



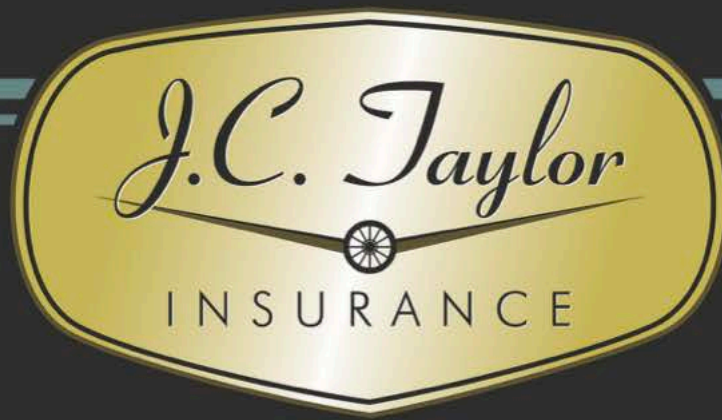
The Atlantic Lady

A Publication of the RROC Atlantic Region

Elegant Bentley Brooklands

Fall 2022





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The Atlantic Lady



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On The Cover

Bob Fulmer's 1996 Bentley Brooklands, chassis #X58078

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A MESSAGE FROM OUR CHAIRMAN

JOHN CARTER



I am thrilled to be writing this address the day after Lime Rock's Gathering of the Marques concours. We had a great turnout of PMCs and members from the Atlantic Region. While conversing with some members at our tent, one of the Lime Rock judges approached and asked "Would you know who owns the white Corniche?" I said, "Yes, that's mine." He said, "Would you please come over and join us when you get a moment?" As I approached the group of judges, officials, and photographers waiting at my car I was handed a green ribbon signifying "Best of the British Marques." To say I was surprised would be an understatement. Usually, when competitively preparing for a concours, I spend many hours (if not days or weeks) detailing my car. Due to competing priorities, I was unable to put in the usual effort for Lime Rock. Between the lack of detailing preparation as well as the other excellent PMCs that I consider finer examples than my own, I was shocked to win. However, I will not look a gift horse in the mouth. I am proud to have won the award for our region.

Normally by this time of year, the hot weather is waning, and summer is clearly over if not coming to an end. Apparently, a positive side effect of global warming are the continued hot days into September. That's a good thing since September is our busiest month yet this year with car club events. We have our own Atlantic Region Lake Hopatcong Soirée, the RROC National Vintage 20/25 Tour, the NYC Concours, as well as the Iroquois Region's Chautauqua Lake event all coming up this month.

We also have our own Hudson Valley Tour and the Atlantic Region Concours coming up in October. I hope to see you all at one or more of them!

Regards,
John Carter, Chairman
RROC Atlantic Region





LETTER FROM THE EDITOR-IN-CHIEF

JOAN IMOWITZ

Dearest Atlantic Region Club Members,

In this edition, we are featuring a 1996 Bentley Brooklands owned by Bob Fulmer. Bob takes us on his personal journey of ownership; a glimpse into the RROC members he met along the way. I hope you will enjoy reading about his experiences.

In addition, we welcome a new member, Steve Mazda, who proclaims he is “a Rolls-Royce Guy!” With **three** Rolls-Royce Motor

Cars, he truly **IS** a Rolls-Royce Guy!

Tom Heckman returns to recount his chronicles of the Austro-Hungarian Empire Tour, driving his 1914 Ghost throughout Austria and Hungary. It’s a comprehensive scholarly look into the history of the Austro-Hungarian Empire. You’ll be captivated by the stunning scenery and intimate tales of the Habsburg family.

Stephen Robson, editor of “Circle Newsletter, Charles Rolls Heritage Trust” and “New Forest Aviation Group,” as well as the previous “Contrails, Newsletter of the Christchurch Aviation Society,” has graced us with an article pertaining to the unveiling of a sculpture commemorating Charles Rolls untimely death in Bournemouth, England in 1910. This article is of significant historic importance and one you should read.

Klaus-Josef Roßfeldt has submitted an article and photographs pertaining to the “Queen’s Cypher” that is beyond amazing.

There is a resplendent pictorial by Michael J. Thompson and Bill Wolf, paying tribute to New York City, which I hope you will enjoy, as well as a one page fun pictorial by Bill Wolf and Richard Halprin paying homage to our “Great and Formidable Atlantic Region,” plus, a fascinating article by Bill Wolf: “A Modest Proposal,” which will make you ponder this subject long after reading it.

Mike Serpe provides his insights in his first column entitled: “2022 Renewal and Modernization.” Not to be missed! Gene Epstein reflects on owning his first Rolls-Royce (one of many). Lastly, check out David Corbett’s cartoon if you want to put a smile on your face.

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

Joan Imowitz
Editor-in-Chief
The Atlantic Lady Magazine



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UPCOMING EVENTS

- October 14 to 16, 2022, RROC Atlantic Hudson Valley Mini-Tour RSVP: kkoswener@hotmail.com
- October 22, 2022 The Concours at The Highlawn, West Orange, NJ, RSVP: rroc.vp.activities@gmail.com
- December 10, 2022, Atlantic Region Holiday Party at the Tuxedo Club, Tuxedo Park NY. RSVP: rroc.vp.activities@gmail.com
- December 11, 2022, Keystone Region Holiday Party at the Kimberton Inn, 12 to 4 pm. RSVP: Thom Weinhardt: nantucketthom@yahoo.com
- June 13 - 18, 2023, National Meet at Gettysburg, PA., Courtyard by Marriott and the Wyndham Hotel.
- At this juncture events are in the planning stage. Contact rroc.vp.activities@gmail.com for your event suggestions:
- Be sure to visit our website: www.rrocatlantic.org for the latest news & events. While there, download a prior copy of The Atlantic Lady Magazine.
- Please put us in your email contact list to assure that you receive our updates and invitations.
- Atlantic Region is on Facebook: <https://www.facebook.com/groups/2828067040585061/> Check us out!!
- Contact kkoswener@hotmail.com for any needed website assistance.

SPOTLIGHT ON RARITY

Now, *That's* the Sort of Automobile I Wanted!

BOB FULMER

I am honored to be asked to prepare this article for the Club newsletter about the circumstances that brought me together with my beautiful 1996 Bentley Brooklands, chassis number SZ-58078. Rather than discussing the technical details of the car, I'd like to discuss my personal journey that led me to the car, and the wonderful people that I've met along the way.

My first car was a 1950 Cadillac. To those of you who are now thinking that I was born with a silver spoon in my mouth, let me set the record straight...I was. You see, my Great-Grandfather Miller was quite wealthy. He was a self-made man. He made his fortune in several industries. One of those industries was timber...he did quite a business selling railroad ties to the Pennsylvania Railroad. He was very hands-on in his business (after all, he built his businesses from the ground up). He was a working man, and dressed the part. There were a number of stories about him.

One story describes a business trip to Philadelphia to visit his customer, the Pennsylvania Railroad. Rather than taking the time to change into business attire for the trip, he hopped on the train to Philadelphia wearing his work clothes (as was his wont). After the meeting, he stopped by the Packard dealership, and told the salesman that he

wanted to purchase a new Packard. The salesman, taking in his appearance...the workingman's clothing, the logging boots, the calloused hands, et cetera...replied "Oh, but sir, Packards are very expensive cars. Perhaps you would like to see something better suited to you that we have out back in the used car lot." Well, that peeved Great-Grandfather, and he went down the street and purchased a new Cadillac. He drove the Cadillac to the Packard dealership, and parked it out front.



Then he went in and brought the salesman, who had misjudged his circumstances, outside and pointed at his new car. He said, "Do you see that car?" When the salesman replied in the affirmative, Great-Grandfather responded, "Now *that's* the sort of car that I wanted." This story is not confirmed, but from other stories about Great-

Grandfather that have been confirmed, I am led to believe that it is probably true.

I seem to have inherited my appreciation for quality and value from Great-Grandfather Miller. Also my fashion sense.

So my first car, the 1950 Cadillac, had belonged to my Grandfather (Great-Grandfather Miller's youngest son). Grandfather used it as the family car when it was new, and then eventually used it as his work car. At some point, he parked it in a shed on the farm and forgot about it. When I was 14, I dragged the car out of the shed and started working on it. It took a while, but eventually I got it running, and in a little while longer, I got it into a roadworthy condition. By the time I earned my driver's license, I had a pretty nice ride, for a 16 year old. I was living large!



There were a lot of impressive things about that car. The quality was amazing, and the technology was as well, for that period in time. The wool upholstery, the comfortable cabin, the smooth ride; it was wonderful. One unfortunate part about that car is that it spoiled me, and thereafter, I tended to compare every other car that I purchased to that Cadillac.

The Cadillac served me well for two or three years. It was just plain worn out. (Then I pulled my second car out of another junk yard, which lasted for another two or three years...but that's a whole other story.)

Since then, I've had several other cars from the '70s, '80s, and '90s. For the most part, they have been pretty nice. I especially enjoyed the technological advancements...particularly the air conditioners and radios. But I haven't really found any cars beyond that era that have interested me; I am attracted to the older cars.

About five or six years ago, one of my two 1990's Volvos was getting a little long in the tooth, and I decided it was time to get another car. My sweetheart, Lynn and I had been going to some car shows recently (I had restored The Old Truck,

and we were showing it at local shows. But that's a whole other story.) One of our favorite shows at the time was held in Collingswood, New Jersey one evening a month. Although there were the old standbys (like us) that showed up every month, there were always an array of different cars as well. During one of the shows, there were two Rolls-Royces shown...one from the 80's and one from the 90's. I was immediately taken with these cars. Two things in

particular impressed me: First, the beauty and quality of the cars was truly amazing. They were rolling works of art. Second, although they were each over twenty and thirty years old, they looked brand new. Wow! So I decided that would be a nice sort of car to have.

Then I went shopping. I looked at all the usual auction sites, and there were certainly plenty of cars available. The prices were all over the place. One quote from a message board impressed me: "If you can't afford a nice Rolls-Royce, you certainly can't afford a cheap one!" There was clearly something about these cars that I didn't yet understand.

So, to educate myself, I joined the Rolls-Royce Owners' Club.

I was taken aback, slightly. I learned that there was a significant social component to the RROC... it is a very active club, with many social activities...and being an introvert, that was a bit intimidating for me. But I was looking for technical information, and I certainly had come to the right place. As fate would have it, the National Technical Director, John Palma, had a shop nearby. Destiny! So one morning, I stumbled into John's shop unannounced, introduced myself, and told him that I was considering buying a Rolls-Royce, but didn't know anything about them. John, being the great guy that he is, spent hours with me, describing the eras and the models in each era, and showing examples that were in his shop. Based upon our discussion, I decided I would like a 1990's model. John then introduced me to Thom Weinhardt (as you will know is the Chairman of the Keystone Region), who happened to have a beautiful 1996 Silver Spur for sale. Just what I wanted, right here! Then Thom showed me a 1996 Bentley Brooklands that John had just purchased for his dealership. It is beautiful, too! Now this is a dilemma! The Silver Spur was black with black hides. The Rolls-Royce grille and mascot are stunning. It was a

LWB saloon, with picnic tables, and reclining rear seats. It is everything one thinks of when thinking of a Rolls-Royce! What luxury! The Bentley was a maroon color, called "rosewood", with magnolia hides. That maroon/cream color combination took me back to another car that Grandfather Miller had; I have always loved that color combination, especially for a classic car. The woodwork is gorgeous in the Bentley, with a little "Flying B" inlaid in each waist rail. Lynn and I looked at both cars, drove both cars, and loved them both. What a dilemma! I was tempted to buy them both, but I didn't even have proper storage space for one (again, that's a whole other story). After much deliberation, we decided to go with the Bentley. Plus, Lynn had named it, so I felt like we had to give it a home. (She named it "Bentley".)

Now began weeks of intense negotiations. Which pretty much amounted to me pestering John, and John wanting to keep the car just a little bit longer to repair a few things that he found that he wasn't comfortable with.

I checked his website...yes, he is a car dealer... but a car dealer that's not willing to sell a car





until he completely restores it to its original condition and brings it up to his award winning standards? I thought that I had perhaps slipped into some sort of alternate dimension! But it was an enjoyable experience, because I found excuses to visit John's shop frequently. I suspect that members of our Region have all visited John's shop; but if by chance you haven't, I would highly recommend it. It's like a museum; you can never tell what fine automobiles you might see there, and, being a business, the "display" is constantly changing. John's staff is wonderful, too. Such great people, with great knowledge.

Finally, the car was ready for us. Lynn and I went to pick up the car. I drove it home, and as I pulled into the (newly cleaned) garage and switched off the engine, I channeled Great-Grandfather Miller, and said to myself, "Now *that's* the sort of automobile that I wanted."

We've owned the car for about four years now. We use it frequently, as our "vacation" car. And, as things turned out, many of our vacations are

now RROC activities. We have been to any number of Regional events, such as the Winterthur Point-to-Point; and several National events, such as the Autumn "North Shore" Tour that Terry Lyman hosted in 2018, the Spring "Tidewater" Tour that Sue and Phil Brooks hosted in 2019, and our first Annual Meet at Lake George in 2021. These events are wonderful. We have experienced things that we would not otherwise have been able to experience, and in a way that we would not otherwise have been able to experience them; all because members take the time to share their particular inside knowledge for the enjoyment and development of others.

It seems that at every event, we come away with new friends. These are the people that we really enjoy seeing and spending time with, and the RROC and the cars themselves are the "glue" that holds it all together.

So, that's what brought me together with SZ-58078, but it seems the journey has just begun.





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John Robison, senior tech advisor for the RROC, writes in his February 2017 blog: (<http://robisonervice.blogspot.com/2017/02/changing-to-evans-waterless-coolant.html>) *“Vintage engines often have buildup of deposits in the internal cooling system passages. They create hot spots inside the engine where temperatures exceed the boiling point of even pressurized coolant. That reduces cooling efficiency and can lead to overheating.*

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The Austro-Hungarian Empire Tour

TOM HECKMAN

This Ghost Story involves a wonderful tour organized by members of the 20 Ghost Club of Great Britain, Dr. Michael and Angelika Elliott and Sir John and Lady Lesley Stuttard. The Austro-Hungarian Empire Tour 2022 began Friday, June 10th in Feldafing, Germany (Approximately 45 minutes south of Munich) and concluded on June 25th in Budapest, Hungary.

We drove our cars through stunning rural and Alpine countryside and visited Vienna and Budapest. We traveled with a specific historic focus on the Austro-Hungarian Empire and the last century of the approximate eight century old Habsburg Imperial family.

Our car, the 1914 Silver Ghost Alpine Tourer (36PB, bodied by Brooks-Ostruk) was already in England, having completed a 2,500 mile tour in Scotland in September, 2021 – but that’s another story! This made it convenient to ship directly to Feldafing, Germany with other UK participants.

We stayed at The Golfhotel Kaiserin Elisabeth in Feldafing, on the banks of Lake Starnberg. The hotel was named after Princess Elisabeth of Bavaria – known as Sisi – who married Austrian Emperor Franz Joseph in 1854. Sisi enjoyed many vacations here as a young girl and as Empress of the Austro-Hungarian Empire. As such, this was a logical starting point for our adventure.

Back to the cars.....Upon our arrival, we found that most were in a large garage waiting for their owners. I was delighted when 36PB fired right up!

Most evenings, our group of drivers and navigators met for drinks at 7:00 pm followed by dinner at 8:00 pm. Introductions were made on this first night by our tour leaders, and



In Feldafing, Germany - with 36PB and an assortment of other Ghosts in the garage

additionally we were introduced to the nightly “vignette.” A member of our group would present a short prearranged talk about significant historical events in the area, specifically as they pertained to the Habsburg Imperial family – all very informative and fun.



Privately owned church and 36PB

The following day – 103 miles – we looped out and around the countryside visiting numerous sites. This included Schloss Neuschwanstein and Linderhof Palace, two of many castles built by King Ludwig II of Bavaria, cousin and close friend of Empress Sisi of Austria. King Ludwig II became known as “the mad king,” due to his excessive castle building. He was also one of composer Richard Wagner’s most important financial patrons. Walt Disney is said to have copied Neuschwanstein for the castle in Disneyland. We also stopped to visit a small privately owned church.



Tom, Wolfgang, Mary Jo and Britte Pressinger
in Kitzbühel

Sunday was a driving day – 118 miles. We traveled over the Deutsche Alpenstrasse and across The Achennpass, climbing a couple of great hills and enjoying some breathtaking scenery on the way to Kitzbühel, Austria. Our lodgings were at The Hotel Kitzhof, a lovely high-end ski hotel. During dinner, we ran into Wolfgang and Britte Pressinger, who are active enthusiasts driving early Brass cars with various German, Austrian and English veteran car groups. They recognized 36PB in the garage, and came looking for the owners. This is indeed a wonderful hobby and you do make friends from all over the world!!

The bad news – by the end of the meal, I was starting to feel a cold coming on so I returned to our room early and went straight to bed. In spite of being fully vaccinated, boosted and judiciously wearing N95 masks on the flight over, I tested positive for Covid the next morning. Fortunately, my wife, Mary Jo, tested negative!

Monday’s drive was 125 miles, and we had hard rain on and off, most of the day. This did not help me feel any better. The Ghost did not mind, and carried us on without issue to Schlosshotel Pichlarn in Aigen im Ennstal, Austria. The good news is we were staying in the same hotel for the next three nights, which meant I could isolate in our room and would not miss much of the driving. The views from our terrace were lovely.



View from hotel room in Pichlarn

Americans, John and Denise Dolan kindly gave Mary Jo a lift the next day, Tuesday, in their 1908 Silver Ghost Tourer 60756 to see the Kaiservilla at Bad Ischl. This was the Imperial family’s summer residence. It continues to be inhabited by the great grandson of Franz Joseph and Sisi. The group enjoyed a private tour of the Kaiservilla by Markus von Habsburg—Lothringen.

By Wednesday afternoon I was feeling well enough to give the Ghost a good wash outdoors



John and Denise Dolan's 1908 Silver Ghost
Tourer 60756



Mariazell Cathedral

and polished some of the brass. I continued to isolate, with Mary Jo delivering all meals to me.

Thursday's drive – 167 miles – was the longest day of the rally. It took us through wonderful mountainous terrain, rushing streams and offered a stop in Mariazell. This is one of the world's oldest Pilgrimage sites dating back to 1157. The original church was built in the Gothic style, but was expanded in the 17th century in the Baroque style – Quite fancy as you can see. We usually do not stop for lunch, so the Mariazell town square ice cream shop came in very handy. We made a quick stop at Mayerling, where Crown Prince Rudolph of Austria, son of Sisi and Franz Joseph, murdered his mistress, Baroness Maria Vetsera, and then took his own life in a double suicide pact, on January 30, 1889. This is all part of the tragic tale of the Habsburg family.



Tom & Mary Jo in front of Kempinski Hotel
in Vienna

We continued on to Vienna where we encountered city traffic and navigated the Ringstrasse, known as Emperor Franz Joseph's greatest architectural achievement and constructed between 1858-1865. With the assistance of "Alice," our European Garmin, the route book directions and some old fashioned maps we found our way to The Kempinski Hotel Palais Hansen. While this hotel dates back to The Vienna World Trade Show in 1873, it was extremely well updated and very well staffed. We had a choice of parking in the basement garage or parking on the street in front of the hotel entrance. We chose to park in front of the hotel, along with many others, much to the delight of passersby.

I first visited Vienna in 1969 as a college student and again as part of the 20 Ghost 1993 Alpine Rally (filmed by the BBC) and again on the 20 Ghost 2013 Alpine Rally – driving 36PB in both Alpine rallies. It was good to be back in Vienna, and Mary Jo thoroughly enjoyed the various museums, cathedrals and a few shops while there.



Golden Hall in Vienna

Our biggest triumph was securing two tickets to the Saturday afternoon concert at The Musikerein Wien in The Great Golden Hall to hear The Vienna Philharmonic perform works by Weinberg, Shostakovich and Dvorak. This is where the annual New Year's Day concert takes place, always ending with Radetzky's March.

Our final Viennese group activity was an elegant Sunday evening at The Schloss Schonbrunn A Rococo palace with 1,441 rooms that served as a summer residence for Habsburg rulers. We enjoyed a private guided tour followed by drinks and dinner. A string quartet transported us with music by Mozart, Haydn, Schubert and Strauss, while members of our group entertained us with enthusiastic dancing. Fantastic! We forgot to mention the generous amounts of local wine that were served at all group dinners.....

Too soon it was time to leave Vienna and Monday morning we headed east to Bratislava, Slovakia.



Schloss Eckartsau

This was a short run of 68 miles, including three stops with Schloss Eckartsau (A Baroque Hunting Lodge for Habsburg rulers), being our favorite. Sadly for us, and happily for the Newlyweds,



On the way to Chateau Appony

there was a wedding taking place so we could not see much of the interior, but the exterior and the grounds were great. Meanwhile, Mary Jo, although asymptomatic, now tested positive for Covid while I recovered and tested negative. We continued to isolate from the group and hotel staff, participating in outdoor activities and wearing N95 masks.

As we followed the Danube River east, the topography changed from Alpine vistas and steep hills to a flatter more agrarian landscape. Throughout the entire trip we noticed how clean the landscape was – no litter and no graffiti. Our riverside hotel in Bratislava was quite nice and a short walk into the city Centrum. Bratislava, now the capital of Slovakia, was declared capital of the Kingdom of Hungary in 1536. Throughout history, it has been controlled by other countries including the former Czechoslovakia. Bratislava Castle, a combination of Gothic, Renaissance and Baroque architecture is perched atop a rocky rise. It looms over the city and is juxtaposed directly across from a very interesting modern highway bridge across the Danube.



Following the Danube River East

After a thorough walking reconnaissance of the city and castle, we left Bratislava on Tuesday morning for a short drive – 84 miles – to Appony.



We passed mile after mile of fields with all sorts of crops growing. This reminded us of the Ukraine, known as the “bread basket of Europe.” It made us reflect on the senseless war going on further east, and how it might affect food and fuel in the coming winter in Europe.

Back to the cars – All of them seemed to be running well, and with the exception of normal

oiling – cardan [drive] shaft, great sphere, etc., none required more serious attention.

We arrived at Chateau Appony in Oponice, Slovakia on Tuesday, where we would stay for two nights. We enjoyed lovely drives through the country, more stops at Habsburg Palaces including The Topol’cianky Manor House & Castle, delicious meals served outdoors and spirited music provided by local musicians on traditional musical instruments.

Thursday we shoved off for the 83 mile drive to Budapest, with a stop in Esztergom, Hungary. The Esztergom Basilica, the largest church and tallest building in Hungary, is located on top of a hill, high above the twisting Danube River providing wonderful views of the entire region.

Leaving Esztergom, we followed the Danube through some lovely countryside, which bit by bit



Esztergom Basilica - Hungary



Ferris wheel - Budapest

became more congested with traffic. We finally crossed the river and entered downtown Budapest, with traffic moving at a snail's pace. It was a hot, sunny day and out came the hats and sunscreen. The temperature gauge was climbing upwards, and I decided to switch to the "Bus and Taxi Only Lane" and take my chances with the local police. We shortly arrived at the underground parking lot of The Kempinski Hotel Corvinus – It was a good thing that the top was down, as this garage was not designed with a Silver Ghost in mind.

The next day was a "free day" so we visited many intriguing parts of the city. As sightseers we enjoyed The Budapest Central Market, with vendors selling everything from fresh fruit and vegetables, fish, meats, alcohol to cookware and more. We also visited The Grand Central Synagogue, the world's second largest Synagogue, and learned about both the happy and horrific

times for Jewish residents in Budapest. It was constructed from 1854-59 in a predominantly Moorish style. We gave the Catholics equal time and visited St. Stephen's Basilica, which took 54 years to build, completed in 1905. Another wedding at this church! Two other stops included the magnificent Parliament Building, the largest building in Hungary that opened in 1902, as well as the fantastic State Opera House constructed between 1875-1884. At the Kempinski we also had a great view of the large Ferris wheel in the park across the street.

Dinner was a short coach ride away to the Grassalkovich Palace (Baroque Castle c. 1735) where we enjoyed drinks in the courtyard and a private tour of the interior rooms followed by a gourmet meal in the palace. Count Grassalkovich was a confidante of Empress Maria Theresia c. 1760 and this palace was Empress Elizabeth's (Sisi) favorite place to stay in Hungary c. 1870.



St. Stephen's Basilica



Grassalkovich Palace - Hungary



The Alberina Museum - Vienna



Rainy day in Vienna - 36PB

Saturday, June 25th arrived and it was time to load the cars at a site outside of town where there were a fleet of tractor-trailers waiting. Given the size of the Rolls-Royces, each truck could only handle three cars, but all were accommodated in short order. A bus took us back to the hotel to prepare for the final dinner which was held at a fantastic location on the BUDA side of the Danube River, overlooking the PEST side of the city. What made this dinner even more interesting was the opportunity to meet one of the surviving members of the Habsburg family, Joseph von Habsburg-Lothringen.

As we had an early flight home, we made the last night a short one and dozed off with fine memories of a most enjoyable adventure. Our great thanks go to The Elliotts and the Stuttards for organizing such an exciting trip.



36PB loaded on the tractor-trailer for the trip home

P. S. As of this writing, 36PB is scheduled to arrive home the week of September 5th after more than a year overseas!



Charles Rolls Remembered

Charles Rolls Heritage Trust - Sculpture Unveiling

Chairman CRHT STEPHEN ROBSON

On Tuesday 12th July at 12.50, a day date combination that matched 1910, the Mayor of Bournemouth unveiled a heritage sculpture at Hengistbury Head near Southbourne, as "A celebration of Charles Rolls of Rolls-Royce and Britain's First International Aviation Meeting in 1910".

That meeting was marred by the tragic death of Rolls when his aircraft broke up during a re-run of a previous flight, the alighting competition (spot landing), in which he came 3rd. Since his record breaking return flight across the channel a month before, he had



Photograph courtesy of Roly Errington

Chairman of Charles Rolls Heritage Trust welcomes Mayor of Bournemouth as he arrives in the Silver Ghost. Chairman - Stephen Robson - Mayor Councillor Bob Lawton and Mayoress - June Lawton

Photograph courtesy of Roly Errington



1909 Silver Ghost courtesy National Motor Museum Beaulieu;

1926 20hp Park Ward 3/4 coupe, 1928 20HP, 1934 20/25

Hooper Sports Limousine, 1934 Derby Bentley Silent Sports,

1958 Silver Cloud I, 1972 Silver Shadow I, 1976 Silver Shadow II, 1979 Corniche, 1981 Silver Spirit.

modified his aircraft and that combined with turbulent conditions and approaching his landing from above the grandstand meant a sharp pull out causing the break up.

The heritage sculpture is the work of the Charles Rolls Heritage Trust (Registered Charity No 1174592), which exists to advance public education about Rolls and the important 1910 Aviation Meeting.

In 2010 Bournemouth celebrated its bicentenary and part of that

was four days of events in Southbourne. Following that a small group of enthusiasts formed to create a lasting heritage display in public sight - the memorial plaque (unveiled in 1987 by RREC) is in the private grounds of St Peters School and is now hidden by housing. The Trust arranges with the school to hold an annual commemoration at the plaque.

A retired architect friend of a Trustee devised an unusual three sided tall pyramid which was translated into a stainless steel structure intended to have graphics etched on. In reality this proved a difficult and expensive process so a vinyl wrap, similar to that used on cars, was used. One advantage of this system was that the graphics could be changed late in the day which proved useful when there were some differences of opinion regarding the shape of the portrait of Rolls. The structure was installed a few days before the unveiling which gave the Trustees a chance to practice the falling drape routine for the unveiling. On the day, unlike the practice, the drape was reluctant to reveal the structure underneath but was helped down by the other Trustees.



The four days of events were to commemorate the Centenary of Charles Rolls' untimely death. The original memorial plaque was placed by RREC in 1987 and then refurbished with a granite base in 2010 as part of the commemorations.



Chairman of the Trustees, Stephen Robson, welcomed the visitors who included the architect of the sculpture and Roger James a former Rolls-Royce plc Community officer who had co-ordinated the four days of events in 2010. Star of the event was a 1909 Silver Ghost on show from the National Motor Museum at Beaulieu and complemented by cars from the Rolls-Royce Enthusiast Club which included a 1924 20hp, a 1926 20hp Park Ward 3/4 coupe, 1934 20/25 Hooper Sports Limousine, 1934 Derby Bentley Silent Sports, a Silver Cloud, Silver Shadows I and II, Corniche and Silver Spirit.

In the afternoon, an illustrated talk was given by Roger James and Stephen Robson covering Rolls' life and the Hendre and Rolls' racing cars, his links with Lord Montagu, whose work led to the National Motor Museum at Beaulieu, and the aviation years. Some may recall that a long time ago in Morristown, Stephen Robson gave a similar talk to RROC members at an Italian restaurant during January 2016.

Stephen Robson, Chairman Charles Rolls Heritage Trust 29 July 2022.

Rolls and Royce





L To R: Former Rolls-Royce Community Relations Manager Roger James, Mayoress June Lawton, Mayor Cllr Robert Lawton, Chairman CRHT Stephen Robson, Trustee Stephen, Lord of Westbury, Chairman BCP Council Cllr Nigel Hedges, Trustee Russell Brenner, Chairman RRHT Neil Chattle



Article reprinted courtesy of Chairman CRHT Stephen Robson



The Queen's Cypher

Klaus-Josef Roßfeldt
rossfeldt@rrab.de

Following the demise of Her Majesty The Late Queen Elizabeth II, among the tasks of the new Sovereign will be to arrange for appropriately adapted Royal Cyphers. Several streets in London had been entirely 'blocked' in 1953 due to Coronation festivities - though reportedly for selected motor cars special plates were issued that permitted access to such streets:





At left: A considerable number of loyal subjects were keen to show in one way or the other their support of the new Queen; quite a few motor cars showed a 'Coronation Emblem' attached

Her Majesty did have the privilege - and that will remain, too, with His Majesty King Charles III. - to employ on state occasions her own motor cars with no registration fitted. The car from the Royal Mews opted upon was clearly separated by the roof-mounted Royal Shield - illuminated internally in darkness:

At right: Motor cars of members of the Royal Family or of guests were recognisable on official occasions by a relatively large-sized Shield showing the Imperial Crown mounted either to the roof or in front of the radiator (there existed variants which could be attached inside a car at the central upper edge of the windscreen):



Persons from the police and from security staff thus could check at a quick glance rather than to seek for the much smaller Royal Coat of Arms attached to the rear doors or the personal mascot of the Sovereign (in England "Saint George Slaying the Dragon" or in Scotland "The Lion").

With the title "Royal Rolls-Royce Motor Cars" Andrew Pastouna had compiled a detailed book about the motor cars used by the Royal Family. Andrew has been a good friend of our family (he became godfather of our daughter Katharina-Sophia). We did co-operate during research for his book. After he had died I got the complete material collected for the book. Thus a high number of historic mono-photos were added to the archives here plus an enormous amount of documents (drawings, correspondence etc. - even envelopes containing 'Patterns of carpet, headlining, leather and cloth' of Royal Rolls-Royce). Entirely separate has been my own work over recent years that included to take photo-series, e.g. in the park of Windsor Castle, of various cars that had been transport of H.M. The Late Queen Elizabeth II - and henceforth will be employed by Their Majesties King Charles III and Queen Consort Camilla.

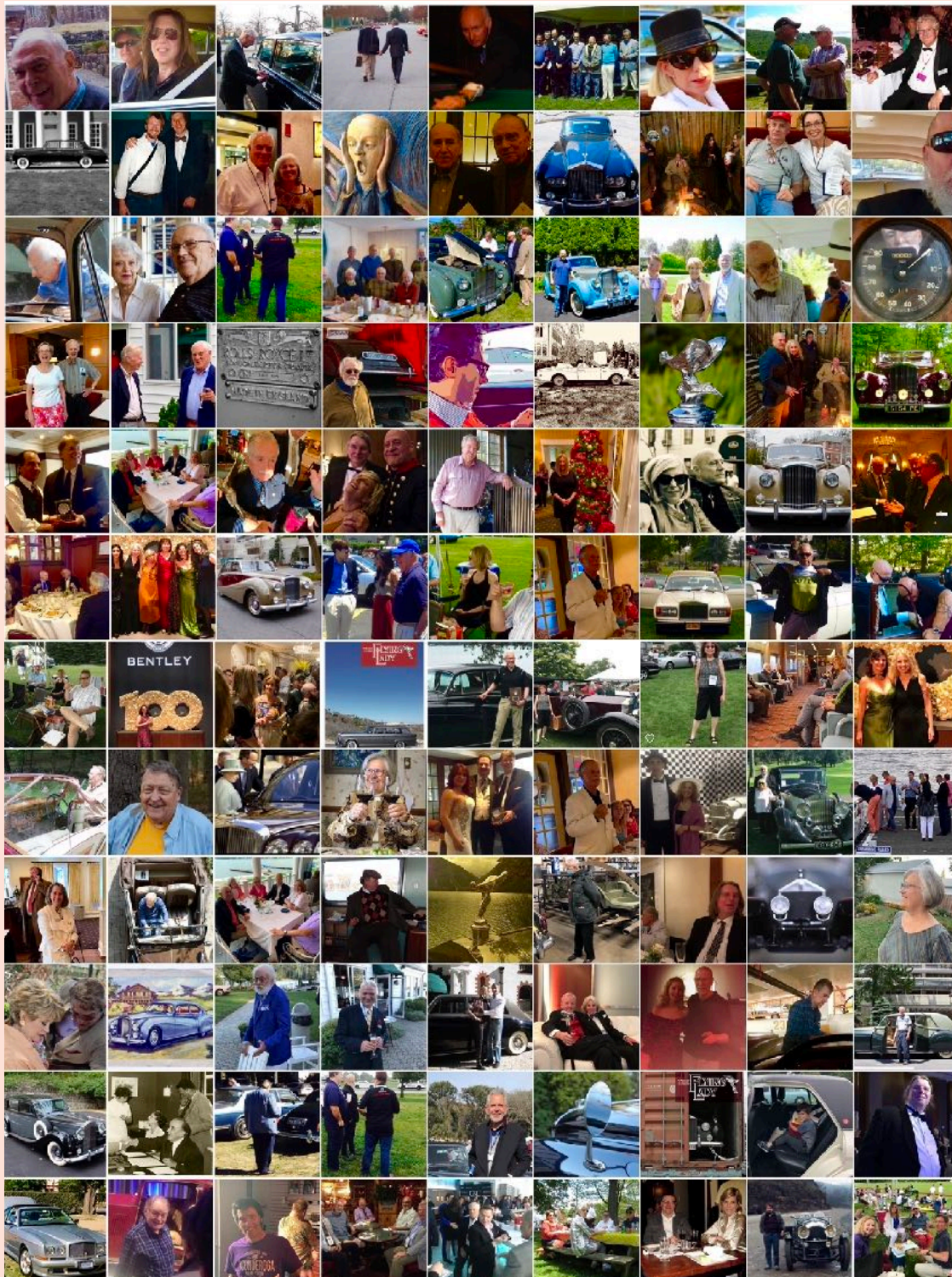


Article courtesy of Klaus-Josef Roßfeldt



A Tribute to Our Great and Formidable Atlantic Region of the RROC

RICHARD HALPRIN and BILL WOLF



Photographs provided by Bill Wolf



The Atlantic Region is a fine institution. Look for your friends, but also find a few honorary members: W.O. Bentley, Queen Elizabeth II, Gene Epstein, Nellie McKay and Jane Pauley.

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MIKE SERPE'S INSIGHTS

2022 *The Year of RRDC In Person Event Renewal and Modernization!*



In this issue we will be working up a new column that we hope you will enjoy reading and putting into practice as much as I look forward to sharing with you. In the past I have contributed both logistical as well as technical focused articles with the aim to empower our community to keep our cars going strong, and make them dependable. Preserving them for the future generations is also part of the ownership experience.

In this first of many upcoming DIY empowerment articles I am going to start with a few tidbits about freshening your car up for the upcoming warm weather with hopes of giving you tips and tricks to keep your hobby within budget, and with as little frustration as possible. We will journey on from there to cover more in depth projects but all of these will be ones that can be



handled by the hobby amateur! Some of the projects I will share from an expert level of wisdom while others will be the first time I do them too!

So very excited to get out and hit the roads and meet up with other members like you in 2022!

Participation in our annual Atlantic region concours and rallies can allow you to gain a lot of insight on how to keep your car going strong, and how to improve it no matter your purposes. Whether you enter for judging class or not, we want to foster an environment that is focused on sharing and networking, helping each other save money by being resourceful, tips, tricks, pitfalls, all are encouraged to be part of our conversations! Folks often are afraid to bring their car to an established concours, and I so badly want to do all we can to knock down that stigmatism. There is no ego oriented culture here! Entering a car for judging can be a very valuable experience, just like bringing your car to one of our club's very well respected tech events. Having your car judged by volunteer club members helps you understand, not why your car is lesser than another, but instead how you can do little things that will improve your car for you as well as in order to be a caretaker of it because no matter its current state, it is rare, special to you, special to all of us, and worth preserving!

As your VP of Judging and Concours for 2022 I enjoyed meeting you all and making our events as fun and laid back as possible. I encourage each of you to send me an email or give me a call anytime. My email is mserpe@yahoo.com and my phone is (415) 609-2467. If you get my voicemail please leave a message and I will get back to you as soon as I can. Text is fine too! Please let me

know how you feel about previous concours, or if you have not wished to attend in the past please let me know why. Seriously, don't be bashful, if you think it sounded like a tremendous bore, then yes I want to hear from you! All feedback will be taken with an objective open mind and any tips or ideas, please also let me know. Please communicate what hinders you from participating and please also tell me what would make you definitely want to not miss it!

For folks that want to compete, we will still offer a great chance to do so. I highly recommend both to folks looking to enter as well as just for display to download the RROC score sheets from the national website. These are immensely helpful in guiding you through all the different areas that our volunteer judges will give you insights on your car. I even use these when I inspect cars or appraise them, they are far more useful tools than many consider them to be.

My goal since I have started writing and contributing to club events as well as AL and FL magazines has been empowerment and DIY. I share my experiences both as a novice and also as an expert. Nobody is an expert on everything! Going forward I will be contributing to each issue of AL with a new column and having been nominated last year to the National Technical team I will also be making a lot of contributions to FL with do it yourself, easy to understand tech articles. Each time I do a job on one of our cars, I will do my best to photo each step and share with you the methods taken. If I make a mistake I will share that too, because we all make them! Some of my articles cover repairs and insights gained from over 30 years of working on classic and specialty cars. Other articles I will write covering what I did the first time I have ever attempted the fix or upgrade!

I have also noticed that the RROC, FL, and AL archives have a pretty good wealth of DIY and tech for the older cars, but are lighter in volume on the more modern classics. These are known as “young-timers” Cars from the past 10 - 55 years aren’t new, but they aren’t old-timers either. They can keep up with modern traffic demands and can be used on a daily basis. They can be part of our normal lives and we all can depend upon them. My wife, Dimitria and I use our 1990 SZ almost daily, hauling the kids, doing errands, and even for long trips. We’ve run about 4,500 miles with her since June. These more modern vehicles post 1965 thru 2012 vehicles are the affordable Bentley and Rolls-Royce entry point cars. They are also the most interesting to our mid-age and younger community members which are those that are growing the club and sustaining our community as we look out forward over the next decade. However, these easier to buy, but still hard to fix cars can be a real drag to finance all the maintenance unless you are willing to take some things on personally or at least be as knowledgeable as you can be about their systems, problem areas, and general needs. A lot of Bentley and Rolls-Royce motorcars suffer from lack of maintenance as well as low mileage of use. Often new buyers will find a low mile car to be quite enticing, but unlike other marques they are surprised when a low mile car needs much more to be reliable vs a car that has seen frequent use.

Empower yourself and others, be resourceful, share, and please plan to come join us all at the annual gathering! If you are looking for even more fun, contact me about contributing as a volunteer judge. You don’t have to be an expert whatsoever and we will have a judging school before the annual event which will be a great fun experience I promise!

See you out there on the road because a Bentley or Rolls-Royce needs to be driven and enjoyed!



Photographs courtesy of Mike Serpe

Cars that are showroom new as well as those well traveled compete at a National Concours, yours could too!



My First Rolls-Royce

GENE EPSTEIN

*I*n 1963 I had a new Lincoln Continental four-door convertible and crazy Joey who years later would attempt to kill me as depicted in my Autobiography, Lemon Juice, and what was purported to be a 1962 Rolls-Royce Silver Cloud sedan. He offered me an even swap for my Lincoln convertible, which at that time was worth about \$6000.00, subject to my approval. I had no idea how the Rolls-Royce would drive or handle, so I accepted, provided that I liked the Rolls-Royce.

Marlene, I and our two children then drove the '1962' Rolls to the shore for the weekend. After we crossed the Tacony Bridge, for some reason my daughter had her hands on the window that was down and at the same time I went to raise the windows because it was hot out. The passenger window rose rapidly and pinched one of the fingers on my daughter's hand causing her to scream in pain. The next day, after the drive to the shore, I called Joey and told him to bring my Lincoln back and take the Rolls-Royce.



Gene and Marlene's daughter Ellen, Washing the Rolls-Royce with Paul Jr., the Son of the Horse Trainer, at the Epstein's Home

Several years later, I read that someone was selling their 1979 Rolls-Royce who lived in Bala-Cynwyd, an upscale Philadelphia suburb. I purchased the car with 42,000 miles on it at the time and drove it quite often. After a while I lost the desire to drive the automobile and placed it in storage on my property. Subsequently it needed the brake accumulators replaced as well as the exhaust system.

A year later I tracked down a 1965 one-owner Rolls-Royce Silver Cloud with a little over 40,000 miles located on Lakeshore Drive in Michigan. The car has been a total gem.

While vacationing in Palm Beach, I ran into the Romanian Prince Monyo Simon Mihalescu-Nasturel, who is a well-known sculptor.

Several months later I received a phone call from him wanting to know about purchasing my Rolls-Royce, which I had not advertised for sale. Over a period of one week we agreed to an even swap my Rolls-Royce for his gorgeous bronze full-size statue of a horse in motion, which is displayed on our property to this day. And that is the saga of my experience with purchasing my first Rolls-Royce.



Photographs courtesy of Gene Epstein

1965 Rolls-Royce Silver Cloud - another Rolls-Royce in Gene's collection





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A stunning, one-owner, 1928 Rolls Royce Springfield Phantom I Piccadilly Roadster. Pictured here restored to cosmetic perfection by Automotive Restorations, Inc. for the original owner, Mr. Allen Swift.

Elizabeth Taylor's "Green Goddess" Rolls Royce Silver Cloud II Drophead Coupe, serviced and prepared for Guernsey's Pierre Hotel auction by the craftspeople at Automotive Restorations, Inc.

These and more great Rolls Royce and Bentley stories at
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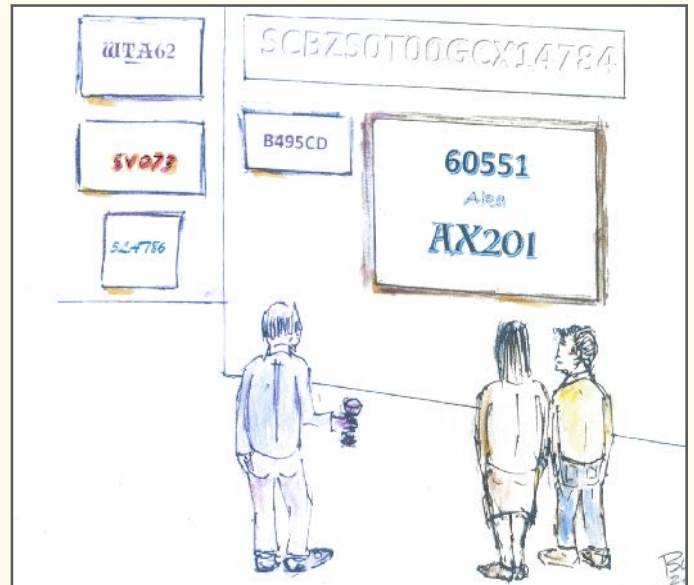
The Numbers Game: A Modest Proposal

BILL WOLF

Before delving into the serious and abstruse nature of the matter before us, let us begin with an old but serviceable shaggy dog story. Five cowboys who had worked together for several years welcomed a new man into the outfit. On his first night in the bunkhouse, after lights out, one of the old-timers calls out in a mock-serious voice: “Five!” The room explodes into raucous laughter. A second old hand then slyly stage whispers, “Sixteen.” Warm chuckles are heard. Curious, the new cowhand asks what’s happening. “We’ve worked so long together and know all the jokes; so ‘stead of botherin’ to tell ‘em, we just give ‘em a number.” Wishing to get in on the fun, the novice shouts, “Eight!” Dead silence. “What’s wrong?” he asks. The oldest cowboy in the room drawls out his answer: “Seems it’s all in the delivery, son.”

This anecdote is not quite comparable to the message found in Tom Wolfe’s *The Painted Word*—and, yes, it may be a stretch to consider both of these relevantly connected to the Rolls-Royce/Bentley hobby, but let’s try a test run. For more than half a century, Wolfe, both in his nonfiction and fiction work, has been commenting, in his forthright, skeptical, skewering and often humorous fashion, on the foibles of our American life. In *The Painted Word*, published in 1975, Wolfe takes on the art world. His thesis is that beginning in the nineteen-forties the art world is comprised of a relatively small nexus of tastemakers, critics and dealers who establish the current *-ism* (Abstract Expressionism? Pop Art? Minimalism? Conceptualism?), hoodwink the general public into believing such work is superior to art based on realism and adept draftsmanship. He goes on to argue that as the paintings become mere illustrations for the overshadowing critical theory, it would be logical to forego the artwork completely and just paint blocks of text—theory, explication—onto the gallery walls. The book, obviously, is more complex than this brief synopsis allows, and at times the content has to be taken

with a grain of salt; but Wolfe certainly makes one ponder the true worth of much of one sees in contemporary galleries and established museums.



What does all of this have to do with one’s interest in the world of Rolls-Royce and Bentley? Without casting stones and without ignoring the fact that what I suggest is marginal and perhaps unfair, I believe that sometimes those of us who become involved in the research of the marques become overly concerned, almost worshipful, of THE CHASSIS NUMBER. Certainly scholarship in the hobby *must* rely on the accurate and verifiable identification of the cars, but at times it seems that this striving becomes cultish, a game of one-upsmanship, a list-mania, and a pursuit in and of itself. To twist Wolfe’s idea, then, and to illustrate my idea regarding this aspect of the hobby, I offer the following proposal: Rather than having to go through the exertion and the expense of planning, mounting and participating in a local or national meet, why not set up a gallery show that displays the alphanumeric chassis numbers? With a glass of wine in one hand and a catalogue in the other, let’s see what our gallery has to offer. See the *cars* on pages 30 and 31.



60551 aka AX201: This was the original Silver Ghost that gave its name to all of the 40/50 HP cars. AX201 was the original registration.
Credit: Courtesy of Malcolm Bobbitt



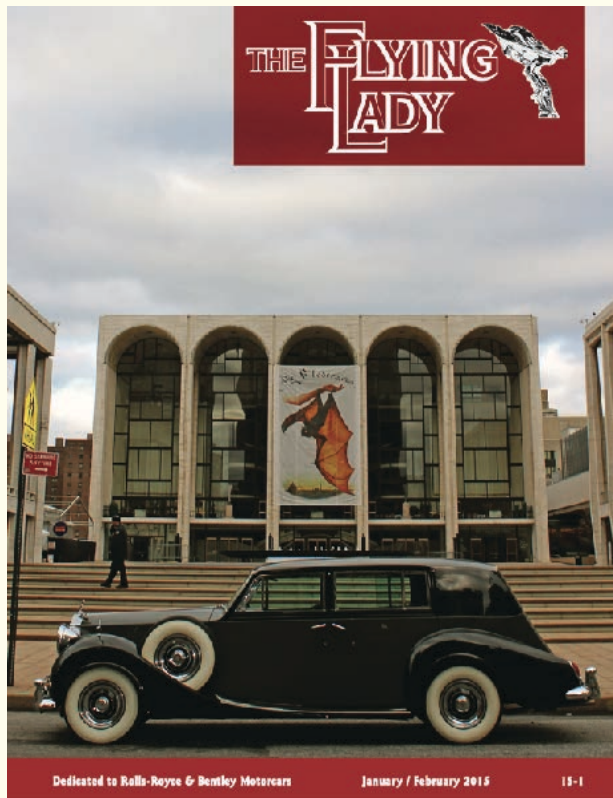
5LAT86: This beautiful Phantom V had been owned by our distinguished Atlantic Region member, John Matsen. It is one of a relative handful of the Phantoms V built by H.J. Mulliner before that coachbuilder was merged with Park Ward.
Credit: Bill Wolf



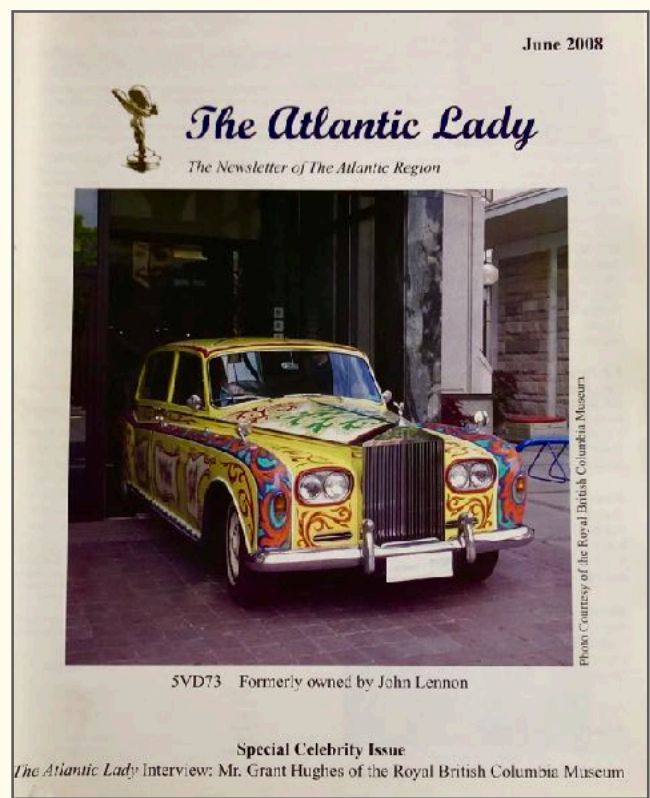
WTA62: This controversial car, a 1947 Silver Wraith, was ordered by the oil magnate Nubar Gulbenkian. At the time of this writing, the car is being restored in Scotland.
Credit: Courtesy of Colin Hyams



SCBZS0T00GCX14784: This Bentley is an Empress II, one of approximately 250 cars altered by Hooper after its rebirth in the early 1980s. If you are intrigued by its elegance, please see *The Flying Lady*, 2010-2, for a history of the Modern Hoopers.
Credit: Courtesy of Don Stott



LHLW4 This car is a one-off James Young Silver Wraith. It was originally owned by Oskar Dieter Alex von Rosenberg-Redé, 3rd Baron von Rosenberg-Redé. A man of taste and wealth. This *The Flying Lady* cover was never used--quite the digital collectable. Credit: Bill Wolf



5VD73: This is one of the few Phantoms painted psychedelically. It had belonged to John Lennon. In 2008, Mr. Grant Hughes, then of the Royal British Columbia Museum, had kindly given *The Atlantic Lady* permission to use this photo for our cover. Credit: The Royal British Columbia Museum



SCAZN11C2TCX58178: The beautiful JoAnn Horvath is standing next to a rare Silver Spur. It is a Springfield Edition, one of 28 cars created to commemorate the 75th anniversary of the first Springfield Rolls-Royce. Credit: Bill Wolf



B495CD: This "sport saloon" was produced by James Young. This "New Look" for the Bentley Mk VI is not everyone's cup of Earl Grey. Credit: Bill Wolf



Steve Mazda – a Rolls-Royce Guy!

STEVE MAZDA



It was 1978 and I was bored with Drexel University. I signed up for flying lessons on the weekends and was taking real estate classes at night to get my sales license. One evening during the summer, I was late to real estate school by about fifteen minutes. I quietly slid into the chair in the back of the class next to an older woman my mother's age, named Jayne Schneider. We had established a friendship during the first few classes. She whispered, "You're late." I responded, "I was flying the plane and there was a strong head wind, I'm sorry, hopefully it won't happen again." She laughed quietly to herself and shook her head. After class

she questioned me about flying and I told her I was bored with college, so I was taking flying lessons on the weekends and real estate school at night. I became close friends with her husband, two sons and daughter. Her one son was younger than me and the other two kids were slightly older. Jayne and I studied for the real estate exam together and went out to lunch occasionally on the weekends.

During lunch one Saturday at the old Granite Run Mall, we started to talk about cars. I told her I was really a sports car guy and liked shifting gears. She said, "Based on flight school, the way you dress and carry yourself, I think you are a

Rolls-Royce guy and you don't even know it yet!" "Really?" I was surprised! I told her I did park a Rolls-Royce Silver Cloud III at the Golden Inn in Avalon, NJ one summer, while parking cars for the restaurant. She asked what I thought of it.

"It certainly makes a statement Jayne." I responded. "Truth be told, I still have the parking stub from that car in my wallet because the guy gave me a \$10 tip. All I did was move the car up ten feet to clear it from the front door of the restaurant. I told him there was no way I was putting that in the parking lot." "See." She said, "YOU are a Rolls-Royce guy and you don't even realize it." "NO, Jayne, a Ferrari guy." So that is how it all started.

I was living in Honolulu, Hawaii during the 1980's, years later. After closing a big sale in Toledo, Ohio, I flew home to Honolulu. To my surprise, my wife Cindy had hired a chauffeur-driven Rolls-Royce Silver Cloud III to celebrate the sale. After collecting my bag, we sipped champagne in the back seat of that Rolls on the way to Hy's Steak House in Waikiki. It was a real treat I will never forget. We had met on the beach at Ala Moana Park and have many fond memories that will last forever. But years later we were back in Philadelphia. Business opportunities for both Cindy and I were much better. With family aging it was the right move, but a difficult one.

I have always managed my own investments and traded my own portfolio. One day I came home and announced to Cindy that I made \$500,000 in the market since breakfast that morning. Out of the clear blue I said, "I deserve a new Rolls-Royce." She said, "If

that's true, I can't argue with you!" Jayne Schneider was right! I paid cash at F. C. Kerbeck for my 2000 dark blue Silver Seraph, which today has 187,000 miles on it. After joining the Rolls-Royce Owners' Club and meeting John Palma, I asked him to keep his eyes open for a good 1963 Cloud III. A customer of his had passed away and his wife sold his Cloud to John. He told me it had "good bones". It took us two years to restore the car to almost new! John and Joe Palma continue to keep it running well.

It's still difficult to believe that I am a Rolls-Royce guy! Several years ago, Joe, the sales manager at F. C. Kerbeck called me and said he took a 1999 Silver Seraph on trade. It was traded on a new Lamborghini and the customer only had room for 30 cars in his garage. Joe said he was going to advertise it but if I wanted it he would sell it to me for what he gave the guy on trade. It was a white with cream interior 1999 Silver Seraph with 3,300 miles on it. How could I not buy it? Over the years a lot of cars have come and gone from my garage, but all three of my Rolls-Royce Motor Cars remain.



White 1999 Silver Seraph LAX-02214, blue 2000 Silver Seraph LAY-04790, green 1963 Cloud III LSCX585



The Atlantic Region Pays Tribute to New York City

Concept by BILL WOLF, photographs by MICHAEL J. THOMPSON of his 1967 Silver Shadow



Cartier



Equinox Hotel



Times Square in Midtown Manhattan



Little Spain in Hudson Yards



New York City Building Under Renovation



The Vessel Building at Hudson Yards



The Plaza Hotel



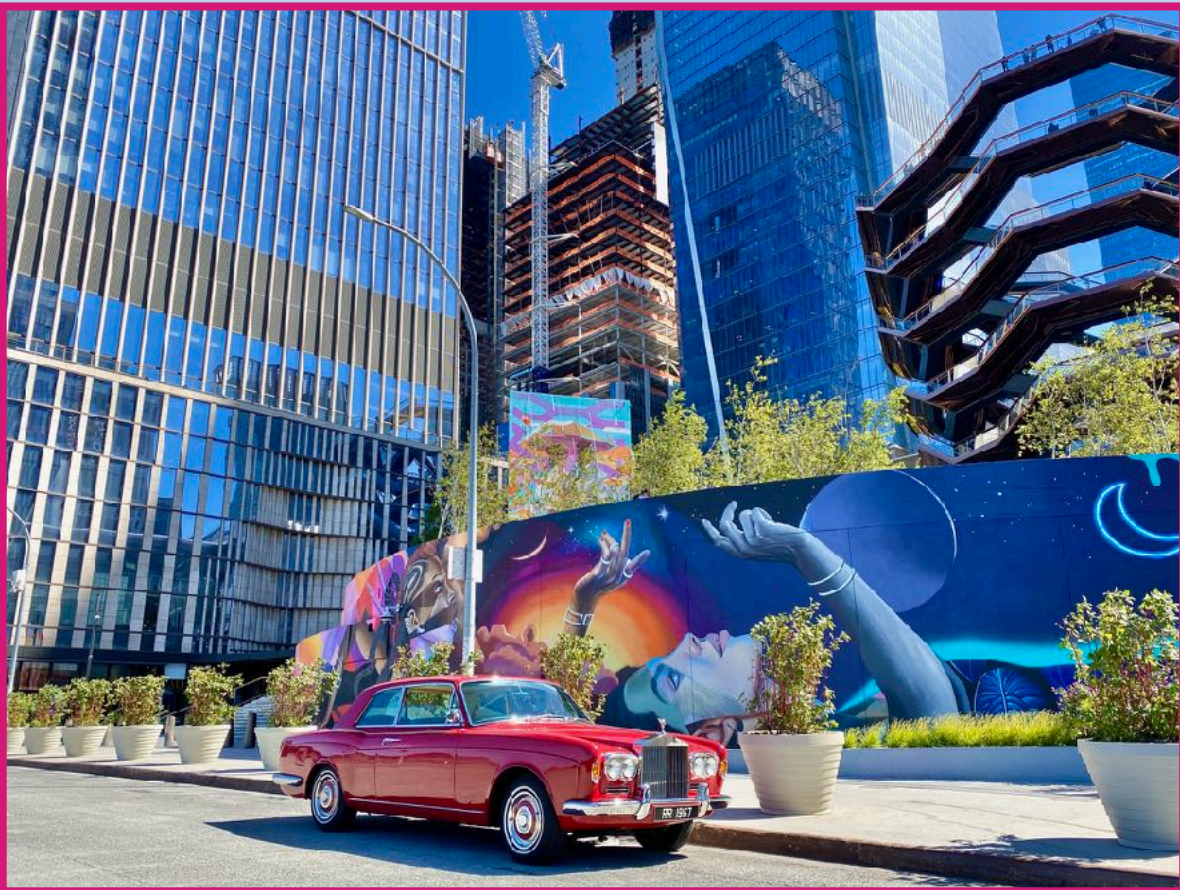
Ubiquitous Graffiti Laden Building



Radio City Music Hall



SoHo



Street Art



Louis Vuitton

EVER SINCE HE BOUGHT
THE ROLLS, HIS POSTURE
HAS IMPROVED AND HE
SPEAKS WITH A BRITISH
ACCENT.





BOONTON STATION

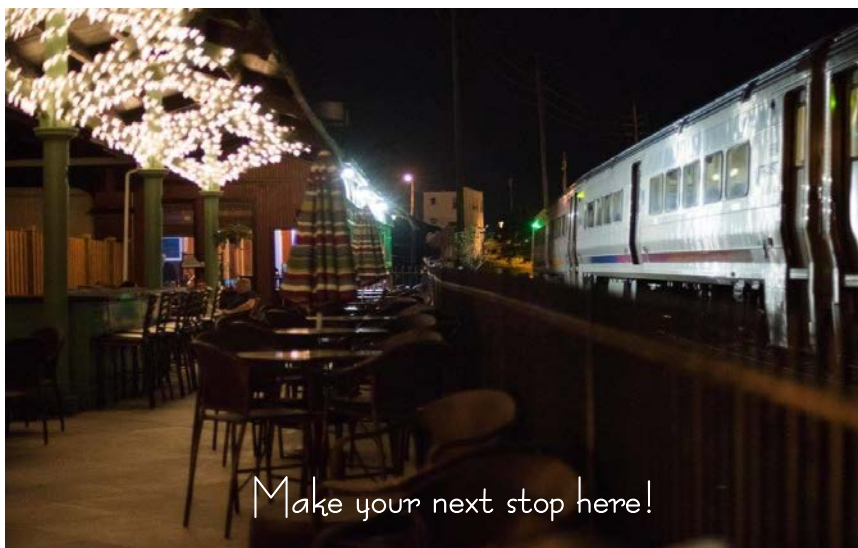
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