shoes that were more nylon mesh than boot material would surely be tested. But being the professional I am, I thought to myself, "Who needs any boots, that's just something else I need to carry and besides a little snow will be refreshing." We were in the thick of the snow on a beautiful sunny day and I had already started looking for a place to shoot. Seeing what I thought would work I had them stop. I got out of the snowcat to take a look. Once both of my feet hit the ground, or more accurately the snow, I immediately sank up above my knees in snow with tennis shoes and the only dry clothes I had with me. One of the guys yells from the heated snowcat, "Hey, are you okay?" I replied, "Of course, I do this all the time." Part of that was true, I take photos all the time, but I'm usually not standing in two feet of snow with trendy running shoes on.

The photo turned out great; I had the guys smiling. They were probably smiling because of the way I was dressed. The snow was deep and fluffy and as I drove back to Denver I had the heat and fan on full blast hoping that my jeans and tennis shoes would at least get back to room temperature. I got a flu shot when I got home.

You have traveled some in your quest for automotive photographs. Are there any memorable trips?

A. They are always great and even if they are not what I thought they would be, I still have fun, give my clients their money's worth, some more than others—and always with a smile on my face.



Larry Glenn

If you had to choose one favorite prewar Rolls-Royce or Bentley, which would it be?

A. I would love to own a Derby Bentley drophead, but for that matter who wouldn't? If only I could fit in it comfortably and drive it without scaring the hell out of the passengers. On more than one occasion I've done that. My knees hit the steering wheel, my feet hit the brake, clutch and gas pedal at the same time. It's exciting, especially when I'm trying to stop, downshift and steer all at the same time.

Postwar?

A. I love my 1956 S1 (B489CM). I've had a tremendous amount of fun with that car, even when it broke down. I will say that in the 22 years that I have owned it, it has only been on a rollback twice. That car brought my babies home from the hospital, and allowed me to meet hundred of Rolls-Royce and Bentley owners who have the same passion that I do about cars. It allows me to keep alive one more motorcar that my otherwise not have survived. Hopefully my two boys, Zack and Dillon, will continue the tradition with my car and pass on my enthusiasm to their families when I have run out of gas.

Do you have an interest in any other marques?

A. I have a 1967 MBG that I have owned for 30 years and I have rebuilt it from the ground up several times. I've rebuilt that car so many times that some of the major components know me by name. Currently I'm looking for a 300 series BMW Isetta. If any of your readers have one and want it to go to a good home, please have them contact me.



B489CM

Discuss your other interests and hobbies.

A. I work on my cars, I play tennis, I cuss at golf, and in my spare time I collect fine wine and rent beer.

Is there anything else you would like to add?

A. Probably so, but you can read all about it when the book comes out. 🍷



Plan to be here for our February Lunch.

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Directions to Restaurant X

**Restaurant X & Bully Boy Bar is located on North Route 303,
4.5 miles north of Exit 12 of the New York State Thruway.**

The restaurant can be reached by car as follows:

From Manhattan and New Jersey:

(Manhattan) Take the George Washington Bridge (upper level) to (New Jersey) the Palisades Parkway North. Travel the Palisades Pkwy. to Exit 9E for the NYS Thruway East. Follow Thruway East to Exit 12 (Rt.303, West Nyack). After exiting, follow signs for Route 303 North. Travel approximately four and one half miles on Rt. 303 North. Restaurant X is located on the left hand side of Route 303.

From the North and West:

NYS Thruway East to Exit 12 (Rt.303, West Nyack). After exiting, follow signs for Route 303 North. Travel approximately four and one half miles on Rt.303 North. Restaurant X is located on the left-hand side of Route 303.

From Westchester:

Take 287 West across the Tappan Zee Bridge to Exit 12 (Rt.303, West Nyack). After exiting, follow signs for Route 303 North. Travel approximately four and one half miles on Rt.303 North. Restaurant X is located on the left-hand side of Route 303.

From Connecticut:

Take I-95 South to 287 West. Take 287 West across the Tappan Zee Bridge to Exit 12 (Rt.303, West Nyack). After exiting, follow signs for Route 303 North. Travel approximately four and one half miles on Rt.303 North. Restaurant X is located on the left-hand side of Route 303.

Throgs Neck Bridge to the Cross Bronx Expressway to the George Washington Bridge (upper level) to the Palisades Parkway North. Travel to Exit 9E for the NYS Thruway East. Follow Thruway east to Exit 12. After exiting, follow signs for Route 303 North. Travel approximately four and one half miles on Rt. 303 North. Restaurant X is located on the left hand side of Route 303.

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