

FALL 2011



The Atlantic Lady

The Newsletter of the Atlantic Region



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Targeted Audience: Reach those who have immediate and future needs for your products and services.

Your advertising supports *The Atlantic Lady* and the Region. Our membership recognizes your contribution.

The Atlantic Lady reaches close to 400 households located in the Greater New York area. Many of our members own collector cars of all makes. If you want to reach this targeted audience, why not appropriate a portion of your advertising budget to *The Atlantic Lady*?

Our advertising rates schedule per issue is as follows:

Full Page:	\$180.00	Quarter Page:	\$60.00
Half Page:	\$100.00	Business Card:	\$35.00

For further information including deadlines please contact

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Articles reflect the opinion of the authors and do not necessarily reflect club or region policy. The Atlantic Region and editorial staff seek to publish accurate material, but neither assumes responsibility in the event of loss or damage from publication.

Should you wish to contribute articles to the next issue of *The Atlantic Lady*, your completed material must reach the editorial staff for the next issue by January 15, 2012. Contact Joanne Goldman at jkorm@yahoo.com for more information or to send submissions.



CHAIRMAN'S MESSAGE

By Jamie Morris



Jamie Morris, Atlantic Region Chairman
(Photo by Howard Krimko)

My three-year term as Atlantic Region chairman expires at the end of 2011, so this will be my last Chairman's Message for *The Atlantic Lady*. I'd like to share a few thoughts about what I see as future issues for our club.

Maintaining and attracting new members will be a central concern. Most car clubs have seen significant declines in membership over the last few years. Partly this is because of the adverse economic climate. Our hobby is a discretionary expense that can be readily set aside when times are tough. But we are also looking at significant demographic shifts in our membership. There's an old saying that, when they become financially able, men of a certain age like to buy the cars they wished they could afford when they were teenagers. When I was a teenager, Clouds & R-Types were the objects of desire, and pre-war cars were easily within living memory. Comparable cars for one generation younger would be Shadows, and SZ cars. Older vehicles perform better become a taste acquired through contact with clubs like ours, as opposed to part of personal history. Rolls-Royce and Bentley motor cars are of a quality and character that I don't believe will ever be eclipsed by age. Michelangelo and Bach are still revered and enjoyed after hundreds of years. Our cars will be similarly long-lived. But the experience of enjoying them will necessarily change over time. The challenge for our club will be to evolve so as to preserve the past, while concurrently remaining relevant and appealing to a broader, more inter-generational membership.

The second issue is one of preserving and maintaining our cars. There are fewer experts around with personal knowledge or expertise with pre-and early postwar cars. Parts supply becomes increasingly an issue with age. The newer cars, which rely on electronics for their sophisticated features, are less and less maintainable by their owners, and electronics get replaced, not repaired, so future supplies will be crucial to keeping the cars on the road. I envisage folks swapping circuit boards at Hershey thirty years from now!

Production of Rolls-Royce and Bentley cars is now in the thousands per year, not just tens or hundreds, and that's bound to affect the ownership experience, as well as collateral interest in clubs like ours. Development of alternate fuel sources and potential regulation introduces yet further unknowns. Dealing effectively with these and other, as yet unforeseen forces that will bear on our club will keep our board of directors busy in years ahead.

My thanks to all of you for your support over the last three years. Enjoy your cars, of whatever era, and drive safe.

Jamie



FROM THE EDITOR

By Joanne Goldman



Joanne Goldman, Editor-in-Chief
(Photo by Ed Goldman)

Despite hurricanes, debt ceilings, and fluctuating stock markets in the world about, there was much to enjoy and appreciate as we look back on the Region's activities for Spring/Summer 2011. Our VP, Activities, **Charles Roy**, hit his stride as events, old and new, delighted and encouraged members to drive their cars.

David Scott, our VP, Technical, hosted a tech meet at Bentley Long Island. The event brought out Region and National experts, **Howard Krimko** and **John Palma**, along with **John Tembeck's** "one of one" Franay-built Bentley. The story begins on page 4.

I'm pleased to announce that **David Scott** has officially signed on as *TAL's* Technical Writer. His article, *What You Don't Know About Whitworth Threads Can Cost You* is on page 19.

TAL's coverage of our Spring tour in Belvidere, New Jersey, hosted by **Kristine and Glenn Brukart**, was provided by Senior Contributing Reporter, **Bill Wolf**. Bill takes us back to a bygone era when many of our cars were new, and life, in hindsight, seemed a bit sweeter.

It was a tough assignment for *TAL* staff members, but someone had to drive **Hugh Heller's** collection of Rolls-Royces and Bentleys to their photo shoot location in Essex County, New Jersey. Yours truly had the pleasure of driving the Heller's 1973 Corniche dhc (pictured above). Hugh shares humbling stories and proud accolades in the *Member Profile* section of this issue.

The essence of the Annual Atlantic Region Concours, hosted by **Gerry Dolezar and Sonja Corbin**, was captured beautifully on *TAL's* cover by Chief Photographer, **Ed Goldman**. Event details and noteworthy photos appear in my article, *Turn Up the Heat*.

Thanks to Contributing Reporter and Photographer, **Stanley Nayer**, *TAL* brings you Atlantic Region coverage of the first Tanglewood British Motorcar Festival. Our publication concludes with Region reporting of the 2011 National Meet on page 32.

Acknowledgement goes out to others who contributed to this issue, including **John Carter, John Tembeck, Leslie Heller, Bill Imre, Matt Moran, Lee Duran**, and of course, our loyal advertisers.

Special thanks to **Jamie Morris**, as he rounds the corner on three years of service as Chairman, and delivers a thought-provoking message to our membership. Without his encouragement, humor and support, *TAL* wouldn't be what it is today.

Joanne

The Atlantic Lady

The official publication
for the RROC Atlantic Region

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CORRECTION

TAL inadvertently welcomed new member, Matt Moran's son, Harry to the Atlantic Region, rather than Matt in the 2011 Spring/Summer issue. Sixteen-year old Harry was delighted to see his name in the publication. He hopes to eventually take his driver's license road test on GNK32. TAL regrets the error and welcomes them both to the Region.

Right: Matt Moran (left) and son, Harry with their 1925 Twenty H.P. Melhuish tourer (GNK32).





BENTLEY LONG ISLAND TECH MEET

By Howard Krimko

The Atlantic Region held its annual tech meet on Saturday, April 2nd at the newly renovated service facility at Bentley Long Island in Jericho, New York.

Our technical experts, headed by Atlantic Region Technical Vice President David Scott, Ph.D., inspected member's cars of all post-war classes. Assisting David were John Palma, Tom Palasciano, Vinny Pokorny, and yours truly.

Our team evaluated cars that ranged from a newly purchased car needing restoration to the only left drive, center shift Franay-bodied Bentley Continental R Fastback in the world. It was a pleasure to do inspections in a nice, warm, well-lit place, thanks to our hosts at Bentley Long Island, Michael Todd and Antione Domenick.



Above: A display of members' cars outside Bentley Long Island.



Left: David Scott gives technical pointers to members.

Below: David Scott (left) and Bentley Long Island's Vinny Pokorny.



*(All photos for this article
by Ed Goldman)*

For more information about Bentley Long Island go to www.bentleyli.com or call 516-299-9339



This page: John Palma performs an inspection while Atlantic Region members look on.



John Tembeck's 1954 Bentley Continental R Fastback (BC51LC) was the highlight of the meet. The beauty and fluidity of the car is undeniably evident. The Franay is one of one-left drive center manual shift.



Right: The Franay receives lift time.

Below: John Palma examines the car.



Editor's note: For more on Carrosserie Franay cars see the July/August 2011 issue of The Flying Lady.



Left: David Scott (right) shares his expertise with new owner, John Tembeck.

Below: Carrosserie Franay emblem.

Bottom: One of the Fastback's appealing angles.



**ATLANTIC REGION MEMBERS
& NATIONAL RROC TECHNICAL CONSULTANTS**

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***Have a technical question or need assistance with your car?
The Atlantic Region can help!***

- * Contact one of our Region's experts, such as those listed above.
- * Meet fellow Atlantic Region members with the same model car by attending Region events (See the Calendar of Events on page 18).
- * Contact Atlantic Region members through the *RROC Directory & Registry* or use the online directory at www.rroc.org.
- * Contact any of the Region's board members listed on the inside cover of this publication for referrals.
- * Attend the next tech event and receive a complimentary lift inspection.
- * Contact an *Atlantic Lady* advertiser located near you.
- * Read David Scott's technical articles in *The Atlantic Lady*.



The event was an excellent opportunity for our members to learn about their cars as well as other member's cars. We enjoyed excellent food throughout the day catered by our VP of Activities, Charles Roy.



Above: (Left to right) David Scott, Tommy Palasciano, John Tembeck and Ira Starr.



Top left: (Left to right) Andrea Krimko, Natalie Gingras and Deborah Barek.

Middle left: Charles Roy in his 1995 Bentley Continental R, Mulliner Park Ward, (BBS52289).

Bottom left: Dennis and Deborah Barek's 1964 Silver Cloud III LWB saloon with divider (LCCL45).





MEMBER PROFILE: THE HUGH HELLER COLLECTION

By Bill Wolf



Above: Hugh Heller's collection graces New Jersey's South Mountain Reservation. (Photo by Ed Goldman)

"Do you work on them yourself?" I asked Hugh Heller. We were in Leslie and Hugh Heller's comfortable kitchen. Lunch was served. Car stories.

"No," answered Hugh, "I just write the checks."

We should be thankful that Hugh does so—because his efforts have preserved this very fine collection of Rolls-Royce and Bentley motorcars. We owe a debt of gratitude to a man who has refined taste in choosing his cars, the foresight to have them expertly restored when needed, and the diligence to make certain the cars are driven with regularity. His cars are driven to meets, both locally and nationally.

Ed Goldman, *TAL's* Chief Photographer, was on assignment to photograph the cars along with his wife, Joanne, our unflagging editor. My good friend, Bill Imre, had volunteered to assist. I was there with my notebook and digital recorder. A fine afternoon.

The stories? With only gentle prodding and with Leslie suggesting and adding detail, Hugh reminisces. "It is hot. One hundred at least. Driving the Silver Shadow back from Hot Springs, Virginia from the

National Meet at The Homestead. Barreling along at eighty, eighty-five. A loud pop and smoke pouring out the hood. We pulled over and soon another Rolls-Royce stops to help."

We attend to our sandwiches as the story continues. "The driver turns out to be Klaus Josef Roßfeldt* who assists. Eventually we had the car towed to a small garage. Main hose, radiator to engine, had burst. Unsurprisingly, the correct hose is not in stock, and the mechanic there manages a temporary fix. 'Stop at the first place on the Interstate to make it right,' he advises."

"When we do, we meet up with a clever young man, a kid. 'This is going to crimp and burst,' he tells us. Again, the correct part is unavailable—not many places stock thirty-year-old Silver Shadow hoses. But this kid is clever. He takes a length of tailpipe steel, cuts two sections and bends it on a machine so that the two parts fit on either end of the cut down piece of hose and can be adjusted with four clamps—with one end attached to the radiator, the other to the engine. They held. Got back to New Jersey."

*Mr. Roßfeldt is a preeminent Rolls-Royce historian.

“One more, Hugh?”

Spooning some melon onto his plate, Hugh tells of the registration of the Silver Shadow. “The car had been dumped in Switzerland by a wealthy British owner when the Spurs came out. There was no title. The people at The Stable had to go back to the UK to pick it up. After getting the proper title in New Jersey, I found that when in England, you could get license plates at any hardware store. I took advantage of this, as the front plate that came with the car was showing its age. When back home, I ordered New Jersey Historic Plates with the same number.”

“A nice touch.”

“So I just have one Jersey plate stuck in the rear window. I was only stopped once because of this. I’m getting a lecture about the proper placement of license plates in the state of New Jersey and the officer begins writing a summons. But a friend of mine, in the back seat, recognizes the ticket writer. ‘Tommy? Is that you?’ The ticket is torn up. ‘Have a good day, gentlemen,’ and the man waves us on.”

The stories could continue, but it was time to gather the cars together and drive to the location for the photo shoot.

Below: Hugh Heller (right) with Bill Imre inside a facility that serves as the garage for most of the collection. *(Photo by Ed Goldman)*



It was just great fun forming a caravan running through South Orange, New Jersey. Pedestrians and porch-sitters could not help but smile as this singular parade passed by. We were taking the cars to a grassy meadow in the nearby South Mountain Reservation to shoot them. A lofty, deep green and spreading tree stood behind us. The sky was overcast —good shooting weather.



Above: Hugh Heller (left) with *TAL*'s Chief Photographer, Ed Goldman, in the reflection of one of Hugh's pmcs.



Top right: Hugh's 1973 Corniche Mulliner, Park Ward dhc (DRB17052) as seen through the windshield of his 1975 Corniche coupe (CRD22189).

Middle right: Ed Goldman captures Hugh's 1975 Silver Shadow LWB saloon (LRX19656) in the rear view mirror of Hugh's 1997 Brooklands saloon (EBV-59926).

Lower right: The Heller caravan is led by Hugh in his 1955 Bentley R Type Hooper saloon (B75ZX).





Above: (left to right): 1975 Corniche coupe (CRD22189), 1973 Corniche dhc (DRB17052) and 1955 R Type (B75ZX).
(Photo by Ed Goldman)



Before us sat the cars. All in a row. British Racing Green quite suits the Bentley Brooklands. The LWB Silver Shadow is a beautiful Peacock Blue—a rare hue (no pun intended). A Corniche coupe—notice the rear windows, rear-hinged vents operated electrically. A cream-colored Corniche drophead coupe is perhaps the most handsome design ever among the modern cars. And older and prouder, last but not least, B75ZX, a toy-like car, in the most positive sense, the Hooper Empress-styled R-Type. French-curved, sweeping lines, handsome spats, and two-toned—regal claret under black. Just one of *those* afternoons—just a little bit sweeter than wine.

Left: A rear-hinged vent of the Heller's 1975 Corniche coupe (CRD22189) provides a lovely grace note.



Top and right: Hugh's 1955 R Type Hooper saloon (B75ZX) impressed judges at last year's Regional concours. *(Photos by Ed Goldman)*



Below: The 1959 Bentley S1 has won high honors at National meets. *(Photo taken at National by meet photographer)*



(Photos this page by Ed Goldman)



Above: The Heller's 1973 Corniche dhc (DRB17052).

Left: A 1975 Silver Shadow LWB saloon (LRX19656) overlooks a 1975 Corniche coupe (CRD22189).

THE HUGH HELLER COLLECTION — RROC AWARDS					
Year	Model	Coachbuilder	Chassis #	National Meet Concours	Atlantic Region Concours
1955	Bentley R Type	Hooper saloon	B75ZX	2003 Touring 3rd place 2010 Concours 3rd place	2010 1st place
1959	Bentley S1	Saloon	B380LFA	2000 Touring 1st place 2002 RR of America	1998 3rd place 2003 2nd place
1973	Rolls-Royce Corniche	Mulliner, Park Ward dhc	DRB17052	1998 Touring 2nd place	1999 1st place 2001 1st place
1975	Rolls-Royce Silver Shadow	LWB saloon	LRX19656	1997 Touring 2nd place 2006 Touring 2nd place	2007 1st place
1975	Rolls-Royce Corniche	Mulliner Park Ward fhc	CRD22189	2003 Touring 3rd place	2006 2nd place
1997	Bentley Brooklands	Saloon	EBV-59926	Never competed	Never competed

Right: (left to right): Ed Goldman, Bill Imre and Hugh Heller pictured with Hugh's 1975 Rolls-Royce Silver Shadow LWB saloon (LRX19656). (Photo by Bill Wolf)



Below: The Heller's 1997 Brooklands saloon EBV-59926. (Photo by Ed Goldman)





Above: Hugh heads back from the shoot in his 1955 Bentley R Type (B75ZX.) *(Photo by Bill Imre)*

The pictures were snapped, the conversations continued and eventually the cars were driven back to the garages—warm farewells and the end of a very pleasant afternoon.





2011 CALENDAR OF UPCOMING EVENTS

By Charles Roy

October 14 - 16 (Friday—Sunday) - Fishkill, NY—*Hosts, Ken and Zila Koswener*
Hudson Valley Mini-Tour: Two Days of Driving and Visiting Along the Scenic Hudson Valley
Contact Ken Koswener directly: 845-621-4766

November 12 (Saturday) - Visit to Dragone Classic Motorcars, Westport, CT, tour and luncheon at La Crémaillère Restaurant, Bedford, NY

December 4 (Sunday) - Rye, NY — *Hosts, John and Joan Tembeck*
Holiday Luncheon and Annual Meeting at the Westchester Country Club

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

For more information please communicate with
Charles Roy at 203 252-6712 or charlesroy77@gmail.com

*The Region is looking for fresh ideas and hosts
for the 2012 event schedule.*

Contact 2012 VP Activities, c/o The Atlantic Lady: jkorm@yahoo.com.

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WHAT YOU DON'T KNOW ABOUT WHITWORTH THREADS CAN COST YOU DEARLY

By David Scott Ph.D.

Whitworth was the world's first standard for fasteners and screw threads. Devised by Joseph Whitworth in 1841, this new standard specified a 55-degree (47 1/2 degree for BA or British Association) thread pitch as opposed to today's 60-degree AF/Metric pitch.

This System was ultimately adopted and became known as British Standard Whitworth. So why do we have to pay heed to this? Because if you are a custodian of a pre war or early post war Rolls-Royce or Bentley, these are the fasteners and screw threads that are found on your vehicle.

Part of this Whitworth family is BSF (British Standard Fine), BA (British Association) & BSP (British Standard Pipe Thread — used rarely). All of these nuts and bolts require spanners

or sockets specifically designed for Whitworth fasteners. Using an AF or Metric tool will cause damage by rounding nut or bolt corners. I have seen many Rolls-Royce and Bentley vehicles that were maintained by well-meaning owners and/or mechanics where fasteners were removed, and modern AF or Metric fasteners were used as replacements. A typical example would be a 1/4x26 Whitworth bolt replaced by a 1/4x28 AF bolt. (It can be forced in, but will damage and weaken threads. Another example by the well meaning but totally inappropriate is the substitution of a 2BA bolt, screw or nut with a 10/32 bolt, nut or screw. You may be able to get it tight, but the threads are different. (SEE TABLE on next page)

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SPANNER SIZE CHART

Inches	Millimetres	Spanner
0.250		1/4 AF
0.276	7mm	7mm
0.313		5/16 AF
0.315	8mm	8mm
0.344		11/32 AF; 1/8 Wworth
0.354	9mm	9mm
0.375		3/8 AF
0.394	10mm	10mm
0.433	11mm	11mm
0.438		7/16 AF
0.445		3/16 Wworth; 1/4
0.472	12mm	12mm
0.500		1/2 AF
0.512	13mm	
0.525		1/4 Wworth; 5/16 BSF
0.551	14mm	
0.563		9/16 AF
0.591	15mm	
0.600		5/16 Wworth; 3/8 BSF
0.625		5/8 AF
0.630	16mm	16mm
0.669	17mm	17mm
0.686		11/16 AF
0.709	18mm	18mm
0.710		3/8 Wworth; 7/16 BSF
0.748	19mm	19mm
0.750		3/4 AF
0.787	20mm	20mm
0.813		13/16 AF
0.820		7/16 Wworth; 1/2 BSF
0.826	21mm	21mm
0.866	22mm	22mm
0.875		7/8 AF
0.905	23mm	23mm
0.920		1/2 Wworth; 9/16 BSF
0.938		15/16 AF

DIAMETER OF BOLTS		WIDTH ACROSS FLATS	
Whitworth	British Standard	Inches	mm
8 BA	N/A	0.152	3.86
7 BA	N/A	0.172	4.37
6 BA	N/A	0.193	4.90
5 BA	N/A	0.220	5.59
4 BA	N/A	0.248	6.30
1/16 W	N/A	0.256	6.90
3 BA	N/A	0.282	7.16
3/32 W	N/A	0.297	7.54
2 BA	N/A	0.324	8.23
1/8 W	(3/16)	0.340	8.64
1 BA	N/A	0.365	9.27
0 BA	(7/32)	0.413	10.49
3/16 W	1/4	0.445	11.30
1/4 W	5/16	0.525	13.34
5/16 W	3/8	0.600	15.24
3/8 W	7/16	0.710	18.03
7/16 W	1/2	0.820	20.83
1/2 W	9/16	0.920	23.37
9/16 W	5/8	1.010	25.65
5/8 W	(11/16)	1.100	27.94
11/16 W	3/4	1.200	30.48
3/4 W	7/8	1.300	33.02
13/16 W	(15/16)	1.390	35.31
7/8 W	1.	1.480	37.59
1. W	1.1/8	1.670	42.42
1.1/8 W	1.1/4	1.860	47.24
1.1/4 W	1.3/8	2.050	52.07
1.3/8 W	1.1/2	2.220	56.39
1.1/2 W	1.5/8	2.410	61.21
1.5/8 W	1.3/4	2.580	65.35
1.3/4 W	2.	2.760	70.10
(1.7/8 W)	N/A	N/A	76.70
N/A	2.1/4	3.150	80.01
2. W	N/A	N/A	N/A
N/A	2.1/2	3.550	90.17
N/A	2.3/4	3.890	98.81
N/A	3.	4.180	106.17
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I have made reference to BA Threads (British Association). These threads will be found on pre war and early post war Rolls-Royce and Bentley vehicles thru Cloud III and S3 series.

The next larger size we deal with is BSF (British Standard Fine Thread) found on pre war Rolls-Royce and Bentley vehicles as well as the post war Silver Wraith, Silver Dawn, MK VI and R Type. This is a fine thread version of BSW (British Standard Whitworth).

Lastly, we must deal with the proper spanner to accommodate the Whitworth fastener. Up until a few years ago,

Snap On listed British Whitworth spanners and sockets in their catalog. Craftsman and Proto also made Whitworth tools which can occasionally be found on eBay (www.ebay.com) or at auto shows. Club stores also carry a nice selection of Whitworth Spanners and Sockets (www.rroc.org). Besides the tool kit in your vehicle, these are important tools to have, should your vehicle require service, as it is unlikely that most shops would have such tools. (SEE SPANNER SIZE CHART)

Keep in mind that the right tool for the right job will save you a good deal in the long run.

David Scott Ph.D. is the V.P. Technical for the Atlantic Region.





SPRING TOUR 2011: BELVIDERE, NEW JERSEY

By Bill Wolf

New Jersey river towns offer a charm as if it were possible to slide back into time. Flags from clapboard porches standing close to the sidewalk salute the small, friendly shops and the smiling folk going about their weekend chores and visits. For those out and about on the Saturday afternoon of May 23, 2011, not a small treat awaited them. The Atlantic Region of the Rolls-Royce Owners' Club had come to town.

Bentley GTs, Silver Spurs, a Bentley S1 and a Phantom V—and other Crewe productions—were parked in lots and on the curbs of Water Street. The owners of these fine motorcars, with their friends and guests, had come to accept the gracious invitation of Atlantic Region members Kristine and Glenn Brukardt, the hosts of our Spring Tour.

Before *Kennedy's* (formerly *Boglioli's Palace of Sweets*) had been restored and readied for opening,

Kristine and Glenn had opened the door to their new property to find the place overflowing with boxes and plastic bags; an assortment of decades past.

“And when the boxes and bags had been thoroughly gone through,” Kristine recounts, “we found a virtual treasure chest. Original china, metal sundae dish holders, sconces—all of what you see around you.”

We gathered in this shop where it would not be difficult to imagine Jay Gatsby sharing an egg cream with Daisy Buchanan, née Fay—or, later, Archie Andrew between Betty Cooper and Veronica Lodge: one strawberry milkshake and three straws. We had our coffee and tea, sweet rolls, breakfast fruits—and a hum of conversation. Soon Glenn found everyone's attention and announced the plans of the day. Directions, landmarks, a scavenger hunt and a reminder that the tour would end in the town park for a picnic.



Above left and right: Dawn and John Massamillo in their 2008 Continental GTC dhc (DR8-51731). Right: Peter Brohl and Barbara James refuel their 1988 Mulsanne S saloon (SBJ-22521). Below: New member, Max Greenberg with event host, Kristine Brukardt at *Kennedy's*.





Above left: John and Sandy Matsen in their 1960 Phantom V H.J. Mulliner limousine (5LAT86). Above right: A stop on the tour.

Bentley and Rolls-Royce owners soon began revving engines, snapping off emergency brakes and engaging drive. The cars could be seen heading for the first checkpoint to gather information about the local park; driving into Pennsylvania over a steel bridge; backtracking; searching for a stone dinosaur and a large cow atop a local barn.

From the backseat of John Matsen’s elegant PV, my friend, Bill Imre, and I spotted Charles Roy and JoAnn and Peter Horvath stopping to snap a picture, take some notes, and fill in the scavenger checklist. Who was that passing us on the right to find the very next clue? Sandy Matsen scribbled down some answers and her original *haiku*; an ode to the aforementioned cow.

The Phantom V performed regally as we were winding through narrow blacktop roads, stopping beside the lake to find a suitable memento to fulfill another

slot on the scavenger list, or sidling into the weeds to find the Flying-A gas pump and the price of gasoline from long ago.

As the pmcs began to return to Belvidere, stopping near the Rockwellian Garret Wall Park, it was easy to see by the smiles and the warm conversations that the Spring Tour had been a success. Andrew Blackman pulled up to the curb in his Continental R with an enormous branch out the car window -- a bid for the best memento from Lake Hope. Soon, everyone gathered for the picnic that would end the day, swapping stories and *haiku* verses. Eventually, as all good things do, the tour came to an end—a fine time for all attending.

Note: By the time this article is published, *Kennedy’s* will be open for lunch. It looks like a perfectly charming place to dine. For more information call 908-750-4357 or: <http://www.facebook.com/KENNEDYS1NJ>.



Left: Members relax after the two-hour tour. Above: VP of Activities, Charles Roy with host, Glenn Brukardt.





ATLANTIC REGION MEMBERSHIP NEWS

By Joanne Goldman

REMINDER

Nominations for the 2012 Atlantic Region Board will be posted on the RROC website (www.rroc.org). All eligible Atlantic Region members will receive a voting ballot in the mail. The new board will be announced at the Holiday Luncheon and Annual Meeting on Sunday, December 4th at the Westchester Country Club in Rye, New York hosted by John and Joan Tembeck.

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Max Greenberg

Michael Minniti

Matt Moran

John Stuttard

Chris Trefz

HAVE YOU MOVED?

Contact Eileen Dilger, RROC Headquarters
Call 800.879.7762 or email edilger@rroc.org

Events of Interest

Americana Manhasset

Concours d'Elegance

Sunday, October 23, 2011

Manhasset, Long Island

For information: 516.627.6700

www.americanamanhasset.com

Right: Mark Rudes and his 1934 20/25
Park Ward (GKC39) won Best in Class
Rolls-Royce Pre War at last year's
Americana Manhasset Concours.



In Memoriam

Anthony “Bud” Korteweg (1931—2011) of River Edge, New Jersey, passed away on September 1st, 2011. Bud was a member of the RROC since 1972. He founded The Coachworks, Inc., which restores and maintains Rolls-Royces and Bentleys, including his own extensive collection. His restored 1950 Rolls-Royce James Young Silver Wraith, originally owned by Philadelphia trolley car magnate, George D. Widener, took first place at the 1976 RROC National Concours d’Elegance in Toronto, Canada. Bud’s second complete restoration, that of a 1960 Rolls-Royce Silver Cloud II, H.J. Mulliner dhc (LSTB172), won first place at the 1996 RROC National Concours d’Elegance in Newport, RI.

Bud recently acquired and restored a rare 1952 Bentley R Type Continental Fastback H.J. Mulliner 2-door saloon (BC20A). He planned on showing the car at the 2012 National meet in an attempt to win his third award for best personal restoration; a potentially historic first in the Club.

Bud is survived by his wife, Virginia, who has also been active in the Region. The Kortewegs have hosted events at their home on several occasions. Bud’s camaraderie and stewardship of pmcs will be missed.

NEW TO THE REGION



New member Lee Duran has a 1930 Rolls-Royce Phantom II Brockman tourer (149GY). We look forward to meeting Lee and seeing this beauty in person at a Region event!





ATLANTIC REGION SUPPORTS FIRST TANGLEWOOD EVENT

By Stan Nayer and Joanne Goldman

The Atlantic Region joined the Yankee Region and the Modern Car Society in supporting RROC member Michael Gaetano's first Tanglewood British Motorcar Festival in Lenox, Massachusetts June 17-19, 2011. Rolls-Royces, Bentleys, Aston Martins, Jaguars, Morgans, Lotuses and others enjoyed the event amidst the scenic Berkshire Mountains.

A handful of Region members attended the event which included a dinner banquet for Modern Car Society attendees along with Yankee and Atlantic Region members.

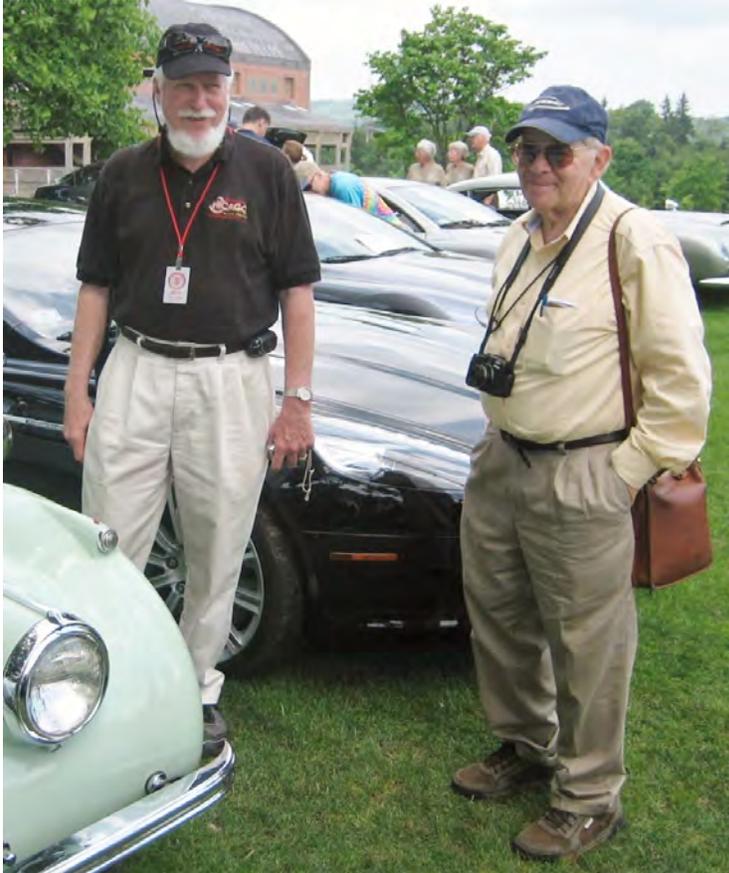
Right: VP of Activities, Charles Roy.

Below: A passerby admires Stan Nayer's 1959 Silver Cloud saloon (LSJF58).



(Photos this page by Stan Nayer)





Above: Leslie Akin in his element.
(Photo by Stan Nayer)

Aside from some thunder and lightning at the start of the weekend, the weather behaved in time for the parade into Lenox Town. The program included the British car collection of Michael Kittredge of Yankee Candle fame. There was a separate display of two Springfield Rolls-Royces which were excellent examples.



Top left: Chris Wadsworth (left) with Stan Nayer. *(Photo by Ann Wadsworth)*

Left: Long-time Atlantic Region members Ann and Chris Wadsworth traveled from their home in New Hampshire to attend the event. *(Photo by Stan Nayer)*

For more information about the Festival go to: <http://www.tanglewoodmotorcarfestival.com>
or contact Michael Gaetano at mgaetano@tanglewoodmotorcarfestival.com





TURN UP THE HEAT

By Joanne Goldman

The only thing hotter than the heat wave in July was our Region's annual Concours on July 17th, 2011. The Seawanhaka Corinthian Yacht Club on Center Island, Long Island served as the location once again for the event. Our hosts, Gerry Dolezar and Sonja Corbin, along with VP Activities, Charles Roy, welcomed members as they arrived throughout the morning. The turnout was great, with a total of twenty-five pmcs in all.

The summer heat is always a challenge for the judging team headed by VP of Judging, Peter Horvath. Charles brilliantly provided two large tents

this year. One shaded the registration table and members milling about. The other kept judges out of the hot sun while individual cars were evaluated.

A total of nine cars were judged, with some members remorseful for opting out of pre-registering their cars for review. Each car in contention was carefully scrutinized by the judging team. The team consisted of Atlantic Region members with expertise and specialization in pre war, post war and modern cars.

Award announcements are made at the holiday luncheon in December. *(See Events Calendar on page 18 for Holiday luncheon information.)*

Below: A partial view of pmcs and members set against a spectacle of boats in the nearby bay.



(All photos for this article by Ed Goldman.)



Left: Region judges evaluate a Bentley S1.

Below: Sparkling Rolls-Royces and Bentleys adorn the Yacht Club field.



The cars ranged from a 1924 Bentley 3 Litre to a 2001 Bentley Arnage. There was no shortage of eye candy for both members of the Region and the occasional Yacht Club member who wandered over to view our beloved land yachts.

We were fortunate to have both long-standing members as well as first-timers at the event. Jack and Bernice Rothman were up from Florida, attending their first Region event in at least ten years.



Above: Dean and Elaine Sanders arrive in their 1954 R Type saloon (B126ZY).



Top right: Joe Limongelli's 1983 Corniche convertible.

Middle right: Bernice and Jack Rothman and their 1986 Corniche II, Mulliner Park Ward dhc (DAG-13861).

Bottom right: A smiling Rudy Rosenberg with his 1938 Phantom III Inskip limousine (3DL20).



Your car needn't be in "show" condition to attend the annual Atlantic Region concours event.



Left: Members and guests take refuge from the heat in the shade near our pmcs.

Some members opted for a picnic under the trees that house or on the veranda overlooking the bay. There surrounded the judging field. Others enjoyed the Yacht was just enough of a breeze to cool down the tempera- Club's noteworthy buffet brunch either in the club- ture. It was a lovely day.

Below left and right: Walter McCarthy's 1924 Bentley 3 Litre Vanden Plas tourer (675).





ATLANTIC REGION MEMBERS ATTEND NATIONAL MEET

By Joanne Goldman

Despite the distant proximity, this year's RROC National Meet, held in Squaw Valley, California, was attended by over a dozen members from the Atlantic Region. Of particular delight was that the cars were all undiscovered treasures to those of us who haven't been to many National Meets this far away from home. There's also a closeness that comes from seeing familiar faces of those who ventured as many miles from the tri-state area — for the love of the cars, the club and the scenery.

Of particular interest to those of us who know long-time Atlantic Region members Burt and Mary Hunter,

was seeing their 1961 Silver Cloud II (LSXC135). It was a rare opportunity, as the Hunters live on both coasts with the Cloud residing in Washington state.

Our Region is well represented on the RROC National Board with John Matsen, John Palma and Howard Krimko as directors. John Palma was awarded the Pacesetter Award by Gil Fuqua, RROC President, for his numerous Club contributions at the Awards Banquet dinner during the meet. *On behalf of the Region, congratulations, John, and thanks again to all three directors for being in service to the Club.*



Left: (Left to right) Leslie and Hugh Heller, Lydia Morrongiello and Mary Hunter at the Awards Banquet dinner.

Right: Burt and Mary Hunter's 1961 Silver Cloud II saloon (LSXC135) at the National meet.

(Photos by Ed Goldman)





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On the cover: Walter McCarthy's 1924 Bentley 3 Litre Vanden Plas tourer (675) overlooks stunning surroundings at the Atlantic Region's Annual Concours.

(Photo by Ed Goldman)