

November, 2007



# *The Atlantic Lady*

*The Atlantic Region's Newsletter.....*



Photo by Malcolm Bobbitt

Sorry for the delay. The Atlantic Lady is Back!

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## Are you not advertising in The Atlantic Lady?

### THE ADVANTAGES ARE MANY

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The Atlantic Region is the largest region of the Rolls-Royce Owners' Club. This publication reaches over 500 households all located within the greater New York area! Many of our members own multiple collector cars of all makes. If you want a reach a "targeted audience" why not appropriate a portion of your advertising budget to *The Atlantic Lady*.

### OUR ADVERTISING RATE SCHEDULE IS AS FOLLOWS:

	1-ISSUE	4-ISSUES
<b>FULL PAGE</b>	\$180.00	\$800.00
<b>HALF PAGE</b>	100.00	400.00
<b>QTR. PAGE</b>	60.00	250.00
<b>BUS. CARD</b>	35.00	150.00

For further information or to discuss your ad please contact  
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*If your business has anything to do with Rolls-Royce or Bentley motor cars, or items or services that you believe would appeal to the owners of such cars, there simply is no better hang for your buck than this publication!*

## The Atlantic Lady

Published by the Atlantic Region - 1986 - 1990 - 2007  
The Atlantic Region is the largest region of the Rolls-Royce Owners' Club.

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**THE ATLANTIC LADY** is published bi-monthly by the Atlantic Region of the Rolls-Royce Owners' Club. Articles reflect the opinion of the author and do not necessarily reflect club or region policy. The Atlantic Region and its editor seek to publish excellent material, but will not assume responsibility for the accuracy or loss or damage resulting from publication.

The following is a schedule of publication deadlines for future issues of *The Atlantic Lady*. If you wish an ad to be included, it MUST REACH THE EDITOR by the date indicated:

### Atlantic Lady Deadlines:

Issue Date	Submission Deadline
June	May 10
August	July 10
October	September 10
December	November 10
March	February 10

## Chairman's Message

by Howard Krimko

It has been a long time since the last issue of The Atlantic Lady was published. The last issue went to press almost a year ago and I had been looking forward to collaborating with the newly appointed editor, Stuart Ross, on many more issues to follow. Unfortunately, Stuart became ill and was unable to continue as editor. Stuart is currently undergoing treatment, and I wish him a speedy recovery. Bill Wolf has volunteered to assume the editorship of this publication, and I hope that the membership will assist him in his new endeavor by submitting articles and photographs of interest to Atlantic Region members.

This Summer, we had the Atlantic Region Concours at Old Westbury Gardens. Atlantic Region Members met at Bentley Long Island for Breakfast and proceeded to the judging site in caravan. Our judging team, headed by Kevin Shroul, managed to get all the cars judged even though a few of our past judges were not present. In August Andrea and I attended the National Meeting in Stevenson, Washington where we had a wonderful time and enjoyed spectacular scenery.

My "retirement" at Bentley Long Island is going well, although I never intended to work seven days a week, which is what has happened for the last six weeks. September began with the RROC participation at Lime Rock Vintage Car weekend. We had a wonderful turnout of Atlantic and Yankee Region members, and lots of Rolls-Royce and Bentley Motorcars displayed on the track. The next Sunday I had my Wraith, WRB1, displayed at a Pre War Car Meet held in Oyster Bay. On Sunday, September 16th, it was off to the Greater River Dell Car Show in New Jersey, followed on the 23rd by the Great Neck Car Show. We had a Corvette Concours here at Bentley Long Island on Sunday the 30th where the judging was every bit as thorough as at a RROC National meet. Many RROC members attended the Americana Concours on October 7th, where I served as Chief Judge.

Our Vice-President of activities, Ed Goldman, has done a great job in his first term of office. We look forward to seeing you all at the Holiday Party at the Westchester Country Club. You should be receiving the invitation shortly.





Photos by Howard Krimco  
Greater River Dell Car Show

## The Fading Art of Correspondence

By Bill Wolf

E-mail—a fantastic invention and Heaven knows we would be bereft now without it. This brings to mind a small jingle that Dorothy Parker penned in what seems like a very long time ago: “Little convenience, don’t you cry/You’ll be a necessity by-and-by.” Messages, millions of them, fly through cyberspace every hour, and we have come to be dependent upon the speed of electronics and the convenience of computers. And we have invented all sorts of shorthand, tricks of compression to enhance the speed and expand this convenience. After all, for example, why bother to waste the time to keyboard in the word “because” or “without,” when it so much easier and speedier to insert “b/c” or “w/o”? Why bother to examine and explore the nuance of an emotion when “☺” or “☹” will suffice?

But you picked up this magazine because you wish to read about fine motorcars, not to peruse a discourse on modern communication. So what is my agenda here? Well, for one, an analogy could readily be made between what is lost in using modern electronic communications instead of pen on paper, and how some cars are built quickly, to be used up just as quickly, and how others, such as the Rolls-Royce and Bentley, are crafted to last throughout the decades. Such an analogy, to be fair, would have to admit that hand built automobiles, for obvious reasons, are not destined to be owned by everyone and that the aesthetic pleasure they afford is enjoyed by a relative few; and that the cars assembled on the line by robots have proven their worth for much of the world. So it is with e-mail. That it is quick and useful cannot be gainsaid. And just as Phantoms and Continentals can coexist in a world of Skodas and Chevrolets, true correspondence, inked stationary delivered in envelopes carrying an assortment of colorful, canceled postage stamps can—and still does, although the practice is fading—coexist with the ease and the ubiquity of Netscape and AWOL.

Which brings us to the heart of my ramblings. For a few years now, I have been corresponding with the automotive writer, Mr. Malcolm Bobbitt; and, as many of you know, Mr. Bobbitt has written extensively on Rolls-Royce and Bentley. Every so often, then, I find, among the unending bills, the interminable catalogues and the worthy but incessant solicitations for alms, an envelope decorated with small cayenne and indigo portraits of the Queen of England, small blue par avion stickers and my name and address scrawled in ink across its face. This always conveys keen satisfaction, especially when the envelope is opened and a few photographs are found among the folded pages of the letter. I received my last correspondence from Mr. Bobbitt on January 18th of this year, and I thought it fitting to share excerpts from it, along with the photographs, with you, the readers of *The Flying Lady*:

In November, two years past, Mr. Bobbitt (who resides in Cumbria) visited the Lakeland Trial, a rally for pre-1939 vehicles “that is run over some of the most demanding terrain in the Lake District.” Participating marques include Vauxhalls, Rileys, Singers, and, of course, Bentleys. “Seeing the cars tackle the mountain tracks (not tarred) and forest sections with steep hill climbs and mud baths made for a super day.” Mr. Bobbitt brought his camera that day, and he snapped some excellent shots of Bentleys in action.

Discussing his research for his W.O. Bentley biography, Mr. Bobbitt visited London last December where he “found the original workshops in New Street Mews off Baker Street where the first Bentley was built” and “the site of the old Bentley Show-room at Hanover Court and the later Show-room at Pollen House in Cork Street.” Also found was “the house that W.O. and Leonie bought in Netherhall Gardens, Hampsted in 1914.” The Bentleys paid about £2000 for it back then and the property is now worth closer to £700,000. Mr. Bobbitt closes these paragraphs saying that he would “love a Speed Six or a 6 1/2 Litre, but an 8-Litre would do just as well.” He adds: “We can all dream, can’t we?”

Towards the end of the letter, Mr. Bobbitt talked a bit about his Citroën DS and his plans to rally this car. This letter, like the others I have received, was not quite long enough, but proved to be a pleasant respite from the fast pace of e-mail and the fast-paced world it seems to represent. And unlike the disposability of much of our e-mail, these pages will remain a keepsake, something to be read and reread throughout the years. So it is my wish that many of you still experience the pleasures of the slower, more dignified and pleasing correspondence by post. These pleasures, I think, are somehow akin to the pleasures you would experience if you were unexpectedly to find, say, a James Young-bodied Bentley parked on a street near your home.



Photo by Malcolm Bobbitt

16 Conduit Street Where W.O. Bentley designed the first 3 Litre



Photo by Malcolm Bobbitt

## NJ Car Guy in UK—Re: RR and B

By Bill Wolf

February 2004

Traveling alone, I awaken in a small room in The International Park Hotel on Cromwell, south of Hyde Park—in the heart of the Chelsea/South Kensington area.

London, and this area in particular, offers many delights; Harrads is just up the road, and The Albert Museum and the Museum of Natural History are even closer. But, to a devotee of fine motorcars, this neighborhood turns out to be a splendid place to be indeed. Leaving the hotel, I find myself following my nose, walking randomly, out to see what I can see.

And, from a car enthusiast's point of view, what I see is quite good: A small shop, situated in the ---Mews, displaying a half-dozen classic Morgans; watching a pair of Aston Martins roar by, one a classic James Bond model, the other quite new; and even the classic Austin Taxies prowling the busy streets afford a taste of pleasant nostalgia. The old Michelin Tire Building is just delightful. Imagine peering into the plate glass of the local Lamborghini dealership, seeing the reflection of a red Ferrari Testa Rosa that is parked in front, turning and crouching to photograph it, and just as the shutter clicks, finding you've captured a blue Cornice Coupe flashing by through local traffic. Imagine the pleasure of walking through long, lovely streets lined with stately, well-maintained row houses—and finding a Silver Spur parked in front of one, and a Bentley T2 gracing another. And how about the two-toned Silver Spirit at the curb? Even though this car has seen better days—looking a bit worn, with the missing wheel covers and the luster gone from the paint, it still evokes a small ripple of automotive pleasure.

Spotting a black Arnage winding through Westminster traffic with the Parliament Building as a backdrop, catching a brief glimpse of a Phantom VI speeding through The Strand near midnight, walking along the wall of the Royal Mews (unfortunately closed) and knowing what rare and precious jewels are parked within—these but add to the automotive appreciation of a New Jersey car guy in London.

The best, however, I save for my last day in London. Having previously seen on my Sunday excursion the sign advertising Rolls-Royce and Bentley Repair, I decide to visit The Chelsea Workshop on this Thursday afternoon. Even with map in hand, I am still having a bit of trouble re-finding my way, but, unlike some (most?) men, I ask directions-- from a charming and helpful young lady. I soon find myself chatting up Mr. Peter Eatenton and asking his permission to snap some photographs. The okay is cheerfully given; Mr. Eatenton's hospitality and kindness seem unbounded in cordiality—and the cars in the shop make the pulse run just a little bit faster.

Having seen the six-door Spirit only in books, I find this regal, commodious automobile quite impressive up close. White leather covers the three bench seats.

The blue Silver Cloud III drophead sports a Hong Kong motoring club decal; as the Bentley Continental is up on the repair rack, I find only later that it comes equipped with a sunroof. Among these classics, the Silver Spirits, Silver Spurs and Silver Seraphs seem almost pedestrian, but this, of course, is only due to the luxury of excess that The Chelsea Repair offers. What is most impressive to me, however, is the brace of Bentley Specials parked side-by-side at one end of the garage.

All in all, then, my London trip was a very fine holiday—The London Eye, The Tate Modern, Buckingham Palace, The Horse Guards, and, of course, a delectable, movable feast of automobilia offered to this—fortunate, I would say—New Jersey Car Guy in London.

Sidebar: From the Chelsea Repair Brochure: Partners Peter Eatenton and Larry Hawkins, both trained as engineers at Rolls-Royce and worked as trouble-shooters for the company before starting the Chelsea Workshop in 1977. Their many years of experience have taken them all over the world to meet and work for a wide spectrum of clients, from private individuals to heads of state. The shop offers bodywork, leather and woodwork, RHD to LHD conversions.

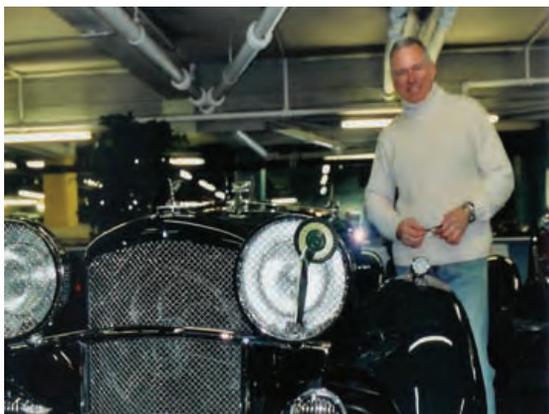


Photo by Bill Wolf

Mr. Peter Eatenton



Photo by Bill Wolf

Corniche In The South Kensington Area of London



Photo by Bill Wolf

Six Door Hooper Spur In For Repairs

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