

February 2009



The Atlantic Lady

The Newsletter of The Atlantic Region



Photo by Bill Wolf

John Matsen Holding the Keys to 5LAT86

Special Issue: Black White and Red

The Atlantic Lady Interview: Mr. Robert D. Shaffner

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The Atlantic Lady

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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:

Issue	Submission Date
February	January 3
April	March 3
June	May 3
August	July 3
October	September 3
December	November 3

Chairman's Message

by
James Morris



James Morris

This is my first message as Chairman of the Atlantic Region, so it's written with considerable trepidation. I'm acutely aware of the knowledge, enthusiasm and commitment of all who have served in this office before me, and promise my own best efforts to make our Club as rewarding and enjoyable as it possibly can be. We have a talented and experienced Board of Directors for 2009, so we look forward to making this a banner year.

Elsewhere in this issue of *The Atlantic Lady*, you'll see that there are already some great 2009 events awaiting us. In February, there's a splendid lunch at La Cremaillere in Bedford, New York, while the Spring Dust Off Tour of Morris (no relation) County in New Jersey is just around the corner in April. Our Autumn Tour will explore the beauty of Litchfield County, Connecticut. The Holiday Party is planned for the delightful Upper Montclair Country Club. There will be more to come in the intervening months. We all owe a big vote of thanks to Ed (and Joanne!) Goldman for the hard work of arranging our Region's activities. But it's particularly gratifying to see members stepping forward with ideas and willingness to host events. Thanks, in advance, to Charles Roy and Nathalie Gingras, to Burt and Mary Hunter, to DeBare Saunders and Ronald Mayne, and to JoAnn and Peter Horvath.

Also this year, Mary Hunter has kindly agreed to revitalize and maintain our Region's website. The site can now be reached through the "Regions and Societies" tab on the national RROC website: www.rroc.org. In addition, Bill Wolf remains as the redoubtable editor of *The Atlantic Lady*. Our thanks to you both. Neither Mary nor Bill can function in a vacuum, so please send them articles, photographs of your cars and stories of your adventures with your Rolls Royce or Bentley.

Last, let me thank you all for your support and encouragement. Winter is traditionally the season for our cars' hibernation, maintenance and repairs. It will soon be over. Then, I'm looking forward to seeing you all at our Region's events in the coming months. All the best for 2009!

Editor's Message

By Bill Wolf

Happy New Year to all—here's to a positive change, a spiraling upward of peace, prosperity and happiness. And here's to a hearty and sincere welcome to Jamie Morris, our new Atlantic Region Chairman. We wish you all the best, Jamie. Congratulations also go out to all our new officers—please take a glance at the opposite page.

As the New Year inevitably falls into place, new ideas rise as old notions recycle. Whether new or old, please allow me to note five ideas that have recently surfaced. The first arose at our Holiday Party and Annual Meeting in Rye when Jamie took the podium and suggested that our region engage in well-considered philanthropic activities. I concur. The second item has been floating through the motorcar hobby for some time: The desirability to keep cars original, un-restored. In the upcoming April issue, *The Atlantic Lady* will offer a review of Richard Lentinello's *It's Only Original Once*. Along these lines, I heard it said that if one could expect the judges to overlook some honest road dirt, one would be more inclined to drive greater distances for meets. Is there merit in this suggestion? The fourth concern has to do with the look and feel of this newsletter; as you turn these pages, you will notice a nod to experimentation. Your feedback is welcome. And how's this for an Atlantic Region project: Let's lobby to have a Rolls-Royce installed in MOMA (What a coup that would be!); a Ferrari and a Cisitalia are presently part of their permanent collection; why not something from Derby or Crewe? Ladies and gentlemen, start your engines!



Photo by William Henry Wolf
and L.M. Walters

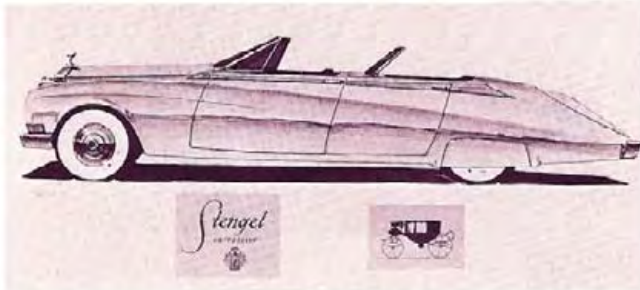
Your Editor Circa 1951



Sill Plate: 5LAT86



Model: '200-GRAND'



Model: 'AL-RIYADH'

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Correspondence

Hello Bill: Happy New Year to you and I hope you are well. Just a short note to let you know I today received the copy of *The Atlantic Lady*. My wife was very impressed and I will have to take a copy round to my mums. It is a very nice newsletter. I'm sure the guys at work will give me some stick when they see it. All the best for the New Year.

Kind regards, Dave Vernon

Editor: Mr. Vernon was the subject of the December 2008 *TAL* interview.

Hi Bill: We enjoyed the latest edition of *The Atlantic Lady*, especially since you kindly put in a picture of Yoko and me sitting in the vintage Bentley. Would it be possible for you to forward a digital copy of that for our files? As we mentioned in Tuxedo Park, we are still on course for the Bentley Alaska tour starting the end of May. Of course, we are hoping the general financial meltdown doesn't cause enough attrition to get the thing cancelled. Right now the car is *hors de combat* as the radiator is headed up to Maine to get a leak fixed and while at it I am planning to cart the water pump over to England to get it refurbished. Anyway, if the thing happens, we'll give you a report, complete with an autographed picture of The First Dude—if we meet him; at least one iteration called for a drive through Wasilla!

Sincerely, Peter Harnik

Editor: The picture is in the email!

Dear *Atlantic Lady* Readers: I hope you all had a wonderful Holiday Season—and here's to a prosperous New Year. Who knows what challenges and changes it is going to bring. Let us hope it is all for the best—if not, we only have to remember that sometimes changes we wouldn't make can be turned into the best, and new challenges can bring new directions and new friends. At the beginning of last year, I never would have thought I would have had the chance of writing a few lines for *TAL*. It has been an honor and a pleasure. As you know, I met Bill and his good wife, Doris, on their trip to Bentley last summer. It has been a pleasure talking to Bill and reading *TAL*. And it is always fun seeing all the care and attention put into the magazine, not to mention all the fun your RROC members seem to have. It is so good to see just how much pride and joy our Bentleys bring, and it is also gratifying to see the way you look after them. I hope to be able to write to you all again real soon; I hope you all won't mind hearing some more stories of what our Bentleys get up to.

Kindest regards to you all and happy, safe motoring: Debbie Dorricott

Editor: Mrs. Dorricott is becoming a regular contributor to *TAL*, and I am sure we are very grateful. 🍷



5AT80

5LAT82

5LAT84

5LAT86

5LAT88

5LAT90

5LAT92

5AT94

5AT96

5LAT98

5AT100

5BV1

5LBV3

5LBV5

1960 PHANTOM V 5LAT86

by John Matsen

An integral part of the hobby of owning a Rolls-Royce or Bentley lies in researching the history of the car. That has occupied me since I acquired a Phantom V, 5LAT86, in January of 2008. This is an H. J. Mulliner touring limousine, one of only 9 built by HJM and one of 8 built to design 7516. The first owner, Herbert A. Johnson, owned a local ice cream factory in Lawton, Oklahoma. That is the home of the Fort Sill army base, and the soldiers there must have bought a lot of ice cream. Johnson built a roofed, wire-enclosed structure in order to display the car to customers at his store and build traffic.

The car came with a large correspondence file that documents the tribulations of ordering a bespoke Rolls-Royce from the wilds of Oklahoma. All of the ordering transactions seem to have taken place by mail. The dealer was Peter G. Malone in Chicago, who in turn corresponded with J.S. Inskip, the importer. In August 1958, Johnson placed his initial order for a Silver Wraith with Park Ward touring saloon coachwork design 702, and made a deposit of \$2000. Delivery was promised in twelve months, but, for a variety of reasons, actual delivery would be in February 1961. Part of the delay occurred because the very last Silver Wraith chassis were already under construction at Crewe



Photo by John Matsen

by the time Johnson's order was placed, but the details of the Phantom V chassis were not finalized, and its very existence would not be announced for another year. The promised Silver Wraith seems to have been the Rolls-Royce version of vaporware. In May 1959, Johnson was told that Park Ward would henceforth build only 7-passenger limousines, while touring limousines/saloons would be built by H. J. Mulliner and James Young. Inskip sent Johnson coachwork specifications (still for the Silver Wraith) and noted: "Incidentally, the new cars (with the eight cylinder engine) are being designated as being of the modified series. In addition to the new engine, these cars will have other detail improvements, but will outwardly appear the same as the present cars." On May 20 Inskip sent a drawing via Malone of H. J. Mulliner touring limousine coachwork, design 7515. This was indeed a Phantom V design, but the letter continued to refer to a Silver Wraith. Inskip requested return of this drawing. On June 27, Inskip acknowledged receipt of Johnson's order for the H. J. Mulliner design. For the very first time the term "Phantom V" is used. By this time the delivery date had slipped to April 1960, vs. August/September 1959 quoted just two months earlier.

On July 22, 1959, the Rolls-Royce News announced the purchase of H. J. Mulliner. It is clear that this must have been in the works by May 1959 and that by then Rolls-Royce had decided that it did not want its subsidiary coachbuilders Park Ward and H. J. Mulliner to be offering competing designs for the Phantom V. Mulliner would continue for two more years as a separate entity at its Chiswick works, before the coachbuilders were combined and reorganized as Mulliner Park Ward. The first press reports of the Phantom V, as well as the Silver Cloud II and the V-8 engine appeared in September. A total of four Phantom Vs were on display at the Earls court Automobile show in October.

In January 1960, Malone sent Johnson a drawing of H. J. Mulliner design 7516. The design 7515, which he had been shown earlier, turned out to be a one-off example, with lines quite similar to the Mulliner Flying Spur. Design 7516 was a variant on the Park Ward design 980 for a 7-passenger limousine. Obviously Rolls-Royce was trying to simplify and rationalize its coachbuilding operations. The sheet metal below the belt line was identical to the 980, but the roof was 1 inch lower and 10 inches shorter, the boot was 10 inches longer, and the window frames were narrow chromed extrusions. The result is a decidedly more graceful design than the Park Ward version. The change from 7516 to 7516 caused further delay. By May, Inskip was promising that Johnson would receive the first car of the new design, with delivery in December.



Photo by Bill Wolf



Photo by Bill Wolf

45LAT86

Lawton Oklahoma. The arrival of the car prompted a news article in the Lawton Constitution. By that time it was known that only eight cars would be built to design 7516. Purchase price of the car was \$29,526, while a Silver Cloud could be bought for \$13,750.

The chassis card shows that the chassis was delivered to the coachbuilder on July 7, 1960, and by September 9 the car was at the Hythe Road service depot for battery installation. Thus, construction of the coachwork took just over two months. The haste was dictated by the fact that the car was to be displayed on the H. J. Mulliner stand at the Earl's Court automobile show in October 1960. As an example of how compartmentalized R-R operations were at the time, Mulliner was responsible for the arrangement and cost of transportation and insurance to and from Earls Court, as well as daily cleaning during the show. The car was finally delivered to the steamship company on January 20, 1961. Mr. Johnson picked it up from Inskip in February and drove it all the way home to



Photo by John Matson

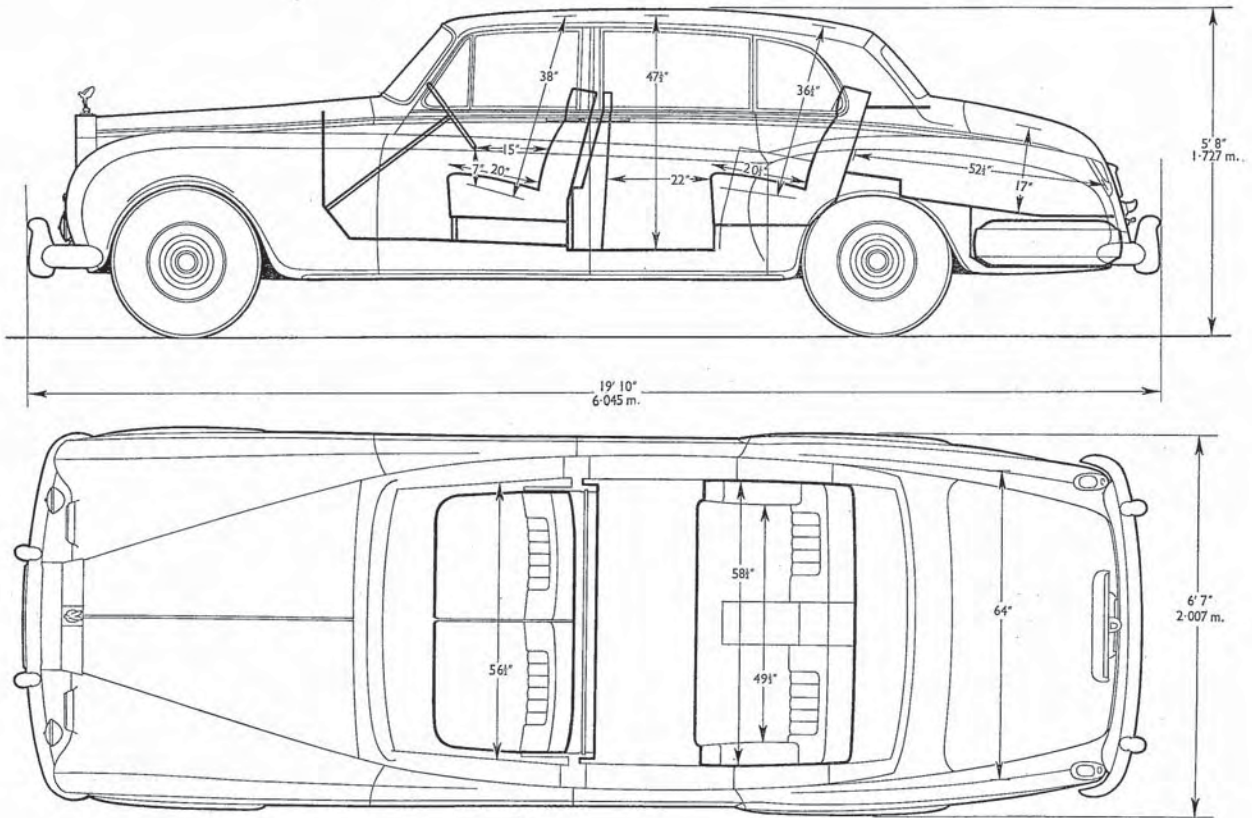
PV Amenities



Photo by John Matson

5LAT86

Rolls-Royce Phantom V: *H. J. Mulliner touring limousine*



PV Line Drawing



Photo by Bill Wolf and L.M. Walters




Photo by Malcolm Bobbitt

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Editor's Scrapbook: Top: 5LAT86 Bottom: W.O. Bentley/June of 1969

**The Atlantic Region of the RROC:
Holiday Party and Annual Meeting
December 14, 2008:
The Westchester Country Club in Rye, New York**

Editor's Note: Our thanks go to Joan and John Tembeck for hosting this fine event and to Charles Roy who took the time to sort through a batch of pictures, select the most appropriate, and create the captions for this photo essay. And thanks to Howard Krimko for taking these photographs. On a personal note, I had a great afternoon, and I hope all who attended feel the same. The highlight of the day, for me, was to ride in the commodious passenger compartment of John Matson's elegant PV—thanks, John, it was a delight. 



Howard Krimko, our retiring Chairman,
receiving the Walker Trophy from our
new Chairman James Morris.
Jamie's smile is evidence of the gratitude of the
members towards Howard's
relentless efforts on behalf of our Region.



A lovely view of four Rolls-Royce, the first being a Corniche, one of the more iconic motor cars ever built. This rare color combination emphasizes the so-called Coca-Cola styling of its designer John Blatchley.



JoAnn and Peter Horvath who own a rare 1996 Rolls-Royce Silver Spur III Springfield Edition, a model which was built to commemorate the 75th anniversary of Rolls-Royce in the United States.



Edward Goldman, our V.P. Activities,
and his lovely wife Joanne.
The dedication of this lovely couple is
pivotal to the continued success and
well-being of our Region.



Andrea Krimko and Ann Wadsworth,
our Secretary. We thank them both
for their many contributions to our region.



Dennis and Deborah Barek who grace us
with their presence at many events with their
lovely 1952 Park Ward dhc R Type Bentley.



Lewis Cohen, our retiring treasurer, receiving an appreciation trophy for his good work at keeping our Region with a healthy balance sheet.



MS Koly and son Ted. MS, a RROC member since 1979, has devoted many years to the management and good reputation of our Club and Region. His friendship and good nature are infectious. MS is a past Atlantic Region Chairman and former Walker Award recipient. Ann Marie is a former National RROC Secretary.



A view of the dining room of the Westchester Club. Thanks to our host John and Joan Tembeck, once again we were able to celebrate the holidays in these beautiful surroundings. This year we had an attendance of over 110 people, a new record for an indoor event.



Dennis and Ann Marie Nash. The kindness and devotion to the Club and our Region of these two Bentley enthusiasts is an inspiration to us all.



Photo by Bill Wolf

Editor's Scrapbook: Previously Owned Motorcars at Bentley San Francisco

The Atlantic Lady Interview: Mr. Robert D. Shaffner

Editor's Note: Favorite Rolls-Royce? This is a difficult question indeed, but I think few would demure if one were to suggest that the Rolls-Royce Phantom IV holds a singular mystique. Here is a collector who knows this first hand—and we are fortunate that Mr. Shaffner has agreed to appear in our newsletter. Thanks also go to Klaus-Josef Robfeldt, an appreciated friend of *TAL*, who had supplied most of the photographs for this interview.

There are eight questions.

1. Tell us a bit about yourself.

My wife Shirley and I have raised six children. We have fourteen grandchildren. I am the CEO of Flight Systems, a company I started the same year that I joined the Rolls-Royce Owners' Club.

I joined the RROC in 1968; I was VP Administrator in the 1970s. In 1973 the RROC offices in Harrisburg, Pennsylvania were flooded and I helped in the move to Mechanicsburg, Pennsylvania—where, of course, the RROC National Headquarters are located today. I was the original founder of the Rolls-Royce Foundation in 1978.



4BP3

2. Please discuss your relationship with the Phantom IVs.

I have been fortunate enough to have owned three of them in my lifetime. 4BP3 was my first. Recently, both 4BP7 and 4AF20 were in my stable, but I recently sold 4BP7. There are probably three or four PIVs in America currently. These cars are charming to drive. They are modern, quick and have more power than the Silver Wraith.

3. How does one acquire a PIV?



3DL70

I had my eye on 4AF20 for about ten years, but the owner was asking too much money. When some of his cars were sold in a group, my good friend (the late) John Di Campi knew of my interest and arranged for me and the new owner to get together. Typical car stuff....

4. As you may recall, I had first contacted you looking for information concerning CLW37. Mr. Klaus-Josef Roßeldt had mentioned that if one wanted information on PIVs, you were the man to see. As CLW37—a 1954 Freestone & Webb bodied Silver Wraith—has a straight-eight, PIV engine under the bonnet, I sent an email asking for your assistance. Would you please say a few words about this car?

Well, it was quite a coincidence that you asked about this car when you did. It truly is a small world. I bought CLW37 from John Donner about six years ago and just recently sold it to my good friend, Bill Ruger up in Maine. The car is still very much on the road—in fact, it is probably the nicest driving, most comfortable and liveliest “classic style” Rolls-Royce ever! It is an amazing car.



4AF20

5. While we are on the subject of amazing cars, please tell us about your Phantom III pick-up truck.

3DL70 is the most interesting Rolls-Royce I have ever owned, and the story behind the car is a fascinating one. In England, as World War II became a threat and then a harsh reality in the late 1930s, many cars were put up on blocks until after hostilities. Although gas rationing was still in effect then, there was a catch. In the late 1940s, commercial vehicles were either exempt from rationing or the restrictions were quite a bit less than those for motorcars. A few who were both affluent and creative enough had their sedan or limousine bodies removed and truck bodies put in place. For approximately five or six years, these trucks were driven and enjoyed. 3DL70 had originally carried a Hooper limousine body. When I got the car, I rebuilt the engine and restored the chassis, although the latter had been previously and beautifully restored, so my job was an easy one. I decided to build the car as one of these trucks would have been built in the 1940s, so I had the 1939 truck body erected on the chassis. This truck body is not a modern recreation. I am quite pleased with the results, and my goal is to show the car at the National Meet in New Orleans next year.

6. Well, I wish you luck. I am sure everyone will enjoy this unique PIII. And speaking of PIIIs, they have a rather unfortunate reputation—some say they are hard to maintain and difficult to keep in proper driving condition. Would you please give us your view on this?

They are a bit of work, but if one reads and follows the manual religiously, they will offer great pleasure.



4AF20



4BP3

7. Jumping ahead to something more recent, how was Williamsburg?

Excellent. Philip and Susan Brooks did a fantastic job.

8. I have always maintained that although the focus is on the cars, much of the real pleasure of the hobby comes from the associations and friendships one acquires through one's participation and interest. Please give us your view on this.

Yes, of course this is so. John Di Campi was my closest friend. I became acquainted with such fine people as Adrain West and John Goodman. Klaus-Josef Roßeldt is a very good friend; recently, he came over to photograph the two PIVs; he has photographed most if not all of my cars. Years ago in England, I became friends with some of the men who built PIIs and PIVs, Bill Trimming, Larry Yarwood and others. One can't help feeling a part of the celebrated history of Rolls-Royce motorcars.

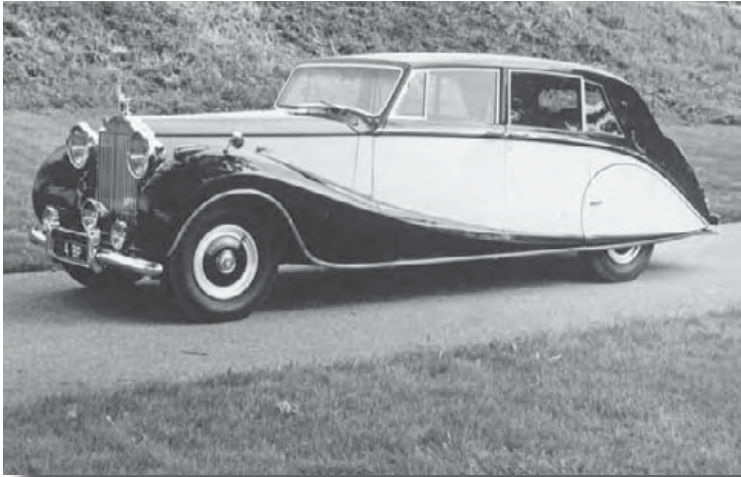


Photo courtesy of Robert Schaffner


Mr. Schaffner with 48P3

9. Is there anything you would like to add?

No, not really. Thank you for the interview and thank you for your work on The Atlantic Lady.



48P3

of fuel were available. If you were an essential user, a doctor, priest, etc, then you could apply for an exemption to rationing, but the allowance was small. Reserves of supply were kept for the war effort and essential use, deliveries of supplies of food and the like. Malcolm Bobbitt 

SIDEBAR: Rationing existed throughout the war, but then in 1947, owing to the severe economic climate in the UK, no fuel was allowed for private use. Rationing returned in 1948 and finally ended on 26th May 1950. Apart from the few months in 1947-8 when no fuel was allowed for private motoring, motorists did begin to re-commission their cars from 1945.

Commercial vehicle operators had to apply for a license in order to get petrol/diesel. There was in the UK a type of fuel known as 'Pool' petrol, a very crude petrol, which was okay for emergency driving as long as engines were tuned to run on it. All petrol was to this standard and it was only in the early 1950s that normal grades

Editor: Mr. Bobbitt has written on Rolls-Royce and Bentley, including a biography of W.O. Bentley. He has also written *Austerity Motoring/From Armistice until the mid-fifties*, a quite interesting book that details the various problems and solutions concerning gas rationing in England during and after World War II. The book is published by Veloce and is recommended.

*RROC Annual Meet
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Photo by Bill Wolf

Howard Krimko is seen walking off into the sunset with his friend, John Tembeck.
The 2008 Holiday Party in Rye, New York, was
Howard's last regional event as chairman of our region.

Bill Wolf, Editor
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