



The Atlantic Lady

A Publication of the RROC Atlantic Region

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Spring 2022





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On The Cover

David Eichorn's 1964 Bentley S3 chassis B96EC

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A MESSAGE FROM OUR CHAIRMAN

JOHN CARTER



Greetings fellow RROC Atlantic Region
Members and Friends,

We're off to a great year so far! We've had two wonderful events already: our Winter Party at the Beekman Arms and our St. Patrick's Day Party at the Old 76 House. These two places are the oldest hotel and oldest restaurant in America. We'll sneak a younger place into the lineup soon.

Spring is officially here. It's time to get our PMCs out of storage, conduct any needed maintenance, and get to work detailing. For those who have been driving during the winter, consider an undercarriage wash at a good carwash.

Be on the lookout for a Tech Meet email invite coming up soon. The Tech Meet is a great opportunity to get your car up on a lift and looked over by John Palma and other renowned experts. There's no better way to come up with a list of needed maintenance items. I like to attack such items in a specific order: safety, functionality, and cosmetics. It's a good way to prioritize repairs when time or money are not unlimited.

For those of you who have not yet attended any of our Atlantic Region events this year, you've missed out on a special surprise gift. So as not to spoil the surprise, I won't say what the special gift is. The only way to find out is to attend an event. So join the fun at the next event!

Regards,
John Carter, Chairman





LETTER FROM THE EDITOR-IN-CHIEF

JOAN IMOWITZ

Dearest Atlantic Region Club Members,

First and foremost, I'd like to thank David Eichorn for presenting his beautiful 1964 Bentley S3 for our feature cover story. This magnificent Bentley has gone through a thorough metamorphosis and come out as a one-of-a-kind show-stopper. You'll see what I am referring to when you peruse the "Spotlight on Rarity" section. Thank you David for sharing your exquisite Bentley S3 with us.

I would like to thank Martin Bennett for presenting his scholarly overview of the 70 year production history of the Bentley Continental, now known as the "R-Type".

Once again, Bill Wolf treats us to a fascinating article about the comparison between the 1948 Tasco concept car to the 2016 Rolls-Royce concept car 103EX. As Yogi Berra once famously remarked: "It's déjà vu all over again."

Our newest author, John Matsen, details the twists and turns of purchasing a bespoke motor car.

Returning author Klaus-Josef Roßfeldt, has a brief, but witty perspective on visiting the BMW Headquarters in Munich.

Joe Marley has written about the St. Patrick's Day luncheon at the Old '76 House and my husband, Robert, wrote an article about lunch at the Beekman Arms in Rhinebeck, NY.

Do you have something to say? Do you want your PMC to be featured in The Atlantic Lady? Have you attended an Atlantic Region event and would like to write about it? Please direct your comments to Joan Imowitz at: rroc.tal.magazine@gmail.com

Joan Imowitz
Editor-in-Chief
The Atlantic Lady Magazine



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UPCOMING EVENTS

- June 21-24 2022 National Meet San Diego, CA.
- June 13-18 2023 National Meet in Gettysburg, PA., Courtyard by Marriott and the Wyndham Hotel.
- At this juncture events are in the planning stage. Contact rroc.vp.activities@gmail.com for your event suggestions:
- Be sure to visit our website: www.rrocatlantic.org for the latest news & events. While there, download a prior copy of The Atlantic Lady Magazine.
- Please put us in your email contact list to assure that you receive our updates and invitations.
- Atlantic Region is on Facebook: <https://www.facebook.com/groups/2828067040585061/> Check us out!!
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SPOTLIGHT ON RARITY

Bentley: A Generational Affair

DAVID EICHORN

This is a family story which transcends generations, from father to sons. It is about a man who loves to collect many heavy things, each seemingly ahead of when they became increasingly valuable: French Armoires, Metal Safes, London Telephone Booths, and perhaps his most favorite, cars.

With cars, he has acquired over 40 of them in his lifetime: American cars from Pontiac, Ford,

Corvette, and Cadillac. With European cars: Citroen, Fiat, Mercedes ... even original London Taxi Cabs and a Fire Engine Truck!

While these cars have come and gone, there was one particular manufacturer which was in a class itself, "The Bentley". The first purchase made was a 1948 Black Mark VI in the mid 70s in London from Frank Dale & Stepsons. At the time, John Steed's Avenger's 4 ¼ Blower Bentley was



Mk VI on route to the boat from UK to France



A young David Eichorn at Frank Dale & Stepsons, London



The original exterior color was white

for sale, but that was out of range, so Dad settled for the £600 Mark VI. The very first journey we had in the car was across the English channel to France and from there it returned to Massachusetts.

In the US, the car would be driven in parades, taken to New Hampshire to an automobile flea market we used to love to go to once a month, on family picnics, from time to time our Dad enjoyed taking the car to work, and to many other outings. Back then, the car was kept in the open, covered in the parking lot at the apartment complex we lived in, the only concern being if the young kids who lived there would sit on the grille.

Like every Bentley, this car was breathtaking to look at and a joy to ride in. The one challenge our Dad would have was his pant leg would always get caught on the floor stick shift between the pedals and the door. The Bentley always caught people's attention when driven and during that time its prestige continued to grow, amplified when a similar one was purchased by a then well known Boston Bruin's hockey player, Derek Sanderson.

A few years later, as Dad increasingly traveled for work in Europe, he and Mom decided to move our family to Holland. During the five years we lived there, a second purchase was made at Adams & Oliver Garage in Warboys, England, this time a 1950 Grey Mark VI, one car for me and one for my brother was the long term vision our father had.

Both cars were frequently driven to many different countries in Europe, including Belgium, France, Italy and others, for various family adventures. The most memorable of our tours was a Concours d'Elegance, requiring a substantial drive from Paris to Deauville. On the return from Deauville, the engine's flywheel timing came out



Above: "The Bentley Boys" Andrew on the left and David on the right side





Above: On the way to Palma's Automotive Repairs, LLC

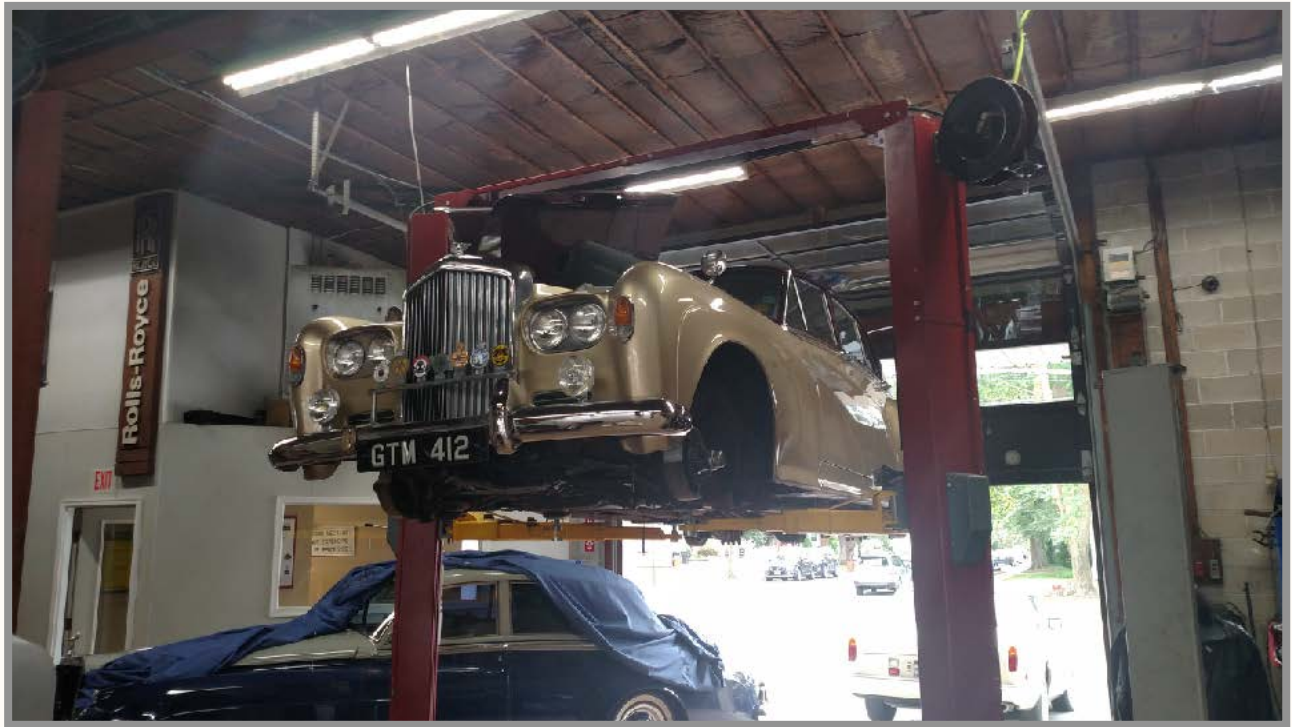
of sync, creating a very loud “pop” from the rear exhaust. This brought many dwellers in small French villages out from their farm houses to see what was going on; perhaps reminiscent of the cannons fired during the wars fought in the first half of the century! In the end, a simple manual twist of the fan itself and the car was running fine again.

Defining those drives for my brother and I would be riding in the backseat, he keeping the family laughing as he adopted a new name and accent for every country we entered, the most memorable for me being Monsieur Dix-Huit (France), Federico Fettucine (Italy), Jimmy Johnstone (UK) and we fighting over the imaginary “dividing line” right down the middle. Neither of us dared to cross it for fear of being faced with a punch and while yelling “you’re on my side!” Playing with our toy soldiers in simulated battle across what seemed to be a cavernous backseat battlefield, it happen many a

time, until the screaming was followed with our Dad reaching back with one massive arm and separating us from a pending brawl.

Decades later, as our parents were no longer driving the cars, our Dad was ready to hand them over to us. Unfortunately, neither of us had the garage space in our homes or the means to maintain the cars. In the end, they were disposed of, and whether restored or broken down for parts, we are not sure, but it would be interesting to find out!

Thinking that was the end of the family’s “Bentley era,” as our father has done on more than one occasion, the urge to buy bit, and he surprised us again. Reading the newspaper one day, our father came across an ad from someone advertising their 1964 White S3 Bentley for sale in Santa Monica, California. Our father purchased that car and as our parents time in California came to a close, Dad had the car shipped to Florida, where he had it repainted to a model of the car he obtained



Above: On a lift at Palma's Automotive Repairs, LLC



from the Franklin Mint and did some research and found they were original colors.

What he didn't realize was his preference for the burgundy/pewter two-tone also matched those of the Florida State Seminoles. Our Dad was approached on different occasions by fans and friends asking if the car could be driven to a game and onto the field at halftime.

Eventually, the use of the car was diminished and moving into a retirement community without a garage space, Dad offered the car if we wanted it. This time I had the garage space and could happily accept.

Over two days, the car, no longer operational, was delivered by transport courtesy of a family friend and his sons, arriving in New Jersey on a cold winter evening on Super Bowl Sunday. The body was in beautiful condition thanks to the California weather, but not having operated it for some time, the engine needed to be examined by a mechanic.

Fortunately, someone had called our Dad a while back asking about the car and when he mentioned it had moved to New Jersey, the caller mentioned John Palma, and from there I was able to locate John and transport the car over to him to examine what needed to be done.

Upon his inspection, the brakes were overhauled, apparently not an uncommon need given the extent of how these brakes are made, and the engine, after draining fluids and making other necessary adjustments, was finally brought back to life.

With the first drive I could see the car needed to get back in its groove. Yet over time, as John said would happen, the car has increasingly run better and better with the more driving I've done. For sure a S3 and a Mark VI are different but from memory, there are three things I find which make me think of Bentley.

The first, the "ticking" as the ignition is turned on and the fuel loads to prime the car to start. The



Chassis # B96 EC

second is the sensation of power, when the car's engine first "roars" into life. The third, when the car is humming along the highway, solid as can be, guided by the unwavering "Flying B" and you can feel the engine quietly operating under the hood and a tap on the accelerator drives a response which makes you feel like you could fly the car with the heritage airplane engine that motors it.

As we had been treated to all the enjoyable times in our childhood, today, I drive our children around in the car on the weekend. They were introduced to Bentley later than we were in our childhood, but they seem to enjoy and appreciate having the car in the family.

My wife and my highlight promenade to date has been driving the car in the Bentley's 100th anniversary celebration in New York organized by Bentley Motors. The event was well attended, albeit we were surprised to be one of the few older cars in the promenade, other than those on display on location in the city.

Having said that, I find the lineup of newer Bentley's impressive. On that day, I was introduced to a new generation of owners, different than preceding generations, but a diverse and sincerely kind lot, both appreciative of their beautiful cars and the history preceding them.

Driving through the streets of New York in between the rally and the evening event, where



Catherine and David Eichorn at the Bentley Centenary in Manhattan 2019





Do you have any Grey Poupon?

we ran an errand to pick up an espresso machine in repair in The Bronx, it was fun driving through crowded streets where we were met with smiles, cameras and even applause. The evening event itself completed the day of the feeling of having been part of a special occasion.

I drive the car at least once a week with no particular destination in mind but most importantly to be riding with our kids; these cars are family cars, as beautiful as they are, they were meant to be driven, and driven with family and friends.

We continue to participate selectively when time permits in local events and enjoy meeting new and interesting members of the RROC family. While life has evolved, my interest in

the car and all Bentley cars remains. And like back in the 70s, the car gets it fair amount of attention, where it has been identified with the likes of its Rolls-Royce counterpart used in the infamous “Do you have any Grey Poupon?” commercial, a similar version (and color) in Elton John’s Rocketman (I think), and the movie documentary on Elvis Presley, The King.

As we have the two past times, we look forward to attending the New Hope Solebury annual antique automobile show next Summer, where the car was recently noticed by the Editor-in-Chief of The Atlantic Lady Magazine, Joan.

Finally, we would like to acknowledge and thank both our Mom and Dad in this article, for being the wonderful parents they are and continue to be.



The Eichorn Family at Christmas time, gathering around their 1964 Bentley S3



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A Strange, Unlikely Comparison:

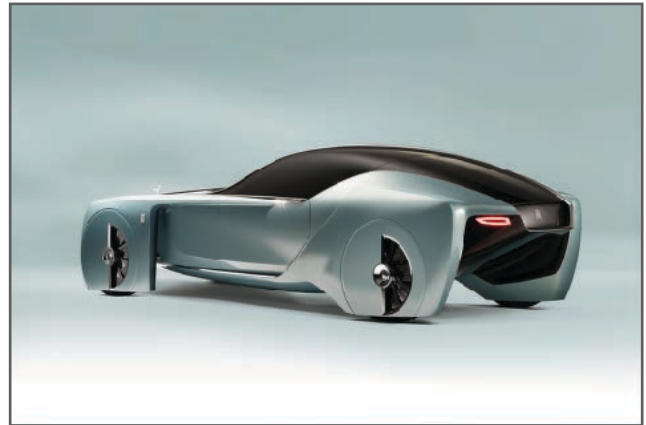
The 1948 Tasco and the 2016 Rolls-Royce 103EX

BILL WOLF

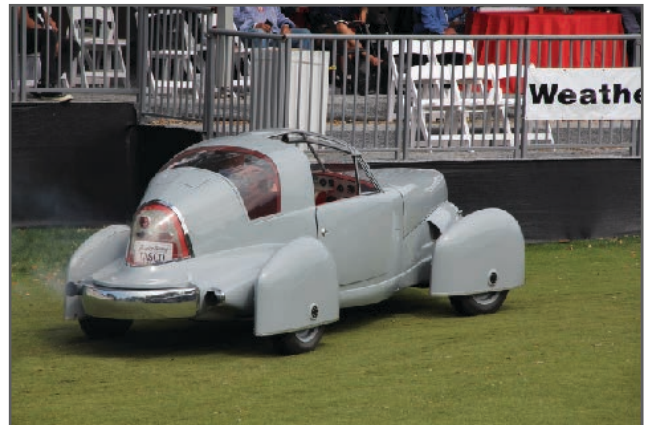
The comparison is essentially false. How can we reasonably contrast these two vehicles? Well now. Although they are at a lightyear's distance, similarities between the two nevertheless keep popping up as you eyeball one and then the other: The 1948 Tasco. The 2016 Rolls-Royce 103EX. Is it really that difficult to think of the Rolls-Royce concept car when viewing the pontooned Tasco? Or vice versa? Is it too much to say, that in both cases, the motivation behind the conception and design are similar if not the same?

Scroll through the screen of your automotive mind's eye: Duesenberg La Grande Dual Cowl Phaeton. Auburn 851 Speedster. Cord 812 Custom Beverly Sedan. Continental Mark II. Gordon M. Buehrig (1904-1990) designed them all. Buehrig also designed the Tasco—aka *Buehrig's folly*. Sometime in 1948 Russ Scell, one of the founders of the Sports Car Club of America, contacted Buehrig; Scell and his friends wanted to build an American sports car to compete at Watkins Glen. Although it turned out to be so, the Tasco was not meant to be the name of one particular car, but rather a brand name, a marque, for future cars to come: The American Sports Car Company. History tells us that no other Tascos were forthcoming and that the name eventually adhered only to the one existing prototype.

In an age when many, if not most of the world's sports cars were open, Buehrig predicted that eventually closed sports cars would be the norm. He then devised a paneled, removable top for the Tasco. (His patent for this was eventually appropriated



Rear view: 130EX



Rear view: Tasco



The 103 EX inside the Goodwood factory.

by General Motors for their Corvette, but that's another story). Scell had become intrigued by the automotive designer Claire Hodgman's sketch imagining a sports car with front fenders that turned with the wheels—and, against his better judgement, Buehrig incorporated this feature into the blueprints. The innovative body was erected on a modified 1948 Mercury leaf sprung chassis; the Merc L-head V-8 was souped up with dual carburetors on the Edelbrock dual intake manifold. Compromises, cost overruns, and the awkward turning fenders doomed the Tasco to the bin of automotive curiosities. But it was Buehrig's contention, his intention, to peer into the future, recommend some novel ideas and create an automobile that left the past and the present far behind.

Can it be said, then, that Rolls-Royce Motor Cars holds the same aspirations? Of course the 103EX is a different animal altogether—but it mirrors, in its way, with its futuristic quintessence, Buehrig's objective: Build a car with fresh innovations that looks far down the road of automotive engineering and styling. In 1948 we have Flash Gordon serials; in 2016 we have a vehicle from Ridley Scott's *Blade Runner*. And what of the objective, with the 103EX, of Rolls-Royce Motor Cars? Provocation? Show to the world that the company is not hidebound? Explore razor-edge technologies? Stand on its head the wonted, complaisant ideal of automotive aesthetics?

From the Rolls-Royce Motor Cars press release: "For over 100 years, Rolls-Royce Motor Cars has been pushing the boundaries of luxury mobility. We have defied the impossible and engineered timeless works of art. Now, we are on the cusp of making history again. Imagine a future where each Rolls-Royce is as unique as your own fingerprint. Dimensions, form, space and



The Tasco at Amelia Island, 2021



Can we call the concept car a “drophead coupe”?

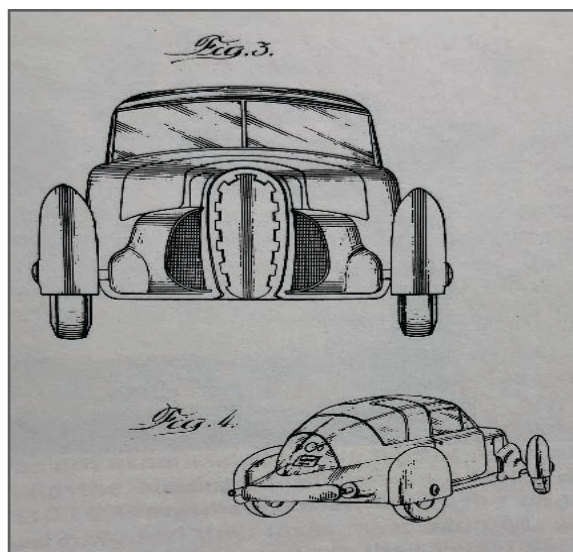


103EX interior. No steering wheel. No gauges.
Just Eleanor.

materials – the drawing board is limitless, and you are the architect.” The electronic heart is Eleanor, the name given to The Spirit of Ecstasy, named for Eleanor Velasco Thornton, who, it is said, was the model for the Flying Lady mascot. Eleanor is the Seri and Alexa of the future. Tell Eleanor your automotive desires and they become electronic commands, making “a steering wheel and instruments superfluous.”

First shown in September of 2016 (Where does the time go?), the 103EX concept, conceived under the direction of Giles Taylor, Director of Design at Rolls-Royce Motor Cars (with Henry Cloke as Lead Designer), is autonomous and completely electric, one motor for the front drive, one for the rear. To quote Torsten Müller-Ötvös, Chief Executive Officer of Rolls-Royce Motor Cars, “103EX was a huge statement of intent.” The car is quite long at 19.4 feet. Under the bonnet we have space for luggage—and in front we have yet another incarnation of the Rolls-Royce grille topped with a *crystal* Flying Lady. The 103EX is a two-seater with a roof that flips up in such a way to let the passengers stand upon exiting. A drophead coupé? And this arrangement, in its futuristic incarnation, can be said to echo Buehrig’s conception—as do the fender design of both cars. To answer, then, the questions posed in our introduction: Yes, it is a stretch of the imagination to compare these two motorcars—but not an untenable stretch.

Acknowledgements: Quotations concerning 103EX are from Rolls-Royce Motor Cars press releases, as are the images of the car (used by permission): my thanks to Chanelle Rebiere and Andrew Ball of RRMCC. As of this writing, Mr. Taylor is no longer with Rolls-Royce Motor Cars. My appreciation also goes to **Rubén Verdés** for his encouragement and his photographs of the Tasco. The Tasco was an award winner at the 2021 Amelia Island Concours d’Elegance.



This is a copy of a Buehrig patent drawing.
(From the author’s collection)



The Rolls-Royce chassis plate goes back over a century—compare the chassis plate 103EX with the Silver Ghost chassis plate 43 CE.



Silver Ghost chassis plate 43 CE.
Courtesy of Steve Plimmer.

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Reflections

KLAUS-JOSEF ROßFELDT



In June this year my wife and I travelled to Munich. For our trip we had opted on the 1955 R-R Silver Wraith, #ELW15, Touring Limousine by Park Ward. One topic while in southern Germany has been a meeting at BMW headquarters where I enjoyed the advantage of an easily accessible parking space: Well then-the central lubrication of a 70 year old R-R Silver Wraith is what it is, hence it seemed appropriate to submit to the chaps from BMW-Group after our meeting an explanation:

“Your 'Goodwill' will not be stressed by receiving information? If an elderly Rolls-Royce leaves a spot it is but half the truth that oil (chain-saw-oil, environment-friendly) from the 'drip plugs' of the central lubrication dropped - it is rather the Rolls-Royce 'marked its territory'.”



PURCHASING A BESPOKE MOTOR CAR

JOHN MATSEN

In 2008 I bought the 1960 Phantom V 5LAT86, a Mulliner touring limousine. With the car came a large correspondence file between the first owner, Herbert A. Johnson of Lawton, Oklahoma, Peter G. Malone Inc, the RR dealer in Chicago, whose territory included Oklahoma, and J.S. Inskip of New York, the sole RR importer for USA. The letters suggest a rather curious timeline, a lack of communication, and a great deal of confusion during the introduction of the PV and for the H.J. Mulliner bodies thereon. Correspondence between Inskip and Rolls-Royce and between Rolls-Royce and Mulliner may be in the archives at Hunt House. That would doubtless shed much more light on the development and introduction of the Phantom V, the move to an eight cylinder engine, and the purchase of Mulliner by Rolls-Royce and subsequent relations with Park Ward, the coachbuilder already owned by Rolls-Royce. Lawton is some 900 miles from Chicago and about 1600 miles from New York. It seems that all negotiations for the purchase were handled by long distance and that Mr. Johnson never visited Malone nor Inskip until he picked up the car at Inskip in New York. Johnson did not keep copies of his outgoing correspondence with Malone or Inskip.

July 23, 1958 **Malone to Johnson.** Sends catalog of Silver Cloud (I) saloon and quotes a price of \$13,750, with air conditioning \$1,085 extra. Malone would be pleased to show and demonstrate the car at any time. The letter was sent at the suggestion of a Mr. Stan Young, but is not clear if Mr. Young was with the Malone organization.

August 2, 1958 **Johnson to Malone.** Letter is missing from file but is mentioned in August 4 letter.

August 4, 1958 **Malone to Johnson.** Reply to above stating that air conditioning and power steering were both made by Rolls-Royce. Expresses sympathy that Mrs. Johnson is unenthusiastic about a Rolls-Royce and notes that while he is too far away to intervene personally, the car would be a sound investment.

August 8, 1958 **Johnson to Malone.** Letter is missing from file but is referenced in August 11 letter.

August 11, 1958 **Malone to Johnson.** Reply to above. States that "The Silver Wraith chassis is identical to the Silver Cloud with the exception of the wheel base, which is 133 inches instead of 123 inches. On the Silver Wraith, our coachwork is by Park Ward, Mulliner, Cooper (sic.) and Young, and the type of body varies as follows:

Touring Saloon

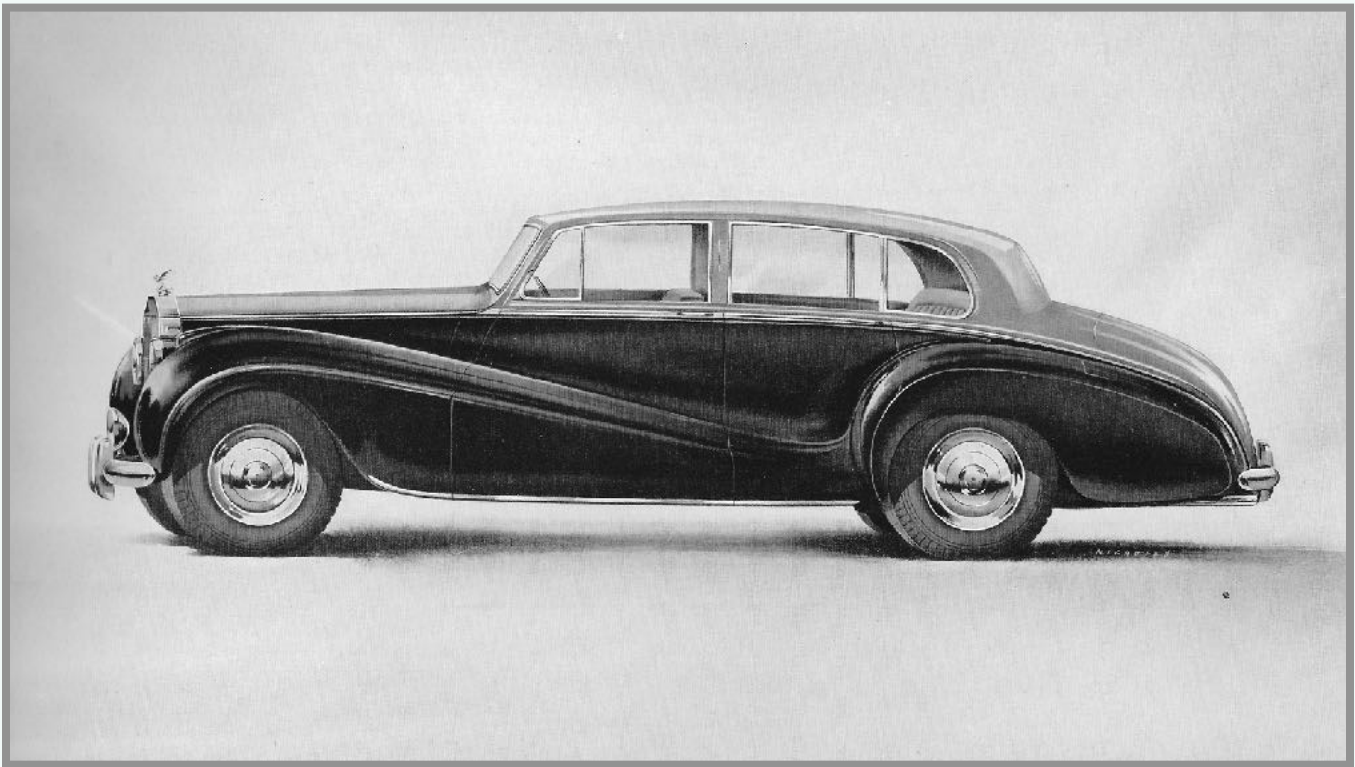
7 Passenger Limousine

Drop-head Coupe

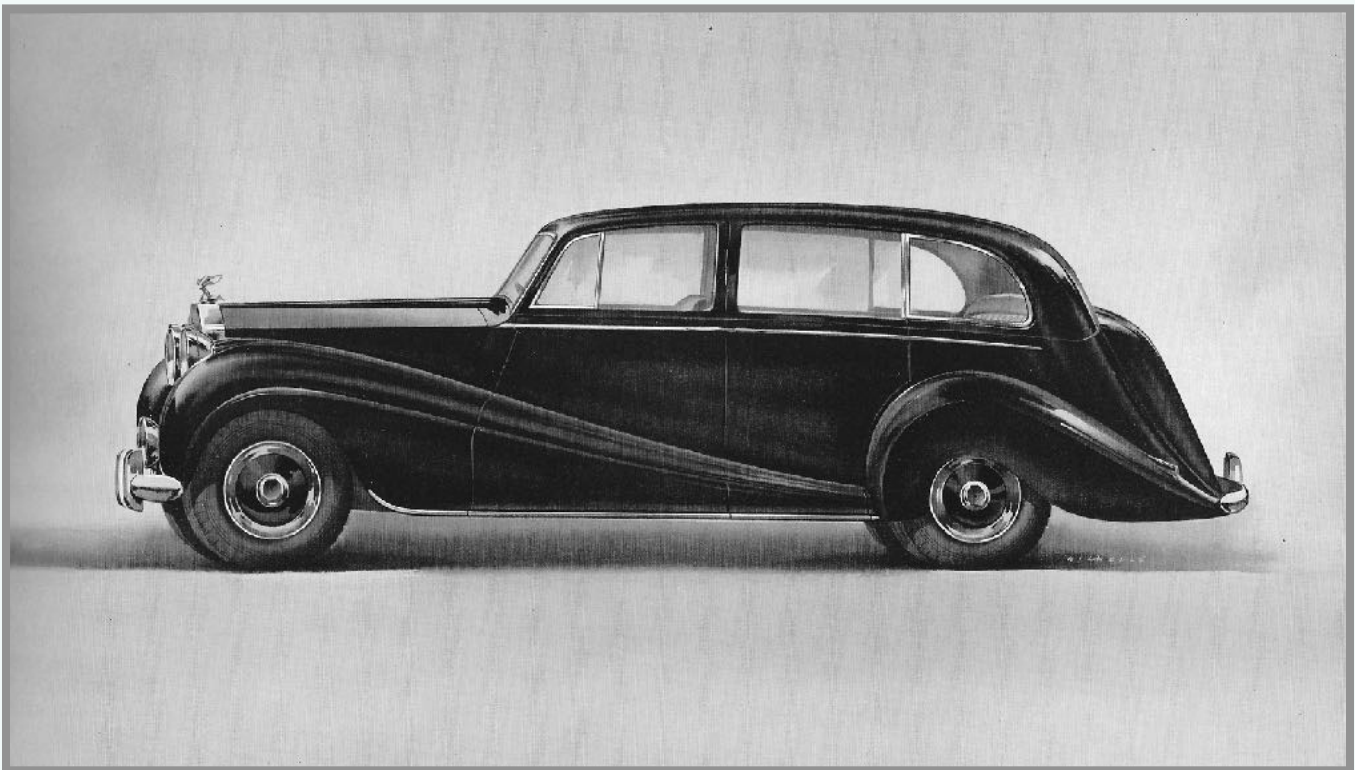
The price of the car varies from \$21,650 to \$23,250."

August 13, 1958 **Johnson to Malone.** Requests specifications of the Silver Wraith Touring Saloon and Drop-head Coupe. Understands that the car would have a long delivery time.

August 14, 1958 **Malone to Johnson.** Sends specifications and photo of the drop head and touring saloon. Notes 12-month delivery because the factory is full of orders. Notes that a standard Silver Cloud could be delivered in six weeks and a coachbuilt Cloud in five months. Deposit of \$2,000 required. (The file contains coachbuilders specifications for Park Ward designs 702/703 touring saloon and touring limousine, and design 705 drop head. Also H.J. Mulliner design 7536 Touring Limousine. Also one page specification



Park Ward design 703 Touring Limousine. This is what Herb Johnson ordered on August 18, 1958.



Park Ward design 704 7-Passenger Limousine. This is what Johnson thought he would get if he stayed with Park Ward coachwork per the May 5, 1960, the alternative to an H.J. Mulliner touring limousine.

for the Silver Cloud, 9" x 11.5", black and white, specifications on front, coachbuilders drawing on reverse.

August 18, 1958 **Johnson to Malone.** Places order with \$2000 deposit for Silver Wraith with Park Ward touring limousine coachwork, midnight blue with leather in a complementary color.

August 20, 1958 **Malone to Johnson.** Acknowledges order, color, notes that quoted price of \$23,525 including air conditioning and Sundym glass. Repeats that delivery time is 12 months.

September 23, 1958 **Malone to Johnson.** Forwards letter from Inskip to Malone dated September 12 which asks reconfirmation of order in light of communication of September 4 from RR motors to Inskip which states: "we notice that the delivery anticipation requested was one year." "We feel that we must emphasize the fact that the price for this car and any future orders of a similar nature for long term delivery must be subject to the price ruling at the time of delivery." *At this time the very last of the Silver Wraith chassis were nearing completion at the Crewe factory, so it is surprising that RR would still accept orders for a Silver Wraith. Two experimental Phantom Vs had been built, but public announcement of that model was some 20 months away.*

Johnson to Malone. Response must have been affirmative but letter is missing.

April 27, 1959 **Malone to Johnson.** Inskip has assured Malone that the car will be of "The Modified Series". "That is to say that this marvelous car will be fitted with the eight-cylinder engine so long under development." Delivery was expected according to the original schedule, i.e. in August or September 1959.

May 5, 1959 **Inskip to Malone.** Received notice from factory that Park Ward will only build 7

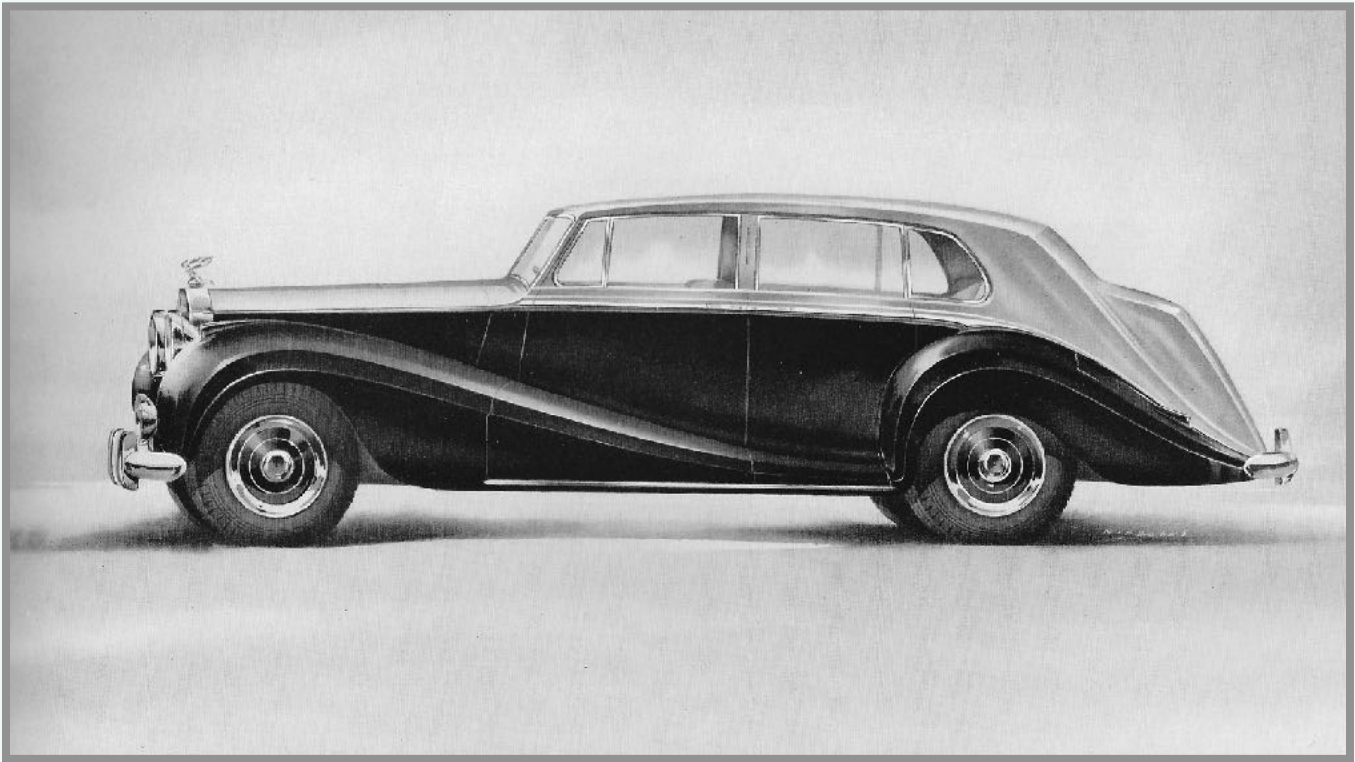
passenger limousines on the "modified chassis" with touring limousines being built by Mulliner and Young. This letter still refers to a Silver Wraith. *Rolls-Royce had just purchased H.J. Mulliner and had decided that Mulliner would produce a touring limousine version of the Park Ward 7-passenger limousine design 980 instead of constructing entirely different coachwork. Park Ward was already owned by Rolls-Royce but the two coachbuilders would operate separately until being merged into Mulliner-Park Ward in 1962.*

May 5, 1959 **Inskip to Johnson.** Transmits above along with specifications, drawings, and coachwork by H.J. Mulliner and James Young. Asks Johnson to choose. "Incidentally, the new cars (with the eight-cylinder engines) are being designated as being "of the modified series" and you will note that Mr. Simonson refers to your car as being built on "the modified chassis". In addition to the new engine, these cars will have other detail improvements, **but will outwardly appear the same as the present cars.**"

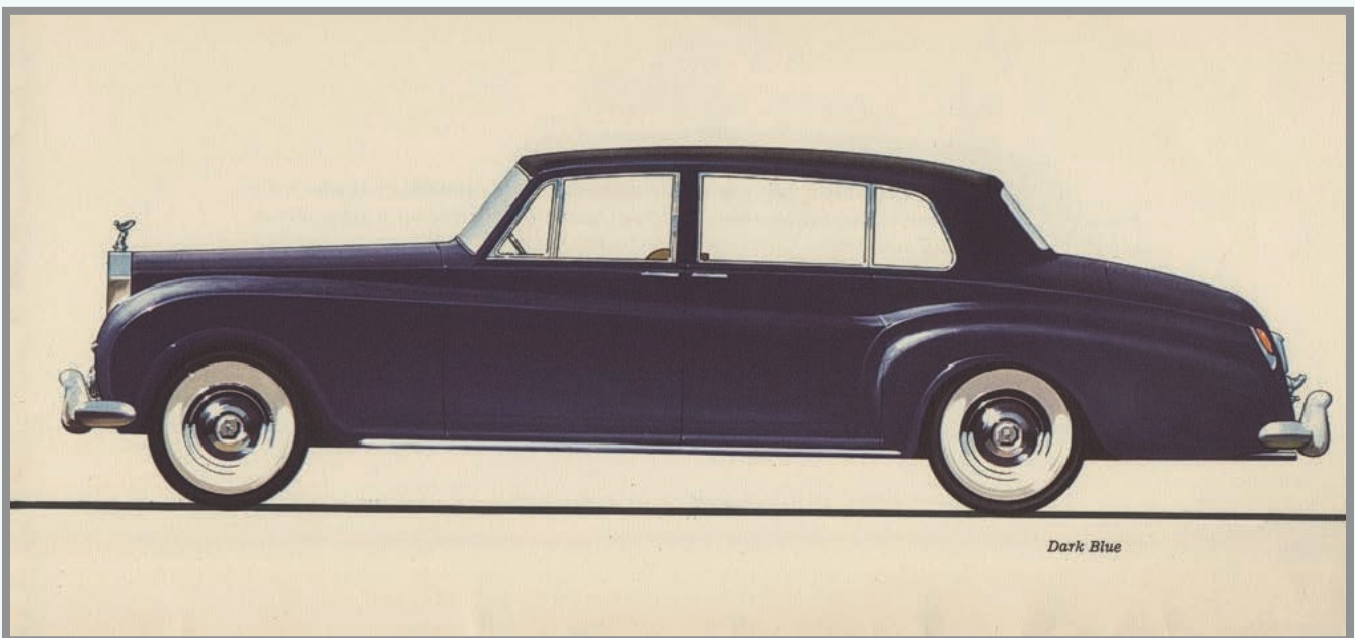
May 20, 1959 **Inskip to Malone.** Sends drawing of a Mulliner touring limousine. The letter still refers to the car as a Silver Wraith. It asks for return of the drawing, which indicates that this drawing must be new and in very limited supply. *I conclude that all previous drawings including those sent on May 5 were for well established coachwork on the Silver Wraith chassis.*

June 1 **Malone to Johnson.** Asks Johnson to reconfirm that his order is for Mulliner design 7515 *This design was a one-off, on Phantom V chassis 5LAS3. This must be the drawing sent on May 20. According to A.T. Johnstone, managing director of Mulliner at the time of sale to RRMC, 5LAS3 had been commissioned and was half way completed when the sale of Mulliner took place. That car would be displayed on the Mulliner stand at Earls court Motor Show in October 1959.*

June 27, 1959 **Inskip to Malone.** For the very first time the letter mentions PHANTOM V. It



H.J. Mulliner design 7356 touring limousine. This is what Johnson chose in response to the May 5 1959 letter.



H.J. Mulliner design 7516 which is what Johnson finally received.

confirms being advised that Johnson wants Mulliner coachwork. *"We think it would be advisable for Mr. Johnson to adhere to this decision since Mulliner has already given this a priority, with a delivery in April 1960."* Note that the Phantom V was a very different car from the Silver Wraith, being 2 feet longer, with a wheelbase 1 foot longer.

January 27, 1960 **Malone to Johnson.** Sends some literature and a thermo-fax line drawing of the HJM touring limousine. *This drawing is in the correspondence file and is for design 7516. I suspect that is the first representation that Johnson had of the car he would actually get. No further word on delivery date.*

April 25, 1960 **Inskip to Johnson.** RR factory reps were pressed for delivery date. "The primary cause of the delay has been the contemplated change in the design of the Mulliner body and the consequent temporary pause in production."

May 5, 1960 **Inskip to Johnson.** "After many communications with the factory, we are very hopeful of securing for you the first Five Passenger Mulliner Touring Limousine that will be produced. We further hope to be able to deliver it to you in December 1960."

May 12, 1960 **Inskip to Johnson.** "H. J. Mulliner will begin building the New Rolls-Royce Touring Limousine this coming fall and the first one will be assigned to you." Delivery was promised around the first of the year.

July 15, 1960 **Inskip to Johnson.** Sends samples for leather color selection. *(The original order specified upholstery to complement the midnight blue paintwork but a specific choice had not been made).*

July 13, 1960 **Chassis card** shows chassis delivery to the coachbuilder.

July 22, 1960 **Rolls-Royce News** announced the purchase of H. J. Mulliner.

September 20, 1960 **Chassis card** shows battery installation. Norman Geeson says this would have been installed at the Rolls-Royce service depot at Hythe Road

October 3, 1960 **Inskip to Johnson.** No new information on delivery around January 1. Will ask factory for verification.

October, 1960 **Chassis card** notes that the car was for the Mulliner stand at the Earls Court Motor Show and gives instructions to arrange for insurance, transportation, and daily cleaning at the show. Auxiliary lighting wiring for display purposes was added. Another HJM design 7515, chassis No. 5AS93, was on the Rolls-Royce stand at the same show.

December 16 **Chassis card** shows Date of test of complete car.

January 20, 1961 **Shipped** via "Eva Jeanette" London to New York

February 17 **Johnson picks up car** at Inskip in New York and drives it home to Lawton, Oklahoma

In February 1961 a Lawton newspaper wrote of the arrival of Johnson's Rolls-Royce and noted that only 8 such cars would be built, and indeed RR records confirm that. It is curious that production of the design was terminated so swiftly after its debut. Two had been on display at the Earls court show in October, and the other 6 were probably ordered as a result of that show.

In summary Johnsons car was promised in one year but took 2½ years for delivery, was not a Silver Wraith but a Phantom V which is much bigger (2 feet longer), did not look anything like what was originally ordered, and cost 25% more than the quoted price. Those were only minor details and the car was a dream come true.





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Monumental Continental

MARTIN BENNETT

(Australia)

This article was first published in the RROC-Australia magazine *Praeclarum*



The prototype Bentley Continental BC26A, affectionately known as 'Olga',
following a magnificent restoration by P & A Wood
Photograph courtesy of P & A Wood

There can be no doubt that Bentley Continental is one of the most spine-tinglingly evocative marque/model name combinations in motoring history. As a production model name it turns 70 years old this year – or 70 years young if you like. It is still in use for current models and still conjuring up thoughts of effortlessly high-speed cruising to the Alps or the shores of the Mediterranean. This is the story of how it all began.

Although this is intended to be a 70-year commemorative article on the first Bentley Continental model, which is today universally known as the “R-Type Continental”, it first needs to be clarified that the wholly retrospective application of that model name is an historical accident. They have become known as R-Type Continentals notwithstanding the fact that the earliest (‘A’ Series) Continentals were based on the 4½-Litre Mk VI chassis. At the time of its



After 10 years of use by the Experimental Department, the prototype Continental was given a production chassis number, BC26A, and sold to its first private owner Stanley Sedgwick, at whose Surrey home it was photographed in 1973 by Fred English (Australia). Note the body-hugging lightweight bumpers which were only fitted to this car and most of the 'A. series production Continentals.

introduction it was named by the Company as simply the Bentley Continental, and there was no car called R-Type (Continental or otherwise) at the time. As was so often the case with Rolls-Royce and Bentley model designations, the term R-Type Continental arose retrospectively as a convenient way of distinguishing the original Continental model from its S Series successors.

The background to the Bentley Continental lay in the limited-access dual carriageway roads that were already being built in parts of Europe in the late 1930s, and in Britain the modern Motorway network which began to take shape from the late 1950s. Such roads allowed cruising at much higher speeds for longer periods than had hitherto been possible even on the best British 'A' roads. The Bentley car was already being readied for this development, with Hall's

Metal bearings, improved engine lubrication and overdrive gearbox all making their appearance on the late 1930s 4¼-Litre model, allowing higher sustained cruising speeds with reduced risk to the engine.

At the same time, some coachbuilders had begun to apply the appellation 'Continental' to certain coachwork styles. It should be clearly understood that in every case this was a description of the coachwork by its own maker and in no way a name for a complete car sanctioned by the chassis maker. Nor were the chassis in any way non-standard. However, the 'Continental' name no doubt resonated with customers and indeed with the Company, who had offered Continental versions of the Rolls-Royce Silver Ghost and the Phantom II, in each

case with higher performance as the underlying feature. From now on though, the Continental appellation would only be applied to Bentleys.

In 1938 a special Bentley 4¼-Litre, chassis B27LE, known as the 'Embiricos' Bentley, was fitted with streamlined coachwork styled by Frenchman Georges Paulin and built by a small French coachbuilder, Pourtout. The owner was André Embiricos of the Greek shipping dynasty. The car's higher than standard performance was achieved by raising the final drive gearing to give an overall top-gear ratio of 2.87:1 and perhaps other mechanical modifications, together with streamlined, low cross-section lightweight coachwork with built-in headlights like those of the post-war cars. In 1939 B27LE covered 114 miles in the hour at Brooklands and proved capable of 120 mph. Readers familiar with the

post-war Bentley Continental will detect a pattern emerging.

After the war, when it was eleven years old, B27LE finished sixth at the 1949 Le Mans 24-hour Race, driven by its new owner H.S.F. Hay, who entered it twice more, finishing 14th in 1950 and 22nd in '51, the latter following a generator failure which left the driver without lights in darkness. Meanwhile at Crewe, or rather at the Experimental Department's facility in Belper, Derbyshire, ideas were forming in the minds of Chief Project Manager Ivan Evernden and the styling staff.

In the early post-war period the Pininfarina-designed 'Cresta' series on the Mk VI chassis offered special chassis features including lowered steering column rake and higher final drive ratio,



The famed 1938 'Embiricos' Bentley, B27LE, set the tone for the post-war Continental with its speed and shape.

both of which foreshadowed the Bentley Continental, with the availability of this modified chassis no doubt providing impetus to the Continental project. In terms of coachwork, the surviving British coachbuilders were discarding traditional coachbuilding methods in favour of, at first, 'composite' construction then all-metal methods. H.J. Mulliner & Co. were at the forefront of these developments with their all-metal

Project Engineer Ivan Evernden ('Ev'), the Experimental Department based at Clan Foundry in Belper, a few miles north of Derby, had taken a Bentley Mk VI chassis fitted with 'Cresta' steering column and final drive, as well as the then still experimental 4,566 c.c. ('big bore') engine, and made a number of further changes intended to enhance the Mk VI's already highly creditable performance without detracting from its traditional silence and smoothness.



When the styling of the Continental was being worked out, this charming perspective drawing was produced by Cecily Jenner. 'Corniche II' was the code-name for the Bentley Continental project. Rolls-Royce made use of that name again some 20 years later.

'lightweight' mode of construction, using light-alloy extrusions instead of wood for body frames. It was this expertise that stood Mulliner in good stead when the time came to develop the lightweight coachwork for the Bentley Continental.

Developing the prototype

It was against this background that the Bentley Continental – known as 'Corniche II' within the Company during its development phase – was conceived in 1950 and the prototype was on the road by August 1951. Under the direction of Chief

Ev recalled that with the project half-way to fruition, Company management, perhaps concerned about development costs or whether there was sufficient market for such a car, "got cold feet". One of the factors considered was the very high taxation prevailing at the time of the Continental's development that had the effect of rendering the car effectively – if not actually – an 'export-only' model. However, Car Division head Dr Llewellyn Smith ('LS') and head of the London Sales Department Jack Scott ('JS') were both sufficiently astute to support the project, and their optimism won the day.

At the time, the Styling Department had not yet been created and styling work was still one of the roles of Experimental. Conventional wisdom, as well as countless books and magazine articles, has taught us that the superb, iconic styling of the prototype Bentley Continental and most of the 207 'production' cars of the model, was the work of John P. Blatchley ('JPB') working with Evernden. In his retirement, however, JPB disclaimed any credit for this project and recalled that his contribution was confined to some very early drawings of the basic styling concept required by Ev. From these, JPB's assistant Cecily Jenner produced a watercolour perspective which showed headlights in the noses of the front wings

and other features differing markedly from the final styling. Nevertheless, it was Ev who proposed a body style based on the silhouette of the pre-war Embiricos Bentley, and Paulin's design was brought up to date by raising the front wings to sweep back across the doors, which were hung on the 'A'-posts. A version of the traditional Bentley radiator shell, reduced in height by 1½ inches, was incorporated.

H.J. Mulliner & Co. had been selected as coachbuilder for the project. That firm's recently developed all-metal 'lightweight' construction methods were precisely what the Continental called for, and the firm's Technical Director, Stanley Watts, was known to be enthusiastic. Watts had been instrumental in developing the 'lightweight' construction methods and had been

Ltd, was put to work on the all-metal lightweight structure design.

It is also worth noting that the final styling was influenced by the results of aerodynamic tests carried out in the wind-tunnel of the at the Flight Test Establishment, Rolls-Royce Ltd's aero test facility in Hucknall, Nottinghamshire. A quarter-scale model of the proposed car was used, and tests were overseen by Ev's assistant Milford Read. The proposed shape, with its comparatively small frontal area, steeply raked and sharply curved windscreen and 'fastback' roofline, proved particularly aerodynamically efficient, with the finned rear wings contributing to lateral stability at speed.

The 'Corniche II' project remit specified a top speed 20% above that of the Mk VI standard steel saloon, which meant that a speed within a whisker of 120 mph would need to be achieved. A weight limit of 3,808 lb was also specified, not so much to help achieve the aimed-for maximum speed, though of course it helped, but to keep within the limits imposed by the tyre manufacturers. The tyres then available would support sustained speeds of 115 mph provided that the kerb weight on each tyre was limited to 952 lb. The low weight also allowed a high rate of acceleration against the high overall gearing. Other than the early use of aluminium alloy bumpers, no attempt was made to lighten the chassis, all weight savings being achieved in the coachwork.



Gentle pace: Olga's speedometer showing north of 80 mph at around 3,000 rpm in this 1973 photograph by Fred English. There's much more there!

responsible for the handsome and distinctive look of H.J. Mulliner coachwork since the late 1930s. It is probable that the final interpretation of the Bentley Continental's styling fell to him. It was certainly Watts who produced the full-size drawing of the coachwork – the final stage of design work immediately preceding actual construction. George Moseley, who had been recruited by H.J. Mulliner from Harold Radford

The chassis was standard 4½-Litre Mk VI except for the lower steering column rake, higher compression ratio, higher final drive ratio, a differently-shaped petrol tank, lower radiator shell mounted further forward and an improved efficiency exhaust system, producing the distinctive 'note' for which the Continental is well known, as well as saving 25 bhp. The impeccable steering mechanism and geometry of the Mk VI perfectly suited the projected high-speed motor car, contributing in no small measure to its fine handling qualities.

The prototype Bentley Continental, with the Experimental Department chassis number 9-B-VI, was on the road by August 1951. It received the Cheshire registration number OLG-490, which quickly gave rise to the name 'Olga' which has stuck ever since.

It might well be asked: why is this model called the R-Type Continental if the chassis is Mk VI? The fact is that 9-B-VI pre-dated the introduction of the R-Type, with its longer chassis, revised rear spring mountings and automatic choke, by more than a year. 9-B-VI and the 24 earliest ('A' series) production Continentals used the Mk VI chassis and may be readily recognised by their Mk VI features such as the manual mixture control on the steering wheel centre quadrant. These cars *could* with complete accuracy be described as Mk VI Continentals, though that terminology is scarcely ever seen or heard. It was only at the introduction of the 'B' series that the Continental was based on the R-Type chassis. It is also relevant to consider that the Continental was never marketed as the R-Type Continental, being described by its makers simply as the Bentley Continental.

Experimental cars were often sold after a period

of Experimental Department use, and the prototype Bentley Continental was no exception. Its Experimental chassis number, 9-B-VI, was changed to BC26A upon being sold to Stanley Sedgwick.

Early production

Production Continentals proved themselves capable of 80 mph *in second gear*, 100 in third and just short of 120 in top, easily slipping into the "world's fastest genuine four-seater car" place. All of this was achieved on the low-octane substance that passed for petrol in early post-war Britain while easily returning better than 20 miles per imperial gallon (about 16½ miles per U.S. gallon).

The fact that the Continental was able to deliver such phenomenal performance with only minimal departures from the standard Mk VI specification is ample testimony to the design soundness of the early post-war Rolls-Royce & Bentley cars. Once 'Olga' had proved the concept little intuition was needed at Rolls-Royce Ltd or at H.J. Mulliner & Co. to realise that they were onto a winner with this most remarkable of early post-war cars.



It is c.1970 and the author's former 1953 Bentley R-Type B89TO is seen alongside 1952 Continental BC12A. The Continental is about a year older, but looks far more modern. Photo by Fred English, who owned BC12A at the time.



Stuff II: The Sequel

BILL WOLF

Awhile back, our Atlantic Lady published my article on *stuff*—an accumulation of magazines, brochures and other Rolls-Royce ephemera. In August of 2021, my wife Doris and I loaded up our SUV (not a Cullinan, alas), and drove down to Mechanicsburg, Pennsylvania, the home of the RROC headquarters and the Rolls-Royce Foundation and Museum. We delivered three large boxes of Rolls-Royce *stuff* as a donation to the Foundation. If your closets and file cabinets are overflowing with similar items and you keep thinking of thinning out the collection, I recommend considering offering your Rolls-Royce memorabilia to the Foundation also. Hello—it's tax deductible. Guaranteed: Your reception by Ms. Sarah Holibaugh and the rest of the crew will be warm and appreciative, and, if you decide to personally do the drop-off, you will also be invited to tour the museum—mostly a bevy of fine Rolls-Royce and Bentley examples.

As the *stuff* never goes away completely (I am beginning to think *stuff* asexually reproduces), I recently found some old-fashioned, non-digital photographs. So I digitalized them and now offer

them for your amusement and appraisal. First we have the memorable 2009 delegation of the Atlantic Region Officers meeting in Tarrytown, New York [1]. (Please forgive this photo's fuzziness; it's the best we can do at this time.) Next, we have John Carter and his award-winning Corniche at the 2019 Little Silver, New Jersey, Jane Pauley TV filming event [2]. Car spotting in New York City is a pleasant pastime; here we have a Bentley Arnage parked on Fifth Avenue [3].



The Atlantic Region Officers

Researching and writing about our favorite marques is a rather sedentary activity, so, before attending the 2017 Wildwood, New Jersey, TROG event (hot rods racing on the beach), I thought it would be good to pump up the old delts, traps and six-pack [4].

Speaking of fun in the sun, here's a photo of George-Michael Verdés with his father Rubén down at a recent Boca Raton Concours d'Elegance. (Wait a minute—who is that fellow posing with

L-R seated: Ann Wadsworth James Morris, Chris Wadsworth, Hugh Heller, Ed Goldman. Standing: Howard Krimko, Lew Cohen, Charles Roy, John Matsen, guest and Andrew Blackman



them?) Mr. Rubén Verdés is an eminent Rolls-Royce scholar, a respected automotive historian, a great family man and an all-around good guy. [5].

Crossing the ocean and the years, in the sixth and last photo, we come to Paris in 1995. There is something transcendent about the Bentley Corniche, and seeing one in The City of Light just adds to the pleasure [6].



Perhaps it's time to thumb through *your* boxes, bags, piles and albums of old photographs—and share them here in *The Atlantic Lady*. Your efforts would certainly be appreciated.



Photo credits: 1, 2,3,4, 6: Bill Wolf
4: Unknown
5: Courtesy of Rubén Verdés.

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The Beekman Arms Luncheon

ROBERT IMOWITZ



Photograph courtesy of The Beekman Arms

On Saturday, February 19th, despite a light snow, members of the Atlantic Region gathered for lunch at the Historic Tavern at the Beekman Arms in Rhinebeck, NY.

The Beekman Arms is the Oldest Inn in America, established 1766. For those who wished to stay overnight and make a long weekend of it, the Historical Delamater Inn (est. 1844) is right next door.

The stunning Beekman Arms makes a beautiful backdrop for our PMC's.

For those in the know, Rhinebeck is a prime fine dining destination and the Beekman is no

exception. A wonderful luncheon was lined up. The fun started at 12:00 PM. A cash bar was available for those ready to begin breaking unreasonable New Years resolutions.

We enjoyed a sumptuous buffet-style luncheon consisting of a choice of two different salads along with hot entrees including Grilled Sirloin with Wine Mushroom Sauce, Roasted Salmon, or Sautéed Chicken Breast with Madeira Wine Sauce.

All was topped off with coffee, tea, and an NY Style Cheesecake.

JoAnn Horvath was this year's recipient of the impressive Walker Trophy for exceptional service



L-R: Former Chairman Joe Marley, Walker Trophy Recipient JoAnn Horvath with current Chairman John Carter

to The Atlantic Region. It was presented to JoAnn by both Joe Marley and John Carter.

Many beautiful PMCs turned out despite a light snow flurry.

Dr. Marc Levine brought his new purchase; a 1994 Bentley Brooklands. Bob Pratt and Bob Phibbs drove their 2002 Bentley Azure MPW Turbo to the event, as did Michael J. Thompson in his 1967 Rolls-Royce Silver Shadow.

All in all, everyone enjoyed the event and each other's companionship. As the ole adage goes: "A good time was had by all."



Michael J. Thompson's 1967 Silver Shadow, CRX2378 parked in front of The Beekman Arms



Photograph courtesy of Dr. Marc Levine

Above: Walker Trophy can be seen on the table to the left



Photographs courtesy of David Corbett

Bill Pratt and Bob Phibbs 2002 Bentley Azure
MPW Turbo #SCBZK22E12CX01009



Dr. Marc Levine's 1994 Bentley Brooklands
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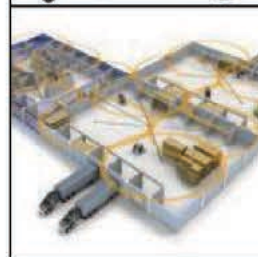
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JOE MARLEY

Surely more than just Irish Eyes were smiling when nearly forty of our members and friends attended our annual St. Patrick's Day Social this past March 20th. We returned to a favorite location --- the Revolutionary War Era Old '76 House in Tappan, New York. The historic tavern's parking lot looked resplendent as a plethora of Rolls-Royce and Bentley automobiles ranging from the 1950s through the modern era, all lined up one after the other. Restaurant patrons gazed at them with admiration and longing. A few asked how they might join our group and were informed that although Rolls-Royce and Bentley ownership may seem shrouded in mystery and exclusivity, our organization is an all-welcoming one open to anyone with an interest in our fine automobiles -- and perhaps an above-average tolerance for the occasional failure to proceed!

The '76 House reinstituted their Sunday Buffet brunch exclusively for us -- it had been a staple before COVID but has been missing since. Our members feasted on a variety of breakfast foods as well as fish, eggplant, and Yankee pot roast among other entrees, all accompanied by

generous pours of Mimosas and Bellinis courtesy of Rob, the '76 House's owner.

Renowned Rolls-Royce and raconteur Maurice de Montfalcon joined our group for brunch and told us of the many rare and priceless Rolls-Royce automobiles that he had the pleasure of owning throughout his lifetime. Several of these he acquired only for a few British pounds as he saved them from the scrap heap. Today, they reside in private or government collections and are valued much more highly! Maurice also brought along some items from his personal collection to show us, including the personal guarantee provided to Princess Margaret upon delivery of her Silver Wraith.

All of our events are enjoyable and rewarding, but there is a certain warmth that radiates from this one every year. Whether it's the familiarity of the surroundings; the hospitality of the '76 House owner and staff; or just the good spirits of our attending members, it's palpable. I can hardly wait for next year -- I'll keep that Shamrock boutonniere handy!

Photograph courtesy of Michael J. Thompson



Michael J. Thomson's 1967 [red] Silver Shadow bedecked in green to commemorate St. Patrick's Day

Photograph courtesy of Michael J. Thompson





Above: Some of the Atlantic Region members arriving in their magnificent PMCs at the '76 House St. Patrick's Day luncheon
Below: A bevy of beauties



Photograph courtesy of Ann Twomey



Richard Loccke standing, Ed Rowan seated and Dr. Marc Levine standing at right.

Photograph courtesy of Michael J. Thompson





Photograph courtesy of Ann Twomey

Chairman John Carter Wearin' The Green



Photograph courtesy of Ann Twomey



Guest speaker Maurice de Montfalcon



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EXTRAORDINARY YEARS

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BOONTON STATION

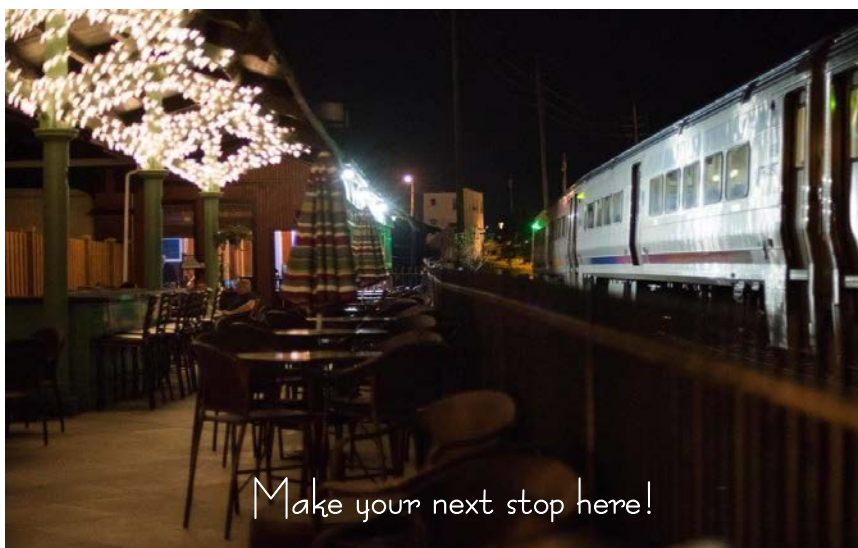
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