

Fall / Winter 2010



The Atlantic Lady

The Newsletter of The Atlantic Region



2010 Concours Events

The Regna Collection Insuring Your PMC

An Unofficial yet Incomplete History of the Region

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Our advertising rates schedule per issue is as follows:

Full Page:	\$180.00	Quarter Page:	\$60.00
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Deadline for 2011 Spring/Summer issue:
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For further information please contact
Jamie Morris at jamie@bjmorrisny.com

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Articles reflect the opinion of the authors and do not necessarily reflect club or region policy. The Atlantic Region and editorial staff seek to publish accurate material, but neither assumes responsibility in the event of loss or damage from publication.

Should you wish to contribute articles to the next issue of *The Atlantic Lady* your completed material must reach the editorial staff for the Spring/Summer issue by March 1, 2011. Contact Jamie Morris at jamie@bjmorrisny.com for more information or to send submissions.

CHAIRMAN'S MESSAGE

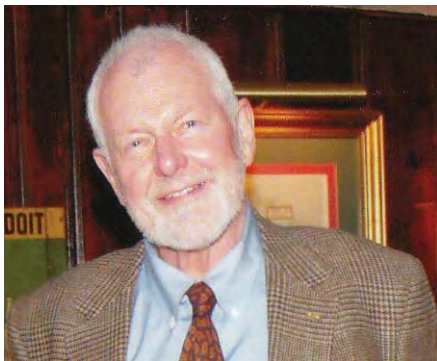
by Jamie Morris

As 2010 draws to a close, we can look back on a year of outstanding and very well-attended events. Since the Spring/Summer edition of the Atlantic Lady was published, we've enjoyed the Burt & Mary Hunter's Dust Off Tour in New Jersey, Mina & Stuart Bloom's hosting of the Picnic at the Greenwich Polo Club, and our Regional Concours at the delightful Seawanhaka Corinthian Yacht Club, thanks to Gerry Dolezar & Sonja Corbin. Lime Rock Park in September provided an opportunity to see a wide variety of enthusiast cars. The Americana Manhasset Concours in October, hosted by Howard & Andrea Krimko, showcased a spectacular gathering of some of the finest collector vehicles in our area. By the time you read this, we will have enjoyed a Tour and Buffet at the Black Horse Garage in Bridgeport, CT, compliments of John Buono. And then, of course, there will be our Holiday Lunch and Annual General Meeting on December 5, at the Indian Harbor Yacht Club.

My thanks to everyone who hosted or helped organize an event this year, and to Charles Roy, our tireless VP Activities, for his efforts to give us a year full of great events. Speaking of thanks, we should also recognize John Matsen and his team of judges, who braved the sun and mid-day August heat to evaluate cars entered for judging at the summer Concours. A write-up of the event, kindly contributed by Col. Aleksandr Brzezanski is in this issue. Prizes from the Concours will be awarded at the Holiday Lunch and AGM.

My personal appreciation to our Board of Directors for their energy and ideas, and especially to Joanne Goldman, whose hard work and creative spark as Editor have given us our two superb issues of the Atlantic Lady in 2010.

All the very best for the upcoming Holiday Season. I look forward to seeing you and fellow Atlantic Region members for a festive Holiday Lunch in Greenwich.



RROC Chairman Jamie Morris.
(Photo by Howard Krimko)

LETTERS TO THE EDITOR

A correction and comments from Julie Cohn:

Thanks to all for publishing my article [The Atlantic Lady, Spring/Summer 2010 issue] on preparing and showing a PMC nationally. It appears to have suffered a bit when it was edited. The White 1988 Corniche shown in one of the photos won a Concours First in Hot Springs, VA in 2002, the Rolls Royce of Canada trophy (nothing to do with Canada, "best of the last 5 years Concours Winners") in Newport, RI in 2003, Best of Show (Postwar) in Williamsburg, VA in 2008 and the Royce Memorial Trophy (Best of Show, last 5 years) in New Orleans in 2009. The Royce Memorial appears to be one of the few trophies where both pre and post war PMCs compete with each other. As I understand it, once a PMC attains the Royce Memorial Trophy it cannot compete nationally for the next 5 years if owned by someone else, and cannot compete again in a National Meet so long as it is owned by the same owner as when the Trophy was awarded. The 1952 Silver Dawn Standard Saloon took a First in Concours (tied with Hamilton Dixon's Wreath) and the Shamrock Award (most improved PMC) in 2009 in New Orleans. What all of this means is that one must generally be committed (if they were not already committed and recently released) if one wants to improve and show their PMC(s), either regionally, nationally or both. At the same time, it should always be remembered that we are engaged in a hobby and in the endeavor of preserving these cars to be sent on long after we're gone, they can provide much joy, involvement and fellowship while we are here. They do stand for something that unarguably enduring and worthwhile both before and after our ownership. So it's both a hobby and a mission, to be enjoyed with pride!

TAL apologizes for incorrect information. Look for more on Julie Cohn's 1952 Silver Dawn Standard Saloon in this issue.

8 Litre Bentley Model by Fulgerex- 1/12 scale. The Bentley 8 Litre was the last model produced (around 1930-31) prior to Bentley being taken over by Rolls-Royce. Exact hand crafted replica of the prototype from original blueprints. Length 17". Has been on display in specially made glass case and is as fresh and new as the day it was created in 1972. Glass case with mirrored bottom and certificate of authenticity included. Very Rare. \$ 3000- or best offer- See additional photos at www.hirschauto.com/bentleymodel Call Bill Hirsch at 800 828 2061 or e-mail hirschbill@aol.com





ATLANTIC REGION, ROLLS-ROYCE OWNERS' CLUB

2010 Calendar of Upcoming Events

December 5 (Sunday) – Greenwich, CT
Holiday Luncheon and Annual Meeting at the Indian Harbor Club.

Events are subject to change. Invitations to each event will be sent by mail.

For more information please communicate with
Charles Roy at 203 252-6712 or charlesroy77@gmail.com
or visit online our Region's section of the RROC Website, www.rroc.org

IMPORTANT REMINDER

**Please return ballots for Officers and Board of Directors - 2011
by November 26 to:**

**Ann J. Wadsworth
915 US Route 4
Canaan, NH 03741**

Results to be announced at the HOLIDAY LUNCH & ANNUAL MEETING

ATLANTIC REGION ANNUAL CONCOURS 2010, OYSTER BAY, LONG ISLAND
by COL. Aleksandr Brzezanski, USA Ret



Seawanhaka Corinthian Yacht Club
(Photo by Howard Krimko)

Despite the weather threats this year, 84 Rolls-Royce enthusiasts braved the trip to attend this year's concours at the Seawanhaka Corinthian Yacht Club on Long Island hosted by Gerry Dolezar and Sonja Corbin. Contrary to the doom and gloom forecasts, the day was filled with sunshine and great temperatures.

The Seawanhaka Corinthian Yacht Club, founded in 1871, hosts the oldest sailing trophy in America. It is also listed in the National Register of Historic Places as one of the oldest yacht clubs in the Western Hemisphere.

The parade of PMCs started to arrive at 10:00 AM and each was greeted with admiration. The wonderful aspect of these meets is the variety of PMCs exemplifying the many years and models represented. The one common thread remains, as always, the tender care the members show their PMCs, as well as the love for these great cars. It is always fascinating to realize that these are unique examples not tied to mass-produced vehicles. Each PMC has a specific character, a special story from how it was acquired, its previous owners, to the trials and tribulations sometimes experienced with ownership. The term "Failure to Proceed" always stands out countered by the special affection for these rolling "Works of Art".



Thirty-three PMCs, 21 Rolls-Royce marquis and 12 Bentleys participated in this year's event. The oldest belonging to Charles Riker, a magnificent 1926 RR Phantom I, LaTourette Body, TC78. Seven PMCs were pre-war, from a kinder and gentler era. Paul Dorval drove his 1989 RR Silver Spirit the longest way from Montreal, Canada.

Charles Riker's 1926 RR Phantom I, LaTourette Body, TC78 *(Photo by Howard Krimko)*



JoAnn and Peter Horvath with Tracy Varnadore (foreground) judge PMCs at this year's concours. *(Photo by Ed Goldman)*

Seventeen PMCs were judged on this beautiful day; the results to be announced at the Annual Awards luncheon at the Indian Harbor Club in Greenwich, CT in December.

Many of the members attending commented favorably on the quality of the repast prepared by the Seawanhaka Corinthian Yacht Club staff. Members also enjoyed the shade under the new Club canopy, while the judges, headed up by John Matsen, went about their labor of love.

All in all, the day was a great success and many members were already planning for the next RR event.

The PMCs are very special, but it must also be said that their owners are just as special for their devotion to the marquee and the time spent in this endeavor.



Above: Deborah Berek and John Cory enjoy the shade. *(Photo by Howard Krimko)*



Left: Nice collection of Pre-War PMCs at the concours. *(Photo by Howard Krimko)*

CONCOURS PARTING SHOTS



Left (Left to right): Scott Ammarell, D.J. Campbell, Bob Horowitz and Deborah Ammarell.

(Photos this page by Ed Goldman)



Left: Delighting in the day are (left to right) Scott Ammarell, D.J. Campbell, Bob Horowitz and Deborah Ammarell.



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AN UNOFFICIAL YET INCOMPLETE HISTORY OF THE ROLLS-ROYCE OWNERS' CLUB ATLANTIC REGION

by Bill Wolf

When I called Victor Nevins in regards to Club history, one question I asked was whether or not he still drives his Bentley Turbo-R at speed; he assured me that he does. This brief exchange signifies the spirit, the élan, of our Atlantic Region—Mr. Nevins has enjoyed eighty-eight summers. In 1962, Mr. Nevins joined the RREC and he has been an active member in the RROC since 1968. He talked of his tenure as editor of *The Atlantic Lady* when he and his wife, Phyllis, would personally write, type, print, seal, stamp and post the newsletters; obviously *The Atlantic Lady* has grown with the region. My guess is that the Nevins has contributed even much more than this to the Atlantic Region, but their modesty precluded further details.



The Graydon and Emily Walker Trophy. (Photo by Joanne Goldman)


The next person I phoned was M.S. Koly—a former Regional Chairman. “Call me M.S.,” he told me, “everyone does.” According to M.S., our region was first called “The Connecticut Region” when a handful of owners got together socially. Emily and Graydon Walker, for whom The Walker Trophy is named, were among them.

Another name that surfaced during our conversation was Derry Mallalieu. Mr. Mallalieu’s significant contribution to the Region—and to the hobby as a whole—was his insistence that the cars be *used*. He had established driving tests, *épreuve de manœuvres*. According to the March 1983 *Atlantic Lady*, this tradition was revived for an April 24 outing that was to include “everyday driving situations such as parking and garaging.” In Rob Mouet’s article of this event, we find that previously “the ladies in competition have won several times.” It is fair to say that Mr. Mallalieu’s legacy has survived—consider that today’s members often drive their PMCs long distances to attend meets and get-togethers, and consider the National RROC tours.

M.S. also told me—as did Mr. Nevins—that the Region was founded in the mid- to late-1950s. Here is where the “unofficial” and “incomplete” aspects of this history come into play. Again referring to the 1983 article, Mr. Mouet wrote, “The Atlantic Region was formed in 1965.” The Region’s seal as presented on the cover of the newsletter shows a kneeling *Spirit of Ecstasy* with a circular, leafed border that includes the date “1965.” Below is a folded ribbon with the script reading “Atlantic R.R.O.C. Region.” Was there a local “Connecticut Region” that was at first unaffiliated with the national organization? Was 1965 the year that the Atlantic Region was *officially* sanctioned or confirmed nationally?

My inquiries to the national headquarters at Mechanicsburg, despite the friendly and helpful people there, were unable to substantiate the facts or solve this conundrum. Are the archives incomplete? In any case, by 1968 our region was well established as the 17th annual meeting of the RROC took place at the Lowe’s Midtown Motor Inn, New York. Among those present were J.W. de Campi, J. W. McFarlane, Mrs. E. Ann Klein and G. Walker.

Although historical facts remain important, what really matters for a club are the people involved and the stories that they tell. M.S. shared several anecdotes that he felt current members would enjoy. The first and foremost had to do with a movie that the Atlantic Region members produced. It was filmed in Connecticut in June, July and August of 1970, and completed by way of tie shots in June of 1971. The premise of *The Great Train Robbery* was that the Club had run out of money and decided to rob banks in order to fill the treasury. Local police were involved to assist in the filming, and, I presume, to make sure no Atlantic Region members ended up




THE ATLANTIC LADY

EDGAR EATON, CHMN.
EMILY WALKER, TREAS.
ELEANOR McLAREN, ASST.
GRACE TAUBER, SECY.
ROBT GREENBERG, EDITOR

March 1983

Sunday, February 20, was a beautiful spring-like day for the Connecticut region (50 strong). We met at the Inn at Longshore for an afternoon of cocktails, lunch, friendship and fun. After a very lovely luncheon Mark Wallach spoke of his recent European trip and his factory visits to Rolls Royce, Jaguar and Mercedes. He told of his interesting experiences there. Irv Kaufman brought film that nicely closed a very full and delightful afternoon.

(Charlotte Goldfarb)



Booth

"That metallic grinding means her throwout bearings are shot. She's backfiring through her carburetor. The tick indicates transmission trouble, and the smoke means she's on fire."

There is a Silver Cloud III made of dark, delicious chocolate. It weighs almost 2 lbs., is quite authentic and only Rudy Rosenberg knows how good it tastes. Rudy Rosenberg won the "Amusing Story" contest at the Long Island February meet and this trophy provides his 3rd (or 4th) car. The competition was tough. (There are some expansive people on the Island.) That Norm Rosenberg was host and Chief Judge has no bearing on the award to his namesake. It is not clear how many points this trophy carries toward the Guerrero trophy.

The rest of the group contented themselves with good Chinese food and Len Goldfarb was surprisingly non-plussed, in spite of having a large piece

Cont. P.3.

behind bars. M.S. told me too, that on one occasion Connecticut wanted to secede from the Region; he also told me that once the Region ran out of money—was this the impetus for *The Great Train Robbery*? Permission was granted by the Board to borrow from The Walker Fund;

dues were raised an additional five dollars per year, ads were solicited for *The Atlantic Lady*, and in two years solvency was restored—and this problem never again resurfaced.

M.S. also told of Ted Mintz who was a Regional Chairman in the 1970s. During this time, after major Club events, members would gather at night for cocktails and conversation at each other's homes. Mr. Mintz was apparently responsible for the growth and stability of the Region; tirelessly calling members to make sure meets were well attended.

One day Mr. Mintz had a small adventure. He and M.S. were visiting the Darien Sport Shop in Darien, Connecticut. After about fifteen minutes of shopping, they became aware of a commotion outside. It seems that Mr. Mintz forgot to secure the handbrake of his 1935 20/25 and the car had rolled onto the Post Road blocking lanes in both directions. Police were in attendance and a small crowd had gathered to watch the proceedings. When the Rolls-Royce was properly relocated, Mr. Mintz received a round of applause.

Another time Mr. Mintz thought it would be a fine idea to hold a meet at the United States Military Academy at West Point, New York. Contacting the general in charge, he found that the initial answer was "No!" Mr. Mintz arranged to meet with the general for lunch at the officers' mess. The answer was still "no." After lunch, the general suggested a tour of the base. Mr. Mintz handed the keys to his Silver Cloud I drophead to the officer and said, "Sir, you drive." Of course this tale has a pleasant ending: Not only was the meet successfully held, but the general also arranged for a segregated area for the visiting PMCs along with several cadets posted there on guard duty. Persistence and the absolute charm of a classic Rolls-Royce cannot be gainsaid.

From the 1970s, through the 1980s, the 1990s, the 2000s and the now the 2010s, the Region has grown in membership, strength and national influence. The Atlantic Region has made significant contributions on the national stage as many of our members were elected to RROC Board positions, including, and to just name a few, Mark Corigliano, Edgar Eaton, Fred Haug, M.S. Koly, Howard Krimko, John Matson and John Utz. *The Atlantic Lady* captured The McFarlane award in 1980, 1992 and 2009. Also, the Atlantic Region has hosted and continues to host National events. More important, however, is the warmth and friendliness found at regional gatherings and the tireless efforts of our board members who make these events engaging and worthwhile—and who make sure the fine traditions of the Atlantic Region are honored and maintained.



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That should not deter a collector from considering these policies as they can provide good value and sound coverage.

Ultimately, there is no right or wrong decision but rather what you, the policyholder, are most comfortable with.

Here is some information to help you make the best decision possible when insuring your collection.

Types of specialty auto policies:

Antique and Classic Car- specialized coverage with deep discounts for cars generally 25 years and older. Vehicle(s) insured should not be used for daily driving purposes. These policies are designed for the older classics. Be careful as the fine print can restrict use prohibiting trips to the local club, restaurant or business. Policies can have low annual mileage limitations and some even specify that the vehicle must leave and return to the same location without stops (even to the grocery store). Seek out policies that have no restrictions regarding use other than the vehicle not be a daily driver, which is standard in the classic car marketplace.

Exotic or Specialty Car- specialized coverage with reduced pricing for newer collector cars with low use. Make sure you are matched with a high-quality carrier (those

specializing in insuring high-value automobiles) so claims handling, service and coverage are worry-free.

Coverage:

Agreed Value- Policyholder assigns value of car to be insured. Essentially, settling a total loss before it occurs- no haggling. Seek out policies with liberal valuation parameters so that assigned values can include things like auction costs or reflect the higher values of exceptional, one of a kind vehicles.

Choice of Repair Facility- Make sure your policy allows you to choose your repair facility, not the insurance company. Only you can determine how and where to make your best repair.

Original Parts- Generic parts are not acceptable! Make sure your policy allows for original manufacturer parts only. If not available, make sure your policy allows for the handmade reproduction of parts to original manufacturer specifications. This is critical to maintaining the value and authenticity of your vehicle.

Worldwide Coverage- if you travel abroad seeking out rare and unique acquisition opportunities or use your vehicle(s) internationally, make sure you have worldwide coverage territory.

High Liability Limits- Make sure you purchase high liability limits as protection from lawsuits. High limits (\$50 million or more) are readily available and is valuable peace of mind protection.

Bottom line:

This is a general guideline of important purchasing points. Work with experienced brokers who can provide guidance and analysis, so you have a policy that matches your unique needs.

In addition, make sure the insurance carrier is responsive, understands the complexities of the collector car insurance market and has the resources to pay claims promptly and fairly.

Special and collector car policies offer good value as long as you know what to look for.

Greg Niccolai is Managing Partner with Madison Insurance Group, a Property and Casualty and Life & Health insurance brokerage serving the needs of high net-worth individuals and families. Greg can be reached at 973.200.4761 or by e-Mail at greg@madisoninsurance.com.

NATIONAL NEWS

ANNUAL NATIONAL MEET IS HOTTER THAN EVER!

by Joanne Goldman

The annual RROC National Meet was held in July this year. What a fortuitous time to escape the record-setting heat in the United States and visit Canada. No place was hotter though than Toronto for PMC-lovers!

Several Atlantic Region members toured to Canada for a week-long vacation of Club events, dinners, relevant classes and judging. Toronto and the surrounding area played host to sightseeing activities that rivaled the tri-state area.

Attending members remembered *TAL* and friends unable to make the pilgrimage by snapping photos for all of our enjoyment. 📷



Toronto welcomes members for the 59th Annual Meet. (Photo by Howard Krimko)

The parking lot at a National Meet is always a highlight for viewing member PMCs. (Photo by Howard Krimko)





Stan and Ester Nayer's 1959 Silver Cloud I saloon LSJF58 (above) is rigorously judged by a team comprised of experts from different Regions of the Club.



Julie Cohn takes a break from prepping his 1952 Silver Dawn saloon LSJD4 for judging.



Above: Atlantic Region Secretary Ann Wadsworth came dressed for the day.

*(Photos this page
by Stan Nayer)*

National Meet Atlantic Region Winners



(Above): Hugh Heller's 1954 R Type Bentley Hooper saloon B75ZX placed third in the Mark VI R Type class. (Below): Burt and Mary Hunter took first place in the Silver Spirit / Silver Spur class with their 1988 Mulliner, Park Ward drophead coupe DAJ-22581.
(Photos by Douglas and Carole Gates)





Above: Atlantic Region's VP Judging, John Matsen. (Photo by Andrea Krimko)



Right: Dave Scott (lt) and Howard Krimko (rt). (Photo by Andrea Krimko)

*Congratulations to Atlantic Region members
John Matsen and Howard Krimko on being
re-elected to the RROC National Board*



National Meet Schedule

Inter-Regional Meet March 23-26, 2011
Austin, TX

60th Annual Meet August 14-18, 2011
Lake Tahoe, CA

61st Annual Meet June 24-30, 2012
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THE REGNA COLLECTION by Bill Wolf

Is it possible to mix modesty and justifiable pride? When I approached Peter Regna awhile-back regarding doing an article about his collection, he was concerned. He asked why his collection should be featured when, in the Atlantic Region, there are collections, according to Peter, that are “superior” and “more deserving of a place in *The Atlantic Lady*.” As always, there are neither pat nor easy answers to these questions.

I do know that it has been a very long time—if ever—that a collection has been spotlighted in these pages. I also believe in chance. For whatever reason, whatever alignment of the stars, I just happened to suggest to Peter that an article featuring his collection would be an asset to *The Atlantic Lady*—and at the time I was not thinking of the other collections that grace our region. Months went by. Our small conversation eventually bore fruit, and with the help of Joanne and Ed Goldman, this presentation is herein offered for your delectation.



Peter conversing with Valentine Angel, behind the wheel of a Phantom V (5LBX88). (Photo by Bill Wolf)



Barbara and Peter Regna at home with one of their Phantom V James Young touring limousines (5LVB41). (Photo by Bill Wolf)

Another part of our conversation had to do with personal preferences. There is always a warm spot in my automotive heart for the unrestored, the classic as a daily driver, and the cars with an appealing patina and those sporting a dent or a ding—there because the car is on the road fighting traffic with the rest of the pack. For example, Peter and his wife, Barbara, take their 1958 Silver Wraith Hooper limousine (HLW41) into New York shopping on New York’s Fifth Avenue during the December holidays; only consider the postcard such an excursion elicits. Picture the snow tumbling easily down at twilight in New York City, the brightly colored lights,

*A directory of Peter Regna’s Bentley and Rolls-Royce collection
is available at the end of this article.*

then the rush of a winter's wind, the shoppers with their packages exiting Tiffany & Co.—and a picture-perfect Silver Wraith by the curb, the rear back-hinged door opened to receive them.

Or picture the Regna's stretched, factory-custom Arnage waiting patiently, sedately, for the happy, romantic couple to be whisked off to see some friends uptown. And imagine the pleasure of other lucky couples on their wedding day, friends or acquaintances of the Regnas, sitting regally in the soft leather and wool-carpeted rear interior of a Phantom V. These stories and others like them, along with the cars themselves, surely justify the joy and pride that Barbara and Peter derive from their collection.



A massive warehouse provides refuge for part of the Regna collection. (Photo by Ed Goldman)

The collection is nicely balanced; the four modern cars offer both a strong contrast yet an evolutionary nod to the Silver Wraiths and the Phantoms. When the Bentley Continental drophead sits parked close to the green and ivory Silver Wraith H J Mulliner, it is easy to follow the evolution of the swage lines, those timeless, classic sweeps that have given so very much aesthetic pleasure throughout the decades. And if the contemporary Bentley GT coupe were also nearby, one's eye could make another connection and find that the current designers have not forgotten the past, the tradition.

Think of the turbo Arnage, stretched at the factory and complimented with a diminished rear window, as a practical and near-contemporary counterpart to the James Young Phantom V—both designed as a town car in the traditional sense: Chauffeur driver if needed and a back cabin that provides generous legroom in an atmosphere of romantic elegance.

Right: Interior of the 1961 Phantom V (5LBX88). (Photo by Ed Goldman)

Below: Sound amplifiers are housed in the boot of Peter's 1997 Turbo RL. (Photo by Bill Wolf)





Left: The rear cabin of the 2008 Arnage Turbo (LE8-19555) was customized at Crewe for comfort and elegance. *(Photo by Bill Wolf)*



Right: Peter Regna behind the wheel of his 1987 Bentley Continental (DBH-20538). *(Photo by Bill Wolf)*

Another balance shows in the various conditions of the cars. The Arnage, the Continental, and the LWB Turbo R, remain virtually unscathed and would show nicely. The GT is showroom. The older cars, however, show varying degrees of wear and patina—strong, comfortable drivers nonetheless. And what is more alluring than the feel of fine leather gently worn?

Then there are two Silver Wraiths, HLW12 and WVH7, that will eventually need more than a dollop of restorative care and refinishing. The former, a seven-passenger Hooper, sits under cover in a back corner of Peter’s warehouse, and the latter, a burgundy rhd, swb, James Young Touring Limousine, is lodged in a small garage. Both are honest, handsome cars, and I can’t stop thinking of a refrain, especially considering WVH7, that reminds us that any car is only original once. It also reminds me that Peter is a hands-on collector, one with mechanical knowledge and skills, a collector who is not



Peter’s 1952 Silver Wraith (WVH7) is the oldest in his beloved Rolls-Royce and Bentley collection. *(Photo by Ed Goldman)*

troubled by a scraped knuckle or some grease under the nails—and as such deserves our recognition and respect.

Spending an afternoon with the cars—and the collectors—proved most gratifying. Barbara and Peter offered a gracious day of wine, fine food, indelible conversation and, it seems, managed somehow to order up the perfect autumn weather to spend a few hours to enjoy the Regna collection, thirty years in the making, of Bentley and Rolls-Royce motorcars.



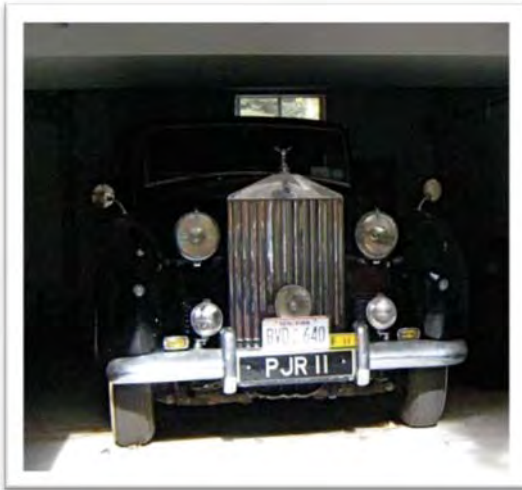
Left: The Regna Home.

Below: Looking out on part of the Regna collection. Left to right: 1961 Phantom V (5LBX88) and 1987 Bentley Continental (DBH-20538)

(Photos this page by Ed Goldman)



THE REGNA COLLECTION Directory



(WVH7) The 1952 Silver Wraith is a burgundy, James Young touring limousine with division, body number 2023 design WR19A. It is a rhd car with a short wheel base, and a standard transmission. It is an original car that will need some restorative work. It had been shown at Earls Court on the James Young stand in 1952. *(Photo by Bill Wolf)*

(FLW11) This Silver Wraith was shown at the 1956 Paris Salon. The silver and black lwb James Young touring limousine is still being driven regularly. Body: 1857. Design: WRM 31A. *(Photo by Bill Wolf)*



(LELW81) This lovely 1955 green and white lhd H.J. Mulliner Silver Wraith touring limousine was purchased new for the author, Pearl S. Buck. The body number is 5843 and the design is 7356. The grilles in the rear wings are there to cool the brakes. *(Photo by Ed Goldman)*



(HLW12) A 1958 Silver Wraith Hooper limousine, body number 10142, design 8460—this car presently sits under wraps waiting for some tender loving care and a possible rejuvenation. *(Photo by Bill Wolf)*

(HLW41) 1958 Silver Wraith Body number 10285, design 8460. Another Hooper limousine—this is the car traditionally driven into New York City for holiday shopping. *(Photo by Ed Goldman)*



(5LBX88) This 1961 Phantom V sports claret paint with wickerwork gracing the sides. Unfortunately, the paint as is shows different shades of claret. Peter is considering a repaint—not an easy job. It is a James Young seven-passenger limousine, design number PV 15. Inside, the car is sumptuously comfortable. *(Photo by Ed Goldman)*

THE REGNA COLLECTION
Directory (continued)



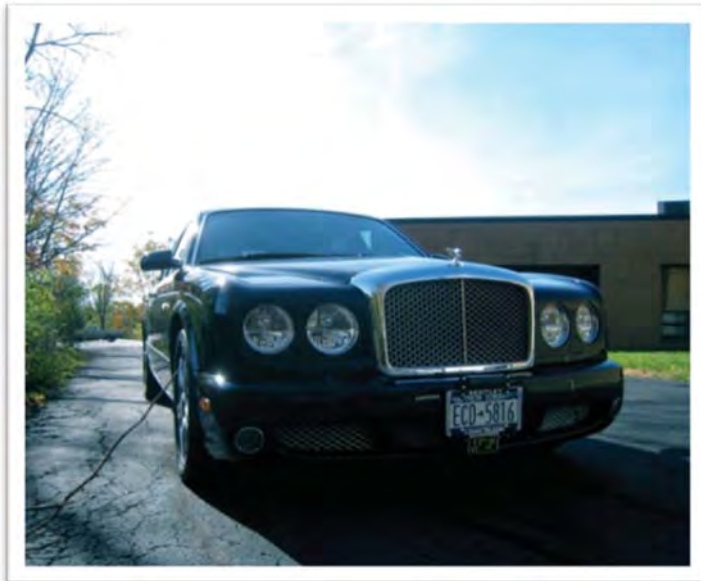
(5LVB41) Another Phantom V, another James Young touring limousine, the design is PV 22. It has the P-100s lighting the way and has an inviting and accommodating interior. *(Photo by Bill Wolf)*

(DBH-20538) The 1987 Bentley version of the venerable Corniche—badged as a Continental—is always a delight to see. The blacked-out grille on this car adds a very nice touch. But why didn't Crewe install a tachometer on these Bentleys? *(Photo by Bill Wolf)*



(PBV59293) There are a relative few Turbo RLs.—the long wheel based model. This 1997 example, black, had belonged to the actor Nicolas Cage. The boot houses several powerful sound amplifiers. The car has a division. *(Photo by Bill Wolf)*

(CR5-29122) The 2005 Continental GT Coupe—this contemporary model with the W-12 engine becomes a very nice way to round off the collection. *(Photo by Ed Goldman)*



(LE8-19555) Simply put, this 2008 Arnage Turbo is a fine demonstration of modern elegance. The car had been custom made at Crewe—a few inches added to the frame, a diminished rear window, a DVD player, and cocktail accommodations—the aura of the rear cabin is one of sophistication and comfort. *(Photo by Bill Wolf)*

Editor's Note: A special thanks to Barbara and Peter Regna for graciously allowing TAL to peek into their home and roam through their garage.

DAY OUT AT LIME ROCK PARK By Joanne Goldman

The Atlantic Region was joined by the Yankee Region this year for a beautiful day at Lime Rock Park. This year the historic festival included the “Sunday in the Park” Concours along with sumptuous lunch samples from local restaurants billed as “A Taste of Litchfield Hills”.

Members spent the day admiring a wide array of vintage cars, including a 1938 Alfa Romeo 8C 2900B touring Berlinetta owned by The Collier Collection of Naples, FL and a 1937 BMW 328 Mille Miglia Bugelfalte owned by Oscar Davis of Montvale, NJ. The Alfa Romeo won Best in Show. (For photos of these cars go to www.limerock.com).

Don Koleman and his 1914 Rolls-Royce Silver Ghost (Van Den Plas tourer 34LB) placed 2nd in the Class 1, “They don’t build ‘em like they used to,” pre-1930 open and closed group. First place for the Rolls-Royce Award went to our own Larry Durocher and for his 1962 Silver Cloud II (H.J. Mulliner dhc LSZD161). Second place was awarded to Bob Gery’s 1961 Silver Cloud II saloon SZD35. Rounding out the award class was Charles Roy and his 1995 Bentley Continental R BBS52289. The judging, however, came secondary, as members enjoyed old and new friendships set against the backdrop of their PMC’s beauty on that summer day.



Yankee and Atlantic Region PMCs displayed at this year's Lime Rock Park historic festival.
(Photo by Ed Goldman)



Detail from Don Koleman's
1914 Silver Ghost Van Den Plas
tourer 34LB was a crowd pleaser.
(Photo by Bill Wolf)



Don Koleman's
1914 Silver Ghost.
(Photo by Ed Goldman)



Wendy and Leslie Akin
enjoy the day.
(Photo by Joanne Goldman)



(Photos opposite page and above by Ed Goldman)

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Andrew Blackman with his 1993 Bentley Continental R coupe BBP-42622.



Charles Roy's 1995 Bentley Continental R BBS52289.



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AMERICANA CONCOURS by Howard Krimko

On Sunday, October 10th many Atlantic Region members joined me at the Americana Concours in Manhasset where I was Chief Judge. The theme of this year's event was "The Coachbuilt Automobile". In addition to RROC judges Julie Cohn, David Scott, and Chris Wadsworth we had specialists in other marques including famous auto designer Tom Tjaarda and Paolo Garella who flew in from Italy. This event has grown to be the premier event in the New York area and spectators were treated to a world class display of Bentley, Rolls-Royce, and Ferrari coachbuilt automobiles. There was a one-off Pinin Farina Momo automobile which was presented along with the wooden buck that was used to make the car.



Above: RROC Judges (left to right): David Scott, Chris Wadsworth, Howard Krimko and Julie Cohn.

Left: Dennis and Deborah Berek's 1964 Silver Cloud III LWB saloon LCCL45 in the foreground at the show.

*(Photos this page and opposite
by Andrea Krimko)*

Bentley was well represented with everything from a Vintage 3 Litre to several of the latest Mulsanne demonstrators. There were Rolls-Royce pre-war and post-war cars from Hooper, Park Ward and Mulliner as well as the latest Ghost. Several Atlantic Region members had class winning cars which were rewarded with engraved glass plate trophies from Tiffany. 🦋



Above: John Tembeck's 1962 S3 Continental H.J. Mulliner saloon BC118LXA wins Best in Class Bentley Post War category. Below: Julie Cohn's 1952 Silver Dawn saloon LSHD4 is awarded Best in Class 1946 – 1965.





Above: Best in Class Rolls-Royce Pre War went to Mark Rudes and his 1934 20/25 Park Ward GKC39. Below: Ed Goldman's 1961 Silver Cloud II saloon SZD477 was awarded Best in Class Rolls-Royce Post War. (Photos by Andrea Krimko)



CONCOURS PHOTO GALLERY



Left: Joe Assenza with his 1956 S1 Park Ward dhc B61CM.

Below: Rudy Rosenberg and his 1938 PIII Inskip limousine 3DL20.

(Photos this page by Ed Goldman)



Above: Leslie and Hugh Heller. Right: Deborah and Dennis Berek. Below: The Atlantic Ladies: Deborah Berek, Ona Cohn, Terry Scott, Joanne Goldman and Andrea Krimko. Below right: Andrew Blackman appreciating Deborah Berek.



ATLANTIC REGION MEMBERSHIP NEWS

WELCOME NEW MEMBERS

Danny Schochet

Danny has a 1928 Phantom I
Brewster St. Martin S372KP

Dave Rao

Dave has a 2000 Arnage Red Label
Saloon LCY-04490

Jeffrey Klein

Jeffrey has:
Corniche III 1991 MPW Drophead Coupe DAM-30425
Silver Cloud III 1965 MPW Drophead Coupe LCSC37C
Silver Cloud III 1963 saloon LSCX759
Silver Cloud III 1965 saloon LSJR241

We look forward to meeting
you and your PMCs!

Reminder: Bring Your Name Badge to National (and Regional Events too!)

Atlantic Region name badge forms are now
available online. Go to www.rroc.org.



The Atlantic Lady is now available
online? Find it under the Atlantic
Region at www.rroc.org.

HAVE YOU MOVED?

Contact Eileen Dilger, RROC Headquarters
Call 800.879.7762 or email edilger@rroc.org

DID YOU KNOW?

The best way to obtain and exchange
information about Rolls-Royce and Bentley
motor cars is to attend our Club events.
Our members can help you buy, maintain
and enjoy your PMC.

Norm and Lorraine Hathaway's Springfield Phantom I has Left the Region

Many of us have always
admired Norm and Lorraine
Hathaway's Springfield
Phantom I (S393KP) 1928
Brewster Newmarket.
The rare, original auto was
sold recently at auction to a
gentleman in Canada.



Norm with his P.I. (Photo by Joanne Goldman)



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On the cover:

**An impressive display of our members' PMCs at the
Americana Manhasset Concours, Manhasset, NY.
Article and details inside! (Photo by Howard Krimko)**