

FALL 2012



The Atlantic Lady

A Publication of the Atlantic Region



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**On the cover: John Tembeck's 1995 Bentley Continental R
coupe BBS-52311 glistens in the Greenwich sun at the
Picnic & Polo event in June. (Photo by Bill Wolf)**

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mation or to send submissions.



CHAIRMAN'S MESSAGE

By Ed Goldman

As we're in the dog days of summer, our driving season is well under way with plenty of great weather ahead to enjoy. It's not that long ago that we were kicking off the year at the Friars Club in New York City for our Winter Gathering, an event that proved to be exceptionally popular.

Since that time, the Atlantic Region has enjoyed several events throughout the Tri-State area with the hopes of reaching as much of our membership as possible. Typical English weather put the damper on our technical event at Miller Motorcars, relegating many of our PMCs to their garages. Some intrepid members saw the opportunity to have more time to spend with our experts in preparation for the National Event in Louisville, Kentucky and braved the rains. There was no need for wipers or Rain-X as the sun shined down on us for the Spring Dust Off tour and our annual picnic at the Greenwich Polo Club.

All of the events that I've mentioned thus far are covered in this issue of *The Atlantic Lady*. Many of them were hosted by our own club members, to which I extend heartfelt thanks. I welcome all of you to get involved with hosting an event. It is a very gratifying experience and not as difficult as it may seem. You will have plenty of support to make it happen. And it's a sure fire way to have a meet scheduled in your backyard, perhaps literally – our annual concours (covered in the next issue of *TAL*) was held on the grounds of a member's home.

Thanks to all who came out and supported our activities so far. There have been a number of new members to the club, plus newly-active members coming out and I hope to see the trend continue. I will continue to recognize long-time members at certain events. The Region recently recognized several members attending our Spring Dust Off whose memberships go back to the 1970s. Membership retention has been good and brand new membership is very strong. Many thanks to Joanne Goldman, our VP of Membership for making our new friends feel welcome.

We will next be gathering at the Lime Rock Park Historical Festival in Lakeville, Connecticut on Sunday, September 2nd. Our VP of Activities, Tracy Varnadore, has secured a prime location on the track to display our cars. I hope to pass last year's tally of fourteen Rolls-Royce and Bentley motorcars. A calendar of events is inside this issue so mark your calendars. We're having fun. Won't you come and join us?

Cheers.



Atlantic Region Chairman
Ed Goldman
(Photo by Stan Nayer)



FROM THE EDITOR

By Joanne Goldman



Joanne Goldman
Editor-in-Chief

I had the pleasure of spending time recently with **Bob and Joan Gluckin**, together with our chairman, **Ed Goldman**. The Gluckins have been members of the Atlantic Region for over twenty-five years. The purpose of our visit to their home, aside from the delightful time touring the grounds, having tea and enjoying conversation, was to inherit Atlantic Region memorabilia such as photographs, past copies of *The Atlantic Lady*, event invitations from yesteryear and other historical documents. **Irving Kaufman** bestowed these historical treasures on the Gluckins years ago. Bob thought it was time to pass club history to the next generation of Atlantic Region stewards.

With that, I devote much of this issue to the next generation of PMCs: modern cars. Don't worry, **David Scott** discusses preventive maintenance of early cars in his article on page 9, and **John Cory's** 1965 Rolls-Royce Phantom V 22 James Young limousine reminds us that beauty and elegance, at any age, is always in style.

The issue debuts with **John Tembeck's** 1995 Bentley Continental R coupe on the cover at this year's Greenwich Picnic and Polo event covered on page 43. Thanks to **Jules Cohn**, we have an entertaining article complete with photos of his mostly modern collection along with his award-winning Silver Dawn.

The Spring Tech Meet, hosted by *TAL's* newest advertiser, Miller Motorcars, brought members together in their new 35-lift service facility. **Howard Krimko** recounts the day on page 11.

Bill Wolf and **Bill Imre** visit **Lorraine and Norm Hathaway** with an endearing story that traces and embraces their lives along with S393KP, a 1928 PI many of us grew quite fond of in the years Norm had it in his care.

My story on page 22 of the Spring Dust Off covers the full day in Morris County, complete with a three-stop itinerary largely arranged by *TAL* advertiser, **Greg Niccolai** of Madison Insurance Group.

Last, but not least, the Region thanks **Rhona Silver** for graciously hosting our membership at the Friars Club back in February. **Bill Wolf** brings us back in time, covering the event with the best turnout of members year-to-date (in Manhattan, in the middle of winter, sans PMCs — go figure!)

As always, thanks go to *TAL* contributing photographers, **Stan Nayer**, **Andrea Krimko**, **Howard Krimko**, **Ed Goldman**, **Jules Cohn**, **Bill Wolf** and **Gerry Dolezar**. They have a way of capturing the beauty of our cars, the essence of club events, and of course, all the delightful members we meet along the way.

Enjoy!

Joanne

IMPORTANT ANNOUNCEMENT

The Atlantic Region board has recommended changes to the Region bylaws. In accordance with publication requirements for amendments, those changes are presented in the enclosed supplement to *The Atlantic Lady*.

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The Atlantic Lady

The official publication
for the RROC Atlantic Region

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2012 WINTER GATHERING

By Bill Wolf

New York City, on a fine, unseasonably warm Saturday afternoon in February, drew over 80 Atlantic Region enthusiasts to the first event of 2012, held at the Friars Club and hosted by Atlantic Region member, Rhona Silver. And what a suitably posh location: 55th Street between Madison and Park. For those New Yorkers and visitors who were “putting on the Ritz” that day, the stately Phantom V 22 James Young limousine parked in front of the club certainly added to their day’s pleasure.

The exclusive Friars Club remains a venerable New York institution; its membership comprises comedians, celebrities and other noteworthy individuals. It is most known for the roasting of celebrities, Betty White and Hugh Hefner among them. Although the Friars Club can trace its history back to 1904, they moved to their current location in 1957. The English Renaissance building, designed by Taylor and Levi, was built in 1908. It was the perfect setting for the winter gathering of the Region with its dark wood paneling, an elegant staircase, stained-glass windows, a spacious billiards room, and drawings and photographs lining the walls—images of Frank Sinatra, Henny Youngman, Robin Williams, Gilbert Gottfried and many others.



Above: Legendary Friars Club. (Photo by Joanne Goldman)

Below: John Cory and Mr. and Mrs. Peter Regna arrived in John’s 1965 Rolls-Royce Phantom V 22 James Young limousine (5LVD97). (Photo by Bill Wolf)





Left: Members enjoy lunch and each other's company. (Photo by Joanne Goldman)
Below: Comedian Bob Greenberg entertains the crowd. (Photo by Bill Wolf)



The event was held in the Milton Berle and Lucille Ball Rooms on the second floor of the club. Guests were welcomed by new VP, Activities, Tracy Varnadore and enjoyed beverages at the reception prior to the Friars Club buffet brunch. Former Chairman, Jamie Morris, marveled at the spectacular turnout for a New York City event, sans PMCs.

We were entertained as we dined. New member, Andrew Callimahos, a flutist, played an eclectic selection that charmed us all. Rhona arranged for Bob Greenberg, a comedian that frequently appears at the Friars Club, to perform for us. Bob had us laughing soundly as he impersonated Stan Laurel, Oliver Hardy, Jackie Gleason, and Curly Howard. Overall, Bob's was a fine shtick. He has appeared on *Late*

Night with Conan O'Brien, Diane Sawyer's *Primetime Live*, *The Late Show with David Letterman* and *Saturday Night Live*. And, appropriately, after Bob's act, just like on Ed Sullivan's *Toast of the Town*, our new Chairman, Ed Goldman, asked various members of the audience to stand and be acknowledged. Everyone, I am certain, felt affectionate warmth when Harold Schochet and Bill Gounaris were recognized, as both have been Atlantic Region members since the 1960s.

Our host, Rhona Silver, was also asked to stand, and the applause was both enthusiastic and well deserved. The Region is most appreciative of her efforts. Thank you, Rhona.



For more information about the Friars Club call: 212-751-7272 or www.friarsclub.com.

Above: Long-time Region members Harold Schochet and Bill Gounaris. (Photo by Bill Wolf) Left: TAL's Senior Contributing Editor, Bill Wolf with Friars Club host, Rhona Silver. (Photo by Gerry Dolezar)





Rolls-Royce Ghost

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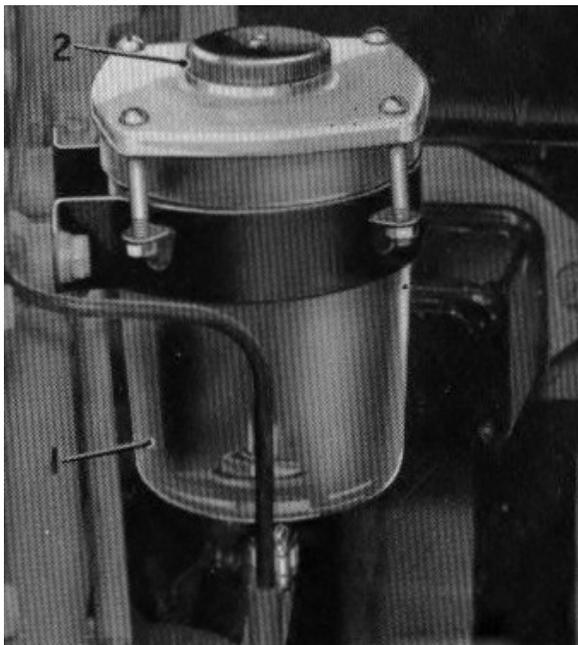
PREVENTIVE MAINTENANCE PART II

By David Scott, Ph.D.

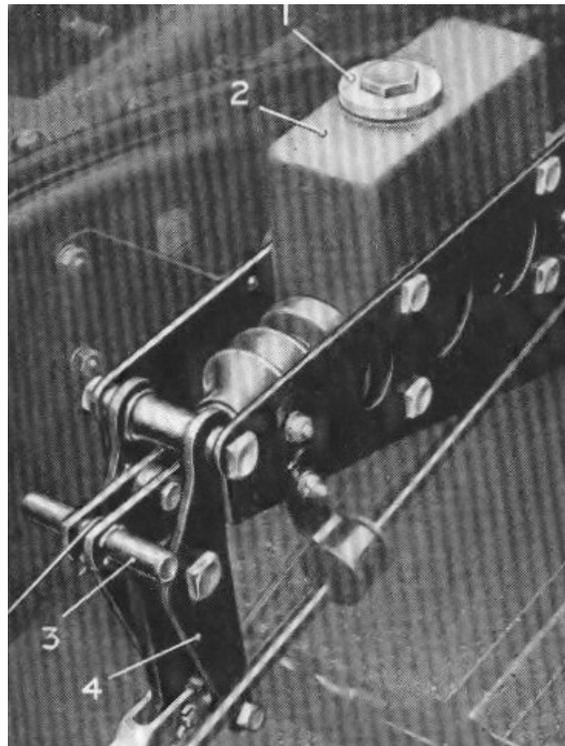
My last article in *The Atlantic Lady* (Spring/Summer 2012 issue) dealt with proper lubrication. In our continuing effort to prolong and preserve our Rolls-Royce and Bentley motor cars we will address other areas of preventive maintenance.

Brakes: Other than occasional adjustment, brake linings do wear down and require replacement with quality linings (not inferior imported materials). Linings should be riveted to brake shoes. Careful examination of single master cylinder on Silver Wraith, Silver Dawn, MK VI, R Type, SC I and S1 or dual master cylinders on late SC I, SC II, SC III and Bentley counterparts. Look for leakage around seals. Also prudent is the examination of all brake hoses and lines as well as hydraulic wheel cylinders. While we are on the topic of brakes, let us not forget to check our brake fluid which should be changed every two years. Brake fluid is hygroscopic and the moisture it absorbs will damage brake components. (Far more cost effective to change brake fluid rather than replace components.)

Early cars: Reservoir is located beneath front right seat and is part of master cylinder.



MASTER CYLINDER — SUPPLY TANK
1. Reservoir. 2. Filler Cap.



THE HYDRAULIC MASTER CYLINDER
AND RESERVOIR

- 1. Filler Plug.
- 2. Master Cylinder & Reservoir.
- 3. Extended Pin.
- 4. Support Bracket.

Later cars: From SC I and S1 onwards, a glass jar or jars will be located beneath the bonnet on the right inside fender wall. Check the bottom of the glass jars for brake fluid leakage as gaskets tend to break down and leak over time. Also, check the screen inside of the jars for holes. Should any brake jar components require replacement, replace the cork gaskets inside the lid as well. If your brake fluid appears to be dark in color, it is time to drain and flush your brake system. This involves flushing and bleeding all wheel cylinders starting at the wheel furthest from the brake fluid reservoir.

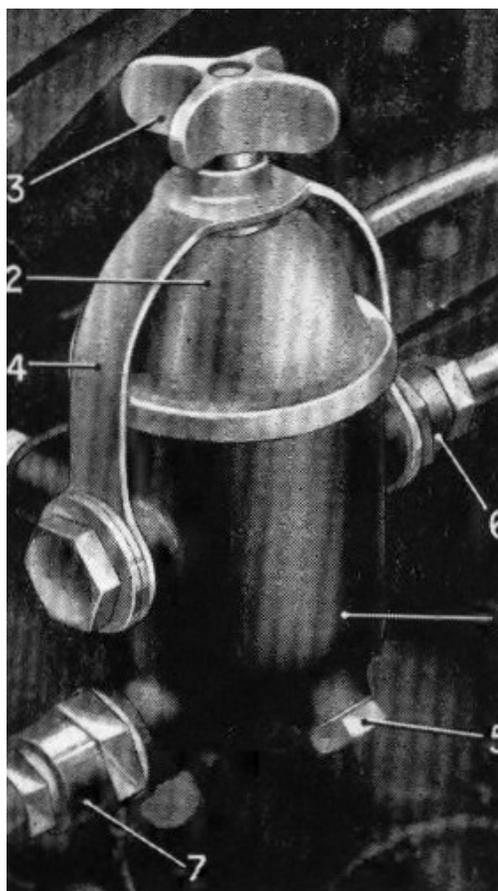
Important note: Carefully cover all painted surfaces when working with brake fluid, as any spill will instantly eat through paint.

Recommended Brake Fluid: On early cars, use a high quality non synthetic dot 3 brake fluid with a boiling point over 425 degrees F or Castrol RR363. On later cars with glass brake fluid reservoirs, Rolls-Royce recommends Castrol RR363 brake fluid which has a much higher boiling point (482°F), as well as lubricants and moisture inhibitors. Be certain to clean around all brake fluid filler orifices prior to adding fluid as the smallest particle of dirt can impair the operation of your brake system.

Another area of frequent neglect is the inline fuel filter located beneath the rear seat adjacent to the gas tank. This filter can be reached through a removable cover which is located beneath the lower rear seat cushion or from inside the trunk beneath the trunk carpet.

Prior to opening the sediment bowl yoke, be certain to have new, proper gaskets in hand, or you will not be able to reseal it. Remove and clean strainer screens, open the bottom drain plug, and clean the sediment bowl. The original SU fuel pumps also have two screen strainers located in the fuel pump body. Again, new gaskets are in order when removing and installing strainers, as well as strainer screens in carburetors.

Shock absorbers should be examined for leakage (consult owner's handbook for proper fluid recommendations). Filler plug areas should be scrupulously clean prior to opening. The last thing you want is a small particle of debris lodging in the internal valve assembly. Keep in mind that leaking or improperly functioning shock absorbers will significantly detract from the quality ride that Rolls-Royce and Bentley motorcars are known for.



REAR FILTER

- | | |
|------------------------|------------------------|
| 1. Filter Body. | 5. Drain Plug. |
| 2. Cover. | 6. Inlet Pipe. |
| 3. Cover Nut. | 7. Outlet Pipe. |
| | 4. Yoke. |

David Scott Ph.D.

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SPRING TECH MEET

By Howard Krimko

On Saturday, March 31st, members of the Atlantic Region had the opportunity to visit the newly opened Service Facility of Miller Motorcars in Stamford, Connecticut. Miller Motorcars is the factory authorized dealer for Bentley, Rolls-Royce, Aston Martin, Ferrari, Maserati, Alfa Romeo, Bugatti, Fisker, and McLaren automobiles. We were the first group invited to visit their newly opened, magnificent, 35-lift service facility. After a welcome by Richard Koppelman, Dealer Principal, and Evan Cyglar, Director of Marketing, we were treated to an absolutely super catered breakfast and lunch, and had the opportunity to use the nicest service facility I have ever seen.

I was joined by Atlantic Region technical experts David Scott, John Palma, and John Hill. We inspected members' Rolls-Royce and Bentley motorcars dating from the Silver Cloud I to modern cars.



Above: A Rolls-Royce Phantom comes in from the rain. Below: David Scott educates members as he evaluates Stanley Nayer's 1958 Silver Cloud I saloon (LSJF58). *(Photos by Ed Goldman)*



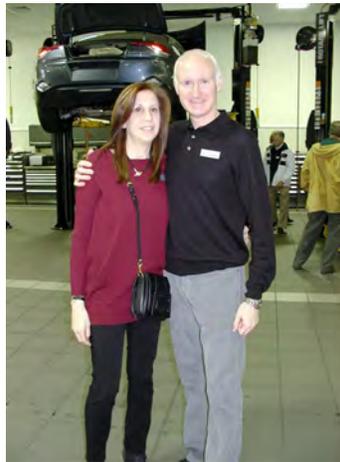




Opposite page: Bob Karpel's 1979 Silver Shadow II saloon SRK36327 gets ample lift time. This page, above left: John Palma (forefront) with (left to right) Frank Guthman, Howland Blackiston, Sandy Matsen and Patricia Guthman. Above right: Under the bonnet of Frank Guthman's 1976 Corniche DHC (DRE25464). Below: John Hill evaluates a member's car. (Photos by Ed Goldman)



The meet was also a great social event since Miller provided a large dining area where members could hang out while the cars were being inspected. Technical events like this provide an opportunity for members to learn about their cars, as well as the cars of other members. This was especially easy to do in such a pleasant atmosphere. We look forward to returning to Miller Motorcars in the future.



*For more information about
Miller Motorcars go to
www.millermotorcars.com*

Above left: Joanne and Ed Goldman. *(Photo by Andrea Krimko)*
Above right: Andrew Blackman makes a point during the tech meet.
(Photo by Ed Goldman)
Below: Members enjoy a sumptuous lunch amid each other's
company. *(Photo by Ed Goldman)*





MEMBER PROFILE: AN AFTERNOON WITH LORRAINE AND NORM HATHAWAY

By Bill Wolf

In a previous issue of *The Atlantic Lady*, on her editor's page, Joanne Goldman referred to Bill Imre and me as "The Dynamic Duo." I am not sure how dynamic we are, but Bill and I have made some notable trips together—two car boys in search of automotive adventure. And what we discovered is that despite what we may find in the way of rare, classic, unusual or fine motorcars, the real pleasure comes in getting to know those who are associated with the hobby. Driving up to North Salem, New York, to spend an afternoon with Lorraine and Norm Hathaway confirmed this.

Long-time Atlantic Region members, Lorraine and Norm Hathaway, are among those people that you meet who simply fascinate because of their background, interests, skills and accomplishments. Norm was born in New Hamburg, Ontario, on August 18, 1924, into a musical family. His Dad was in vaudeville, and his mother sang and played the piano. As a Nursing Sister, she had entertained the troops overseas during World War I. Norm's uncle had studied opera in Milan with Enrico Caruso. Taking up the saxophone and clarinet, Norm performed in a variety of bands in Canada and the United States.



Above: Norm Hathaway joined the Canadian Royal Navy in 1942.
(Photo courtesy of Norm Hathaway)



Above: Signage for The Norm Hathaway Big Band. (Photo provided by the Hathaways) Right: Norm inherited his musicality from his parents. (Photo by Bill Wolf)



Hear The Norm Hathaway Big Band:
<http://www.normhathawaybigband.com/>



Above: Norm Hathaway sporting his natty straw boater aside his Springfield PI (S393KP).
 (Photo by Joanne Goldman)

Norm joined the Royal Canadian Navy in 1942, played in the military band, and afterwards continued to play in various bands and orchestras. With his wife, Lorraine, playing jazz alto saxophone, and sixteen others, Norm still performs in The Norm Hathaway Big Band (NHBB), focusing on music from the Big Band Era. He's kept active recording and playing gigs in the New York area. On August 9, 2011, the band performed on Broadway at the renowned jazz venue, *The Iridium*, a laudable achievement.

Norm also has experience in automotive design with Ray Dietrich, and industrial design, including developing packaging for many companies, among them Ford, General Motors, and General Food. He also was involved in the design of the Ontario trillium symbol and, in 1965, the Canadian flag.

Undoubtedly the most interesting—and fortunate—experience for Norm was meeting, wooing and wedding Dr. Lorraine Janus. Lorraine is a scientist; an accomplished limnologist and Chief of the Division of Watershed Water Quality Science and Research for the New York City Department of Environmental

Protection, the agency responsible for the New York City water supply. Her first date with Norm was at Dundurn Castle for a Rolls-Royce meet where the original Silver Ghost was shown. Norm picked her up in his Silver Shadow. "I had no idea I would go to the show in such style," she remembers. Since then, Lorraine and Norm have attended many vintage car shows and tours. They have been members of the RROC since 1965.

The Hathaways recently sold S393KP, a 1928 Rolls-Royce Phantom I Springfield Brewster Newmarket four-door Convertible Sedan. This near-original pmc was sold at auction to a gentleman in Canada in 2010. S393KP is rare, as only 20 four-door convertible sedans were produced and bodied by Brewster, and, according to Norm, only four similar cars exist today. Those of you who regularly attended Atlantic Region events throughout the last few years are surely familiar with the Hathaway's automobile. You must remember Norm, that handsome fellow with the natty straw boater!

At this time, this lovely couple does not house a Rolls-Royce or Bentley motorcar in their stable, although a 1929 Packard, a 1926 Model T with a detachable pickup bed, and a 1996 S600 Mercedes-Benz have remained. In his crowded garage, Norm has set up a small shop to work on his cars, though the P1 was basically unrestored. The Brewster Green and Black paint was original, but, through the years, Norm had completed several modifications. He had reupholstered the seats with top-grain Andrew Muirhead Scottish leather and had new green carpets installed with proper Rolls-Royce short pile material to the original pattern. For safety and convenience, he had installed directional and additional tail lamps, and he put in a six-volt to twelve-volt converter so that cell phones and other devices can be used. Among other tasks,



Above: A Rolls-Royce authorized service sign adorns the Hathaway's garage. (Photo by Bill Wolf)



Above left: Lorraine and Norm Hathaway attended the 2008 Atlantic Region event at Tuxedo Park in S393KP. (Photo provided by the Hathaways). Above right: Warm smiles from the happy couple. (Photo by Bill Wolf)

he had rebuilt S393KP's carburetor and windshield wiper motor, repaired the Seth Thomas clock and installed two mufflers.

Norm had also regularly maintained and toured in his Phantom I, often with Lorraine at the wheel. The PI had always been driven to various meets including the Hamptons Concours d'Elegance, the Lewisboro, New York Concours d'Elegance (where it was judged "the

most elegant original car") and the 2008 Atlantic Region event at Tuxedo Park, New York. Norm remembers fondly the Lyndhurst Picnic where he won a bottle of fine wine, the first prize, for his presentation: Norm, wearing his 78th Fraser Highlander kilt, and he and Lorraine dining on lobster in the outdoor setting with candles, flowers, a silver candelabra and a vintage wind-up phonograph.

Norm explains letting go of the car: “I sold the car because, as we all know, vintage cars are very demanding in terms of maintenance, and I did not have the time because of my Big Band activities.” Was there a touch of regret in his voice?

S393KP was not the first Rolls-Royce motorcar under Norm’s stewardship. He has owned a 1950 Silver Dawn, a 1960 Silver Cloud, a 1937 Phantom III, a 1970 Silver Shadow, a 1977 Silver Shadow, and a 1978 Silver Shadow. How far back can we trace Norm’s interest in automobiles? “My first word was

‘car,’ not ‘mama’ or ‘daddy,’” he told us. He believes that his interest in cars is genetic. “At one time my father worked in the Conrad Steam Motors Co. in Buffalo and was an auto enthusiast all his life.”

The afternoon visit with the Hathaways wore on pleasantly and easily. Lorraine and Norm have an attractive, comfortable house, a place of warmth, sunshine, music and one very sociable cat. Their hospitality and friendliness were welcomed. Bill and I left with smiles on our faces, knowing that the kind memories of this visit will endure.

Below left and right: Interior views of the Hathaway’s PI. (Photos by Joanne Goldman)



Above: S393KP sports Norm’s signature hat.

(Photo by Bill Wolf)

Left: Norm with his beloved pmc at the Atlantic Region’s 2010 annual concours held in Oyster Bay, Long Island at the Seawanhaka Corinthian Yacht Club.

(Photo by Joanne Goldman)





MEMBERSHIP NEWS

By Joanne Goldman

Long-time Atlantic Region member, John Matsen was awarded the President's Trophy at this year's national meet in Louisville for his years of dedication and service to the Rolls-Royce Owners' Club.

Congratulations, John!

GETTING THE MOST OUT OF YOUR MEMBERSHIP?

The best way to obtain and exchange information about Rolls-Royce and Bentley motor cars is to attend our club events. Look for upcoming event information in this issue.

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Pedro De Azambuja

Christopher Lipscomb

John Dolan

Joseph Marley

Robert Friedman

Andy Reid

Karla Kudatzky

George Sundel

Richard Wise

MEMBER SPOTLIGHT



Above: Lydia Morrongiello's 2007 Continental GTC drophead coupe (DR7-45845).

(Photo courtesy of Lydia Morrongiello)

LYDIA MORRONGIELLO'S "HONEY"

"What a honey this is . . . Finally a Bentley for a lady."

In Memoriam

Nicholas D'Errico III of North Haven, Connecticut passed away at the age of 64 on May 24, 2012. Nick had been a member of the Rolls-Royce Owners' Club since age 16. He owned three proper motor cars, including a 1962 Silver Cloud II saloon (LSAE143) and a 1977 Silver Wraith II LWB saloon with division (LRX32408).





2012 SPRING DUST OFF

By Joanne Goldman



The Spring Dust Off was held on Saturday, April 21st, marking the beginning of prime driving season., or as our VP, Activities so aptly stated in the invitation, *“As nature puts the red light on winter’s chill and a green light on the blooms of spring, it’s time for proper motor cars to be exercised.”*

The day began with breakfast hosted by the Paul Miller Auto Group and Madison Insurance Group at Paul Miller’s location in Parsippany, New Jersey.

This page, top: Members’ cars adorn the entrance of Paul Miller’s showroom. Right: Hugh Heller (center) in good company. *(Photos by Ed Goldman)*





Above left: Popper's "Rex" Orchestrion made by Popper & Co., Leipzig, Germany c. 1915-1916;
 Above right: Residential Barrel Organ made by Dobson & Munro, London, England c. 1790-1820.
 (All photos this page courtesy of The Murtoth D. Guinness Collection Morris Museum.)



Above: "Polyphon Style No. 46" Disc Musical Box made by Polyphon Musikwerke, founded just before 1890 in Leipzig, Germany c. 1908-1914.

Leaving the showroom proved difficult for many, however, the next stop on the tour was upon us. PMCs formed impromptu caravans to the Morris Museum in Morristown, New Jersey. Region members Howard and Andrea Krimko had visited the permanent exhibition, *Musical Machines & Living Dolls: Mechanical Musical Instruments and Automata from the Murtoth D. Guinness Collection* and highly recommended it for the tour.

We were treated to demonstrations and highlights of several of the more interesting objects from the extraordinary exhibition that featured more than 150 pieces from the collection of 700 historic mechanical musical instruments and automata (mechanical figures), and over 5,000 programmed media.

The player pianos, pinned cylinders and other instruments were of interest for their early groundwork in technology and innovation of their time, as well as for their overall historical significance. Ragtime tunes, Gatsby-era charms and other yesteryear melodies entertained us as they, no doubt, might have enchanted the original custodians of our early PMCs.



Above: Atlantic Region members at the Park Avenue Club. (Photo by Ed Goldman)

The third stop on the tour brought the caravan to Floram Park, New Jersey for lunch at the Park Avenue Club, hosted by *TAL* advertiser, Madison Insurance Group (see inside back cover). Our members had the opportunity to enjoy this private dining club in the company of members and fine food.

Our Chairman, Ed Goldman, honored long-standing members, such as Bob and Joan Gluckin, Lydia Morrongiello, John and Sandy Matsen, Burt and Mary Hunter and Howard and Andrea Krimko, among oth-

ers. (*TAL apologizes for anyone not mentioned by name*). New members, Matt Moran and his family, along with Joe Marley and Scott LeFebvre were welcomed as well.

Special thanks to our hosts, Hayes Miller of Paul Miller Auto Group and his staff, and Greg Niccolai of Madison Insurance Group. Greg was instrumental in plotting out the tour route and coordinating the event with our VP, Activities, Tracy Varnadore, who also did a fine job.

For more information:

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ATLANTIC REGION, ROLLS-ROYCE OWNERS' CLUB

Lime Rock Park Historic Festival

Sunday in the Park Concours

Sunday, September 2, 2012

10 a.m. to 6 p.m.

Join the Atlantic Region, RROC, at Lime Rock Park in Lakeville, Connecticut on Sunday, September 2, 2012, for the Historic Festival's *Sunday in the Park Concours*. This year's Historic Festival's Honored Guest is racing legend Sir Stirling Moss.

The Sunday car show is one of the best attended events of the Labor Day weekend festival. More than 300 vintage racing cars will be on display in the paddock as well as hundreds of beautifully restored antique and classic motorcars displayed on Lime Rock Park's 1.53 mile circuit. The automotive Swap Meet will be located in the Sunoco B Paddock near the beginning of the front straight.

The Atlantic Region again has been given the coveted Big Bend spot at the end of the front straight. Please plan on arriving around 9:15 a.m. Your PMC needn't be in "show" condition to attend.

Sunday tickets can be ordered directly from Lime Rock Park. Tickets ordered by August 24, 2012 are \$22 per person. Prices go up after August 25th and at the gate.



Tickets can be purchased online or over the phone. To purchase tickets ONLINE, visit www.LimeRock.com. Click on TICKETS. Locate the "Historic Festival, Aug 31-Sept 3, 2012" and click on BUY TICKETS. Locate "Sunday in the Park ticket (Car Show)" and click on BUY TICKETS. To purchase tickets BY PHONE, call Lime Rock during business hours at 860-435-5000 or toll-free at (800) RACELRP or (800) 722-3511.

For those who have not attended an event at Lime Rock, it is in a beautiful area of Northwest Connecticut. You are welcome to bring your own picnic or visit the hospitality tent for food service the day of the event. Please note, the event is rain or shine.

We hope to see you there.

Tracy Varnadore
Atlantic Region V.P. of Activities
(646) 413-1119 (cell)
(201) 867-1984 (home)





MEMBER PROFILE: JULES COHN

By Jules Cohn

I first joined the Rolls-Royce Owners' Club in 1981. I have owned a number of Proper Motor Cars ("PMC s") since then. There's no question that my participation in the RROC has added to my experience with PMCs and has added immeasurably to the pleasure (and pride) of owning each of these cars. This article is limited to a description of the PMCs I presently do own. Please forgive me if I interject some musings along the way.

LSHD4: This car is a 1952 Silver Dawn. It has the larger engine introduced into the Mark IV and Silver Dawn between February and August of 1952, with the redesigned (larger) trunk or "boot" body being introduced in late August or early September, 1952. Because the PMCs built at Crewe between February and August of 1952 still had the "older" bodies with the smaller trunk or boot, these cars were labeled "big bore small boot" cars.

LSHD4 has only traveled a total of 8,000 miles and may be the lowest mileage Silver Dawn in existence at this time. The car has an interesting history. It was built to American specifications. This included being built as a left-hand drive car. The gear shift lever is on the steering column. Only 118 of these examples were made. I believe the total Silver Dawns that were made may number 761.

LSHD4 was delivered in London to Thomas J. Manville (1894 – 1967), the heir to the Johns-Manville fortune. The car bore the license plate "TJM 10", the significance of which will become apparent shortly.

Manville's uncle's will contained a paragraph which read:

"To my nephew, Thomas J. Manville, on the occasion of his marriage the sum of \$1 million."

When his uncle died and when the will was admitted to probate, Tommy Manville applied to the Surrogate's Court for a "construction" of that paragraph. The question he posed to the Court was:

"Judge, does that mean I get \$1 million when I marry once, or does that mean that I get \$1 million every time I marry?"

The Court "ruled in his favor" and Tommy Manville married 11 women 13 times. This activity commenced in the mid to late 1940s. One of Manville's marriages took place on a Greyhound bus between New York and Boston. Manville, unannounced, bought five tickets for



Above: Julie Cohn in his element. (Photo by Stan Nayer)

Below: LSHD4, Julie's 1952 Silver Dawn saloon. (Photo by Julie Cohn)





Left: Dawn panel, with the passenger seat removed for battery compartment access.
Below: Rear interior.



the trip, one for himself, one for his intended, one for the pastor, one for the witness and one for a *Life Magazine* photographer who stood on a seat with a Graflex and a pocket full of flashbulbs while the “marriage of the year” proceeded to completion in the aisle at approximately 50 miles per hour (presumably, the marriage was consummated later in a more appropriate

location).

Returning to license plate (“TJM 10”), when Manville married number 11, she wanted nothing to do with anything associated with the first 10. That’s how LSHD4 left Manville’s possession and after a very short journey came into mine.



Above: Dawn front view.
Left: Engine compartment.

(Photos this page by Julie Cohn)

As I'm sure you're aware, club members do not win the competitive awards; their PMCs win the awards. A club member provides the amount of interest, cash and elbow grease required to enable a PMC to sport a blue ribbon from its Flying Lady or B, but it is truly the car that carries the day. That said, LSHD4, during my period of ownership, has won a Concours First at the Club's national meet in 2001 in Calgary and subsequently was awarded another Concours First in 2009 in the Superdome in New Orleans, at which time it also won the Club's Shamrock Award.

LSHD4 has never been restored and is (basically) in its original condition. It was "tweaked up" by Ralph Curzon (a former chief judge in the Club; he and his son, Simon Curzon, are consummate experts on our PMCs and bear my highest recommendation) in 2001, but that was not a restoration. The car bears its original paint job and in my opinion is of museum quality.



Above: Posing for a Concours First at the 2009 National Meet. *(Photo courtesy of RROC/Larry S. Glenn)*

Below: A red carpet moment at the Americana Manhasset Concours d'Elegance in 2010 for Best in Class 1946-1965. *(Photo by Andrea Krimko)*





This page: Julie and Ona Cohn's 1993 Rolls-Royce Silver Spur II MPW-Special Edition touring limo.
(Photos by Julie Cohn)



CX80008: This PMC is a 1993 Rolls-Royce Silver Spur limousine. This PMC is not to be confused with a "Jankel", the latter being a Silver Spur that was cut and stretched into a limousine by the company that bears that name and which was officially licensed by Rolls-Royce to undertake that work. "Jankel" maintained an office in London for many years (it may still be in business and may still have an office in London, I do not know). A "Jankel" is a very different car than the Silver Spur limousine, which was made in Crewe in extremely limited number and generally was sold to heads of state and dignitaries (I don't mean to exclude "captains of industry"). Two right-hand drive examples found their way into the Royal Mews for use in the Queen's service and may very well still be there.

CX 80008 was purchased to take Henry Kissinger to a single dinner and did so on the night that it was first delivered new. When I first showed the car at the national meet in Newport, Rhode Island in 2003, it garnered a Concours First. As can be seen from some of the photos, the car has a full division and is equipped with Royal Doulton glassware in a fitted bar in what ordinarily would have been the right side rear jump seat. There is a small refrigerator behind the armrest between the rear seats (presumably for splits of champagne), infinitely adjustable rear seats, a moonroof to the center rear of the car, a TV, a microphone used to communicate with the chauffeur and two separate blinds mounted in the division, one of glass and the other of matching leather for occasions when the rear seat occupants require total privacy (don't ask!).

Right: Full division with jump seat. Below left and right: Armrest table with refrigerator closed and open in CX80008.

(Photos this page and opposite by Julie Cohn)





At this writing, the car has traveled a total of 6,400 miles. I do confess that on one brief occasion, it was borrowed by the head of George W. Bush's Secret Service detail for use at his daughter's wedding at the Waldorf, in New York City (free of charge/always glad to be of service to my country!).

This PMC was in Louisville this last June and it again won a National Prize. As can be seen from the photos, it is a truly beautiful example of Crewe workmanship.

Left and below: Passenger compartment of CX80008 with TV pedestal, Royal Doulton glassware, etc.



Right: Julie's 1988
Corniche II Mulliner,
Park Ward drophead
coupe. CX23024.



CX23024: this PMC was not shown in Louisville this year. In fact, I believe I am barred from showing the car in competition at national meets for as long as I own it. The reason for this is that this particular PMC won the Royce Memorial Trophy in the Superdome in New Orleans in 2009 and is one of 30 cars in the world to have that distinction. CX 23024 won its Concours First at the national meet in Hot Springs, Virginia in 2002. It won the Rolls-Royce of Canada senior award (best of the last five years' Concours winners) at the national meet in Newport, Rhode Island in 2003. The car went on to capture Best of Show (postwar) at the national meet in Williamsburg, Virginia in 2008 and followed that up with the Royce Memorial Trophy in New Orleans in 2009. The Royce Memorial Trophy is the only competitive award in the Club where prewar and postwar PMCs directly compete with each other.



Above: The right side door with black ebony wood detail.

(Photos this page and opposite by Julie Cohn)



Above left and right: Interior views.



CX23024 is obviously of museum quality. It is a white 1988 Corniche drophead with a black top, white leather seats with black piping, a white leather roll to the dashboard and (I believe uniquely to this genre) black ebony wood (totally grainless) throughout (including the instrument panel). While taste is always subjective, in my opinion the car is a magnificent example of what a Corniche drophead can be and is. Given its current provenance, I would be hard-pressed to part with this car during my lifetime.

Left: The dashboard of CX23024.



Left: Julie and Ona Cohn's 1993 LWB Silver Spur III, CX66210.



Above: Panel steering wheel.

CX66210: this PMC is a 1998 long wheel base Silver Spur which was built at the very end of the Silver Spur production run, just before the introduction of the Seraph, and has traveled approximately 35,000 miles. I don't believe there was such a thing as a "Silver Spur IV", so this can be called a "late Spur III" of which only some 500 were made. This example is fitted with wood inserts to the doors, a (factory) wooden steering wheel and a white leather headliner. Stunning.

The car is also simply a delight to drive, being turbocharged and taking a back seat to no other in both performance and appearance. Every one of these PMCs are a delight to drive but this turbocharged example truly fits that description. Smooth, powerful, totally silent, it is everything we expect in a PMC.

(Photos this page and opposite by Julie Cohn)



Clockwise, from top right: White leather headliner. Rear interior. Inside driver's door. Instrument panel. Rear exterior.

CX13809: is a lovely 1986 magnolia Rolls-Royce Corniche drophead that has traveled 36,000 miles. Three brothers, O'Kelly, Rudolph and Ronald Isley began singing gospel in their hometown of Cincinnati, USA, in the early '50s. They formed a group they named (strangely enough) the Isley Brothers. One of their biggest hits was a R & B number entitled "Twist and Shout", which eventually was picked up by the Beatles.

Rudolph Isley played the bass. He bought this example new and made two changes....a Mohair top (which was a bespoke accessory, but this one was dealer-installed by Carriage House at a cost of \$14,000.00) and factory chrome wheels. We keep this car out in the Hamptons and use it for noticeable arrivals at local restaurants and inns. It also does a fabulous job on Main Street in Westhampton Beach, one that in my opinion can possibly be equaled but not exceeded. Dangerous to drive, though, as it has cocktail requisites to the doors which, if spotted by the local authorities immediately brings out the breathalyzers. This car makes me glad we do not have a chauffeur as it will not take a back seat to anything else.



This page: Another beautiful Corniche dhc in the stewardship of Julie and Ona Cohn.





Above: Cocktail requisites.
Left: Steering wheel view.
Below: Engine compartment.

(Photos this page and opposite by Julie Cohn)





This page and opposite: Julie's 1980 Camargue, JRL 50730C.

JRL 50730C: is a 1980 Camargue that has only traveled 25,000 miles. The Camargue is a unique example, as only 525 were made badged Rolls (a 526th was made, badged Bentley, but no one knows where it is...also the factory made 5 more, one of which was totaled in an accident, one of which was used as a "factory car" and then sold to an Australian on the condition that it not return to England, with three presumably still at Crewe).

The Camargue was made from 1975 to 1986. For 11 years it was the flagship of the Rolls-Royce line, and was also the most expensive production car in the world. Sergio Pininfarina, who originally was the chief designer for Ferrari and who designed every Ferrari for many years, designed the Camargue. Approximately 30 Camargues per year were imported into the U.S. during the 11 year production run. This particular example, a very late 1980, has the "C" at the end of the seven digit registration number (Rolls converted over to the U.S. Seventeen number VIN registration system starting in 1981, and has used that for all its cars since then). The "C" designates a "California Car" (really a car made for export to the U.S., all having California emission specifications since late 1980). Thus Rolls dropped the twin carbs in late 1980, substituting a mechanical Bosch Jet Tronic



Fuel Injection System, with which my car is equipped. In my opinion these cars are "sleepers", and their value will increase substantially in future years, both by reason of the brief provenance given here and by attrition. Also, they are simply beautiful.

Matthew Leavitt, an RROC member from Michigan, uses his Camargue quite regularly, sitting in the back seat doing legal work while his wife drives (he doesn't care to drive). I was a member of the national Judging Team in Louisville this June and participated in the judging of Matt's Camargue. It is a beautiful car.



(Photos this page and opposite by Julie Cohn)



CX24408: this PMC is a 1988 Bentley Mul-sanne that has traveled a mere 6200 miles since new. It was originally purchased and owned by the computer guru, Dr. Wang, and is also flawless throughout. This car has never been shown either in regional competition or at a national meet. It is “waiting in the wings”. In my view this car is also of museum quality. Whether others in the club who may be called upon to judge it agree remains to be seen.

Right and below: Exterior views of CX24408.
(Photos by Julie Cohn)



I can continue on with other PMCs that I have owned but using the past tense makes me sad. I should never have sold any of them. One exception to that was not a sale but was a donation to the Rolls-Royce Foundation, that PMC being B100PV, a 1952 Bentley Mark VI. This was a right-hand drive standard saloon which I had had partially restored by another PMC master mechanic and restorer, the late Bob Jefferson of Brookfield, Massachusetts. Mr. Jefferson, Ralph Curzon and a handful of other such people around the country are truly consummate experts in what these cars are all about. Bob was a wonderful gentleman and his passing was a great loss to the Club and to our hobby. After driving B100PV around the Hamptons... to the occasional dinner and the like for about seven years, I donated the car to the Foundation which displayed it for a while at National's headquarters in Mechanicsburg, Pennsylvania and then sold it to some gentlemen in Cadiz, Spain. In my mind's eye I imagine the car to be crawling all over the Pyrenees, flaunting it at the pickpockets on Las Rombas in Barcelona and looking down on all that Grey Poupon, which in my view doesn't mix with paella. Anyway, someone in Spain is very lucky and hopefully having a good time with B100PV.

At the beginning of this article I mentioned the fact that I have gotten great satisfaction and enjoyment from being a member of this Club. That satisfaction

has taken a number of forms that go well beyond the basic winning of numerous awards. Of the many seminars offered at national meets, one subject invariably touched upon is the preparation of PMCs for judging competitions. I was fortunate enough to receive instruction on that subject by attending judging seminars at National's headquarters in Mechanicsburg, where the late Sam Rawlins (a chief judge and later a president of the Club), Ralph Curzon, Doug Siebert and others took a continuing interest in teaching members both how to judge at regional and national meets and functions and how to prepare cars for entry into such competitions. Ralph's son, Simon Curzon, operates a repair and restoration shop in Independence Missouri (Zenith Motors), and LSHD4, fresh from competition in the Senior Awards category at the National Meet in Louisville, is out there being prepared for 2013 in Austin. Such people as I have mentioned have devoted their professional lives to our hobby.

The acquaintanceships, friendships and experiences over the years are something that I would recommend to anyone interested in our hobby. If you own a set of jeans and some old T-shirts you may want to pursue the search for perfection that always lies just around the corner. Take my word for it, you'll come away with a lot of smiles, some disappointments, many good friends, experiences you will treasure, and there might even be a blue ribbon down the road. Have fun.

Julie Cohn's Resources	
Ralph Curzon	No longer servicing customers' cars as he is currently maintaining a private collection
Simon Curzon	c/o Zenith Motor Company PO Box 521132 Independence, MO 64052 (816) 313-5350
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THE JUNE EVENT: THE GREENWICH POLO CLUB

By Bill Wolf

Attending a polo match becomes a study in contrast. On the field, gorgeous thoroughbred horses weave and dodge, gallop and quickly turn—as their riders swing their mallets to smash the ball between the goalposts. The thunder of hooves is a sound deeply felt in our psyche, a sound of speed and excitement. And, yes, in the grandstand, tension can be felt in the cheering and groans as the game plays out. But on the sidelines, with cool jazz heard from the VIP tent, in the shade of leafy green trees, spectators sit easily in warm friendship and camaraderie, chatting, picnicking, sipping their drinks and basking in the fine weather under a large blue sky softened with wisps of high clouds.

Right: Game on!



Above: Beauty all around. *(Photos this page by Howard Krimko)*



Above: Deborah and Dennis Barek with Stan Nayer (right).
 Below: Lovely ladies, Marilyn Shrout and daughter Lindsey.



All Photos this page by
 Howard Krimko.



Above: Members enjoy the day.

Left: Dog day afternoon.



For more information go to:
www.greenwichpoloclub.com



Above left to right: Stan Nayer's 1958 Silver Cloud I saloon LSJF58. Tom Keppler's 1952 Silver Dawn Park Ward dhc LSJD58. Ernie Trefz's 1956 Bentley Continental S1 Park Ward Coupe BC43BG.
(Photos by Bill Wolf).

Members were seen visiting one another, catching up on the latest news, maintaining old friendships and making new ones. Our invitation had suggested "polo chic," and the summer frocks and bright millinery, the madras plaid and comfortable chinos, added to the overall brilliance of the day. And the Rolls-Royce and Bentley motorcars were parked nearby, a string of excellence by a white picket fence.

Howard Krimko, a past chairman of our region, remarked that several coachbuilt cars were in attend-

ance. And perhaps my favorite of all was Tom Keppler's 1952 Silver Dawn. Needless to say, the lineup, classics old and new, attracted the attention of all.

The Atlantic Region would like to thank Ms. Amanda Erb of the Greenwich Polo Club for her help in arranging this fine afternoon. And, by the way, White Birch won the match over Heathcote by a score of 15 to 11.



(Photo by Howard Krimko)





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