

April 2009



# *The Atlantic Lady*

*The Newsletter of The Atlantic Region*



Photo by Charles Roy

Charoux in Winter

*TAL* Exclusive: Malcolm Bobbitt Drives the Last of the Series Arnage

*The Atlantic Lady* Interview: Bernard L. King

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### *The Atlantic Lady*

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The following is a schedule of our publication deadlines for future issues of *The Atlantic Lady*. If your material is to be included, it must reach the editor by the dates indicated:

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

# Chairman's Message

by James Morris

Well! We certainly started 2009 with an outstanding event! On February 8, a record number of Atlantic Region members and guests came to the delightful La Cremaillere Restaurant in Bedford, NY, where we enjoyed splendid cuisine and good fellowship in charming surroundings. In the afternoon, we visited Malcolm Pray's nearby magnificent automobile collection. What a great day. Our thanks to Charles Roy and Nathalie Gingras for hosting and organizing the event, and to Malcolm Pray for opening his collection for our enjoyment, and for once again being such a genial and welcoming host.

I'm pleased to report that the Atlantic Region website has been reactivated. The Regional site is now hosted by the RRROC's website. Log on to [www.rrroc.org](http://www.rrroc.org), then click the "Regions and Societies" tab on the left of the page. The Atlantic Region site appears at the top of the list (of course!) . You can use the site to see contact information for the Board of Directors, as well as information on upcoming events. We'd like to add additional material such as photos of member cars and stories of their adventures. Please forward prospective entries to me at [jamie@bjmorrisny.com](mailto:jamie@bjmorrisny.com). Mary Hunter has kindly volunteered to maintain the site as the Region's webmaster. Thanks to Mary and the staff at HQ for getting us back on the internet.



Our Chairman

Atlantic Region board members serve for terms of up to three years. At the end of 2009, the terms of office of several board members will expire. Our Region's By Laws provide for a mechanism for nominations as follows:

Article VII - Nominating Committee Nominations for Board members and officers shall be by a nominating committee of seven (7) members. Members of the nominating committee can not run for current office. Up to two members of the current Board, not standing for re-election, can serve on this Committee. The Chairman shall select the members from the membership of The Club with the approval of the Board. The appointment of the committee shall be by April 15 of each year. The results of the nominating committee action shall be in a Newsletter, or in a special mailing, by July 1. Any member may make a nomination by petition, signed by 25 members and mailed to the secretary by August 15. The secretary will then deliver to the chairman of the nominating committee the signed petition for inclusion in their evaluation. The nominating committee will advise the members at least 30 days before the annual meeting of any supplementary nominations. In selecting candidates for nomination, the nominating committee will make an effort to have approximately equal representation from Connecticut, New York and New Jersey.

This is an opportunity to contribute to the operation of our club. Any member interested in serving on this year's Nominating Committee, please contact me.

Three members from Atlantic Region – Howard Krimko, John Matsen and John Palma -are candidates for election to the next RRROC National Board of Directors, starting in June 2009. Support for our candidates, in addition to electing fine directors, can contribute to our voice in National affairs.

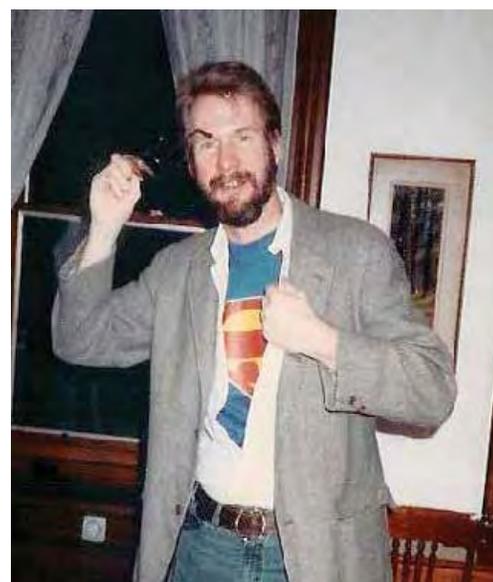
Lastly, I'm sorry to report that Bill Wolf has tendered his resignation as Editor of our Regional newsletter, the Atlantic Lady. During his tenure as Editor, Bill brought tremendous energy and fresh, creative perspectives to the job. Bill, our sincerest thanks for your hard work and ideas. Your input and contributions were valued.

Ed Goldman continues as our redoubtable VP Activities. He has great events lined up for the balance of 2009, including two in April. Please check elsewhere in this newsletter for details, and on our website. I look forward to seeing you at our next event! 🗝

## Editor's Message

By Bill Wolf

It is with considerable regret that I must announce that this may be my last issue as full time editor. Time restraints and personal obligations have made it difficult for me to keep up with the job. At the risk of sounding like a second-string actor who somehow managed to win an Oscar, I nevertheless feel an obligation to publically offer my gratitude to the many people who have helped maintain the quality of *The Atlantic Lady* over the last several months. If I miss someone, please know that faulty memory and not ingratitude is the reason. So my sincere thanks go out to the worldwide experts of the hobby who have freely shared their research, knowledge, photos and time: Messrs. Advani, Blaize, Bobbitt, King and Roßfeldt. *TAL* also has friends at Crewe—Jennifer Elliot and Debbie Dorricott. Thank you both. The patience and dedication of those at Rainbow Press, Michelle James and Dan Gatz, have ensured that *TAL* has maintained its professional and attractive appearance. A very special thank you goes out to Susan Ridley. And, finally, I offer my deep appreciation and thanks to the members of the Atlantic Region whose contributions to *TAL* have kept the presses rolling—and please excuse my informality and familiarity: Ann, Charles, David, Ed, Felix, Howard, Jamie, Joanne, John and Mark. This fine group of Rolls-Royce and Bentley enthusiasts, along with the dedication of all the officers, have kept our region strong, active and alive. 🗝



As this old photo shows, your editor must attend to other obligations.

# Tarrytown, New York

## January 24, 2009

The new officers of The Atlantic Region met at The El Dorado Diner in Tarrytown, New York. Old and new business was discussed over brunch. It is the dedication of these officers who keep our region vibrant and busy.



The Atlantic Region Officers



The El Dorado Parking Lot:  
Whose Bentley is that behind this  
opinionated vehicle?



There was a rough, old 75 Series Cadillac  
in the diner lot.

**Corrections:** TAL apologizes to the Kolys—the caption beneath their page 15 photo had an inappropriate addition. The elegant photo of the Phantom interior on page 7 did not belong there; John Matsen’s PV interior sports blue leather. The photo is that of a Phantom IV. And the photo credit for the hood shot of 5LAT86, on page 11, belongs to Mr. William Imre (who was riding shotgun that day) and L.M. Walters. Also, in the last editor’s message, a review of Richard Lentinello’s book was promised for this issue, but space limitations prohibit this.

# A Visit with Paul & Andy Wood of the Rolls-Royce and Bentley Great Easton, Dunmow, England

By Henry and Ruth Frisz

**Editor:** All contributions to *TAL* are appreciated. Henry and Ruth Frisz came through with flying colors. The photographs are theirs.

Who else but Rolls-Royce and Bentley lovers would take a day from a wonderful cruise to visit an exceptional Rolls-Royce and Bentley dealership in England? You guessed it, true aficionados. When we discovered that our cruise ship would be docking in Harwich England last summer we decided we would like to visit the dealership where we had purchased our 1970 Rolls Royce in 1984.

This was no easy feat since there were no buses, trains or car rentals available to us from this port. After much research we found a taxi company that was willing to meet us at the port, drive us to Great Easton, wait for us and return us to the ship in time to sail. So while most of the passengers on the ship headed to London for the day, we headed to Great Easton.

We had contacted Paul Wood prior to leaving the United States to see if he could make time to meet with us and give us a tour of the facility. He was very gracious and made time in his busy schedule to chat with us and to show us his wonderful dealership.

We set off from Harwich on a rainy Thursday morning in July and reached the dealership at about 10:30 a.m. The facility is beautiful and well laid out. We first entered a reception area and then we were shown to a lovely, adjoining room where we were served coffee, tea and cookies. Paul Wood greeted us shortly thereafter and we spent some time catching up and hearing about the new facility and what they were up to.



Paul Wood and Atlantic Region's own Hank Frisz



P&A Wood

The first part of the tour was the shop where they took apart the autos they were rebuilding and started from the frame up. We met the mechanics and watched them work for a little bit. Paul was very gracious and let us take as many photos as we wished. We then headed to a small shop where some master mechanics were re-tooling various engine and other parts of these exceptional automobiles. Then it was off to a huge space where there were many Rolls-Royce and Bentleys in various states of repair. We spent a great deal of time there hearing about the different autos, who owned them, where they were from, what was being done to them and how much they were worth. Each story was fascinating and each of the autos wowed us.

Here Andy Wood, the brother of Paul, and co-owner of the dealership, met up with us where we chatted and took photos of many of the cars. Each one was more fabulous than the next.

Immediately following this part of the tour we visited their new showroom, a spectacular two-story facility with all the newest models of the Rolls-Royce and Bentleys. We felt like kids in a candy shop and didn't know where to look first. We heard the story of all the new models and also the story of the new relationship with BMW.



Magnificent Engine Restoration

Paul provided us with two wonderful posters which we have framed and will display prominently and was kind enough to send us two Rolls-Royce caps by mail.



Andy and Paul Wood

Our taxi picked us up at 1:30 and brought us back to the ship. While our other passengers talked about the horrors of their day in London, facing traffic, unhelpful guides and a rushed and expensive tour we shared our spectacular day with them and we saw a little bit of that green jealousy in their eyes especially among the men.

We knew we had made the right choice to plan this visit and we invited Paul and Andy Wood to visit with us when they come to the states. Hopefully we will see them soon. 1



This shot shows the tasteful and luxurious interior of the establishment.



Boattail anyone?



Another Fine Restoration



These expert craftsmen are hard at work.

**This Issue's Cover:** As now we see spring outside our windows, the memory of winter is cast with nostalgic pleasure. Charles Roy's Bentley in snow is a fine reminder of winter's beauty. The Volvo in the background is a rare 1988 780 coupe. Charles asks us to please compare the similarities in the shape of the bodies and rear lights.

# The Commencement of the 2009 Motoring Season

## By Charles Roy, VP Membership

The commencement celebrations of the 2009 motoring season of The Atlantic Region were a resounding success. We can ascribe three main reasons to this most happy outcome: the superb cuisine, service and charm of La Crémaillère Restaurant, the inspiring visit of the Achievement Center and Automotive Museum of fellow member Malcolm Pray, and the participation of so many members. In fact, over 115 people congregated on that wonderful Sunday afternoon to share the friendship and camaraderie that the founding members of the RROC envisioned when they established our club almost 60 years ago.

It is obvious that the prevailing economic conditions bring a certain sobriety in our behavior. However, we should be fortunate to have a passion for our PMCs, which, with their 100 years of existence, bring a natural sense of history. During that period, two world wars and a depression have altered the course of civilization. In addition, there were numerous economic downturns and many significant political challenges, such as the Cold War. Yet, throughout those years, scientific, humanistic and economic advances, which appear to be unstoppable, even today, have assisted in making our lives more



Joanne and Ed Goldman, Jamie Morris and Charles Roy

comfortable, meaningful and, to a certain extent, more predictable. We know not to speculate upon the future based upon the present, and I believe that, on that Sunday, we expressed our confidence in the future based upon our collective understanding of the past. This year, more than ever, we should come together to share such confidence.

May the following pages serve to memorialize this superb event and the enthusiasm of The Atlantic Region. 🗝



Mrs. Pray and John Tembeck with a part of the extensive collection of automobilia of Mr. Pray in the background.



Mr. Pray with four happy ladies from the Fung party of 14 people, all wishing they had a driver's license.



Malcolm Pray and Howard Krimko, who achieved the highest score on the History Test.



Sandra and John Matsen



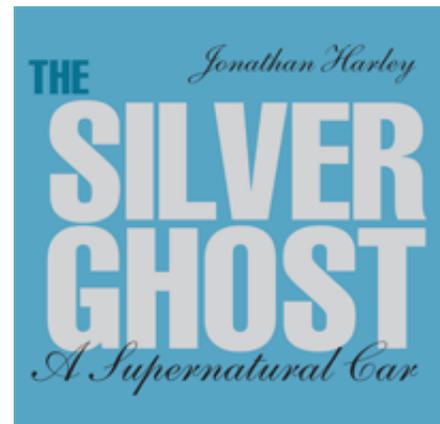
From the right, Bob Karpel and his lovely wife, Carol, and family guests.  
What a charming group of people in an equally charming restaurant!

## The History Test (Pre-war years)

**Editor:** Charles Roy was inventive and kind enough to arrange for this test of Rolls-Royce and Bentley lore. Look for the corrected test in the following pages.

Out of an attendance of 120 people, there were approximately 50 registered members of The Atlantic Region, and almost all of them graciously accepted to take the test. Interestingly, the three winners of a copy of the excellent autobiography of SCH “Sammy” Davis drove to the event with their PMCs: Howard Krimko with his lovely 1972 Rolls-Royce Corniche coupe, Donald Fish with his faithful 1977 Rolls-Royce Silver Wraith II, and Peter Harnik with his superb 1954 Bentley R Type Continental. These three gentlemen and all other members who drove their PMCs to the event are hereby commended for their audacity and joie de vivre in driving on wet roads, which resulted in a charming assemblage of cars covered with water, dirt and, inevitably, all sorts of minerals.

Having corrected all of the copies, I would venture to say that the average score was close to 3, out of a possible perfect score of 7. Most members responded correctly to Question 1, as we all know that Henry Royce was older than Charles Rolls when they met in 1904, and that WO Bentley was younger still, having passed away in the early 1970s. Few members answered correctly Question 2, despite the fact that most of us recall that Henry Royce spent most of the last 20 years of his life in the south of France on account of his precarious health. I thought that “Aubin,” being a French name, should have been enough of a clue for the name of Mr. Royce’s nurse. As for Eleanor Thornton, she is reputed to have been the model for the Flying Lady.



### A Prize Book



A fine rendering of a fine place to dine.

Indeed, Bentley cars won the 24 Hours of Le Mans five times before the company went into liquidation in 1931. Many people recall the four consecutive victories of 1927 through 1930. However, a Bentley motor car also won in 1924, the second year the famous race was held. Question 4 was answered properly by a few participants only. In fact, the 4½ liter was a development of the famous 4 cylinder 3 liter engine and the 4 liter was a six cylinder engine just like the more glorious and immensely more powerful 8 liter engine. WO Bentley never sold any cars with an 8 cylinder engine. Hence, the proper answer was b. Congratulations to most of you on Question 5. Indeed, our beloved Silver Ghost was introduced in 1907, as most of us will recall the recent centenary celebrations. Question 6 was also answered properly by the majority. However, Mr. Matsen correctly indicated on his copy that, although the color of the Rolls-Royce logo was changed from red to black after Henry Royce passed away, there is still no conclusive evidence that it was changed because of this very reason. Finally, I must admit that the purpose of Question 7 was to give a bonus point to those who drove their PMCs to the event. Yet, I do not feel so much guilt about this question. After all, the invitation clearly stated “Please bring your PMC.” I hope you that you did enjoy taking this test as much as I had fun preparing and correcting it! 🍷



Andrea Krimko next to the prized Delahaye of Mr. Pray.  
Such a beautiful smile compliments the elegance of this car to a high degree.



**ROLLS-ROYCE AND BENTLEY MOTOR CARS**

**HISTORY TEST**

**PRE-WAR YEARS**

**QUESTION # 1**

**CHARLES STUART ROLLS, HENRY FREDERICK ROYCE AND WALTER OWEN BENTLEY WERE BORN IN**

- A. 1888, 1877, AND 1863, RESPECTIVELY
- B. 1877, 1863, AND 1888, RESPECTIVELY**
- C. 1863, 1888, AND 1877, RESPECTIVELY

**QUESTION # 2**

**THE NAME OF THE NURSE OF HENRY ROYCE WAS**

- A. ETHEL AUBIN**
- B. ELEANOR THORNTON
- C. ETHEL THORNTON

**QUESTION # 3**

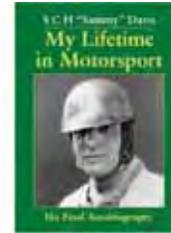
**BEFORE ROLLS-ROYCE ACQUIRED BENTLEY IN 1931, BENTLEY MOTORS CARS WON THE 24 HOURS OF LE MANS**

- A. 3 TIMES
- B. 4 TIMES
- C. 5 TIMES**

**QUESTION # 4**

**THE 4 LITER, 4½ LITER, AND 8 LITER CRICKLEWOOD BENTLEYS HAD ENGINE OF**

- A. 4, 6, AND 8 CYLINDERS, RESPECTIVELY
- B. 6, 4, AND 6 CYLINDERS, RESPECTIVELY**
- C. 6 CYLINDERS



**THE PROPER ANSWERS HAVE BEEN HIGHLIGHTED IN YELLOW.**

**QUESTION # 5**

**THE FIRST MODEL YEAR OF THE 40/50 H.P. ROLLS-ROYCE, LATER AFFECTIONATELY KNOWN AS THE SILVER GHOST, WAS**

- A. 1907**
- B. 1908
- C. 1909

**QUESTION # 6**

**THE COLOR OF THE ROLLS-ROYCE COMPANY LOGO WAS CHANGED FROM RED TO BLACK AFTER**

- A. THE DEATH OF CHARLES ROLLS IN 1910
- B. THE DEATH OF HENRY ROYCE IN 1933**
- C. THE BANKRUPTCY OF ROLLS-ROYCE IN 1971

**QUESTION # 7**

**TODAY, I CAME TO THIS EVENT IN A PMC.**

- A. TRUE**
- B. FALSE

**CONGRATULATIONS TO THE THREE WINNERS OF THE SCH DAVIS BIOGRAPHY**

**HOWARD KRIMKO 6/7**

**DONALD FISH 5/7**

**PETER HARNIK 5/7**



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PRAY AUTOMOTIVE COLLECTION

Photo's by Doris Wolf

## INTRODUCTION

In the mid 1990s each summer I invited boys and girls from some of the local youth organizations to visit my automobile collection at my home. The purpose was to educate them and to inspire some of the passions that I had acquired for automobiles in my youth. I try to give these young people some moral and business guidance, that they might not get elsewhere.

In 2001 I opened the Pray Achievement Center in Banksville, very near to my home, consisting of three buildings - two showroom type garages holding forty collector automobiles of all ages and types, and an administration building to house my sixty year collection of automobile publications and other memorabilia. Since 2001, I have had visits from well over four thousand young people. Unlike most museums that they visit, I allow the children to sit in the cars and envision ownership. At the same time I explain to them a little bit of the history of automobiles.

After visiting the garages I invite them into the administration building where they either sit on couches or around a conference table, and I give them some refreshments. Together we review my agenda, (How to Become a Millionaire) and I answer their questions. I feel that my efforts have been successful because by letting these young people envision owning them, I am then able to tell them how I started in business as a car salesman, and was successful in taking my passion for automobiles into the business world. I have been very encouraged by the numerous letters and comments that I have received from the children and parents who often accompany them.



Malcolm Pray  
May 2008

# BENTLEY ARNAGE

By Malcolm Bobbitt

I know it sounds like a cliché, but settling behind the wheel of the Bentley Arnage really is akin to being comfortably ensconced in a stately mansion. Being re-acquainted with the Bentley marque after too many years serves as a reminder as to just how grand these cars are, and how they have, in reality, few, if any, rivals. The epitome of Britishness, and the best of Britishness at that, it's not all about the acres of veneers being perfectly matched, nor is it the caringly crafted hide upholstery that makes the Arnage a very special motorcar. It's something far more fundamental, like every car being discreetly unique and the desire to maintain the Bentley tradition of building quality motorcars, which in the 90th year after the firm's establishment, is something customers have come to expect. Thank goodness for maintaining standards!

The winged B emblem adorning the radiator shell, itself watched over by the magnificent

Flying B, says everything about Bentley ethos, but it is necessary to venture beneath the superficial to understand why, exactly, the culture surrounding this grande routière has such a fiercely loyal and dedicated following.

Though I've been close to various Bentleys and the people who designed and built them, the last time car and I hit the road together was when owning my now departed early post-war vintage Mark VI. The reason for waving goodbye to this venerable motorcar with its luscious semi-razor edge architecture is not appropriate here, but I have to admit to a tinge of nostalgia and emotion whenever encountering one of these graceful machines. Then, of course, there's that constant appetite (passion is probably a better word) for Bentleys that, for financial reasons, have eluded me. Heading the most-wanted list is the iconic R-Type Continental, but it's a close run race between the streamlined Paulin Vanvooren Derby and sheer brute arrogance of a Cricklewood. Enthusiasts would no doubt agree with 'what-the-heck' and say hello to both. Writing this as 2009 shows little sign of offering little in the way of joyous expectations fiscally, some pertinent anniversaries do at least impart some heart-warming cheer. It is gratifying to celebrate that ninety years ago W.O. Bentley, together with his select handpicked team of engineers, gave birth to the first car to wear the now prestigious insignia. Had not the small two-storey mews workshop off London's Baker Street reverberated to the 3-Litre's first life cries in 1919, the Arnage, eighty years on, would not have made its appearance. Nor, after a decade of that model's production would its tenth birthday be acknowledged, a timely occasion for Bentley Motors to announce the Final Series of this noble carriage which supported the company's divergence from Rolls-Royce to its present tenure under Volkswagen's umbrella.



Photo by: Jan Cuppage

Malcolm Bobbitt (on the right) with his wife Jean and two friends, Bob Cuppage (left) and Rolf Knoery (right), and Bentley MKVI. Rolf Knoery is rebuilding a Derby Bentley and Bob Cuppage owns several classic cars including a Sunbeam Talbot, DKW and a British-built Citroen Traction Avant.



20TU: The Arnage T radiator and Flying B make for an impressive image.

With two out of three anniversaries accredited, the final salutation revolves around something few Bentley drivers see but all too often take for granted. Revered for its reliability and performance every time it fires into life with its characteristic growl, it is remarkable that the Arnage's V8 engine first made its appearance in 1959 when fitted to the S2. All the more incredible is the discovery that notwithstanding a programme of modifications over five decades, the venerated V8 remains a highly efficient engine which meets all foreseeable emissions legislation. It is therefore encouraging to learn that Bentley has plans to keep the V8 in production, despite the inevitable *au revoir* to the Arnage as we know it.

That Bentley has survived ninety years is extraordinary given the roller coaster ride the passage of time has metered out to the company. Financially fragile from the outset, the firm finally succumbed to the liquidators in 1931. Then, just as an anticipated acquisition by Napier was to be rubber-stamped, Rolls-Royce snapped up its adversary to form an alliance lasting more than seventy years.

As controversial as Rolls-Royce's possession of Bentley, the divergence process proved to be equally contentious with the display of a very public squabble by German car makers BMW and Volkswagen. That BMW ended up with the Rolls-Royce name and VW got the Rolls-Royce infrastructure and the Bentley prize nearly came to being academic. Under Rolls-Royce custody Bentley marketing,

MKVI. Rolf Knurpurposely engineered or otherwise, was allowed to falter to the extent that the name escaped falling into oblivion by a whisker. By the early 1980s sales of Bentley-badged Rolls-Royces (I'll be condemned for this terminology!) compared to R-R monogrammed cars had diminished to a mere three per cent, and one may wonder if it was only the loyalty of Bentley customers that kept sales barely buoyant.

The Bentley revival, when it did happen, was of such phenomenal proportions that the demand for Rolls-Royce turned turtle. W.O. Bentley, never having received proper recognition from Fred Royce or his henchmen in the wake of the 1931 debacle, would surely have worn a wry smile had he lived to see the events of the 1980s and '90s unfurl.

A visit to Bentley Motors at Crewe's Pym's Lane is the first step in comprehending Bentley values. Here, once the home of Merlin and Griffon aero engines, the leading force behind Britain's war effort in the air, and post-war accommodating Rolls-Royce and Bentley motorcars before the former surrendered to BMW parentage and relocation to Goodwood, Volkswagen investment proved to be the winged B's saviour. There's an element of irony in all of this: VW, having been rescued by the British Occupying Forces in Germany during WW2 and given back to the nation post-conflict, has itself liberated the most stiff upper lipped of British of car makers. The paradox is much deeper than might be supposed inasmuch that W.O. Bentley's efforts during WW1 were successfully concentrated in strengthening the Allies' aero engine technology to challenge Germany's mighty air power. Without Bentley's aero engine design surrounding aluminium pistons, the Rolls-Royce story could have been so very different.

Taking a step into the production shop at Pym's Lane is the first lesson in Bentleyism. Anyone with even the remotest interest in car building could not fail to be impressed by the absence of noise, the state of cleanliness that applies to every square inch of the workspace, and, so apparent, the air of efficiency that pervades the entire operation. All the more observable is the sense of friendliness, willingness to work and pride in ensuring Bentley reputation is never compromised.

Anyone viewing a car as being little other than a means of getting from A to B, will be pleasantly amazed at the craftsmanship and attention to detail that goes into the making of every Bentley. Possibly it is seeing how bodyshell and drivetrain are carefully mated, more probably the care that goes into crafting the hide upholstery and interior materials, and certainly the self-esteem and skills demonstrated in producing such lovely veneered instrument boards and door cappings. Appreciating a finished vehicle undergoing its final inspection, one can surely proclaim to understand why a Bentley is an expensive motorcar.

With the announcement of the Final Series Arnage it is appropriate to take the wheel of an Arnage T wearing 20 TU, one of Bentley Motors' familiarly seen registration numbers reserved for press and publicity vehicles. Sliding behind the wheel of the car – one never climbs or lowers oneself into a modern Bentley – is like taking a stroll along memory lane. The layout of controls and positioning of instruments, not to mention the vast fascia with its highly polished veneers, refreshingly evokes the spirit of Bentleys past. Some things, thankfully, never change and it is satisfying to see the customary switch box housing ignition key and lighting controls is exactly where one would expect to find it. The fascia-mounted bulls-eye air vents appear delightfully familiar, despite having been designed some forty years previously.



Bentley Motors at Crewe in November 2008 showing production of the Continental models.

My thoughts recall the many conversations I've had with my good friend Martin Bourne, pilot, musician and deft at the wheel of a proper car who, as an apprentice, went to Pym's Lane in 1955 and was destined to join the styling department in the days when the S-series was in production and work was about to commence on the radical T-Series. This was the era of chief stylist John Blatchley whose brilliance gave Bentley in 1965 its first monocoque car and introduced the marque to the world of modern and innovative technology which included hydropneumatic self-levelling. The fascia of those early T-Series Bentleys, known as the 'Chippendale', was largely the work of young Bourne under Blatchley's watchful eye. His efforts in this, and creating scale models of the defining vehicle, must have met with approval because when the time came to restyle the fascia in accordance with America's Federal Safety Standards, the Bourne factor was again applied.

There was change again when the T2 came along, that car's fascia styling being adapted for the Mulsanne when it made its debut in 1980. It is the Mulsanne that began the Bentley revolution, quietly at first before hitting target with the Mulsanne Turbo of 1982. In the nick of time Bentley had stepped back from the abyss. In retrospect, it's odd to think that less than thirty years ago, Bentley engineers had to fight tooth and nail to develop a turbo-engined car and to challenge Rolls-Royce directors' preference for high-torque naturally aspirated engines.

Jack Read, given the mantle to develop the Mulsanne's turbocharging, made sure that Crewe's directors knew exactly where Bentley stood in the performance stakes. Unleashing the massive power of the Mulsanne Turbo prior to launch, he took delight in showing off the car's virtues, and at the same time ensuring that his director passengers alighted from the test circuit with knuckles as white as snow.



Photo by: Malcolm Bobbitt

Arnage production model soon after launch: Early Arnage cars, such as this example pictured at an enthusiasts' meet soon after the official launch were fitted with BMW engines.

extends just forward of the front door handles before gently falling along the length of the car in a continuous line.

As might be detected, Graham knows everything about car design and appreciates the shapes that introduced Citroën's fabulous DS to the world as much as the streamlined perfections of the bold but diminutive Messerschmitt.

During ten years of production the Arnage has undergone a number of modifications to meet evolving regulations and styling issues. Notwithstanding a slightly re-sculptured nose, the car has changed little in profile since its first appearance and has worn the test of time most gracefully, its presence no less today than it was a decade ago - but then that is all part of the Bentley ethos.

Adjusting the driving position of the Arnage to suit one's frame is like settling into a favourite armchair. Everything is right, from the seat height to the angle of the steering wheel, from arm and leg reach to the commanding view of both instrumentation and the road ahead. With key plugged into the switchbox, transmission in Park and parking footbrake applied, it's time to fire up the beefy 6.75 litre V8.

Bentley personnel are too caring to wave you on your way without a few minutes of tuition: this is an expensive and complicated piece of machinery after all. For my test drive a route had been installed on the car's satellite navigation system (use of the term sat-nav would simply be inappropriate!) directing me from Crewe to North Wales, a round trip of some 150 miles. Belt and braces sums up Bentley philosophy, and in that vein a road atlas is handed to me just in case I get lost. 'By the way, could we have the car back by 5p.m., please!'

Back to the Arnage, its design was conceived by Graham Hull who was appointed chief stylist at Crewe in 1984. Deciding against deriving inspiration for the car from the Mulsanne, he instead returned to the Fifties and the Bentley S-Series. Taking styling cues from the car often said to be John Blatchley's masterpiece, Hull was careful not to create a shape that would forever be locked in a previous age and produced what he terms as a 'yacht element'; in other words, a form having a bow and second wave.

Listening to Graham describe the defining feature of the Arnage which he first addressed in March 1994, he gives a clear insight into automotive styling terminology. He tells of the car's shouldered waistline sweeping unbroken from nose to tail, with cabin and boot inset from it; viewed from the side, the waistline

'In two hundred yards turn right'. The voice coming from the dashboard gives precise instructions while a map on the instrument board screen graphically plots the course. Now I'm beginning to relax.

The journey to a few miles beyond Corwen, which is a spanner's throw from the foothills of Snowdonia, is a journey of delight and gives time enough to decide that the Arnage really is a very civilised motorcar and that nothing I drive can ever compare to it. The question seeks to enter my mind as to whether I could ever afford it. Suddenly there's the awful realisation it would not fit into my garage, and the matter is settled!

The silky V8 with its reassuring growl demonstrates its ability to react instantly to any situation. Endlessly and effortlessly it will drive the Arnage along country roads taking even the tightest bends in its stride. Travelling at the legal speed limit on motorways is but a calm canter, and encountering town and city traffic a lesson in maintaining dignity. Then, on demand, it will surge with enormous energy without the slightest ruffling of driver or passengers' composure.

It's easy to forget that one is propelling such a large car, so mildly mannered the Arnage is. Steering is direct and superbly weighted, the controls finger-tip light and brake pressure exactly as one would choose. Everything works with genteel repose. Visibility is never compromised and the comfort of the compliable suspension induces a relaxed driving style – yet there's never any feeling of not being in total control.

The distant grunt of the engine is a reminder that the V8 mirrors the engineering expertise of Jack Phillips who, in the early 1950s, was charged with developing a replacement for the straight-six which had been at the heart of the fabled Mark VI, R-Type and initial S-Series Bentleys. Too often has it been incorrectly said that it is an American design, that it was borrowed from General Motors and built by Bentley and Rolls-Royce under licence.



Photo by: Malcolm Bobbitt

It is true that during the early post-war era chief engineer at Crewe, Harry Grylls, looked to America to gauge what was needed to make the Bentley, and Rolls-Royce, a contender as being the finest cars the world could offer. A V8 certainly fitted the bill, and there is little doubt that Crewe engineers got to work to evaluate the V8s that were then available. In essence, that is far as it goes. The decision having been made to replace the straight-six with a V8 engine, Crewe's finest engineers were given the task of getting on with the job.

When it was introduced to propel the S2, the V8 was configured as a 6.230 litre. When it came to the T-Series cars of 1965 design changes were made to the combustion chambers, and in 1970 the engine was enlarged to its current 6.750 litres. Increasing the cubic capacity was envisaged, and some experimental cars were running with engines uprated to 7.25 litres, though the modification was ultimately abandoned.

Your editor with Mr. Bobbitt, April 2008,  
Cockermouth, Cumbria, United Kingdom

Thanks to Jack Phillips and his engine design team, the Bentley V8 is still going strong, fifty years on! Everything the motor industry and 'green' legislation has demanded of the engine over the half century, so it has taken on board: fuel injection, turbocharging, emissions constraints as well as softening the carbon footprint.

It's time to reflect that due to quirk of fate, the V8 could easily have been consigned to history nearly a decade ago. In the knowledge that Vickers, the Bentley/Rolls-Royce parent company, wanting to sell the car maker, the Arnage was launched in the autumn of 1998 with a BMW V8 of 4,398cc delivering maximum power of 350bhp at 5,500 rpm. The move to employ BMW engines (for both Bentley and Rolls-Royce cars) says much about what was happening around the Vickers' board room table. BMW, as history has revealed, had set sights on ownership of both marques but had not foreseen the action from the direction of rival Volkswagen.

As it happened, Arnage owners disliked the BMW engine, though in reality it was undoubtedly a fine piece of engineering despite not being perceived as being in the Bentley league. Traditional Bentley customers were used to the venerable V8, and that's what they wanted. With Bentley coming under VW ownership so a further conflict arose with BMW unwilling to supply engines to an opposing regime. Bentley's new owner, rightly as viewed by marque enthusiasts, reinstated the Jack Phillips V8, naming those cars fitted with it as the Arnage Red Label.

Again there is irony: the original Arnage engine was a product of combined development between Rolls-Royce and BMW with expertise from Cosworth which, as well as designing the turbocharging concept, was bought by Vickers in March 1990. Additional to Vickers' sale of the Crewe factory, the Bentley name and Rolls-Royce's global distribution network to Volkswagen, came Cosworth Engineering with a price tag of £117 million, a figure £46 million less than Vickers had paid.

What does the future hold for the V8? Talking to Bentley directors it is apparent that despite the forthcoming demise of the Arnage, there is a future role for the engine. If Car magazine is right in its deliberations, it would appear that an all-new Arnage, complete with a V8 which is already 52 years young, is destined for launch in 2010-11. Moreover, it is claimed that the new generation car is intended to rival Rolls-Royce's Phantom, which sets something of a bizarre scene.

Glancing back to the autumn of 1930 reveals Bentley Motors unveiling the grandest of all 'WO' cars; the fabled 8-Litre. The purpose of it was, as well as affording Bentley motoring at its most expensive, to rival Rolls-Royce's truly prestigious Phantom II.

Having experienced the embers of Graham Hull's Arnage I can say with authority that it is a very fine motorcar indeed. Its departure from the Bentley catalogue will be mourned by devotees around the world and, not least, it severs a link with an illustrious past.

The possibility of a new Arnage seals is history in the making. If predictions are correct, it won't be the first time that Bentley has entered battle with Rolls-Royce: hopefully it won't be the last. 🙌



Photo Bentley Motors

Early rendering of the Arnage.



**ATLANTIC REGION ROLLS-ROYCE OWNERS' CLUB  
SPRING 2009 TECHNICAL MEET  
Saturday, April 4, 2009 9:30am - 3:00pm  
Bentley Long Island  
115 South Service Road, Long Island Expressway  
Jericho, NY 11753  
(516) 367-9600**

**HOST: Howard Krimko**

Howard Krimko and Bentley Long Island have again invited us to their splendid facility for a day of technical presentation and hands-on work in their state-of-the-art shop.

Please arrive with your car at 9:30 am for a continental breakfast. Then we'll move PMCs onto one of the lifts in the state-of-the-art Bentley Long Island shop for technical consultation, problem diagnosis and learn do-it-yourself maintenance tips. Lift time is limited so please respond early. There will be a catered sandwich lunch midday. We'll wrap up at 3:00 pm.

There will also be plenty of opportunity to tour the Bentley Long Island facility, see all the new Bentleys, and visit their superb salon of classic cars.

This event is graciously hosted by Bentley Long Island. There will be no charge to members; however, we will need to know who plans to attend to arrange catering. Please fill out and return the registration form, below.

Call Ed at (516) 626-1118 for further information. [Day of event only, (631) 748-4478]

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RROC Event: April 4, 2009 Tech Meet

Name: \_\_\_\_\_ Phone: \_\_\_\_\_ e-mail: \_\_\_\_\_

I plan to attend with a party of \_\_\_\_\_. Please respond to: Ed Goldman, 52 Fairlawn Drive, Central Islip, NY 11722, no later than Saturday, March 28, 2009 for catering arrangements.

I will be bringing my: R-R \_\_\_ B \_\_\_ Model \_\_\_\_\_

Coachbuilder \_\_\_\_\_ Chassis No. \_\_\_\_\_

I need lift time: Yes \_\_\_\_\_ No \_\_\_\_\_

**Directions to Bentley Long Island  
115 South Service Road  
Jericho, NY 11753**

**From Eastern Long Island:**

Long Island Expressway Exit 40 W. Proceed West on Jericho Turnpike past Home Depot, Burger King, and Edgewood Motel. Make a right into the driveway at Bentley Long Island sign and proceed around to the front of the building.

**From New Jersey, Upstate New York, Connecticut & New York City:**

Long Island Expressway Exit 40W Bentley Long Island will be on your right.



**ATLANTIC REGION, ROLLS-ROYCE OWNERS' CLUB**  
**Spring Dust Off 2009**  
**Mendham, NJ - Morris County, NJ**  
**Saturday, April 18, 2009**  
**(Rain date: Sunday, April 19, 2009)**

**Hosts: Burt & Mary Hunter, Mendham, NJ**  
**Driving Tour of Morris County, NJ**

Please join us for a day of rustic and leisurely motoring activities. Pastry & coffee will be served at Toad Hall from 10am. Our PMCs will depart one-by-one for a lovely two-hour tour in the rolling hills of Morris County. Be sure to bring a camera, as there will be many photo opportunities along the tour. Upon completion, we will return to Toad Hall where we will enjoy a late lunch of homemade chili, cornbread, and sub sandwiches. A \$10 donation per person is suggested.

RSVP to Ed Goldman by April 11, 2009. Call Ed at (516) 626-1118 for further registration information. [Day of event only, (631)748-4478] For event-specific information only, please call Burt at 425-922-4786 or email Mary: [cazadors@aol.com](mailto:cazadors@aol.com)

Please send the confirmation below to:  
**Ed Goldman - 52 Fairlawn Drive, Central Islip, NY 11722-4656**

**Spring Dust-Off 2009, Saturday, April 18, 2009 (rain date: Sunday, April 19, 2009)**

Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
 \_\_\_\_\_

Address: \_\_\_\_\_ Email: \_\_\_\_\_  
 \_\_\_\_\_

I will attend. There will be a total of \_\_\_\_\_ people in my party for a total of \$ \_\_\_\_\_ (\$10/pp)

I will be bringing my RR\_\_B\_\_ Year: \_\_\_\_\_ Model: \_\_\_\_\_

Chassis #: \_\_\_\_\_ Coachbuilder: \_\_\_\_\_

I will attend, but not bring a PMC \_\_\_\_\_

**There will be on-site parking available for the first 20 PMCs**

**Directions to the Hunters (Toad Hall)**

18 W. Main St.  
 Mendham, NJ 07945  
 973-543-4929

**I. From Pennsylvania/Western NJ:**

- A. 78 East to 287 North to 206 North to Chester. Follow Rt.24 East (a.k.a. CR510 East) to Mendham. House will be on right between Hampton St. and New St.; or
- B. 80 West to 206 South to Chester, then follow directions in I.A. above from Chester.

**II. From South Jersey:**

N.J. Turnpike (or Garden State Pkwy via 440) to 287 North to 206 North to Chester. Follow directions in I.A. above from Chester.

**III. From East/Central Jersey:**

78 West to 24 West to 287 South to Exit 35, Madison Ave. (Morristown). Bear right onto South St. and follow Route 24 West (a.k.a. 124 or CR510) .8 mile to the square. Go around 3 sides of the square and continue 7 miles to Toad Hall on 24/124/CR 510 West (known successively as Washington St., Mendham Rd., and Main St., Mendham). Continue straight thru the second stop light in Mendham. Look for St. Joseph's Church on left, then New St. on left. Turn left into first driveway **after** New St.

**IV. From Northern N.J., N.Y., Conn., Baffin Bay, etc.:**

287 South to Exit 35, and follow directions in III above.

# Ridin' That Blue Train

## By Debbie Dorricott

**Editor:** Mrs. Dorricott is employed by Bentley Motors and has been a regular contributor to *TAL*.

Bill Wolf asked me if I could do a piece on the Blue Train Arnage. As this may be his last magazine as editor, I hope that I don't let him down and that I will have the chance to write for you again, particularly as the car industry faces a little uncertainty during the current world economic situation. As we all know Bentley has met these challenges time and time again before and pulled through. Sadly not all car manufacturers will. When we lost Rolls - Royce from Crewe it was a mega-blow because it had been part of our town forever, and we were all proud to say that we made the best car in the world, a car loved and cherished by many. But after this unwelcome change, something more wonderful came out of it. It gave Bentley the chance to shine and give it the status it really deserved. As we all know Bentley had been overshadowed by Rolls Royce for the many years they were built together. When we lost Rolls-Royce, everyone here in Crewe, with the help of Volkswagen, has made Bentley what it is today. Bentley stands alone with its head held high at the top with all the great luxury cars of the world driven by kings and loved by many. Life is a great race just like the race that the famous Bentley Speed Six competed in back in 1930.



The Blue Train: A Limited Edition Bentley

I started at Bentley 75 years after this great race, and at the time we were building a limited edition Blue Train Bentley to commemorate this famous victory, another special piece of Bentley's history. Many will know the story behind this race, those who don't are in for a treat. It all started back in 1930 in Cannes during a dinner party on a yacht attended by Woolf Barnato. Barnato at the time was Chairman of Bentley and had been since 1926 after helping WO with finances during hard times. Barnato was heir to the Kimberley mines in South Africa and was considered to be one of the Bentley boys and well respected by WO as the best in his team. The subject of racing came up and it was questioned if the Blue Train that ran from Cannes to Calais could be beaten by road. Woolf Barnato rose to the challenge

and replied, "Not only can I beat the Train in my Speed Six Bentley, but I can make it back to my club in St James Street in London England before the train arrives in Calais." He bet a £200 wager on it.

The very next day at 5:45pm in his Speed Six Bentley, with his friend amateur golfer Dale Bourne, he set off just as the Blue Train left the main station in Cannes bound for Calais. You can just imagine the excitement, uncertainty, and challenges this race would bring. We are still celebrating it today. The roads were dusty and rough, there were no smooth tarmac and motorways that we take for granted today. Even petrol re-fuels had to be thought about and pre-planned along the way. They hit hard rain, heavy fog and to top it all got a flat tyre just before Paris; luckily they had a spare but lost valuable time. I guess by now he was really tired and he reached Calais at approx 10:30 a.m. the following morning after traveling over 570 miles at an average of 43.43 mph to catch the packed steamer to cross the Channel. After a most tiring and challenging race not knowing if he had won he arrived at his club at 3.30pm traveling almost 700 miles to find out he had beaten the Blue Train by just four minutes. Yes he won his bet of £200 but had to pay a fine of £160 for racing on public roads. I guess he would have done it again just for the challenge.

Bentley's Limited Edition of the Blue Train was yet another winner. This special coach built car was launched to coincide with a special re-enactment of the race using the original Speed Six car. Today it meets 0-60 in 5.5 seconds with 450bhp 6.75-litre twin turbo engine capable of speeds over 168mph, the Blue Train Arnage series would satisfy any demanding driver. I bet Woolf Barnato couldn't imagine driving a Bentley this powerful.

Happy safe motoring, Debbie Dorricott. 🍷

# Recent Past Events of The Atlantic Region of the RROC

By Bill Wolf

Sometimes *The Atlantic Lady* falls into the hands of those who may be prospective members, so I thought it would not be a bad idea to present a few photos from our recent outings. The Atlantic Region is an active and quite friendly club. If you own a Rolls-Royce or Bentley—or if you are an enthusiast—and are not yet a member, please consider joining. For most of you, members already, I do not think you will mind a quick look backwards to Rye and Tuxedo Park, New York—and Limerock Park, Connecticut.





# *The Atlantic Lady Interview:*

## **Bernard L. King**

**Editor's Note:** To those who keep up with the literature concerning Rolls-Royce and Bentley, Mr. King needs no introduction. His eventual goal seems to be to catalogue correctly every Rolls-Royce and Bentley ever created; his books are known for their exhaustive lists of chassis numbers with pertinent information about each car. Mr. King's research remains nothing short of phenomenal, and hobbyists the world over owe him a considerable debt.

Photos for the interview are courtesy of Mr. King.

There are fifteen items.

### **1. Please tell our readers about yourself.**

Bernard King was born in Surrey in 1946, 16 miles south of London on the road to Brighton and still resides in the house in which he was born! The third of four brothers, all with a deep abiding interest in transport matters. Bernard, throughout his working life, has been involved in various aspects of the travel and airline business; concessional travel facilities have allowed extensive trips overseas, with Australasia and the Americas providing particular interest. During trips, the opportunity was taken to investigate reports of stored post-vintage aeroplanes and cars and a considerable dossier and a photograph collection of around 85,000 prints and slides has been amassed over fifty years. Other interests include hot air ballooning and owning one of the earliest built in the UK in 1971. Flying in and piloting (in the past) different aircraft types, the total exceeding 350 types and was number 5 in the world list of people with this addiction! Airships – flown in nine different types and only one type to go (I must find the funds and sort this soon by visiting San Francisco to fly with recently formed Airship Ventures over the Golden Gate in their new German built Zeppelin airship!), the history of playing cards and many other interests!

### **2. Why Rolls-Royce? Why not Bugatti, Duesenberg or Daimler?**

Whilst having an interest in all up market cars produced between the wars, the Bentley and Rolls-Royce marques have always been of particular interest. Brother number 2 had a successful career in the motor trade and his usual cars were Silver Clouds and later, Silver Shadows. Always purchased from Jack Barclay in London – the world's largest Bentley and Rolls-Royce dealer, on taking delivery of his new car he would order its replacement at the same time. Delivery time then was approximately 12 months and my brother reckoned that he never lost a single penny in depreciation on any of his Rolls-Royce car purchases. Somewhat older than me and a very busy man, to earn enough money to finance his automobile purchases, on the rare occasions that he could find time to chauffeur his sibling were limited. However, on one occasion I remember being surprised to hear my name over a loudspeaker at an air show in Northamptonshire, "Bernard King, your car and driver are waiting for you at the entrance". Having thought that I would be traveling the 100+ miles home by train, being wafted down Britain's first and recently opened motorway, aboard my brother's latest acquisition was a delight!

### 3. Please discuss the history and purpose of Complete Classic Books.

The Complete Classics series evolved from listings of Rolls-Royce and Bentley cars started by Bernard L. King, inspired by his similar work on aeroplanes going back fifty years. This series is aimed at enthusiasts who need to identify or know more about the cars they see on the roads, at rallies, or in the car market. The series highlights connections between similar cars and seeks to illustrate coachwork development. Sized to fit into the glove box, or for carrying around at events, each book in the Complete Classics series invites regular use as a ready reference tool. It is hoped that updated reprints will be issued in the years ahead.

Complete Classics now published or forthcoming in the series are:-

- No.1, Rolls-Royce 20/25 h.p., by Tom C. Clarke. 1997. Second edition 2001. Out of print
- No.2, Rolls-Royce 25/30 h.p. and Wraith, by Bernard L. King. 1998. Out of print
- No.3, Rolls-Royce Silver Dawn and Silver Wraith, by Bernard L. King. 1998. Out of print
- No.4, The Derby Built Bentleys, by Bernard L. King. 2000. Out of print but 2nd edition in the course of preparation for publication 2009
- No.5, Rolls-Royce Phantoms II and Phantom III, 2001. Out of print
- No.6, Bentley R-Type, by Bernard L. King. October 2006
- No.7, Rolls-Royce 20 h.p., by Ben J. Grew. In preparation
- No.8, Rolls-Royce Silver Cloud I and Bentley S1 by Davide Bassoli & Bernard L. King 2005
- No.9, Bentley Mk VI, by Bernard L. King. Published February 2008
- No.10, Rolls-Royce New Phantom by Bernard L. King. In preparation
- No.11, Rolls-Royce Silver Cloud II & Bentley S2.. In preparation
- No.12, The Bentley Continentals. In preparation – publication planned for 2009
- No.13, Rolls-Royce Silver Cloud III & Bentley S3. In preparation

In addition to these titles self-published under the Complete Classics banner, I have undertaken a number of commissions from Illinois based Dalton Watson Fine Books. These include an updated edition of the Bentley “Bible” “Bentley – Fifty Years of the Marque”, a 2nd edition of Rolls-Royce – The Classic Elegance but the Tour de Force must be “Bentley Motors – On The Road”. The last mentioned took a year of hard work to complete and it’s only a great shame that more people have not taken the bull by the horns and purchased a copy for their coffee tables!

### 4. Martin Bennett in his new book on the postwar Phantoms introduces you as a “listologist.” Are you comfortable with this appellation?

This was a NEW word coined by me and has apparently amused people throughout the world! The word first appeared in Complete Classics CC2 covering the 25/30 and Wraith cars published in 1998 “By now, there must be a term for those infatuated with lists and a “listologist” may be deemed acceptable terminology! The author has manually compiled production histories of mostcivilian aircraft types built during the war years and the post-war years and comprehensive records of several hundred thousand individual aircraft are included”.



Mr. King at the R-REC South of England Rally,  
Eton, Berkshire, 2008

## **5. Discuss your research. How do you go about creating your famous lists?**

Forever a doubting Thomas, survival figures for “the best car in the world” were always treated with more than a little contempt but with the arrival of powerful databases, the listologist’s task is made infinitely easier and I set out to prove or disprove the longevity of the Manchester, Cricklewood, Derby and Crewe built products. The total of Rolls-Royce and Bentley chassis produced at all locations up until introduction of the Silver Shadow and T-types in 1965, numbers around 54,000 and with the availability of the extensive archive held by the Sir Henry Royce Foundation at the Hunt House in Paulerspury, Northamptonshire and the Bentley Drivers Club at Wroton in Oxfordshire, compilation of chassis registers should be easy! How about then increasing the register’s appeal, by providing a registration/chassis number cross-index and would it not be nice to list publications in which individual cars have been illustrated.....?

How are the lists checked and corrected for accuracy. Compilation of my production history of Bentley and Rolls-Royce motorcars commenced MANUALLY over 50 years ago. Profuse notes on cars seen on the roads, in magazines and at classic car rallies were recorded. Over the years, countless thousands of letters were written to owners and a few even responded! Although wary of the computer age, I immediately saw the benefits offered and was an early user, The database initially included production from 1904 through to 1965, but in more recent years, it has been expanded considerably to include the Shadow I and II, the SZ (Spirit/Spur) series and its many derivatives – in fact, work even progresses on most recent Crewe and Goodwood production! I am a one-man band here and I guess my many correspondents around the world are willing for me to be the arbitrator for their contributions. In any event, if there is a shadow of doubt about correct identification, extra entries are added in the so-called “Problem pages” that appear in every Complete Classics publication.

## **7. Please talk about your upcoming book concerning Rolls-Royce and Bentley in the cinema? How long must we wait?**

The Rolls-Royce and Bentley – On The Silver Screen (provisional title) project was commenced by the late David Harding in Australia some 20 years ago. Since his passing, I have continued to build on his original work, collating information received from film buffs around the world and the database now numbers nearly 950 entries. Of these, about 50% are positively identified by chassis number – quite a low percentage but many cars are disguised somewhat for a wide variety of reasons! Each film entry shows, where/when produced, director, producer, cast, full details of the car/s used, a potted story line and full details of the BM/RR appearances. Additionally, there are quirky critiques for some films written by David Harding. In answer to the question “How long must we wait, the current state of play is: a publisher to take on this very risky publication has been found (Dalton Watson), work continues on the manuscript on a daily basis, suitable illustration remains an ongoing problem due to copyright restrictions. This problem seems insurmountable at present and we may be forced to illustrate the types used mainly with similar cars. BM/RR owners are a fickle lot when it comes to books about the marques and we are therefore investigating ways to broaden such a specialist book’s appeal. One thought is to make it a more general BM/RR book, such as Bird and Hallows or Paul Woudenberg’s Buyers Guide with the film appearances in abbreviated form in the second half of the book.

Other books from this author’s pen coming soon are “Hooper – Two Hundred Years of Coachbuilding” (again a provisional title) and, love ‘em or hate ‘em, a book exclusively about the Camargue plus of course, the Complete Classics titles mentioned above.

## **8. Describe a typical day in the life of Bernard L. King**

Working better in the twilight hours, I am a late riser but the day commences with a quick scan of the day's e-mails which average approximately 300 PER DAY! They are not all about BM/RR cars, some are in connection with my civil aviation and other interests, but messages about the various Manchester, Derby, Crewe, Cricklewood and Goodwood products predominate these days. It is obviously totally impossible to respond individually to all correspondents but I DO TRY to thank those supplying worthwhile information. Perhaps 10 or so questions come per day from individual owners requesting information on their personal cars. I was endeavouring to help all these people but inundation was certainly a major contribution to my debilitating illness (shingles) and in an effort to reduce this workload, I have been compelled to charge a standard fee for a copy of my database entry for each car. I deliberated for a long time before deciding to take this path owing to its possible detrimental affect on the provision of information. Next priority is updating the database and of course, mailing out orders (unfortunately this is a comparatively rare phenomenon and getting even less often during the current financial downturn!). Information received from new, unknown people is obviously treated with greater care but is followed up when time allows to ensure the accuracy of the database content. Again, old school, but I am always more accepting of information received face-to-face as, to my mind, body language still tells the most about reliability! Highlight of the day, besides the numerous cups of tea, are undoubtedly "new survivors" – especially cars not reported on since initial delivery. Indeed, tomorrow I am going to view a car situated for many years less than one mile as the crow flies from this house to view 20/25 GOH37! In fact, since publication of the second edition of the 20/25 book in 2001, we are aware of a further 400 survivors making this model the third best surviving RR model after the Wraith and Phantom III. ....and, during the late hours, I write books!

## **9. Please discuss your associations with various Rolls-Royce and Bentley organizations**

I am a long-term member of the BDC, R-REC and R-ROC and enjoy a close relations with both manufacturers. Although not a member, I also maintain a healthy relationship with the R-ROCA and their counterparts in New Zealand.

## **10. Would you mind talking about your friendship with Andre' Blaize?**

I was a late starter with electronic mailing but I finally succumbed following a threat from Andre Blaize in France that he could no longer cope with "snail mail" that we used to communicate hitherto! Despite the comment on the number of e-mails received in 7, Andre remains a close friend! I think I might have been the instigator of a message board of like minded BM/RR nuts. In any event, there is a very small and number of us who swap information of sightings/photographs/auction entries/film stars. Not for reasons of secrecy or for any other reason than ease of control, the numbers in the group are very restricted and mainly limited to potential authors of books about our favourite marques.

## **11. Tell us of the cars you own—or have owned in the past.**

The Bentley and Rolls-Royce marques had always been of particular interest and a life-long ambition to own such a car with Hooper so-called "Empress" style coachwork was finally realised during 1995 with the purchase of Silver Dawn chassis number STH59 (was with John Parnell in Louisiana). Prior to that, he obtained in Monterey, California, the mortal remains of Bentley Mk VI chassis B431FU with James Young saloon coupé coachwork. Extensive mechanical work was carried out and although a regular attendee at Bentley Drivers and Rolls-Royce Enthusiasts' Club events, the paintwork and interior were still to be completed when the cars were disposed of in 2002, due to a debilitating illness. In their stead, came Bentley R-Type chassis B14XF Was with Gary Wales in California). Similarly fitted with Hooper "Empress" style body, the car is now the choice mode of transport to Bentley and Rolls-Royce Club events around the U.K.

## **12. Are there any meets, tours or concours d'elegance that are memorable for you?**

The annual R-REC Annual Rally and Concours d'Elegance is the highlight of my year! Book sales peak that weekend but more important than that, a field full of wonderful machinery and meeting the majority of my grateful customers directly is both interesting and rewarding. An invitation to the gala opening of the new Goodwood plant was truly memorable. I borrowed my neighbour's wife for the evening and dressed in all our finery we drove down to Sussex in the Bentley R-Type. Rolls-Royce staff members had been seconded to facilitate valet parking and after being regally wined, dined and entertained inside the factory until the early hours, our car was back outside the lobby to waft us homewards; my car's temporary custodian opened the doors for us with the words "Much the nicest looking and nicest driving Rolls-Royce product that I have ever driven". Definitely a most memorable evening and gratifying that the producers of the current Rolls-Royce know a good product when they see one!

## **13. Would you care to comment on the Goodwood Phantoms and the "Volkswagen" Bentleys?**

As to the Goodwood Phantom, like many others, I consider the aesthetics of the front end a problem but although I have only had the opportunity of driving one for a short distance, the car's stature and handling is an absolute delight! As far as I am concerned, Goodwood can do no wrong – well, until RR4 deliveries commence anyway. Don't misunderstand, I very much like the design of the recently shown 200EX prototype, but to my mind, volume sales will have a negative effect on the hallowed name of Rolls-Royce. With the Phantom series, Goodwood have found that their bespoke department is kept very busy indeed but will individuality be possible/will R-R be willing to satisfy individual customer requirements for their new "small" car? Surely not, for BMW like Volkswagen now seem only interested in volume sales. OK, the world's roads are swamped with products from the Volkswagen re-vamped Crewe factory but do any of them make a statement? Fine cars they may be, but it would seem, that only in recent months has Bentley agreed to any amount of "personalisation" even down to non-standard colors. I am now probably showing my age and rather quaint, antiquated and traditional leanings but then Bentley announce the new Brooklands – limited to just 250 cars to be sold worldwide and all individually tailored to customer requirements. Is it me, or are the two manufacturers drifting up the Mississippi without a paddle!

## **14. If you were granted the fabled three wishes, three specific motorcars that you could own, which would they be—and why?**

(I) One-off 25/30 (my favourite pre-war model) with James Young patented parallel opening doors chassis number GAN46, last recorded in England when offered by Pioneer Autos in 2005. Beautiful car and

(II) Bentley Mk VI B91FU with Rippon woody estate body presently owned by Fred and Judy Porta in California-ideal transport for Complete Classics' wares to events and Summer picnics! (pictured on the rear cover of my most recent Complete Classics book on the Mk VI

(III) Toss-up between the one-off Silver Wraith ALW47 with patented "alligator" opening for the sliding de ville extension (currently for sale by Frank Dale in England) or any S1 Continental with HJM Flying Spur coachwork - S1 type preferred because, in my opinion, the in-line 6-cylinder is smoother than the replacement V8. May I make it four wishes?! Why these – the Silver Wraith is of unbeatable "Empress" style, whilst the Flying Spur must be the ultimate 4-door sporting saloon.

## **15.. Anything to add?**

Anybody with any ideas to aid production of further Complete Classics books which, by their nature, are a financial nightmare!

**Sidebar:** All titles of the Complete Classics are available at the National Headquarters in Mechanicsburg, and signed copies, if desired, can be obtained directly from the author.



Mr. King researching at R-REC's Hunt House, June, 2008.  
Barbara Westbrook, keeper and supplier of chassis records  
is in the background.



Authors and experts at R-REC Annual Rally, Cottesbrook 1999: L-R Malcolm Bobbitt, Steve Stuckey (PIII visiting from Australia), Steve Hubbard (working on post-war 40/50s), Tom Clarke, John Fasal (20hp, Edwardian Rolls-Royce and soon to be published Indian Rolls-Royce book), Richard Mann (formerly MPW and a post-war Phantom expert), Andre Blaize (visiting from France), Bernard L. King (the L. is important as there is apparently an American author of “naughty” books!), Klaus-Josef Roßfeldt (visiting from Germany) and Nick Whittaker (PII/PIII enthusiasts and owner of many notable cars).

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The photo of this car was shot at Limerock Raceway, Connecticut, on August 31, 2008. Anyone knowing the chassis number, the current owner and/or location, please contact Bill Wolf at [thecaptt@aim.com](mailto:thecaptt@aim.com) or 908-687-0904.

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