

SUMMER/FALL 2014



# *The Atlantic Lady*

*A Publication of the RROC Atlantic Region*



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Cover: Glistening Bentley B. (Photo by Bill Wolf)

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Should you wish to contribute articles to the next issue of *The Atlantic Lady*, your completed material must reach the editorial staff for the next issue by November 15, 2014. Contact Joanne Goldman at [jkorm@yahoo.com](mailto:jkorm@yahoo.com) for more information or to send submissions.



## CHAIRMAN'S MESSAGE

By Ed Goldman



Ed Goldman, Chairman  
Atlantic Region

*(Photo by Stan Nayer)*

As a ten-year-old kid, the backs of my notebooks were filled with doodles of Rolls-Royce radiator grills, front-quarter views of Corniches and Silver Clouds and a few attempts at a Flying Lady from various angles. I would collect newspaper clippings, advertisements and catalogs that had a Rolls-Royce on them. On the rare occasion of actually seeing a Rolls-Royce, my day was made. I cannot say for sure what led me down this path, but I was smitten forever. Fast forward a couple of decades and I eventually joined the Rolls-Royce Owners' Club. Then it happened. My ultimate automotive dream was fulfilled. I could not believe it. I owned a Rolls-Royce. And that, to me, was the coolest thing in the world.

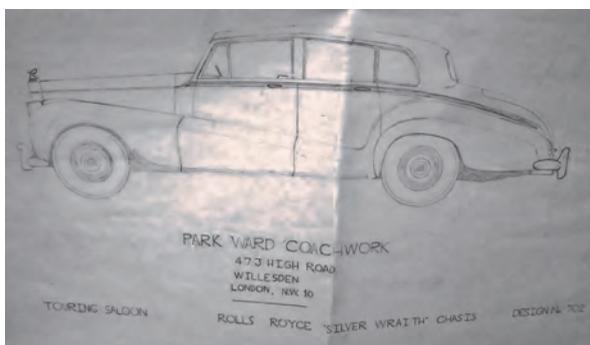
I have a suspicion that a number of our members, most perhaps, have a similar story to tell on the acquisition of their first PMC. It's an awesome event and it's no wonder that we all joined this

club to enjoy the finest motorcars in the world with other enthusiasts. Participation in our club events is a bonus to all who enjoy preserving, restoring, repairing and driving Bentley and Rolls-Royce motorcars. The many members that have attended and hosted Atlantic Region events already know this. Thanks to all of you for making membership in the Atlantic Region an absolutely special experience.

December marks the end of my three-year term as chairman of the Atlantic Region and this will be my last Chairman's Message for *The Atlantic Lady*. It was a pleasure to serve you and I hope that I have upheld the spirit of the club and somehow enabled you to enjoy your PMC just a little bit more.

Cheers,

Ed





## FROM THE EDITOR

By Joanne Goldman



Joanne Goldman  
Editor-in-Chief

Every issue of *The Atlantic Lady* uncovers a common theme revealed through the stories and news therein. It is an organic process only observed and noted just before going to press. The underlying theme of this issue is beginnings, endings, and everything in between for members and their cars..

We start with beginnings: In his Chairman's Message on the previous page, Ed shares his early passion for Rolls-Royce ownership. Matt Moran's dream of ownership and his love for GNK32, a 1925 Twenty H.P. Melhuish Tourer, began generations back. He tells the story of GNK32 and his deeply rooted heritage on page 18 through *TAL* reporter and emeritus editor Bill Wolf.

Beginnings turn into middles, and for the life cycle of our cars, that includes their maintenance and preservation. Technical experts David Scott and John Palma advise us about SU Fuel Pumps (David's article, page 12) and Early Brake Fluid Transformation Days from RR363 to Mineral Oil Systems and Automatic Height Control System Components (John's article, page 53). David and John were on hand at this year's technical meet held at Deluxe Car Storage in New Hyde Park, NY (page 30). The annual Region concours & picnic, held in June, also provided an opportunity for PMC evaluation by VP of Judging, Hugh Heller, along with Julie Cohn and other members (page 60).

Much in life is about the people we meet along the way, as well as the places we see while enjoying the ride. Case in point: The Spring Fling at Simeone Car Museum, a joint event with sister RROC regions (page 38). New member Lyoka Tyagnereva, captured in photos by Adrian Nina, inspires us to celebrate good times, make new friends, and stay young in spirit.

We may not always be certain of what's in store for us, but the annual Picnic & Polo event held in Greenwich, Connecticut (page 14) was surely a good time.

Then there are the standout moments where accolades and recognition add to the makings of a well-lived life. We congratulate M.S. Koly and his 1935 Rolls-Royce Freestone & Webb 20/25 saloon for winning a major trophy at this year's Greenwich Concours d'Elégance (page 59). Although not publicized elsewhere in *TAL*, I'll mention here that *TAL* was a winner of the *Old Cars Weekly* 2013 Golden Quill award in the category of Regional/Chapter Full Size car club publications. Find out more at:

<http://www.oldcarsweekly.com/news/editors-picks/ocw-presents-annual-golden-quill-awards>.

The celebration continues as Atlantic Region members brought home trophies and awards from the National Meet in Silver Springs, PA. See the list of winners on page 29.

There's nothing like going through life's journey with a little help from friends. VP of Activities, Tracy Varnadore and his wife, Merrie, graciously hosted the 2014 Winter Gathering at the Harvard Club of New York (page 8) featuring guest speaker, Don Rose of RM Auctions.

The ebb and flow of cars passionately purchased, lovingly maintained, and eventually sold reminds us of our own natural life cycle and the inevitability of endings. We acknowledge the passing of members Herb Sailer, Dean Sanders, Harvey Luckman, John Tembeck and Chuck Riker starting on page 36. *TAL* reported on the late Malcolm Pray's passing in the last issue. We now bid farewell to an impressive triumvirate of Rolls-Royce motorcars from the Pray Collection on page 42.

On a much lighter note: Welcome new members and your cars. Your journey with our Region has just begun!

Enjoy!

Joanne

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## *The Atlantic Lady*

The official publication  
of the RROC Atlantic Region

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## ATLANTIC LADY UPDATES & CORRECTIONS

By Joanne Goldman

Right: The photo of WFC 92 appearing on page 80 in the last issue of *TAL*.

*(Photo courtesy of David Scott)*



David and Terry Scott's 1948 Rolls-Royce Silver Wraith (registered as 1949) Touring Limousine, WFC 92, appearing in the classified section of the Winter/Spring 2014 issue of *The Atlantic Lady*, had an editor's note that meant to include the cross-referenced page of WFC 92 on another page of the publication. The correct page featur-

ing another photo of the car was page 68. *TAL* regrets the error.

Update: Atlantic Region member Gerry Dolezar has since purchased the car. We look forward to seeing WFC 92 at future club events.

Right: Rich Halprin with his fiancé, Elise Liebowitz.

*(Photo by Bob Karpel)*

Far Right: The dynamic duo of Leslie and Hugh Heller.

*(Photo by Bill Imre)*



The last issue of *The Atlantic Lady* included a listing of 2014 Board of Directors on page 75. It erroneously transposed members holding board positions of VP of Membership and VP of Judging. The correct positions are: Rich Halprin - VP of Membership and Hugh Heller - VP of Judging. *TAL* apologizes for the error.

<b>2014 ATLANTIC REGION CALENDAR OF UPCOMING EVENTS</b>	
<b>LIME ROCK PARK "SUNDAY IN THE PARK CONCOURS"</b> <i>Lakeville, CT</i>	<b>Sunday, August 31</b>
<b>SUMMER'S END IN WESTPORT</b> <i>Westport, CT</i>  <b>Hosts: Chris and Eva Trefz</b>	<b>Saturday, September 13</b>
<b>HOLIDAY PARTY AND ANNUAL BOARD MEETING</b> <b>The University Club of New York</b> <i>New York City</i>  <b>Hosts: Peter and Barbara Regna</b>	<b>Sunday, December 7</b>



Events are subject to change. Invitations to each event will be sent by mail.  
 For more information contact Tracy Varnadore:  
[tracy.varnadore@outlook.com](mailto:tracy.varnadore@outlook.com) or (646) 413-1119



The stamp on the mailing envelope of the Winter - Spring 2014 issue of *The Atlantic Lady* featured the Atlantic Region car badge on Scott and Debbie Ammarell's 1927 Springfield Phantom I Brewster Piccadilly S140RP. The car was awarded Pre-War Favorite at last year's Gates & Estates event hosted by Peter and Barbara Regna.

Left: An Atlantic Region car badge accessorizes S140RP.

(Photo by Bill Imre)





## 2014 WINTER GATHERING

By Joanne Goldman

Our Winter Gathering event signals new beginnings, despite always being held in the dead of winter. It is the start of our Region calendar of activities, a chance to make new friends and see old ones, and a reminder that it is almost time to drive our cars without the threat of salted roads and falling snow.

The weather miraculously hit the high forties with clear skies on Saturday, February 22nd. On that day, the Region returned to the Harvard Club for the first activity of the year. Merrie Webel, RROC member and Harvard alum, graciously provided entrée to the midtown Manhattan venue for the luncheon event.

Right: Guest speaker, Don Rose.

*(Photos, this page, by Stanley Nayer)*



Above: *(Left to right)* Adrian Nina and Lyoka Tyagnereva dine with Bradley and Scott LeFebvre.



Above: 42PY, a 1933 Phantom II Continental Sports Coupé, was featured on the table centerpiece calendars at the event.

*Photos, this page, by Michael Furman @2013, courtesy of RM Auctions.*

Below: 42PY was owned by an RROC member prior to being sold at auction last fall.



Members enjoyed a buffet lunch that included sautéed chicken scallopini, basil crusted sea bass and pancetta garganelli. Desserts satisfied the sweet tooth of chocolate lovers, as well as those preferring seasonal fruit and other delights. In place of floral centerpieces there were calendars that seemed particularly fitting, given the featured guest speaker, Don Rose, was a car specialist from RM Auctions who also supplied the calendars for the event.

The topic for the presentation, “De-mystifying the Auction Process,” was designed to be short on lecture and long on Q&A. This afforded members with a great opportunity to ask questions most relevant to them. Mr. Rose kicked off the discussion by giving a brief overview of how the auction process has evolved. A variety of questions were subsequently asked; one more provocative than the next.

One of the earliest questions was “How important is the role of the auctioneer in the auction process?” Don reminded the audience that a lot goes into preparing a car for auction; the auctioneer is at the end of the extensive process, including documenting histories, research, photography and marketing. However, he added, an effective auctioneer needs to be able to read the room. Is the energy building, or is it slowing down as the bidding ensues? Auctions are a show, and the auctioneer is responsible for putting on a good one.

Another question was, “Will RM Auctions ever be on reality TV?” Don drew members’ attention to the differences in his company and those auction houses currently appearing on cable channels that appeal to mass markets. Unlike those gaining attention through reality shows, RM seeks out automobiles such as 42PY, the 1933 Rolls-Royce Phantom II Continental Sports Coupé on view at the Sotheby’s event covered in the Summer/Fall 2013 issue of *The Atlantic Lady*.

Characteristically, ideal cars for more select auctions, such as Amelia Island, Pebble Beach and Monaco, include cars with quality, provenance, and history. Those cars which can be expected to succeed in the auction environment have a large following for bidders, are high-quality versions, and have a uniqueness that is almost impossible to value through comparable sales.

One of the most insightful responses from Don centered on the question, “Why would someone buy a car at auction?” There is a category of buyers called “auction performers,” he explained, that feel more comfortable buying there. Since the market determines the value of the car, this

group of buyers believes they’re paying a fair price. A buyer has “price support” because other bidders are also willing to pay the perceived value for the car.

In response to a follow-on question, Don pointed out that if a seller doesn’t want to go the auction route, they can enter into a private treaty sale. The net-to-seller price is set by RM for an exclusive period during which time RM has the right to sell the car at the agreed upon price or counteroffer. The period of exclusivity is typically 180 days, though the agreement may be for only ninety days if there are already potential buyers.



Above left: David Scott (*forefront*) seated with Lew and Renée Cohen.

Above right: New member, Toffer Grant (*left*) with his father.

*(Photos, this page, by Stanley Nayer)*

For more information on RM Auctions go to:

[www.rmauctions.com](http://www.rmauctions.com)



Above left: Chad Taylor (left) with Gerry Dolezar. (Photo by Joanne Goldman)



Above right: Don Fish (left) with guest, Mitchell Levesque. (Photo by Stanley Nayer)

*Editor's note: There are members of the Atlantic Region who have gone this route. Refer to past issues of The Atlantic Lady, as well as other club publications to see examples of cars sold by private treaty sale.*

There was a question regarding global sales of collectible cars. Don told members that sales are on the rise with clients in Russia, Brazil and India. Surprisingly, China is not on this list due to legislative barriers. It is illegal to import cars directly into China, however, that doesn't mean they don't enter the country at all. Mr. Rose clarified by saying the law doesn't distinguish between importing high-end luxury automobiles and other vehicles imported from, for instance, Malaysia. Another reason for the lack of collectible sales is the cultural values of China. Older Chinese weren't exposed to Rolls-Royce, Bentley and other motor cars in their youth, and therefore don't have the nostalgic desire to own them as collectibles. China, however, holds the number one sales position for new Rolls-Royces.

As an addendum to the original question, Don noted that it is illegal to operate a right-hand drive vehicle in China because it is believed to be dangerous. (Similarly, left-hand drive cars are illegal in other countries for the same reason.)

Mr. Rose mentioned early on that prices were notably high as of late. This is due to both new money and money that had been sitting on the sidelines during the recent economic downturn. He estimated there are only over 20,000 cars in the world today that are worth more than \$1 million. Of that group, the value of Ferraris, in particular, is leading the market.

Many in the room were curious about the future of collectible cars. One member asked, "If you had \$2 million today, what would you invest in for the future?" One example that will over perform, in Don's opinion, is post war, coach built Rolls-Royce and Bentley motor cars. The response seemed to more than satisfy several of our members in the audience that day.





## SU FUEL PUMPS

By David Scott, Ph.D.

If your fuel pumps are not functioning properly, your motorcar will fail to proceed. I have been repairing and rebuilding SU Fuel Pumps in my shop for many years, so much so, that I now stock most parts required. The principal reasons for fuel pump failure are as follows:

1. Ethanol in gas. Ethanol eats away at rubber diaphragms and seals, as well as causing internal valves to malfunction.
2. Contact points become pitted and wear.
3. Diodes fail. There is no way to predict when a diode will fail.
4. Gasket leakage.
5. Coil failure.

Rolls-Royce and Bentley have been installing SU Fuel Pumps since the mid to late 1930's. These pumps have evolved somewhat over time. They were used in all post-war Rolls-Royce and Bentley motorcars up until the fuel injected Shadow series. In keeping with redundancy, dual SU Fuel Pumps were installed; in the unlikely event that one pump failed, your motorcar would still reach its destination. However, should your

second fuel pump malfunction, you are dead in the water, so to speak, until it is repaired or replaced.

SU Fuel Pumps were designed to be rebuilt by replacing various internal components such as points, diodes, diaphragms, and springs. All this is good and well as long as the coil bodies do not offer excessive resistance. Coil bodies that have gone bad require the replacement of both pumps.

How do you know if your fuel pumps are functioning properly? If your motorcar was ordered with an optional petrol selector switch, all one needs to do is as follows:

Switch to pump A while the motor is running. Let the motor run for approximately one minute. Then switch to pump B and let the motor run for approximately one minute. If all is well, return the switch to its center, dual position. Your fuel pump test is now complete. However, if you do not have this option, as most postwar cars do not, it becomes necessary to get beneath the motorcar. Fuel pumps on prewar motorcars may be on the firewall beneath the bonnet, or on the chassis rails, depending on the model and year of

Right: David's 1960 Bentley S2 has an optional petrol selector switch.

*(Photo by David Scott)*





Above: Fuel filter screens are located in the center body of the fuel pump where David's finger is pointing.  
(Photo by Ed Goldman)

manufacturer. On most postwar motorcars, fuel pumps are mounted on the right side chassis rail about mid-vehicle.

Now to check the fuel pumps for proper operation:

**IMPORTANT. BEFORE PROCEEDING WITH THIS TEST, MAKE CERTAIN YOUR FUEL PUMPS ARE NOT LEAKING. ADDRESS ANY SIGN OF LEAKAGE AROUND OR FROM THE FUEL PUMPS PRIOR TO CONTINUING.**

With the motor running, carefully remove the power feed from one fuel pump at the time. Be certain NOT to touch the power feed wire to any chassis or metal surface as this will cause a ground short and result in a blown fuse.

If your motorcar runs only on one pump, you are

due for a rebuild or replacement.

A word about replacement. SU Fuel Pumps, originally fitted to postwar motorcars, consisted of a cast aluminum center fuel pump body housing with internal solid brass valves and fittings. SU produced these units specifically for Rolls-Royce. These center bodies were designed for cleaning or replacing internal valves and contained dual internal fuel filters. Many of these center bodies have been replaced over time with a generic zinc cast center body that is not service-friendly. If you have the original center bodies, use them in the rebuild.



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## 2014 PICNIC AND POLO

By Bill Wolf

The Region attended the Greenwich Polo matches as has become our annual ritual. It was a lovely day, the sky a brilliant blue laced with wispy clouds; a very nice contingent of PMCs were parked by the picket fence. The polo match was exciting and we had a fine representation of the Atlantic Region. Great food, some wine--a lovely day for a picnic.

*(All photos, this article  
by Bill Wolf)*



Above: Ona and Julie Cohn with their animal-theme picnic décor. Below: Thoroughly modern cars.

Opposite page, clockwise from top: Thoroughbreds. Andrea Krimko looking beautiful. A Rolls-Royce tote joins the party. Bentley grace note. Adrian Nina with his 1979 Silver Shadow II (SRK39189).

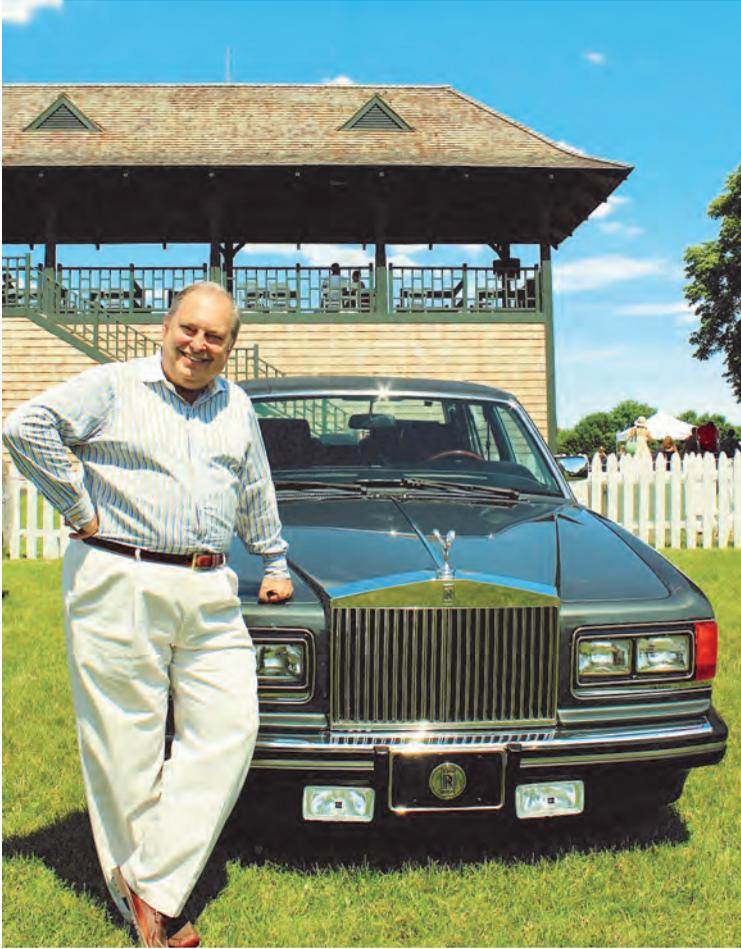






Above: Adrian Nina and Lyoka Taygnereva's 1979 Silver Shadow II (SRK39189).  
Below left: Union Jack. Below right: Bill Imre (*left*) and John Matsen.





For more information about the  
Greenwich Polo Club go to:  
[www.greenwichpoloclub.com](http://www.greenwichpoloclub.com)

Left: Howland Blackiston with his  
1989 LWB Silver Spur (NAK-26204).

Below: Flying Lady from above.

Bottom: Greetings from Greenwich!





## ALL IN THE FAMILY: MATT MORAN'S 1925 TWENTY H.P. MELHUISS TOURER

By Bill Wolf

*"So build me up Buttercup . . ."* [Mike d'Abo and Tony Macaulay — "Build Me Up Buttercup" as performed by The Foundations.]

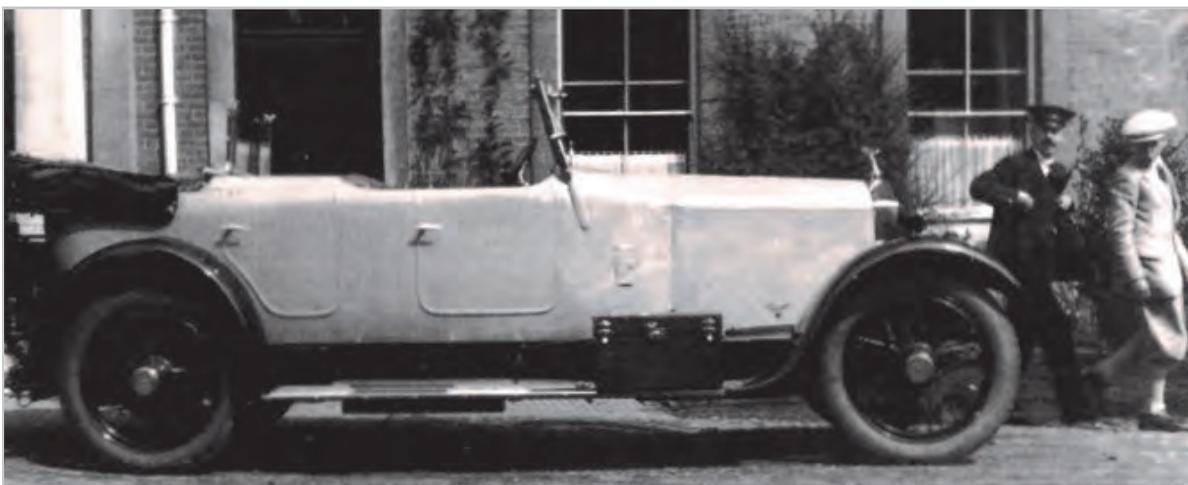
Usually, when I write a car's profile, I like to visit with the car and her owners, to be acquainted first hand. Unfortunately, because of commitments on all sides, this was not to be the case, but considering the archived history of Matt Moran's 1925 Twenty H.P. and the friendly emails from him, it was easy enough to achieve my goal. In *The Flying Lady* archives alone there are eleven citations for the car from 1957 to 1997. This Melhuish Tourer is no stranger to *The Atlantic Lady* either.

Matt's emails begin: "The first note should be that the car we are talking about is GNK32. She is named Buttercup." Buttercup has been in the Moran family for three generations, including godparents as part of the family. Matt's godfather, Harry O'Connor, owned the car from 1955 to 1999 and belonged to the RROC for as many years. A restoration took place under his direction before passing GNK32 to his son, Robert.



Above: Harry O'Connor (left) with his family and actor Danny Kaye in front of GNK32 and a TWA Constellation in the late Fifties.

*(Photo courtesy of Matt Moran)*



Above: Photo and the following caption from *The Flying Lady*, 1997-4, page 5395. "GNK32, painted light grey with black wings and upholstered in grey leather, is seen with Peter Hampton, right, the son of the first owner, along with the family's chauffeur." *(Uncredited photo courtesy Harry O'Connor)*

Naturally, the history of the beautiful double-cowled tourer begins decades before Harry acquired it. From Matt's emails: "The story is told that about 1926, Rolls-Royce received a request from a potential client to test drive a Rolls-Royce Twenty. GNK32 was sent over with a chauffeur, but to his surprise, the potential client was a twelve-year-old boy. Not missing a beat, the child's father tested the car and bought it on the spot." What a great beginning for a great car!

According to the eminent Rolls-Royce historian, Bernard King, the first owner was one C.L. Hampton who had overseen the family business, Hampton and Sons, established in 1830. The original British registration was PE2025; the engine number, G1276; and the car was off-tested in Derby on March 21, 1925.

The 1991-1 issue of *The Flying Lady* documents when GNK32 came to America. "In February 1929, the car was sold used in the U.S.A.; the owner allowed £650 towards the purchase of a new Twenty HP, GTM28, also a Melhuish tourer." Some twenty-five years later, Matt recounts, GNK32 resided in Tenafly, New Jersey on a man's estate. She hauled firewood in the rear

seats. "My godfather rescued it and had it fully restored. He used it over the next half century attending vintage tours with cars that are now in museums."

The most recent listing in *The Flying Lady* archives is a feature-length story in *FL* 1997-4, penned by Harry O'Connor at the age of 86, a proud moment for any proper motor car owner. It is here that we learn quite a bit more about Buttercup, her history, her restoration and her travels. When delivered, the Melhuish tourer came equipped with a three-speed gearbox, two wheel brakes, the "diver's helmet" taillight, the Barker device for "dipping" the headlights, and a gradient indicator, a Tatleymeter, on the dashboard. Matt assures us that all of these are currently present and accounted for. The Tatleymeter, by the way, would be consulted when driving on a grade to assist the driver in selecting the optimum gear change. We also learn that this Twenty did not always carry the yellow and black paint scheme; it was originally light grey with contrasting grey leathers, set off with black wings and black wheels.

Right: Photo and the following caption from *FL* 1997-4 issue, page 5397. "Robert 'Okie' O'Connor, Harry's son and frequent companion, poses with GNK32 near Pikes Peak on the 1976 Glidden Tour, one of 17 such tours for this sturdy car."

(Flying Lady archival photos  
this page and opposite  
courtesy of Maria Quiroz)



GNK32 A Work and Financial Log								
1955	Purchase	\$ 1,500.00	5-7	Mahogany stain	1.60	10-26	Caulking, windshield	1.45
n.d.	Points/Coil/Condenser	15.00	5-8	RR Ltd. gaskets & spring boot	15.50	12-28	Valves, springs, guides	91.87
1-16-56	Proof of ownership	1.50	5-15	Minero nickel	67.00	4-6-57	Labor on valves/guides	13.00
n.d.	Spark plugs	4.85	5-15	Goode McCree - leather	105.92	5-20	RR Ltd., parts + 2.53 duty	21.00
1-17	Paint	1.30	5-16	Repair top bow	12.25	6-12	RR Ltd., parts	58.08
1-23	Mirror	2.00	5-22	RR, 1 spring boot	9.04	6-20	Tools	5.00
2-7	Polish	.50	5-28	C.R. Neidlinger, repair mag	14.00	7-8	Duty	6.60
2-25	Kerosene & can	2.00	5-29	Peterson, repair top strut	12.25	7-31	Nickel work	7.50
2-27	4 tires	212.44	6-1	A.W. Howell, new running bd.	57.00	7-31	Jack stands & grease	11.00
3-7	Misc. tools	5.00	6-1	Nickel plate	6.00	8-1	RR Ltd., boots for rear springs	25.27
3-12	Control wire	6.00	6-11	RR, tire carrier bolt	20.36	8-8	Duty	2.86
3-28	Creeper, fender cover, term. lugs	10.50	6-2	Van Wickler, side curtain frame	6.25	9-4	Wiper, arm for same	17.00
3-28	license	15.00	7-10	Van Wickler, top brackets	4.00	4-15-58	Plating headlight reflector	7.00
4-2	RR Ltd. parts	6.94	6-	Top & upholstery	420.00	4-21	Parts - vibration damper	16.83
4-5	Vallumoid	1.55	7-11	Brass tube for spring case	1.00	6-10	Parts - spares	12.56
4-10	RR Ltd., coil etc., + 90¢ duty	25.00	8-	Charles Stich, motor work, etc.	490.00	9-22-59	Universal parts	90.00
4-14	Steam cleaning	6.00	9-1	Sears, auto cover	12.00			
4-16	Calipers & file	3.00	9-22	Paint job	375.00			
4-18	Gross cp oval screws 1 1/4 x4	2.00	9-27	Ribbed rubber	7.42			
4-25	Duty on purchase	2.90	10-24	Windshield beading	1.45			
5-3	Brass stripping screws	1.00	10-24	Sears, fender cover	2.13			

Above: A family heirloom for GNK32. (Photo, FL 1997-4, page 5396)

In the same *Flying Lady* article, Harry recounts the first time he saw and subsequently purchased GNK32. The car was in “shabby condition” with the top and upholstery “in shreds.” He soon proceeded to make improvements. What is fascinating about Harry’s historical account of the car is that it reads like a rough history of automotive restoration. “In the 1950s, there were no car restorers as we know them today. You did as much as you could yourself, and found others to do one thing or another.” For example, Harry took his classic to Charlie Stich, his garage “in a loft almost opposite Inskip,” to “take up on the engine bearings and reline the brakes.” He then lists half a dozen venues for work on the leathers, the hood, the bright work, the body, and tire replacement.

I will only glean the highlights of this article, as it is easily accessible to you as RROC club members.

Harry discusses his adventures on seventeen

Glidden Tours of the late 1950s and early 1960s, among them his running GNK32 over the bricks of the Indianapolis Speedway! He also relates an emergency repair of a damaged valve guide performed by “an ingenious mechanic and, yes, a plumber.”

*(Editor’s note: See the RROC website for the “Flying Lady Archives” which is a menu item under “Technical Support.”)*

The FL 1997-4 article also documents Harry’s decision at the 1973 Newport RROC National Meet to turn the Twenty over to Frank Cooke for a full restoration. Another piece of Buttercup’s history, if not unique, is rare. During the 23rd Annual Meet of the RROC in 1974, at Indianapolis, GNK32 made an appearance as an un-bodied, functioning chassis.

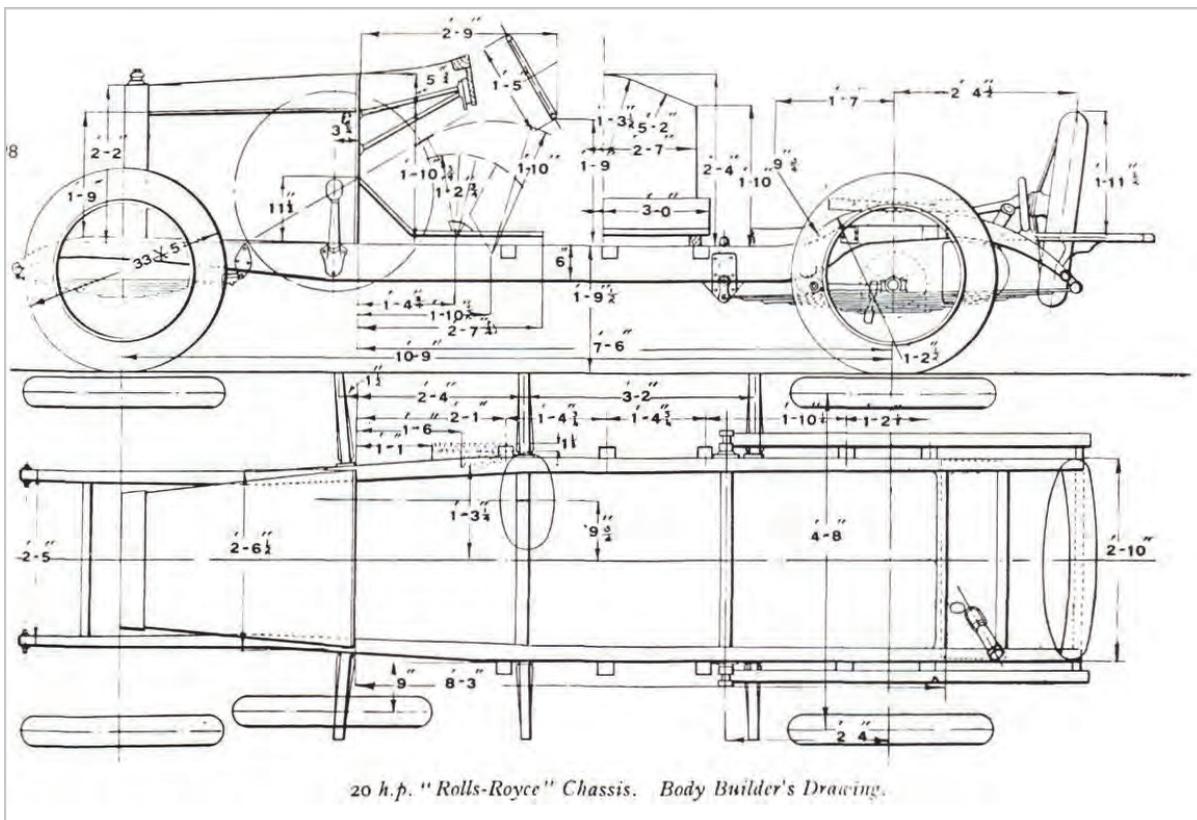
In the September 1974 *Flying Lady*, page 1693, there is a photo of the car sans the wings, sans the bonnet, sans the double-cowl, sans any coachwork whatsoever, sans everything except

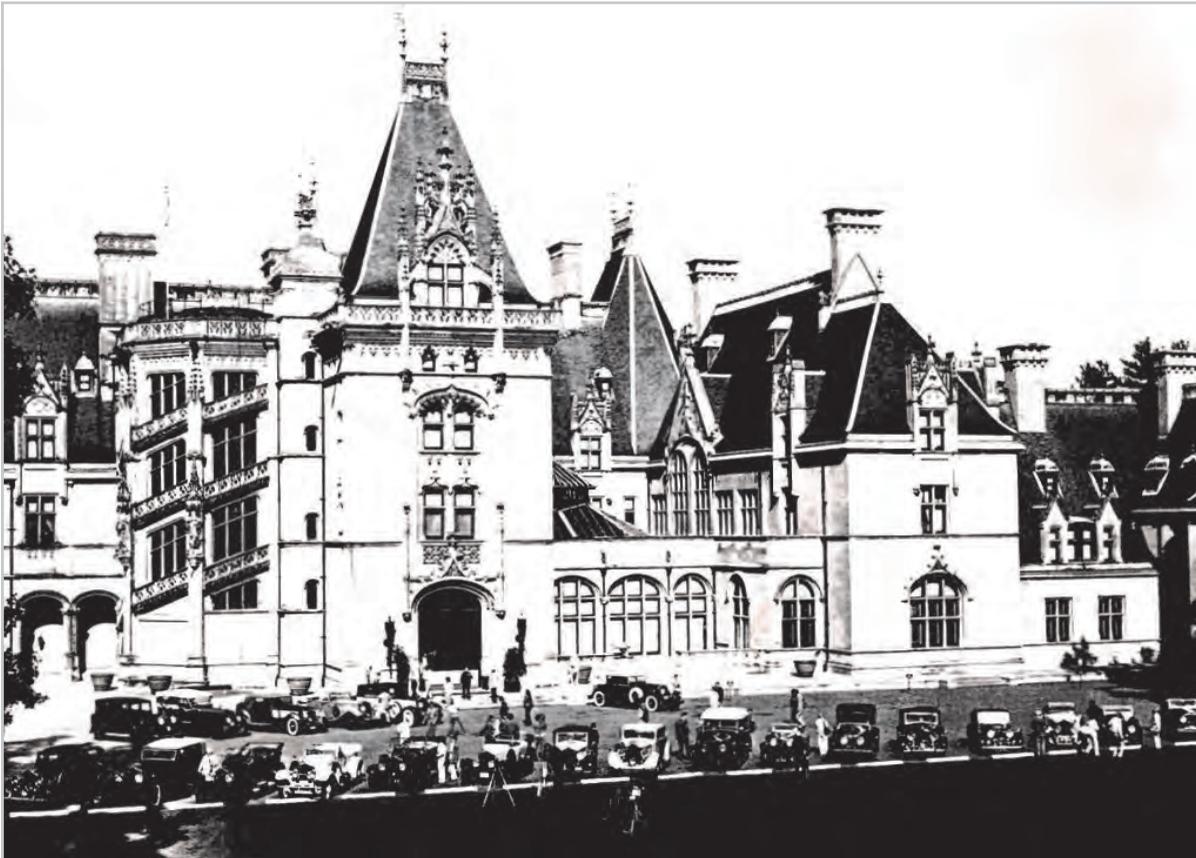


Above: Photo and the following caption, *FL* 1974-5, page 1693. "This might be called bribing the chief Judge, Frank Cooke at the wheel of the restored chassis (GNK32) Derek Reid as passenger."

Below: Photo, *FL* 1974-5, page 1698.

The rolling chassis — being driven through the grounds, the famous Rolls-Royce grill and mascot gleaming, and Frank Cooke and Derek Reid ensconced on a makeshift seat. This was in connection with the "Small HP School" offered by Frank Cooke for the meet, and I am sure this demonstration was to the delight of all attending. There is a twist to the story, however. It seems that Frank Cooke won an award for displaying GNK32 as a rolling chassis, and this, to some extent, irked Harry: "My car — but no award for *me*?"





Above: Photo and the following caption, *FL* 1984-1, page 2819. "Biltmore. 27 September 1983.

3CP154, 246AJS, GSK81, 62UG, 45SG, GNK32, GAR72, WHC47, 5NC, AD3651, S263PL,  
WMB73, B38HK, 78FW, B83EJ, GLR27, GZU11, 41GB, 117RY, 4PY, S235KR, S138FR.

(Photo by Ken Karger, courtesy of Maria Quiroz)

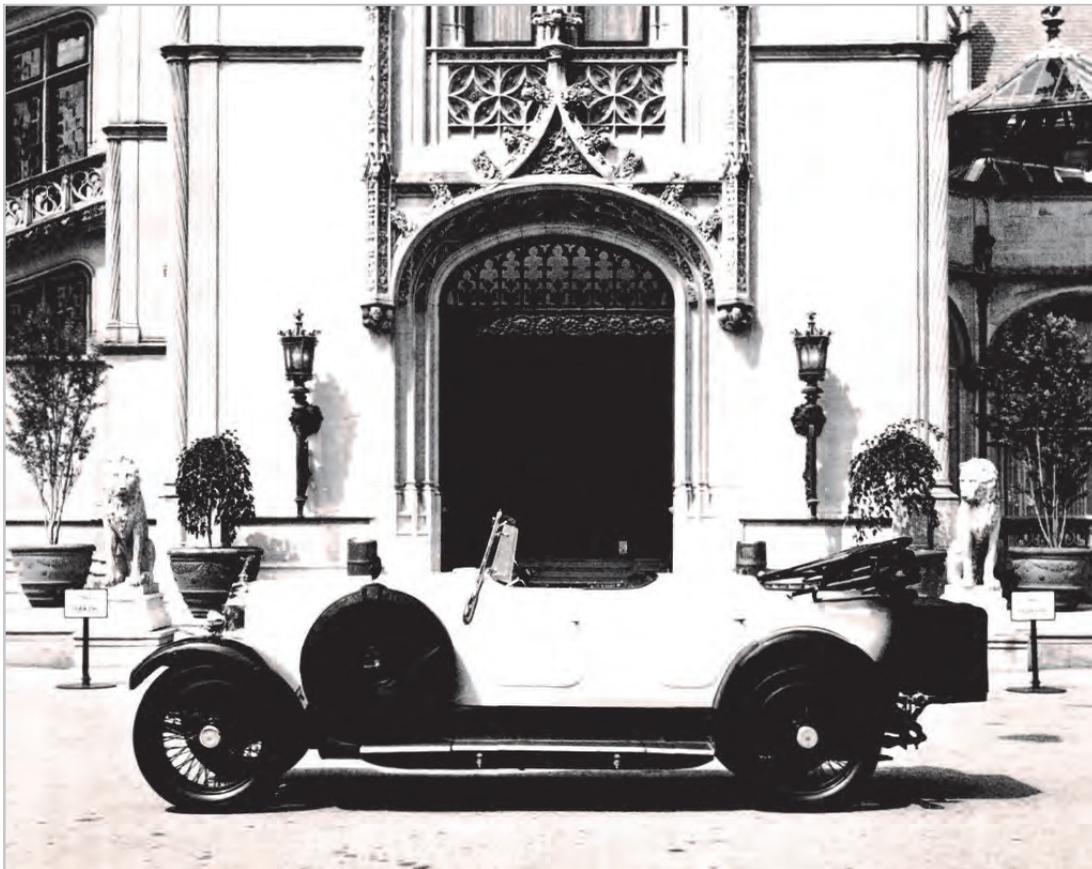
By 1976, Buttercup's restoration was complete. According to the *FL* 1997-4 article, it was during this restoration that the overdrive was installed and characterized as "the most significant step in bringing this slow moving vehicle to rather respectable speeds." Harry winds up his excellent article in praise of the Rolls-Royce Twenty H.P. model and an exhortation: "Let's rev them up! Get the Twenties on the road!"

Following along with *The Flying Lady* archives: One "Harvey [*sic*] O'Connor "brought [to the RROC 6th Vintage Car Tour, October 17-22, 1982] his 1925 20HP dual windscreen tourer done in bright yellow with black leather and top." Neil Kirkham, accompanied on the tour by

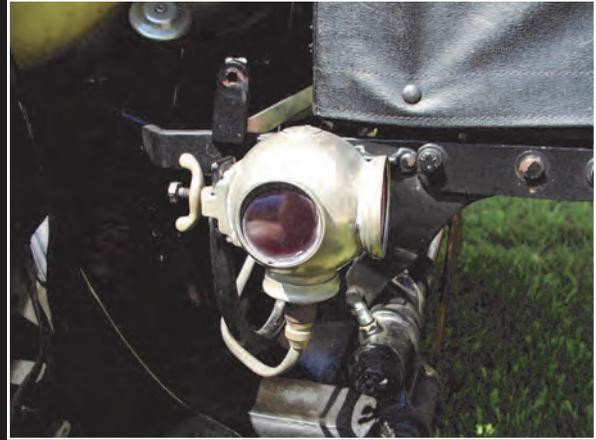
his wife, Lillian, wrote the article about the event. He had this to say about GNK32: "It was striking, but I expected it to be a true slug. Surprise! The 20s were geared with a numerically high rear end, which gave adequate acceleration with the light tourer body, but a very limited top speed. The O'Connor solution for road use is an overdrive which made the car very comfortable at highway speeds." Regrettably, GNK32 did not take home any awards from this particular tour, but this did not keep the O'Connors from bringing the car to the 1987 Vintage Tour that visited Civil War battlefields in Virginia. Harry was credited with helping plan the tour's itinerary.

Continuing with Buttercup's history, we find that she had been on the 13th Vintage Tour back in September of 1989. The tour route cut through Pennsylvania. Documentation of the journey appeared in the 1990-1 edition of *The Flying Lady*. The car's details add significantly to the car's provenance, and again remind us that GNK32 was neither a trailer queen nor a museum piece, but rather a *motorcar* made to be utilized, driven, and enjoyed no matter its age.

This impressive participation paid off in many ways, among them getting a cover shot on the 1991-1 *Flying Lady*. Harry O'Connor must have been pleased and proud to find his car gracing the cover — and for those of you who have been members for a while, you will recall that this was the era of the gorgeous, glossy silver *FL* covers with those excellent, regal, black-and-white Ken Karger photographs.



Above: Cover photo and the following caption, *FL* 1990-1. "GNK32 (1925 20 HP) Melhuish tourer Owner: H. O'Connor. Among the most faithful of regular touring people on RROC Vintage tours is Harry O'Connor who, with son Robert (Okie), goes up and down the hills of whatever part of the country is on the itinerary in this charming Twenty H.P. Harry does enough cruising in this car to have fitted an overdrive unit. It is an incredibly quiet, polite car, which moves effortlessly on the road, but requires some patience going up long steep grades. But Harry is relaxed, and those in hard-charging Ghosts can always get round. It is seen here in front of Biltmore. The first owner specified special attention to springing, and had the gear lever set back 3" (at an extra cost of 10s.) and the handbrake lever set back 4-1/2" (6s.8d. Extra). In February, 1929, the car was sold used for £500 to the U.S.A., the owner being allowed £650 towards the purchase of a new Twenty HP, GTM28, also a Melhuish tourer." (Photo ©1990 Ken Karger, courtesy of Maria Quiroz)



Above left: GNK32's DUNLOP wheel hub nut with serrated sliding lock ring.

Above right: Divers Helmet tail lamp.

*(Photos, this page, by Ed Goldman)*

Below: GNK32 as she appears today.





Above left: Matt with his son, Harry, and GNK32. (Photo courtesy of Matt Moran)



Above right: Matt goes retro with GNK32 at an Atlantic Region concours. (Photo by Ed Goldman)

Below: Matt with the other lady in his life, his wife, Amy. (Photo by Joanne Goldman)



This ends the trail of Buttercup traveling through the pages of *The Flying Lady*. In 2011, Matt began his role as steward. To continue the car's history, I asked Matt to give us an update: "She has been driven around the U.S. and Canada. Since I have had her, she was driven to Louisville, Kentucky, for the 2012 RROC [national] meet with no problems and enjoys being driven around the Northeast. She was showcased in the Wooden Boat Show in Mystic, Connecticut, in July 2012."

Let us hope that Buttercup will never be a stranger to the meets, tours, and rallies of our Atlantic Region. Luckily, Matt's son, Harry, is also an Atlantic Region member. It seems all but assured that the car will not stray from the Moran family, or the Atlantic Region, for at least one more generation.



GNK32: A stellar vintage!  
*(Photo by Joanne Goldman)*

A toast to Matt Moran and his family, and *The Flying Lady's* art director, Ms. Marcia Quiroz, for providing photographs and content for this article.





## ATLANTIC REGION REGALIA

### Tie tack or lapel pin.

Region Flying Lady logo.  
3/4" diameter.

\$10 + \$0.50 shipping.



### Jacket patch.

Region Flying Lady logo. 3" diameter.

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### Polo shirt by Lands'

End. 100% cotton.  
Navy blue with white embroidered Atlantic Region logo. Made in USA. Men's sizes M, L, XL.

\$35 + \$5 shipping.



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Checks payable to: *Atlantic Region, RROC*  
Mail checks to: John Matsen  
39 Sand Hill Road  
Annandale, NJ 08801



Above: The Atlantic Region polo shirt with khakis was the "official" and coincidental attire for this year's Region concours. (Photo by Andrea Krimko)



## ATLANTIC REGION NATIONAL MEET WINNERS

By Joanne Goldman

The Atlantic Region was well-represented at the RROC National Meet held this year at the Seven Springs Resort in Seven Springs, PA. Our own Howard Krimko conducted the Early Post War Society's two-day university. Several prestigious awards were taken home by our members, including the Royce Memorial, Dudley and Preservation. Perhaps the most surprising award for the Region was the McFarlane, because the same region or society has never been recognized two years in a row.

*On behalf of the Region,  
congratulations to all award winners!*



Above: Julie and Ona Cohn were awarded the coveted Royce Memorial for their 1952 Rolls-Royce Silver Dawn saloon (LSHD4). The Royce Memorial is the only award in the Club where pre- and post-war cars compete against each other. The winning car must be at least 25 years old, and the owner cannot show the car in the Club during his lifetime. It is the highest award in the Club. *(Photo by Howard Krimko)*

**2014 ATLANTIC REGION  
NATIONAL MEET WINNERS**

<p align="center">Julie Cohn 1952 Silver Dawn saloon (LSHD4)</p>	<p align="center"><i>Royce Memorial</i> <i>Highest point car from previous Best of Show</i> <i>(RR England &amp; RR Trophy) winner during the past five years</i></p>
<p align="center">John Matsen 1960 Phantom V H.J. Mulliner Limo (5LAT86)</p>	<p align="center"><i>Preservation</i> <i>Outstanding Originality</i></p>
<p align="center">Burt &amp; Mary Hunter 1961 Silver Cloud II saloon (LSXC135)</p>	<p align="center"><i>Dudley</i> <i>Longest distance driven to meet</i></p>
<p align="center">Julie Cohn 1993 Silver Spur III MPW-Special Edition touring limousine (NAP-80008)</p>	<p align="center"><i>Class 115C Concours</i> <i>1st Place</i></p>
<p align="center">John Carter 1990 Corniche III Mulliner, Park Ward drophead coupe (DAL-30022)</p>	<p align="center"><i>Class 115C Concours</i> <i>2nd Place</i></p>
<p align="center">Philip E. Schuch 1999 Silver Seraph saloon (LAX-01460)</p>	<p align="center"><i>Class 117T Touring</i> <i>3rd Place</i></p>
<p align="center">Joanne Goldman Editor <i>The Atlantic Region</i></p>	<p align="center"><i>McFarlane Award</i> <i>2014 Best Region or Society Publication</i></p>





## 2014 TECH MEET AT DELUXE CAR STORAGE

By Joanne Goldman

What makes an Atlantic Region Tech Meet great? A spacious and gracious location: Deluxe Car Storage in New Hyde Park, NY. Check. A pre-war expert: David Scott. Check. A few modern experts: John and Joe Palma along with Vinny Pokorny. Check. Thirteen cars receiving lift time, on a beautiful day in April, with members to mingle with. Check, check and check.

Right: TAL "selfie."  
(Photo by Stan Nayer)



Above: PMCs lined up for lift time at Deluxe Car Storage on April 12th. (Photo by Stan Nayer)

Opposite page: John Bretone's 1967 Silver Shadow saloon (SRX3065) against the backdrop of this year's tech meet location. (Photo by Ed Goldman)



DELUXE CAR

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STORAGE

OFFICE

DELUXE CAR STORAGE

08H-5767





Above: A Rolls-Royce Phantom Drophead Coupé safely stored front and center at Deluxe Car Storage. Right: David Scott evaluates Dennis Barek's 1964 Silver Cloud III LWB saloon with division (LCCL45). (Photos by Ed Goldman)

Opposite page:

Top left: V.P. of Activities, Tracy Varnadore.

Top right: Members enjoy breakfast provided by Deluxe.

Bottom: Members look on as John Palma performs an inspection. (Photos by Stan Nayer)

This was the second year that the Region held the tech meet at Deluxe Car Storage. The facility, still in the early years of operation, had some beautiful cars safely secured, yet on display for members to enjoy. We couldn't have wished for a more fulfilling day.

Deluxe Car Storage is located at the New Hyde Park Long Island Rail Road station. For more information contact them at (516) 587-6447 or [www.deluxecarstorage.com](http://www.deluxecarstorage.com).







## MEMBERSHIP NEWS



Rich Halprin  
VP of Membership  
[rah4539@yahoo.com](mailto:rah4539@yahoo.com)

### WELCOME NEW & RETURNING MEMBERS

Ramzi Abufaraj

Louis Neos

Bodo Albrecht

Paul Gould

Liam Ratcliffe

Gary Cattle

Jordan Glaser

Edward Schmidt

Mike Connell

Mavrikios Gritzalis

John Shorter

Robert Dance

Michelle-Marie Heinemann

Ravi Sinha

Charles DiLiberto

Edward McLaren

Rick Stubing

Jack Garman

Martha McLoughlin

Thor Walker

### ATLANTIC REGION MEMBERSHIP RENEWAL

Renewal of your Atlantic Region membership *is always done* through National:

Go to RROC National website: [www.rroc.org](http://www.rroc.org)

or contact Eileen Dilger, RROC Headquarters: 717-697-4671

or email [edilger@rroc.org](mailto:edilger@rroc.org)

## NEW MEMBER SPOTLIGHT



The Atlantic Region welcomes new members Michelle-Marie and Jon L. Heinemann. Michelle-Marie had this to say about their beloved 1981 Silver Spirit:

“We love our Rolls-Royce. It truly is the perfect family car. We always feel safe and secure as we travel around.”

Left: The Heinemanns with their 1981 Rolls-Royce Silver Spirit saloon (SAB-03252). Below: The Heinemann’s Silver Spirit against a majestic backdrop.

*(Photos courtesy of Michelle-Marie Heinemann)*



## IN MEMORIAM

Right: Charles Rikers' 1926 Rolls-Royce Phantom I, H. Labourette Boat-tail dual cowl (TC78)

*(Photo by Howard Krimko)*



**Charles “Chuck” Riker**, an Atlantic Region member since 1984, has passed away. He delighted our membership with his beautiful PMCs at technical meets, concours and other events. Several members have been long-time friends. Sympathies were expressed to Chuck’s wife, Shirley, who informed the board of his passing.



Former Atlantic Region board member **John Tembeck** passed away on June 18, 2014. John joined the RROC in 1980. He hosted many of our holiday parties at the Westchester Country Club and served on the Atlantic Region board of directors in 2011 and 2012. John’s enthusiasm for our cars, service to the club and dedication to members was greatly appreciated.

*(Photo by Ed Goldman)*

**Harvey Luckman**, RROC member since 2001, passed away on March 15th of this year. He was 60 years old. Harvey repaired and restored Rolls-Royce and Bentley motorcars, among others, in Manhattan for over forty years. Established in 1974, his shop, Sports & Classics Auto Repair, was an institution on the Upper East Side. Harvey served on the Atlantic Region board as V.P. of Technical, Postwar in 1991, 1992 and 1996.

## IN MEMORIAM

**Herbert F. Sailer, Jr.** died on July 11, 2014 after a brief illness. He was a member of the RROC since 1988 and a recipient of the Atlantic Region's prestigious Walker Trophy in 2000 for service to the club. Herb delighted in restoring antique automobiles, showing them at numerous car shows and participating in many car club events with his surviving wife, Margaret.

Atlantic Region member Bob Horowitz had this to say about Herb: "He was truly one of the kindest men I have ever met and one of the finest members of the RROC. I remember joining the club years ago and as a newcomer, I recall how welcoming and friendly Herb was to me. I truly appreciated his warmth and kindness and I want to send Margaret and his family my most sincere condolences. "



*(Photo courtesy of Charles Gatz)*



Atlantic Region member, **Dean Sanders** passed away on July 16, 2013. Dean was 69 years old. His wife, Elaine, notified the club this past Spring. Dean had been a member of the RROC since 2002. Elaine told *TAL* that her husband valued the membership over the years. He loved his cars, including his 1954 R Type.

*(Photo by Ed Goldman)*

### HAVE YOU MOVED or PURCHASED A NEW CAR?

1. Log on to [www.rroc.org](http://www.rroc.org)
2. Update your Profile.

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## SPRING FLING AT SIMEONE CAR MUSEUM

By Joanne Goldman

The RROC Keystone Region in association with the Chesapeake Region and ours held an event at the Simeone Automotive Museum on March 29th. The noteworthy venue was named 2011 Museum of the Year by the International Historic Motoring Awards in London. Over sixty cars representing some of the rarest and most significant racing sports cars ever built were collected by Dr. Frederick Simeone, a renowned neurosurgeon. The museum is located in Philadelphia, Pennsylvania, making the Saturday evening event a weekend away for Atlantic Region members.

Billed as a “Spring Fling,” members and guests were treated to an evening of dinner and entertainment amid the impressive backdrop of historic race cars in period diorama settings. Club Phred provided lively music. The event, was hosted by Robert James Och and Barbara Ann Zippi from the Keystone Region. The event committee included John and Mary Palma, and Joel Zober, all holding “dual Region memberships in both the Keystone and Atlantic Regions.

What would a “Spring Fling” be without a Spring “Best Hat” Contest? Prizes were awarded for both men and women in a variety of categories. All that attended came prepared to enjoy the fun.

This page and opposite: Atlantic Region member, Lyoka Tyagnereva, shows off her “hat” at the Spring Fling.

*(All photos for this article by Adrian Nina)*



Right: (Left to right)  
Lyoka Tyagnereva, Scott  
LeFebvre, Joe Marley,  
Bradley LeFebvre, and  
guest, Nastya Sushu.



Above: (Left to right) Elise Liebowitz, Rich Halprin, Amy Slavin, Zila and Ken Koswener, and Barton Slavin.

For more information on the Simeone Automotive Museum go to:

<http://simeonemuseum.org/>





## *Summer's End in Westport*

*Hosts Chris and Eva Trefz*

*Saturday, September 13, 2014      9:30 am - 4:00 pm*



*Join us for a rain or shine day in Westport, Connecticut. We start with breakfast at 9:30 am at Dragone Classic Motorcars. Following a short caravan tour through lovely Westport, we will have lunch at Splash Patio Bar overlooking a breathtaking view of the Long Island Sound. Chris and Eva Trefz have graciously invited us to conclude the day at their beautiful home situated on an estuary of Long Island Sound and view Chris' private car collection and garage.*

*The cost of the event is \$40.00 per person for members and their spouse/partner/guest.  
Additional guests are \$62.00 per person.*

*Kindly RSVP by September 3, 2014 to Lewis or Renée Cohen  
at 203-397-8723 or email [renco143@att.net](mailto:renco143@att.net).*



## A PRAY COLLECTION TRIUMVIRATE AT AMELIA ISLAND

By Martin Gilbert with Joanne Goldman

Long-time Region member, Malcolm Pray, passed last August 26th. On March 8th, in conjunction with the Amelia Island Concours d'Elegance, RM Auctions sold fifteen cars from the Malcolm Pray Collection. The cars sold to make an endowment for the Pray Achievement Center, an organization he founded to mentor and motivate young people to achieve their life goals.

Two of the cars in the Pray Collection, the 1037 Torpedo Roadster and the 1958 BMW 507 Series II Roadster, were the top sellers at the auction. There were also three Rolls-Royces sold from the collection: A 1958 Silver Cloud I saloon, a 1983 Corniche Mulliner Park Ward drophead coupe and a 1960 Phantom V Park Ward limousine.



Above: Malcolm's 1958 Silver Cloud I saloon (LSED321) in the forefront at the Pray Achievement Center. The photo was taken in 2009, the last time Mr. Pray graciously hosted the Atlantic Region at the facility.

*(Photo by Ed Goldman)*



Above: Malcolm Pray's 1958 Silver Cloud I Saloon (LSED321) outside the Pray Achievement Center.  
*(Photo by Erik Fuller ©2014, courtesy of RM Auctions)*

LSED321, "Lot 153" in the RM Auctions catalog, is a 1958 Rolls-Royce Silver Cloud I saloon. Her auction biography states that she had factory air conditioning and Sundym glass, much needed for the car's original owner Daniel V. Edmundson who resided on the "high dune" above Ponte Vedra Beach, Florida at the time. The length of Edmundson's stewardship is unknown, however records show LSED321 was sold to Colonel Achille Carlisle Tisdelle of Manalapan, Florida. According to RM Auctions, "Colonel Tisdelle had been serving in the U.S. Army and was sta-

tioned on the island of Bataan when it fell to Japan in early 1942. He survived the Bataan Death March and three years in captivity before being rescued in September 1945. After the war, he rejoined civilian life and became a successful businessman who was regularly interviewed by newspapers around his Florida home on military and political issues. Colonel Tisdelle had an intense interest in automotive design, as he patented various head and neck restraint systems and customized a Chrysler Cordoba with canework and carriage lamps to suit his own tastes."

The third owner of LSED321 was Malcolm Pray. Could the sale have originated from the fact that both Malcolm and the Colonel had Florida residences and mutual interests, thereby crossing paths and precipitating the sale? The answer to this question is unknown. What we do know, however, is that LSED321 was purchased in 1994 and remained in the Pray Collection for twenty years. It was sold on March 8th at Amelia Island for \$60,500.



*(Photos by Erik Fuller ©2014, courtesy of RM Auctions)*

This page: While in the collection, LSED321 had a complete rebuild of the transmission and the wheel cylinders. Cosmetic work, included rechroming the bumpers and repainting the trunk lid.



ZDX 07048 was one of Malcolm’s daily drivers for two decades. The 1983 Rolls-Royce Corniche Mulliner, Park Ward drophead coupe hailed from Canada before Mr. Pray’s acquired her in 1993. Despite the drives back and forth between Connecticut and Florida residences, the car only had 28,642 miles, presumably since new.

The car, according to RM Auctions, was restored by D.L. George Coachworks, a well-known facility in Pennsylvania. “The body was stripped to bare metal, the minor rust damage was repaired, and it was repainted in Pearl White. All of the interior wood was removed and refinished, new carpets were made and installed, and the leather upholstery was re-dyed in tan to factory standards. The top was also rebuilt and recovered with correct material.



This page: ZDX 07048. (Photos by Darin Schnabel ©2014, courtesy of RM Auctions)





“Lot 154” sold for \$71,500 at the Amelia Island auction, a handsome sum for the 1983 Corniche.

This page: 1983 Corniche Mulliner, Park Ward dhc (ZDX 07048).

*(Photos by Darin Schnabel ©2014, courtesy of RM Auctions)*



This page: ZDX 07048, beautiful from all angles.

*(Photos by Darin Schnabel  
©2014, courtesy of RM Auctions)*

RM Auctions offers a charming story about ZDX 07048 and Malcolm's wife, Natalie (who always gave a warm welcome to Region members visiting Malcolm's 80-car "Garage Mahal" as she sometimes called it). In James Keogh's *One of a Kind*, Mrs. Natalie Pray recalled visiting her future husband in Palm Beach:

I stepped out at the airport, turned around to a sea of faces, and there was handsome Malcolm — wearing a blazer and a pink shirt, tanned and smiling. We came out of the terminal and there was his beautiful white Rolls-Royce convertible, playing some very low-key music. We drove into Palm Beach with the top down, and he was delightful. And that's very easy to fall in love with.





GREENWICH  
THE  
PRAY COLLECTION  
1961 ROLLS ROYCE  
PHANTOM V  
PRAY AUTOMOBILES



The final triumvirate of Rolls-Royces at auction from the Pray Collection was Lot 165, a 1960 Phantom V Park Ward limousine (5LAT12). The car sold for \$99,000, but despite the impressive figure, it was perhaps, priceless to the Pray family. The car was referred to as “the wedding car” because it chauffeured the Prays to their children and family friends’ weddings and other celebrations. It was in the family for 45 years.

The first and only other owner of 5LAT12 was Josiah K. Lilly Jr. According to RM Auctions, the car was delivered in July 1960 and was one of the first Phantom V models sold in the United States. “Mr. Lilly was the grandson of the founder of Indianapolis pharmaceuticals giant Eli Lilly and Company, and he was the last member of the family to run the business. Over the years, the Lillys’ success had made them longstanding customers of the Rolls-Royce factory. Earlier, they had owned several Silver Wraiths, and Mr. Lilly himself would acquire a second Phantom V shortly before his passing in 1966.”



This page and opposite: 5LAT12, a Phantom V Park Ward limousine, was originally built to U.S. specifications, such as left-hand drive and a speedometer with miles per hour.

*(Photos by Darin Schnabel ©2014,  
courtesy of RM Auctions)*



This page: The well-maintained Phantom V limousine by Park Ward is, in a word: exquisite.

*(Photos by Darin Schnabel ©2014, courtesy of RM Auctions)*



Mr. Lilly's estate sold 5LAT12 to Malcolm in 1969. The car's gearbox and brakes were rebuilt and the paint refinished in the early 1980's. As one would expect, the Pray Collection received maintenance from various noteworthy experts. The engine and undercarriage are original.

The passenger compartment was reupholstered, however the chauffeur's compartment still has the original grey leather. A cocktail cabinet, vanity mirror, cigarette case and notepad adorn the passenger cabin. The leather-bound notepad in the car still contained personal messages at the time of auction.



Above and right: ZDX 07048 and 5LAT12, respectively.  
(Photos by Darin Schnabel ©2014,  
courtesy of RM Auctions)

*A special thank you to RM Auctions  
for photos and information  
about the Pray Collection auction.*

*For more auction results go to:  
<https://www.rmauctions.com/results/>*

*For information about the  
Pray Achievement Center go to:  
<http://prayachievementcenter.com/>*



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## EARLY BRAKE FLUID TRANSFORMATION DAYS FROM RR363 TO MINERAL OIL SYSTEMS AND AUTOMATIC HEIGHT CONTROL SYSTEM COMPONENTS

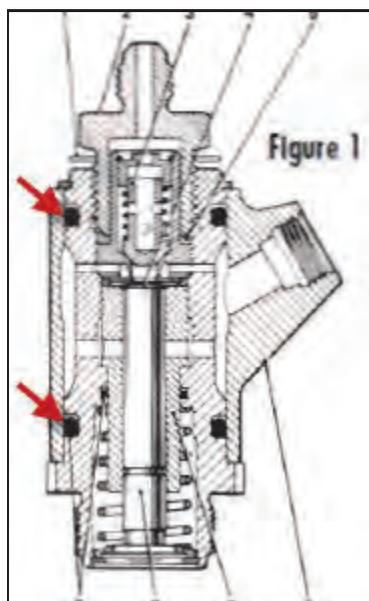
By John Palma

*Second article in a series.\**

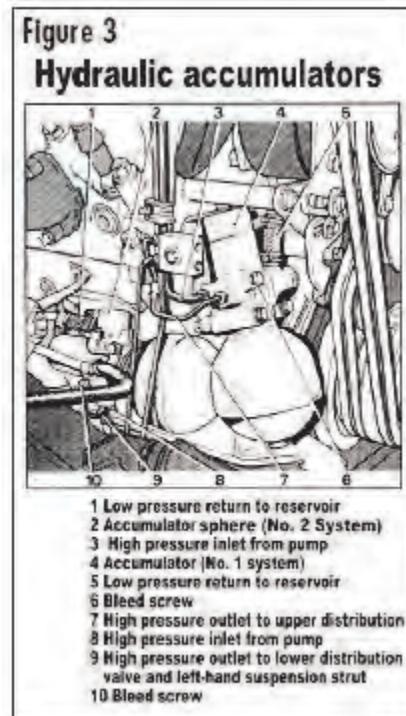
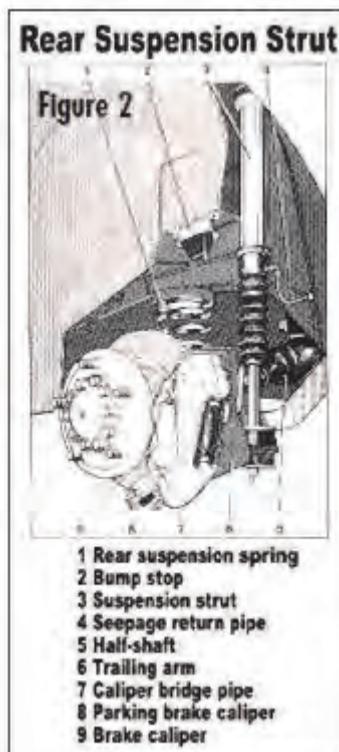
Early mineral oil systems and the new re-designed rear suspension were applicable to Rolls-Royce, Bentley Corniche and Camargue motorcars from serial number 50,001. Although it was an improvement over the earlier Castrol RR363 brake fluid systems, it still had some refinements to be made.

The hydraulic mineral oil system was prone to internal and external seepage. It started with the hydraulic brake pump internal barrel, plunger clearance and the brake pump reservoir outer housing sealing o-rings (see Fig. 1). The low

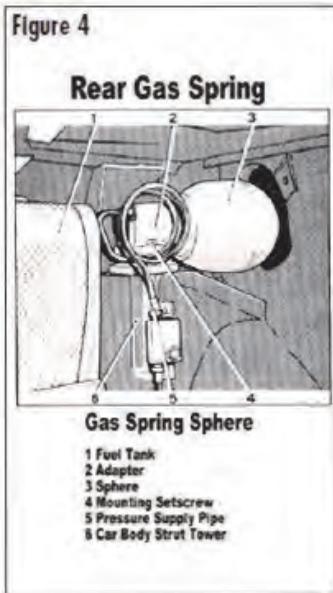
pressure hydraulic return and supply hose clamps leak (see Fig. 3). All this, combined with the rear suspension struts that leaked (see Fig. 2) and the normal pressure loss of nitrogen gas in the accumulator spheres and the rear gas springs (see Fig. 3 & 4) would lower the brake fluid reservoir levels over time. As the nitrogen gas escapes from each sphere it finds its way through the hydraulic system doing no harm and escaping out of each independent brake fluid reservoir tank vent. The diaphragm collapses in the sphere, it fills with mineral oil, which in turn lowers the brake fluid reservoirs as well.



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\* The first article in the series, *Introduction to Hydraulic System Mineral Oil (HSMO)*, appeared in the last issue of *The Atlantic Lady*.



Let's start with the cross contamination problem by owners and mechanics. This error wasn't completely the fault of owners and mechanics; Rolls-Royce was also partly responsible. The problem with cross contamination on both series motorcars was caused by filling the brake fluid reservoirs with the wrong fluid. This primarily existed because of poor labeling practices on the reservoir top lid on cars built from October 1970 to March 1973. This was approximately between serial numbers **11130** and **15638**. The old labels would read "Castrol Green Brake Fluid" (see Fig. 5). This caused confusion because the brake fluid and mineral oil were the same color green. A newer label reading "Castrol Amber" (see Fig. 6) was made to replace the previous one. Rolls-Royce used a number of different fluids on the Silver Shadow range. They began with Girling Crimson, then changed it to green, then to amber and finally to RR363, also amber in color.



In March of 1973, Rolls-Royce introduced Castrol RR363 (See Fig. 7) as the new fluid that is in use today. Castrol Green was no longer recommended and a new label was made to stick over the top of the old reservoir lid plate (see Fig. 7 A) until

the new metal riveted plate was later made in production (see Fig. 7 B). The part number for the stick-on label is **RH 9638**.

The problem with the early Rolls-Royce, Bentley Corniche and Camargue mineral oil motorcars series from serial number **50,001** was the reservoir lids. It was too easy to remove the lids and start pouring the wrong fluids despite all the warning labels (see Fig. 9, 11, 14 & 16). At first, Rolls-Royce dealers started fitting self-adhesive paper security seals over the lids. Then they



Figure 16

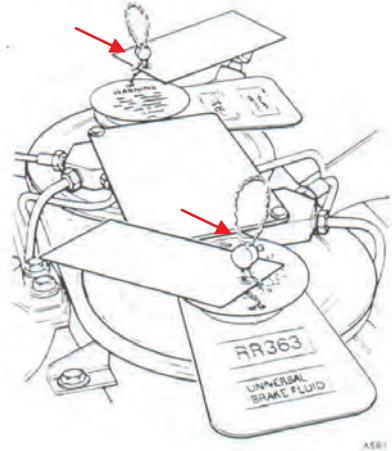
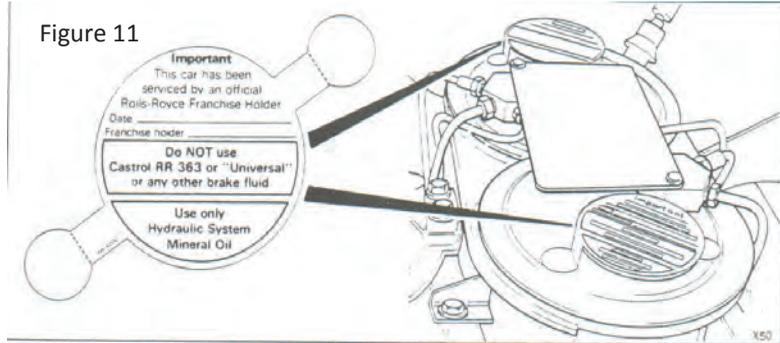


Figure 11



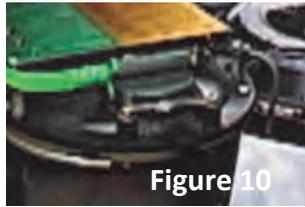


Figure 10

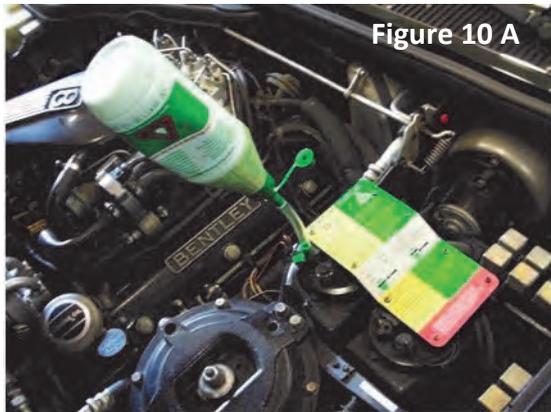


Figure 10 A

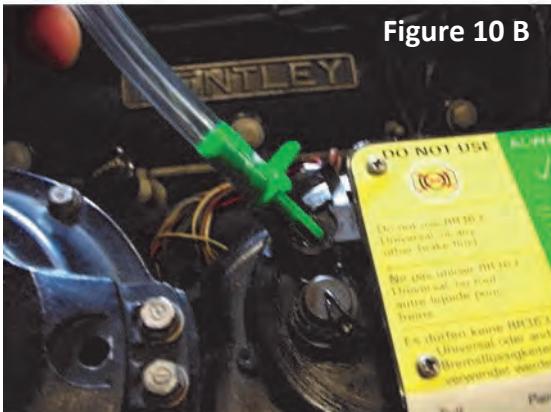


Figure 10 B



Figure 10 C

wired the lids closed and made tamper proof lead security seals (see Fig. 10 & 16). This was totally inadequate because the lids could still be pried open (see Fig. 9, 11, 14 & 16) and the wrong fluid added. Since they were still having problems and to further reduce the possibility of cross contamination, they redesigned new reservoir lids and a new Brake fluid mineral oil bottle with a new filler applicator for each bottle that would only fit the new reservoir lids (see Fig. 10 A, B, & C). For those owners that still have the old style lids, (see Fig. 9 & 14), it is best to change over to the re-designed lids (RH2886 GMF). Depending on what year motorcar you own you will also need (RH2916 GMF) the small multi-lingual warning plate (see Fig. 9) or RH 2915 the large warning label that should still be available (see Fig. 12).

Let's start with the rear hydraulic leveling system from 50,001 Rolls-Royce, Bentley Corniche, Camargue, Silver Spirit and Silver Spur. We have two rear suspension struts, commonly known as rams, (see Fig. 2) which maintains the rear standing height all the time. There are two leveling sensing valves with two pivoting links, connecting

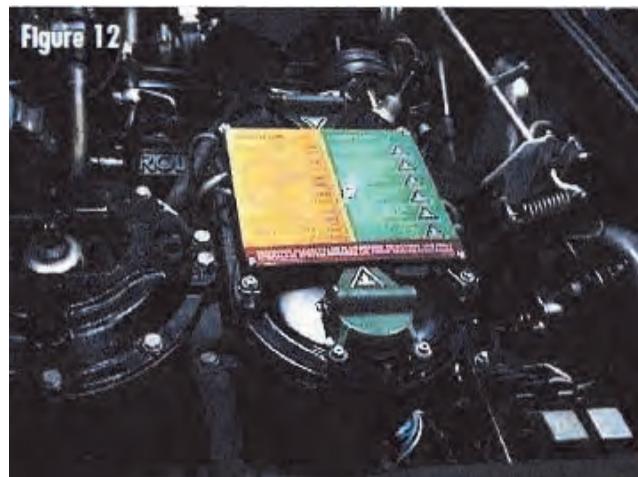
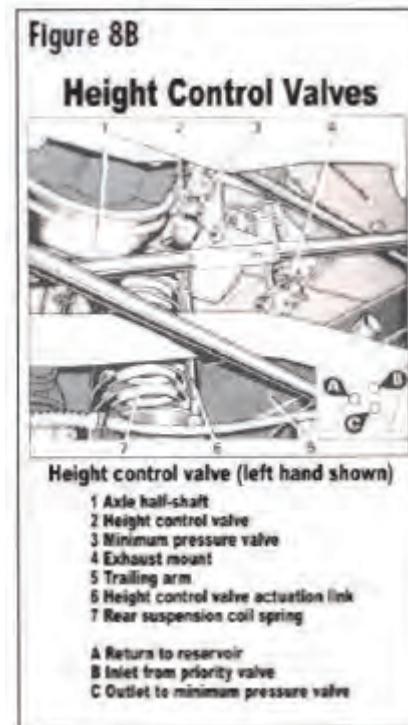


Figure 12

to each trailing arms (see Fig. 8 B) which levels the rear body, via the rear suspension struts when weight is applied to the rear. In theory, this is similar to the RR363 series motorcars. Remember what I said . . .in theory it is similar.

The RR363 series motorcars have a fast leveling solenoid valve to quickly level the car when the gear shift selector is moved to park or neutral. On early series motorcars, the interior door light switches were connected to the fast leveling solenoid valve. Fortunately, this was discontinued with the advent of the delayed interior lights.

*(All photos and diagrams for this article  
supplied by John Palma)*

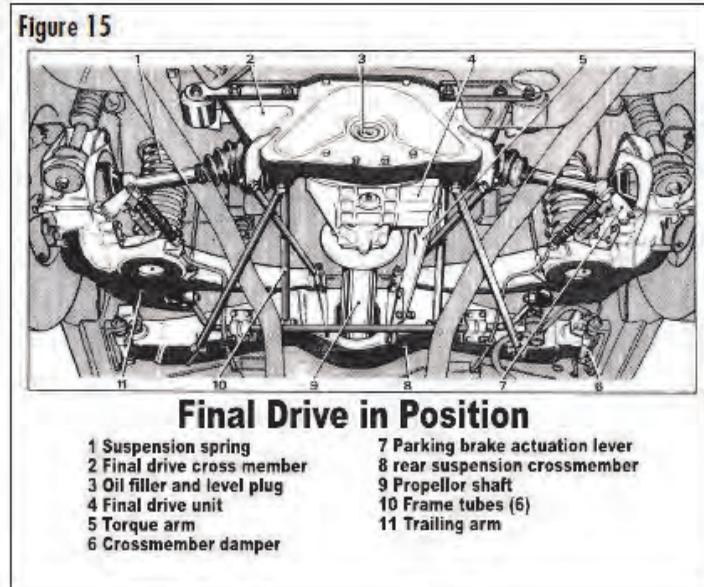
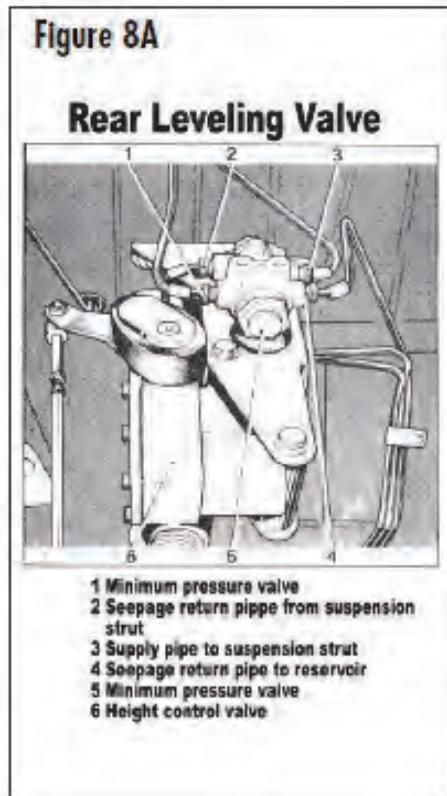


*Reaching  
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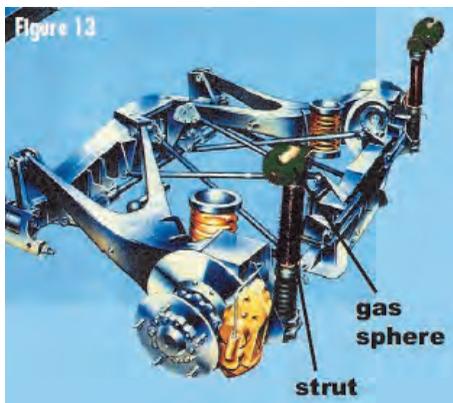
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On **50,001** mineral oil system, the fast leveling solenoid valve was no longer needed with the new, re-designed leveling valves (see **Fig. 8 A**). The leveling valve had a 15 to 30 second delay before responding to the movement of the pivoting links to level the rear body up or down.



The mineral oil rear suspension struts are sitting on top of a ball of gas known as a gas spring, (see **Fig. 13**), commonly known as the round, green nitrogen gas sphere that is screwed to the top of the suspension struts which fluid is being compressed continually to maintain the rear standing height, via the leveling valves and are acting like springs, too. This re-designed system supplements the rear coil springs, which no longer intrude into the luggage compartment like the Silver Shadow range (see **Fig. 15**). The design of the rear mineral oil suspension doesn't sit on the rear coil springs like the range of motorcars built prior to **50,001**. We will continue in the third article in the series with rear suspension, gas springs and some changes in design.

*Portions of this article originally appeared in Modern Lady Magazine.*



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## 2014 GREENWICH CONCOURS d'ELEGANCE

By Joanne Goldman



Several Atlantic Region members attended this year's Greenwich Concours d'Elegance, held in Greenwich, Connecticut. A highlight of the event and a fantastic representation of our Region was GLJ54, M.S. Koly's 1935 Rolls-Royce Free-stone & Webb 20/25 saloon. M.S. and his son, Ted were pleasantly surprised when the car won a major trophy; the 2014 International Concours Best English Saloon. Well done!

Left: To the victor goes the spoils.

*(Photo by Ted Koly)*



Left: M.S. Koly with GLJ54.

*(Photo by Ed Goldman)*

For more information on the Greenwich Concours d'Elegance go to:

[www.greenwichconcours.com](http://www.greenwichconcours.com)

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## 2014 ATLANTIC REGION ANNUAL CONCOURS & PICNIC

By Joanne Goldman



Above: Rolls-Royce and Bentley motor cars gathered for the day. Below: Mary Hunter spies the camera.

The Region's annual concours and picnic was held at Washington Irving's Sunnyside in Irvington, New York. If you've been in the club for a number of years, you may recall visiting this location before. Jamie Morris, VP of Activities in the mid-2000's, held the concours at the historic venue. Perhaps a new story could be written along the lines of Rip Van Winkle, reawakening from a time of concours past?



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



Left: Burt and Mary Hunter's 1988 Corniche II Mulliner, Park Ward dhc (DAJ-22581).

The turnout of cars was nothing short of spectacular, if not in number, then in quality. From Tim and Joan Kelly's 1928 Springfield Phantom I Brewster Ascot to Larry and Linda Durocher's 2010 Phantom Drophead Coupé, a noteworthy range of Bentley and Rolls-Royce motor cars were on display. There were several standouts, most notably Frank and Janet Alloca's 1954 Bentley R-Type.



Above: Frank and Janet Alloca's 1954 Bentley R-Type (BC35LC) (*left*) next to John and Sandy Matsen's 1960 Phantom V H.J. Mulliner limousine (5LAT86).

This page: Larry and Linda Durocher's pristine 2010 Rolls-Royce Phantom Drophead Coupé (DAX-16438).





Above left: Julie and Ona Cohn's recent acquisitions (*left*), a 2000 Silver Seraph (CX05013), next to Hugh Heller's 1975 Silver Shadow LWB saloon (LRX19656). Above right: VP of Judging, Hugh Heller, sports a Rolls-Royce judges cap. Below: Cars are readied for judging. *Note: Judges do not judge their own cars.*



Equally impressive was the team of Atlantic Region judges, some donning official RROC concours judge hats. (Naturally, they did not judge their own cars.) Several members in our region have judged at RROC National meets, such as Julie Cohn, Hugh Heller and John Matsen.



Above: (Left to right) Burt Hunter has his 1988 Corniche II (CX22581) judged by Hugh Heller and Julie Cohn while Joe Marley (background) looks on.

Floyd Nower

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The breeze kept the day delightfully cool, though there was plenty of shade beneath the trees to take refuge from the sun. Many members opted to take the house tour of Washington Irving's home, Sunnyside, bordering the Hudson River followed by a visit to the gift shop.

Love was in the air as Bob Horowitz elatedly announced that he and Marja were now Mr. and Mrs. while bride-to-be Elise Liebowitz discussed early wedding plans for her marriage to Rich Halprin. Ken and Zila Koswener introduced their son and future daughter-in-law. Ed and I had just celebrated our 11th anniversary the day before. A love-filled day, for sure!

In the meantime, Andy Gill stopped by, followed thereafter by members Adrian Nina and Lyoka Tyagnereva with their guests in tow. Frank and Janet Alloca, rejoining the club with their stunning Bentley R-Type, mingled with new members, Philip Schuch and Regine and Bodo Albrecht.

Talk turned to the upcoming national meet, summer plans in general, and future Atlantic Region activities. Finally, members reluctantly headed home, perhaps to awaken again in the same locale in years to come.



Above: Tim Kelly's 1928 Springfield Phantom I Brewster Ascot (S264FP).

For more information about Washington Irving's Sunnyside visit:  
<http://www.hudsonvalley.org/historic-sites/washington-irvings-sunnyside>





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Above: 1954 Bentley R Type saloon (B126ZY)  
(Photo by Ed Goldman)

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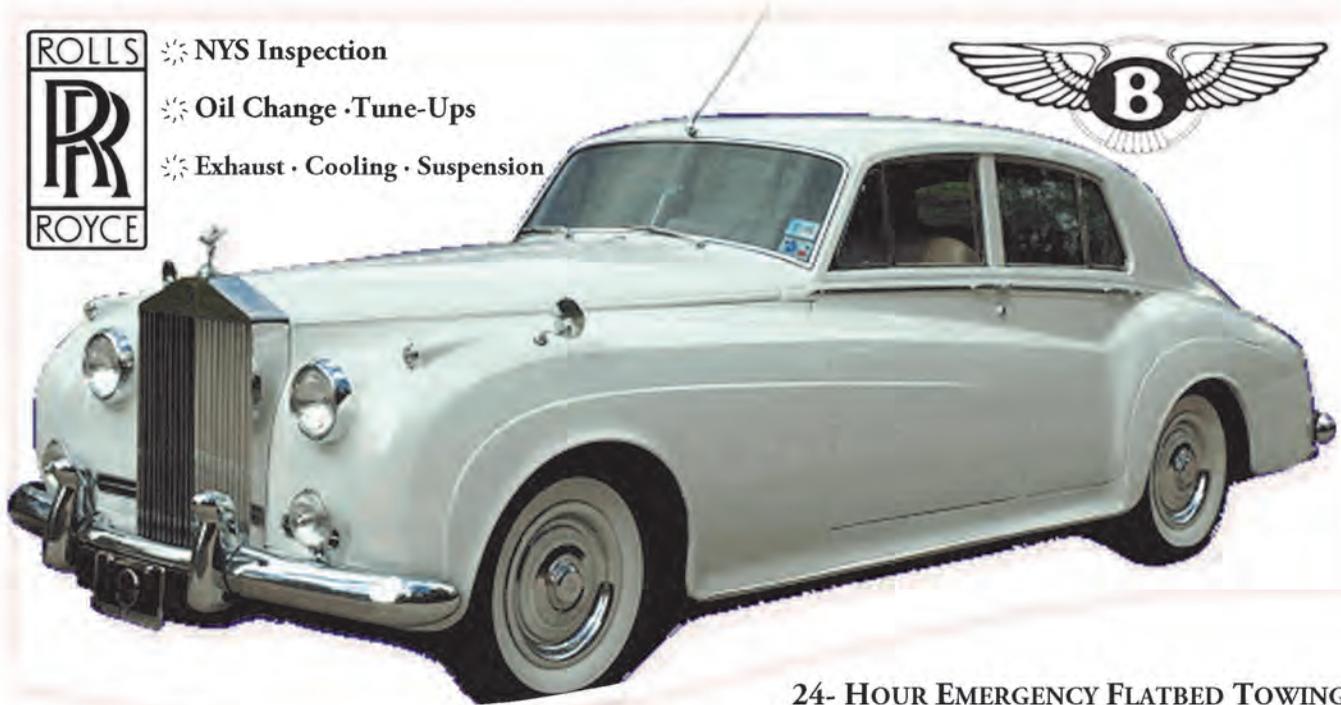
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