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SUMMER 2018



The Atlantic Lady

A Publication of the RROC Atlantic Region



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On the Cover: Rich & Elise Halprin's 1935 Roll-Royce 20/25 with Sedanca de Ville coachwork by H.J. Mulliner . **This magnificent heirloom was passed down to Rich by his grandfather some 36 years ago.**

The immaculate condition of this PMC is a testimonial to the tender love and care it receives, not to mention Rich's mechanical prowess.

RAH: "Owning an older PMC means you have to become handy with tools and repairs. **Over the years I've learned a lot about repairs** from people like Ted Mintz, Irv Kaufman and MS Koly. I was very lucky to help pitch-in with repairs at a one man shop whenever I needed any work done. I learned a lot back then. **It's all a fun part of the hobby.**"

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A MESSAGE FROM OUR CHAIRMAN

by ANDREW BLACKMAN

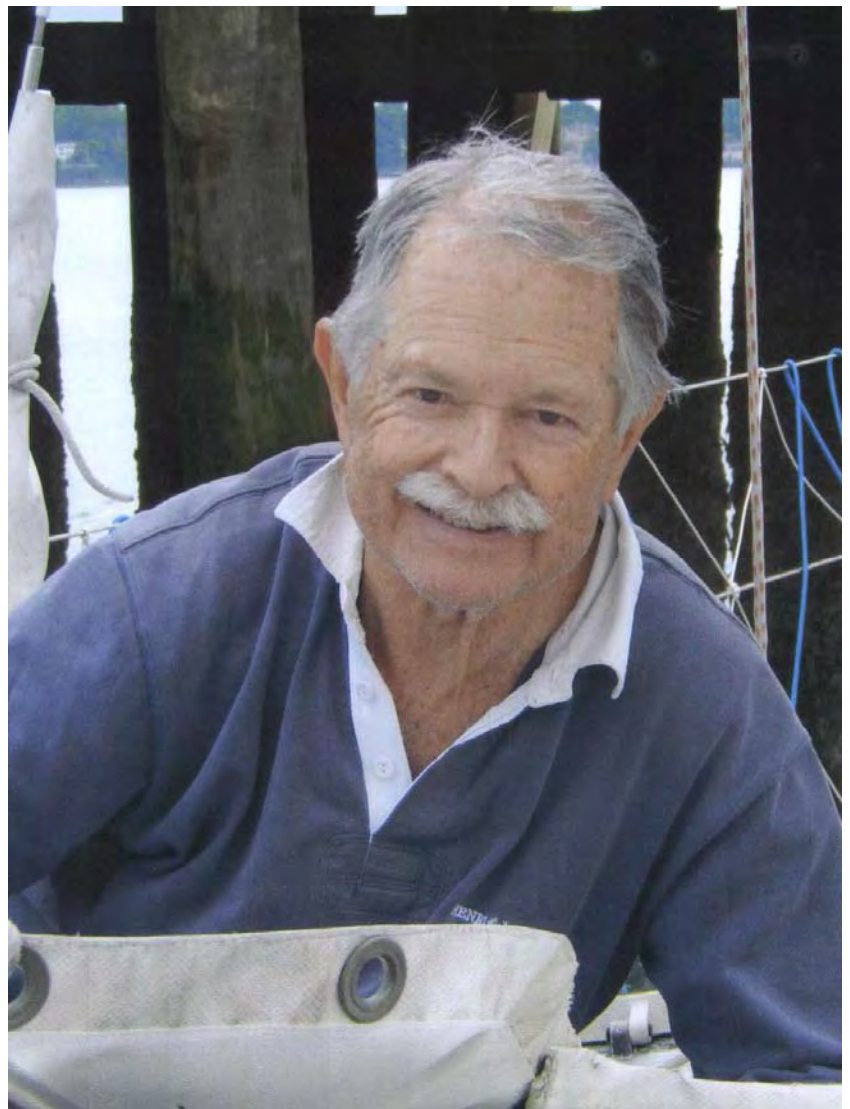
The weather seems to have straightened itself out, and it looks like **we have another fine series of special events planned**, courtesy of Joe Marley and Justin Kerstner.

Polo in Greenwich, was delightful, as usual, not just for the horses galloping back and forth and around in circles, but more for the camaraderie of our members and friends in picnic mode below our tent on a lovely afternoon.

The Polo event has taken on a new expanded dimension since first the Atlantic Region started attending some twenty or maybe more years ago.

Always a highlight of our calendar, I can only hope that we can resuscitate the relationship that we once had for so many years, with their management, in years to come. It seems that some other, minor manufacturer of crass vehicles has sought to, and has displaced us, for the time being.

This week many of us attended an outside event on Long Island, not of our produc-



tion, **The Mansion Car Show, in Glen Cove**, brought to us by **Howard Krimko**, one of our members in the forefront of RR & B activities. The show was a great success with a few of our Atlantic Region. members in the winning circle.

Which brings to mind my thoughts about how all of us might become

more involved in our Spring, Summer, Fall and Winter activities.

Why not **let us know if you are privy to local events that might be of interest** to your fellow members, perhaps a car show or a concours hosted by a local group, nearby to your home or within the Tri-State area.

While we always seem to have many traditional seasonal events, our ATL REG RROC Board could certainly consider a host of new venues and events.

Please send your thoughts to Joe or Justin or me, at any time. **Let us know about your club affiliations.**

I'm sorry to have to follow up the recent message that our traditional July 4th Party at the City Island Yacht Club was cancelled on such short notice.

Our new Club Steward and I were unable to work out a reasonable menu and cost, as the previous Stewards and I always have in the past.

Hopefully, perhaps later in the season, the CIYC may have a new restaurant management team in place, and we will be able to re-schedule this popular event again. **(My birthday is just around Christmas in December, and I love cake).**

It was our pleasure to **greet Sherry Stern** from the RROC Southern California region at The Mansion concours during her stay in

Manhattan. We hope to see her again soon at another fabulous event.



Sherry Stern from the SO-CAL Region

In the meantime, Take Off The Car Covers, Kick The Tires, Open The Garage Doors Before You Start the Engine, Seek Out A Smooth Road, **Enjoy the Offspring of Charles Rolls and W.O.Bentley**, Look Up To See The Blue Skies, White Wispy Clouds, & The Green Leaves Flashing Past, Drive With Abandon, **Enjoy Our Summer Months!**



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UPCOMING EVENTS

by JUSTIN KERSTNER

Below, please find a tentative list for upcoming events. Invites will be emailed for all Atlantic Region events to our members.

If you have any interesting ideas for future event venues, please contact our VP of Activities, Justin Kerstner. **Please let us know about you club affiliations for future events.**

- * **July 22, Sunday: Atlantic Region Concours d'Elegance at Fitch's Corner, Millbrook, NY**
- * August 11-18: RROC National Meet, Lake Tahoe, CA
- * September (labor day weekend): Lime Rock Car Show
- * September: Lake Hopatcong Yacht Club (TBD)
- * September 29, Saturday: New Jersey Concours d'Elegance
- * October: Belvidere Road Rally, Belvidere, NJ (TBD)
- * December: Atlantic Region Holiday Party and Concours Awards



2018 Atlantic Region Concours d'Elegance

A Sneak Preview & Invite

by JOE MARLEY

This month, we are proud to announce what may be the RROC event of the millennium! Thanks to our hosts **Fernanda Kellogg and Kirk Henckles**, our our 2018 **Atlantic Region Concours d'Elegance** will take place at **Fitch's Corner**, a magnificent 150 acre estate in Millbrook, NY on **Sunday July 22**.

Our PMC's will take their place on a manicured lawn while we feast on a **gourmet luncheon** accompanied by Bloody Mary's, red & white wines, and Mimosa's. On the grounds adjacent to our Concours several top-notch **equestrian events** will be taking place. We will be visited by **fox hunters and their hounds**, regally attired jumpers, and we will have the opportunity to view varied equestrian events. Within walking distance there will be a tent offering various epicurean delights for those with a sweet tooth. An additional tent will provide a **unique shopping experience** for members who wish to bring home a remembrance of the event. When our lunch winds down, approximately ten of our best examples of the marque will be selected to **participate in a parade** chauffeuring the winners of the equestrian events past the grandstand. Our members and their vehicle details will be announced over the loudspeakers.



2018 Rolls-Royce Owners Club Atlantic Region Concours

SUNDAY, JULY 22

8:30 am Cars Arrive on Fitch's Corner Wedding Field
9:00 am Judges begin formal evaluation and scoring
Parade in the Arena following the Specator Luncheon

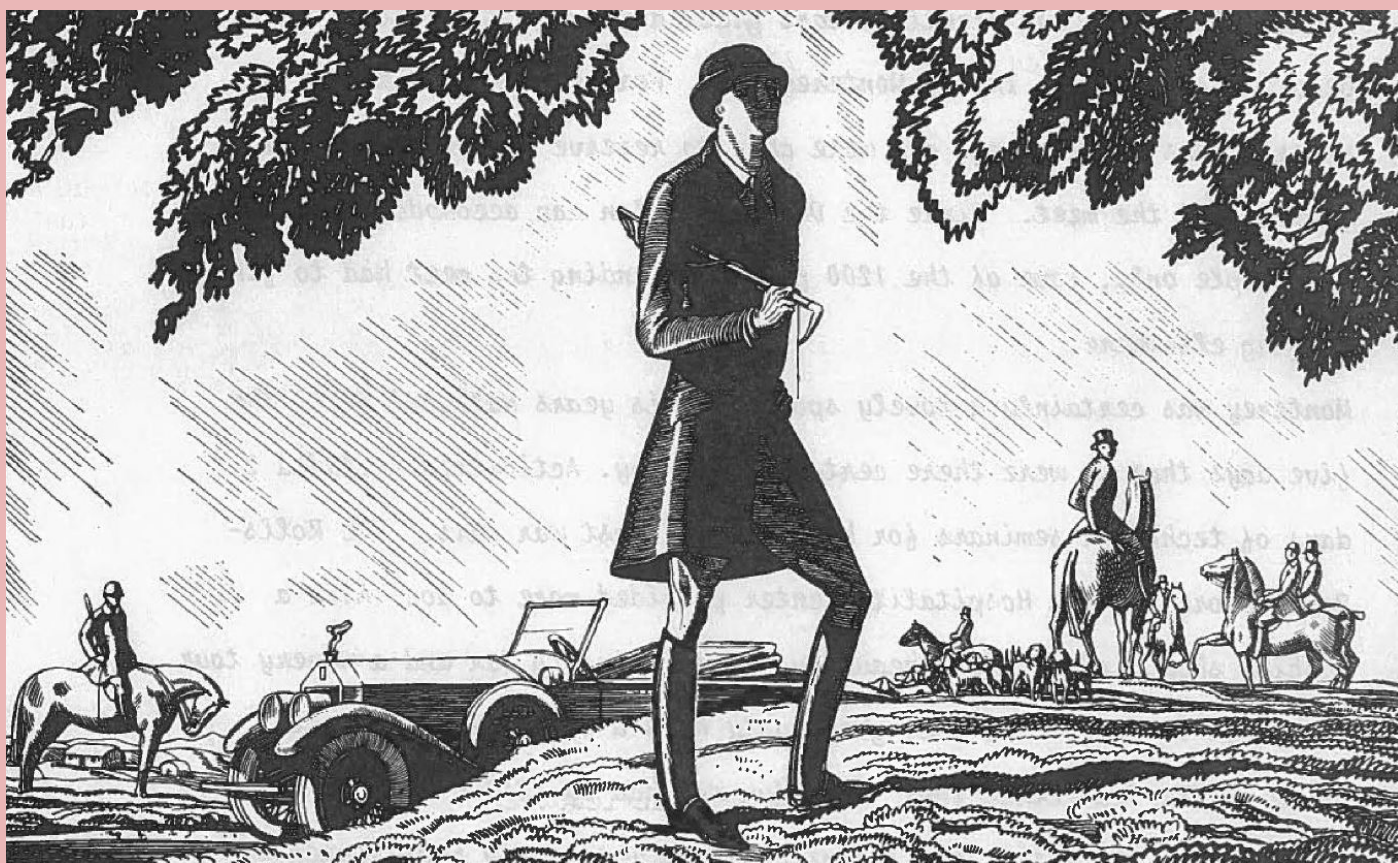


The RROC promotes the preservation, restoration, use and enjoyment of Rolls-Royce and Bentley motorcars. The concours complements these objectives by evaluating cars on numerous criteria against standards of perfection. Fitch's Corner is thrilled to welcome the RROC in celebration of our 25th Anniversary.



www.FitchsCorner.com

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From the Atlantic Lady Archives—Country Life

Visit the RROC Forum
for Discussions and Information
<http://rroc.hoop.la>



No one was reluctant about the “Hangover Contest” afterward at Mallalieu’s home where 18 cars were lined up on the lawn and 55 people were lined up at the bar. **Walker now knows why a barman deserves tips.** Before lunch we had a “concours” of sorts by the ladies. To keep it honest, each girl was given two votes; she could salve her conscience **by voting for her husbands car, and then for the car she really like the best.**

From the Atlantic Lady Archives—The Hangover Contest

This is anticipated to be one of our best events ever and as an added bonus, proceeds go to a very worthwhile charity - The Millbrook Rescue Squad.

The estate is called Fitch's Corner. It is located at 632 N Mabbettsville Road, Millbrook NY 12545. You must arrive by 9.30 am but you may come as early as 8 am. Dress is smart casual with festive hats encouraged for both men and women. Members of the equestrian press will be present so look your best!

The modest cost for this extravaganza is \$75 per person. WE ARE LIMITED TO FIFTY PARTICIPANTS. You must prepay for this event and provide your PMC information below. Please be certain to bring proper ID as copious security will be present. This is the one not to be missed.



Kindly reply by email to RROC.VP.ACTIVITES@gmail.com or you may phone to reserve your spot. Send all payments and PMC details prior to July 15th to: Atlantic Region Concours C/ O ACOE Cell Boosters, 695 Littleton Road Parsippany NJ 07054. **Space is filling up quick and the event MUST BE PAID IN ADVANCE so please act now.**

If you have questions about the event please call John Carter at 646.937.0270 or Justin Kerstner at 973.903.4187.

Please email if you would like to make an additional donation to the rescue squad.

Tally Ho!





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A LETTER FROM THE EDITOR

by JOHN T. CARTER

The new digital eZine edition of the **Atlantic Lady Magazine** is a hit!

Last issue, I received **many compliments** on the publication, one report of a technical malfunction and **one death threat** from a member who wants a printed copy. You just can't please everybody but you can sure try.

While the digital edition works great for most folks, a printed edition makes sense for some. For example, our advertisers need a printed copy for their customer lounges and medical doctors may want a printed copy for their waiting rooms. Some of our members just plain hate modern technology. Believe it or not, some people refuse to get a cell phones and have no email address. Hopefully, they'll never have a failure to proceed—good luck finding a payphone! I wonder how they're going to ever buy anything online **once the millennials finish putting the brick and mortar stores out of business.**

Equally important, members might want printed copies to give to friends, particularly when their PMC's are prominently featured in the magazine.



At our next board meeting, I will be proposing that we offer two membership levels for the Atlantic Region including a **digital edition** (at reduced cost) and a **printed edition** (at additional cost) beginning next year. This will **accommodate all our members needs**. *We aims to please.*

In the meantime, **if you absolutely, positively must have a printed copy please contact me**. We will be printing a small run for our advertisers with a few additional copies in reserve. These will be available for purchase at a cost of approximately \$10 per copy shipped.

Don't forget that we offer **free classified ads** for our members.



We are always on the lookout for great content. **If you have an article you'd like to write, photos you'd like to submit, or contact info for prospective advertisers please get in touch.**

It's your club. **Please help support the Atlantic Region by placing an ad for your business in the Atlantic Lady.**



Oh dear, the Colonies are acting up again. Your Majesty. Happy Independence Day!

SPOTLIGHT ON NEW MEMBERS

by Rich Halprin

This month, we're reintroducing our Spotlight on New Members article to the Atlantic Lady. **We encourage our new members to send us photos of themselves and their PMC's along with a short bio.** Please reach out to our new Atlantic Region members at events, **say hello and help welcome them to the club.**



Peter Giordano and his 1999 Silver Spur "Eleanor"

Peter Giordano is a retired owner of King's County Carburetor and Ignition Company in Brooklyn, NY. **Former ABC and Fox 5 on-air diagnostic mechanic.** Vice President of Motorcyclepedia Museum in Newburgh, New York. Activities Officer of Orange County Harley Davidson Owner's Group, member of Antique Motorcycle Club of America and 4th Degree Knight of Columbus. **Licensed pilot,** musician, and equestrian with **a passion for food, wine, motorcycles and cars.** Proud Italian father of three and grandfather of eight .



WEBSITE NEWS: RROCAtlantic.org

by KEN KOSWENER

Recently, John Carter, editor of the Atlantic Lady and former webmaster, asked me to volunteer to **take over as webmaster** of the region's website. As soon as I was able to coax him into removing the bamboo shoots from under my toe nails, I gladly accepted the challenge.

The actual construction of the website is not difficult, as I have been in computer-related fields since these things still ran on steam, and, John had left an **excellent foundation** to build upon. A nip here, a tuck there, and, voila, an updated website.

Some things are very valuable, albeit tedious, like loading and **posting the archive issues of Atlantic Lady (back to 1965)**. Other things take some imagination, like setting up new features and making the site a user-friendly experience. We are also formatting the site for mobile access from a smartphone or smart pad. Again, tedious, but we are getting there.

For example, one of the things that we want to do is integrate the Atlantic Lady

with the website, so that videos can be launched directly from the pages of our magazine. Rather than reading about the judging at a concours, you will be able to watch it take place. Rather than reading about the safe operation of a Whitworth

screwdriver, you will be also able to watch a video demonstration, right from the pages of the Atlantic Lady.

And, so, a website is all about content,

and presentation. The latter we have, what we need is the former. If you have articles, pictures, stories, even recipes that you would like to share, please contact me, either through the website's contact page or directly to my email:

kkoswener@hotmail.com



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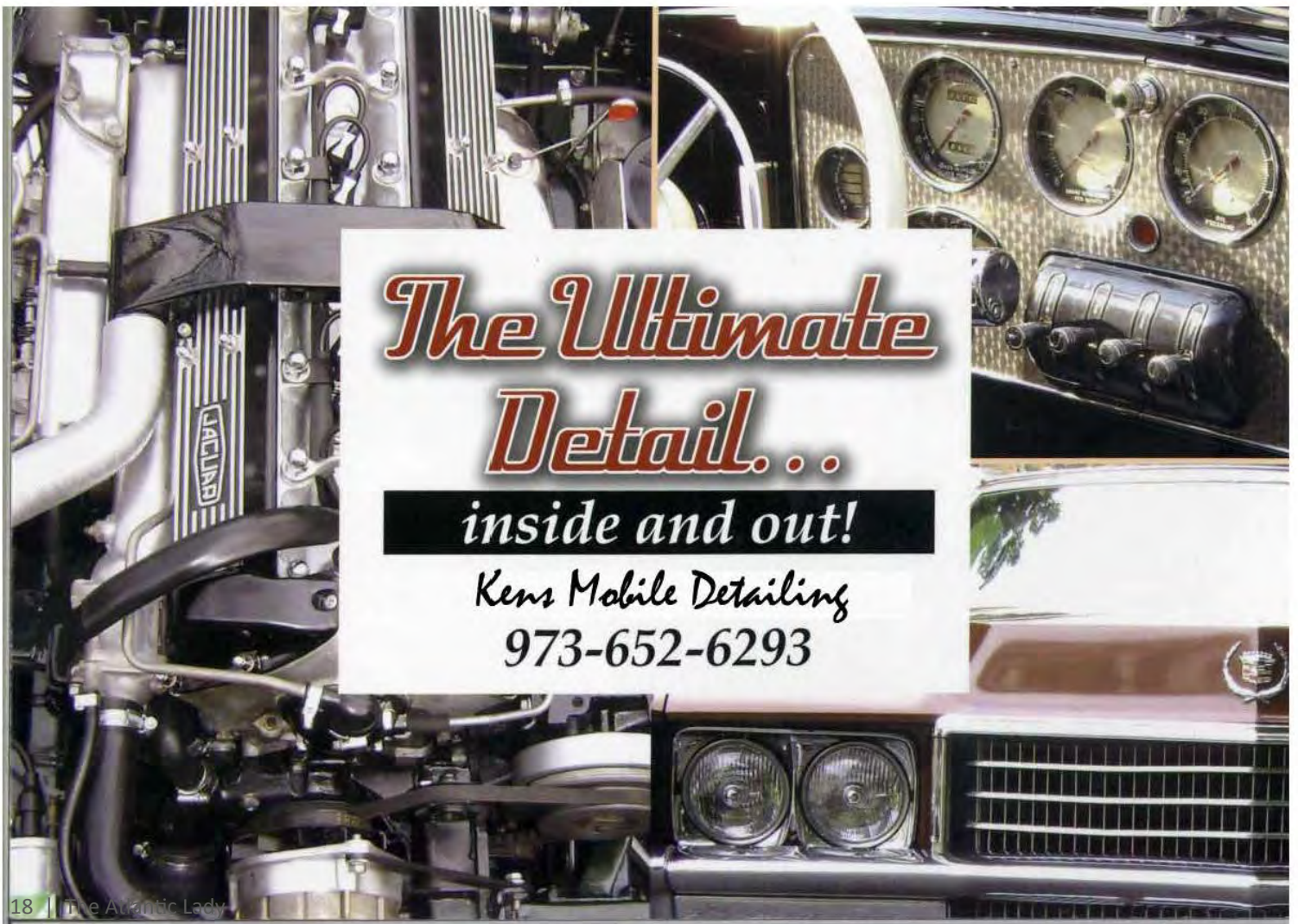
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Lawrence of Arabia's Rolls-Royce

by BOB TEVIS

Lawrence of Arabia (1962) was one of the most beautiful of all of the Academy Award winning movies. Nominated for ten Academy Awards in 1963, it won seven including Best Picture, Best Cinematography, Best Art Direction, and Best Original Score. If you haven't seen it yet, a recently released High Definition Blu-Ray disc can bring the magnificence of the desert to your home theater.



Last year, I was asked to present an introduction to the film at the **New York Historical Society**. The film was selected by them, as part of a group, to highlight the Centenary of the First World War. I decided I would look into the real history of the man, T.E. Lawrence, since it was, after all, an audience which would undoubtedly be interested in history.

When I finally got up to speak to the over four hundred people in attendance, I had to confess that much of what they were about to see was an exaggerated story of the man. **The filmmakers had taken a lot of liberty with the true story of Lawrence in the course of making a popular movie.** This was not the first time, for it was the persistent promotion of Lowell Thomas in the early 1920's that created

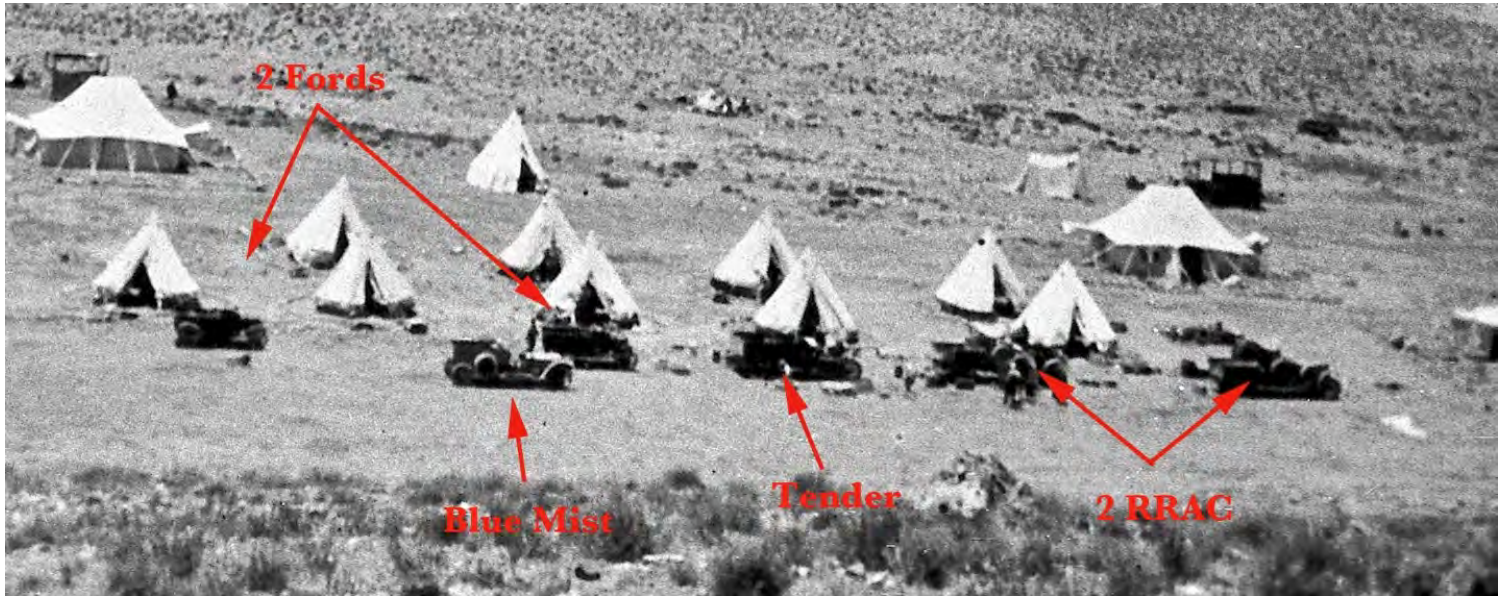
what we now know today as the myth of Lawrence of Arabia. There was, however, one thing that even Lowell Thomas' critics can say he got right about T. E. Lawrence.

In *Good Evening Everybody - From Cripple Creek to Samarkand* (William Morrow and Company, Inc. New York: 1976), the autobiography of Lowell Thomas, Thomas says of T. E. Lawrence, "Aware of his disdain for money and nearly all the things money could buy, I was often fascinated toward the end of the desert campaign to see him casually **stuffing thousands of pounds in gold sovereigns into a camel bag and riding off**—for by this time the British government was gladly providing him with all the gold he needed to pay for men and material, with or without a receipt!

So I asked him once to assume that the money was his: what would he spend it for? “Oh,” he replied, “I’d like to have a Rolls with enough tires and petrol to last me all my life.”

As an Englishman and a Gentleman, Lawrence knew of that the best motor car was a

Up until the First World War, armies primarily moved by genuine horse power. World War I was the war in which mechanization took hold. As a forward thinking, First Lord of the Admiralty, Winston Churchill was determined that England lead in this effort—even though it was the land forces that his work would sup-



An encampment in the desert annotated to show itwo Fords, the Blue Mist, a Tender and two Rolls-Royce Armoured Cars

Rolls-Royce. It was a car that would accompany him on his military campaigns in the desert during the Arab Revolt. You can see a number of them in the film, but soon we will be able to see an example in our general vicinity.

Before we get there, though, you might be wondering how a Rolls-Royce made it into the desert to begin with. You can credit this to Winston Churchill.

port. Under the Royal Navy banner, Churchill established the Landships Committee to build the first military tanks. The Royal Navy also established an Armoured Car Division which would support the supply needs of the Army.

The Armoured car of choice was based upon the Rolls-Royce Silver Ghost. Its robust construction could easily accept the addition of two tons of 3/8 inch steel plate with minor modifications. **Even weighing four tons, these modified Ghosts were capable of driving up to 60mph.**

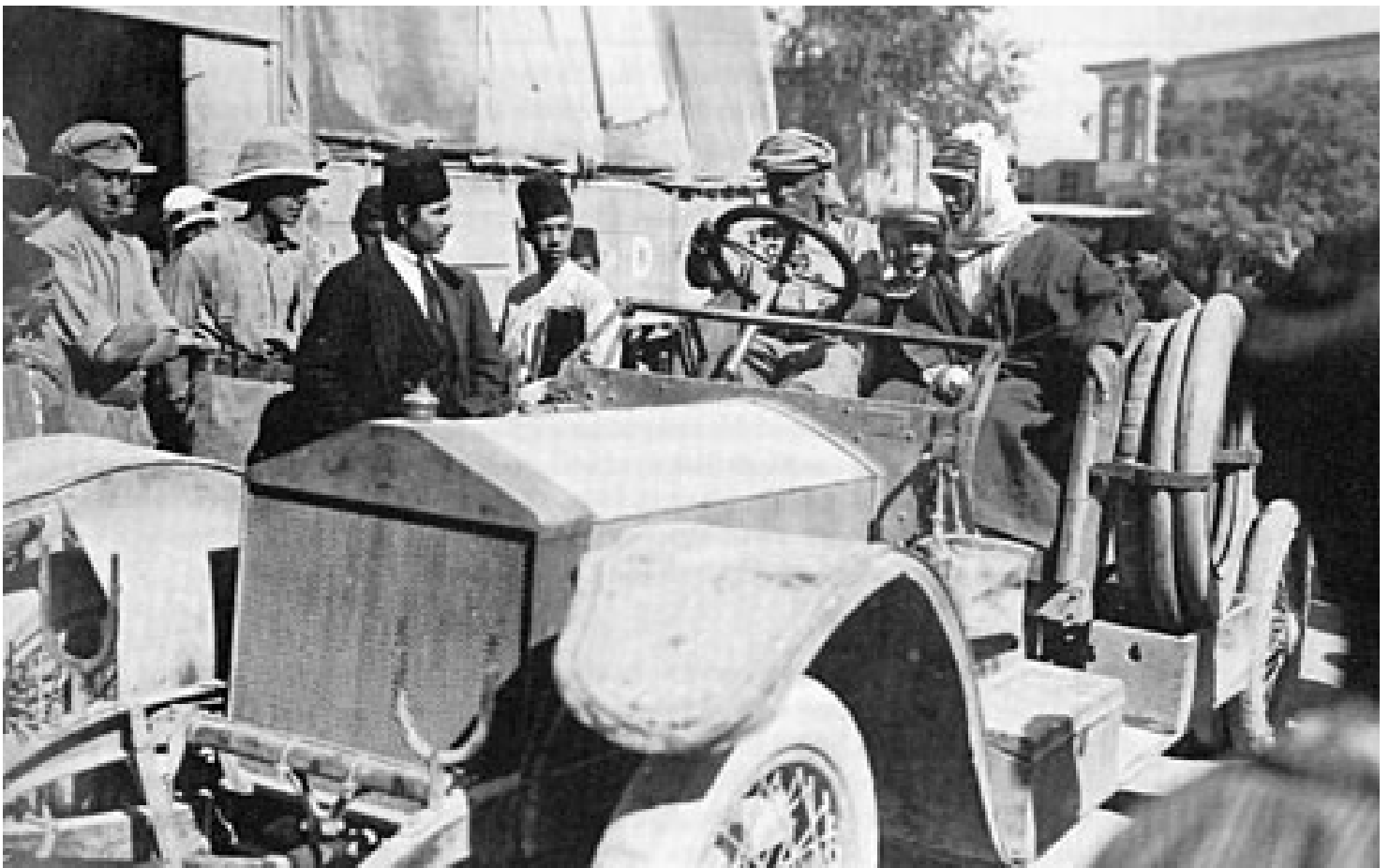
The Ghost they selected was a Rolls-Royce 40/50 which was also known as the 1914 Alpine Eagle. Some were equipped for battle with a Maxim-Vickers medium .303 caliber machine-gun mounted in a 360° swiveling turret. Some were “lightened up,” removing much of the armor and the gun, to create supply vehicles. These supply vehicles, known after their nautical designation of “tenders” or supply ships, were to be built to support the troops wherever they may be. They were designated as tenders not because they were ships on the land, but because they were under the auspices of the Navy.

Eventually, ten Rolls-Royces were sent to the desert. They became known as the Hejaz Ar-

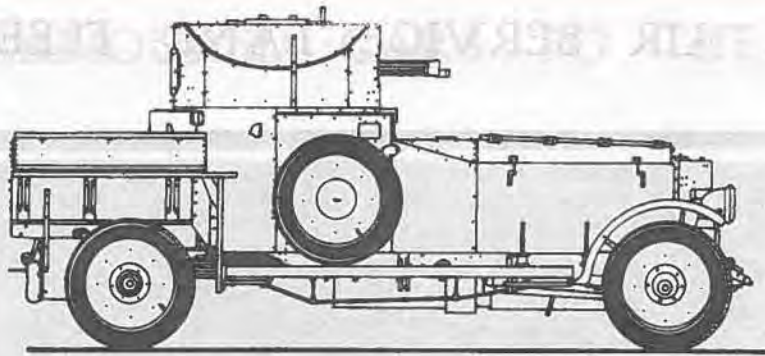
mourved Car Battery (HACB) supporting the British forces in the Arab Revolt.

There is a memorable picture of one of the armoured desert cars. It shows T.E. Lawrence seated in front of one of the cars, **“The Blue Mist.”** This became his personal tender and was mentioned in his classic autobiographical history of the Arab Revolt, *The Seven Pillars of Wisdom* (1926).

In a well-researched, scholarly article written by James Stejskal entitled “Solving the Mystery of Blue Mist: Lawrence’s Rolls-Royce,” **Mr. Stejskal sets out to solve the mystery of whatever happened to Lawrence’s personal armoured car.**



T.E. Lawrence driving through Damascus in his Rolls-Royce armoured car named
The Blue Mist October 1918



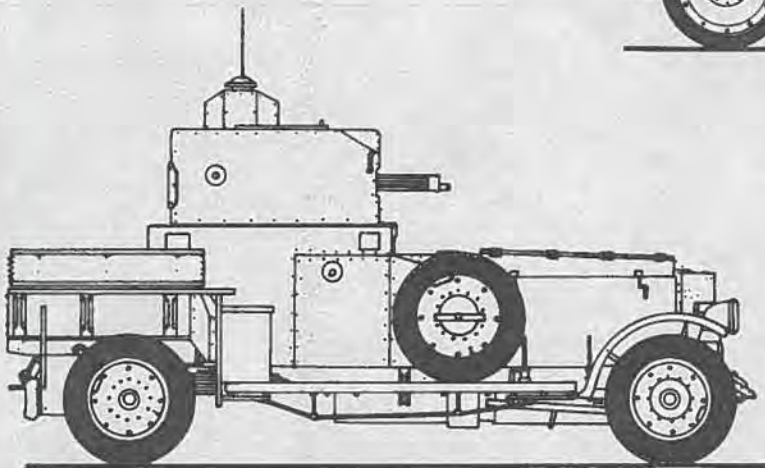
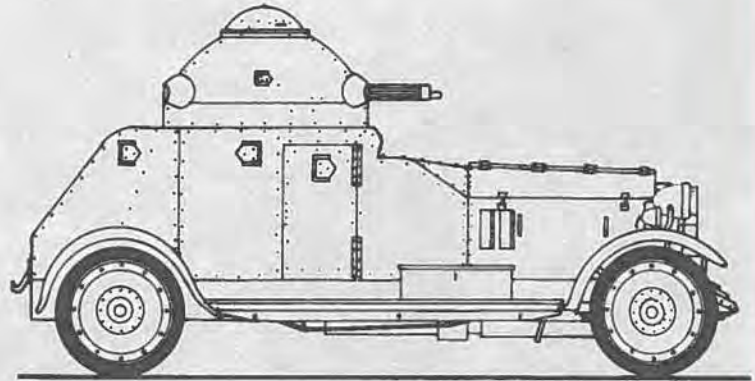
ROLLS-ROYCE 1920-PATTERN, MARK I:

A basic rework of the 1914-Pattern vehicle with somewhat higher turret and solid, rather than spoked, wheels. Armament was a single Vickers .303 caliber machine gun mounted in an oval, open aperture in the turret front.

VARIATIONS: R.A.F. STANDARD TYPE A - substantially the same as the 1920-Pattern but with R.A.F. style headlights and a more rounded hull. It was 4-inches higher and .6 tons heavier than the 1920-Pattern (the latter due to an increase in armor from 8.5mm to 9.5mm).

ROLLS-ROYCE INDIAN PATTERN, 1921:

A special armored body was provided for cars produced for service in India. This involved extending the fighting compartment to the rear of the vehicle and redesigning the turret. Armament was increased to two Vickers machine guns with ball mountings provided for an additional two. The interior of the fighting compartment was lined with asbestos to reduce the internal heat. Sixteen of these vehicles were produced in England.

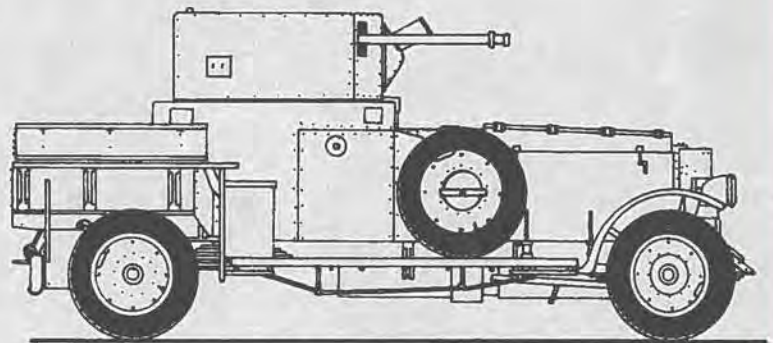


ROLLS-ROYCE 1924-PATTERN, MARK I:

The final factory modification of the Rolls-Royce design, this provided for side doors to the fighting compartment and a taller, redesigned turret. The machine gun was fitted to a ball mount.

ROLLS-ROYCE 1940 VARIANT:

This was a local modification of 1920 and 1924-Pattern vehicles which replaced the original turrets with an open-topped version mounting a Boyes .55 caliber AT Rifle and a Bren LMG as well as a smoke discharger. Thirty-four vehicles were produced.



The last of the Silver Ghost chassised Armoured Cars were withdrawn from combat units in 1943, but as late as 1949 row upon row of Henry Royce's masterpiece were waiting in patient readiness at the vast Tel-el-Kebir depot. Thirty five years On His Majesties Service.

• • •

ART CREDITS: The centerfold original was graciously loaned by the David King R-R Archives and the back page drawings are from William Platz' article in Vol. 5, No. 2, AFV-G2, a military vehicle enthusiasts monthly.

From the Atlantic Lady Archives The Rolls-Royce Armoured Car Lineup



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According to James Stejskal, “A 1914 Rolls-Royce tender, LC1105, loaded for operations with Colonel Alan Dawnay, Chief of Staff for Hejaz Operations

His opening preamble to his article is like the opening to a mystery novel, “One evening in 2016, three gentlemen were discussing Rolls-Royce history, each silently contemplating the virtues of the wine they were drinking. It’s not clear which they enjoyed more, the cars, the company, or the wine, but they soon discovered there was a mystery common to them all. It was a mystery each was eager to solve. **That mystery was the identity of the car used by Lawrence of Arabia to enter Damascus on October 1, 1918 – Blue Mist.** This article is the result of that discussion and research done by Tom Clarke, a Rolls-Royce motoring historian of note; Philip Walker, an author & historian specializing in personalities of the Arab Revolt – both from the UK; and two ‘Yanks’ – Pierce Reid, a master Rolls-Royce

mechanic and military historian, and James Stejskal, a military historian & conflict archaeologist specializing in unconventional warfare.”

From their extensive research, they knew that the Blue Mist was not one of the Alpine Eagles, but was instead a modified **1909 Rolls-Royce 40/50**. Using limited photographic evidence of the car, they were able to determine technical clues to its provenance. They were able to initially trace its beginnings to when it was given as a wedding present to Hugh Lloyd-Thomas who was the First Secretary to the British High Commission in Cairo, Egypt, prior to its commandeering by the military.

How were they able to confirm that this car was the Blue Mist? Apparently, parts had been returned to the Lloyd-Thomas' and one of them was **an enameled plate reading "Blue Mist."** They were finally able to confirm that Lawrence's tender was Rolls-Royce chassis number 60985.



Thomas Edward Lawrence a/k/a Lawrence of Arabia

As a tragic side note, in 1935, Lawrence was driving his powerful Brough Superior SS100 motorcycle in Dorset England, when he lost control attempting to avoid some children on the road. Six days after the accident, he passed away from his wounds. According to Lowell Thomas, **Lawrence had named his motorcycle, "The Blue Mist," after the Rolls-Royce armored car he used on his mission in Arabia.**

In part two, you will learn about the **Rolls-Royce tender that is being recreated here in the Atlantic Region.** We will reunite with James Stejskal and Pierce Reid who are in the process of building a replica of one of those British Army tenders on a 1919 Silver Ghost chassis and learn about their progress.



THE JOY OF A PRE-WAR OR EARLY POST-WAR ROLLS-ROYCE OR BENTLEY MOTORCAR

by DAVID SCOTT, Ph.D.

I see a good many pre-war and early post-war (up to Cloud III) motorcars in my shop.

Some are quite nice while others have been relegated to the ravages of time. **A good many can be brought back to be functional but that involves time as well as considerable expense.**



Bearing in mind that many new parts are no longer available, the owner is left with the option of rebuilding the existing part, purchasing a used part or having a new part made. Parts drawings and/or reverse engineering come into play in this scenario.

Ideally acquiring a Rolls-Royce or Bentley motorcar that has already undergone resto-

ration or one which has been well maintained will negate some of these pitfalls. **Occasionally we encounter a motorcar that we just wish to acquire regardless of condition or a motorcar that has been laid up for many years.** This is usually due to a mechanical problem. Most of these issues can be sorted out, but it takes time and money.

SOME SUGGESTED AREAS TO LOOK AT:

- * Motor - for major leakage as well as Head for leakage. A leak down test as well as a compression test will tell you a great deal.
- * Suspension - condition of shock absorbers (leaking, worn bushings).
- * Steering – steering box, hoses, ram.
- * Motor and Transmission mounts.
- * Sway bar bushings, tie rods, and ball joints.
- * Generator and Starter.
- * Dash instrument function.
- * Magneto if your motorcar has one.
- * Transmission / Clutch.
- * Brakes - condition of lines, wheel cylinders, master cylinders, and pull cables.
- * Servo – many have been adjusted incorrectly or require relining.
- * Fuel system – Whether electric or Auto-vac for proper function, as well as fuel filters.
- * Exhaust system condition.
- * Cooling system - condition of hoses, clamps, radiator for clogs or leakage as well as thermostat function.
- * Carburation & Choke.
- * Electrical system - **WARNING!!! Pre-war wiring MUST be replaced. If not properly executed it is not a matter of if your motorcar will catch on fire but when.**



There are many other areas that require inspection including Body and Frame.

It is always advisable to have your motorcar inspected by a knowledgeable Rolls- Royce / Bentley consultant. In most cases you are wasting you money if someone who is not familiar with these cars performs this inspection.



LIKE A ROLLING LOAN

by PHIL PROCTOR

A woman walks into a bank in NYC and asks for a \$5000 loan. The banker asks, **“Okay, miss, is there anything you would like to use as collateral?”**
The woman says, **“Yes, of course. I’ll use my Rolls Royce”**.

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The banker, stunned, asks, **“A \$250,000 Rolls Royce? Really?”**

She is completely positive and hands over the keys, as the bankers and loan officers laugh at her. They check her credentials; make sure she is the title owner.

Everything checks out. They park it in their underground garage for two weeks.

When she comes back, she pays off the \$5,000 loan as well as the \$15.41 Interest.

The loan officer says, **“Miss, we are very appreciative of your business with us, but I have one question. We looked you up and found out that **you are a multi-millionaire. Why would you want to borrow \$5,000?**”**

The woman replies, **“Where else in New York City can I park my car for two weeks for only \$15.41 and expect it to be there when I return?”**



Emily, in her wheelchair for her first 1969 meeting, sort of kept things under some kind of control with the 1912 Rolls-Royce bulb horn which was strapped to her chair and was delighted to see so many old and new friends.

From the Atlantic Lady Archives - Emily undeterred after an unfortunate tumble hosting RREC visitors

TECH MEET AT CHAMPION MOTORS

by HOWARD KRIMKO

On Saturday, April 28 the annual Atlantic Region Technical Meet was held at Champion Motors International in Syosset, New York. Atlantic Region technical experts John Palma of Palma Automotive, Tom Palasciano of European Foreign Classics, and David Scott joined me and inspected several club member's cars.



John Palma, Ira Starr and Howard Krimko

Thoughts of Chairman Walker re "pre-owned" Rolls-Royce/Bentley motorcars: Old, second-hand diamonds are far more precious than brand-new, factory-fresh rhinestones.

From the Atlantic Lady Archives, Diamonds vs. Rhinestones



Andrea Krimko, Elise Halprin and Joanne Goldman. Forget the grease, let's go to the showroom!

*No, that's not
an oil leak.
it's an anti-
rust mecha-
nism.*



John Matsen, Ed Goldman & David Scott.

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Sir Henry Royce 1863-1933



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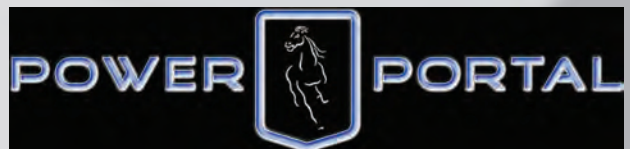
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We evaluated Silver Clouds and Modern Cars. Members also had a chance to see a 90 year old Phantom I. In addition to under hood and coachwork evaluations, the cars were placed on a lift for chassis inspections. John brought along dedicated computer diagnostic equipment which was helpful in evaluation of later cars.



2009 Rolls-Royce Phantom Drophead Coupe.



Justin Kerstner &
Tracy Varnadore



Rolls-Royce Corniche IV

A typical inspection takes around half an hour and provides a learning experience for both the owner and the attendees.

We took a break for lunch, which was provided by Champion Motors, and returned to the business of car evaluations which continued throughout the afternoon.



ASSISTING MR. BENNETT—PART II

by BILL WOLF

Yes, it just keeps getting better. As most of the Mk. VI Bentleys are standard saloons, it is good to note that we have a few coachbuilt examples in our Atlantic Region. We come to see the cars, yes, but to meet the good folks who own them—after the cars are admired, the memories of spending an afternoon with hospitable and engaging owners linger.



Cliff Botway's Bentley Mk. VI Drophead, Coachwork by Abbot (B18RT)

On the sixth of June, 2018, my good friend Dick Stella and I drove up to Clinton Corners, New York, to visit B18RT, a strikingly

attractive drophead, coachwork by Abbott. We also got up close and personal to a trifecta of Silver Ghosts.



Ghost Trifecta: 1911 Connaught tourer (1768), Boattailed Roadster (87EU), Springfield Mayfair (421XH)

But visiting Cliff Botway was the main event. Big game hunter - among his many skills and interests. On the rolling lawn surrounding his home - the original part of the house being from the 19th century - we

found some quite imposing sculpture. Mr. Botway was the perfect host and it is always agreeable to ride shotgun in a classic Bentley.



B18RT Regally Posed with a Victorious Brave Riding in the Background



Cliff Botway Finessing B18RT's Sunscreen



Big Game Hunting: A Dying Sport

Nineteen days later, Dick and I drove up to North Haledon, New Jersey, to photograph B88BH, a 1947 H.J. Mulliner saloon. James Nolan had the blue and silver car waiting for us, parked in the driveway close to the avenue. Sun-dappled on the lawn or sitting on the asphalt without shade, the car liked the camera. Mr. Nolan has a British racing green Morgan Plus 4 and a cherry red Cadillac XLR to keep the Mk. VI company. Our visit was short, but most enjoyable.

Errata: In Part I of Assisting Mr. Bennett last issue, the Silver Dawn SUJ60 is actually a standard saloon.

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James Nolan's 1947 H.J. Mulliner Saloon (B88BH)



Interior shot of B88BH featuring Cocktail Trays, Crystal Decanter & Glasses

Days like these underscore **how lucky we are**—a fine hobby, a strong national club and the opportunity to spend time with the fine fellow members of our Atlantic Region.



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MEMORIES ARE MADE OF THESE

by RICH HALPRIN

Your historian has been dusting off his archives and found yet another interesting set of photos to play back. As a hint to when these were taken, you'll have to think back to the previous millennium (but not terribly far back). You will see that some really nice PMC's drove the American roads. Where they are now is not entirely clear. Unless you know?

Our first set of photos starts at your author's first national meet. This was in Lancaster, PA, the home of the Amish country. A very quiet, out of the way location, that allowed plenty of time for tech meets, car talk and even a few trips to soak up the local culture. There were plenty of old PMC's on the road. If I recall over 500 PMC's were judged that year.



1984 Lancaster PA, PMC's on the Judging Field



1984 Lancaster PA, SQ Tourer



Next year saw the Atlantic Region's finest strolling through the countryside of Connecticut at Gillette Castle, 1985.

1985 meet at Gillete Castle

Anyone recognize the owner of this PMC? It looks like our Chairman (but it's not). This was taken at our National Meet at Long Beach. If you are interested in the PMC and history look up the lineage at <https://www.christies.com/lotfinder/Lot/1934-rolls-royce-phantom-ii-continental-drophead-coupe-1582372-details.aspx>



1934 Rolls-Royce Phantom II Drophead (127RY), The Black Beauty

Our next stop down the memory lane at one of the very few national meets hosted on the east coast. In this case, Newport, Rhode Island. Anyone remember what year that was?

This first photo of a gentleman standing next to his green PMC is of particular note. Anyone remember who the owner was and what was the item of note (it was owned by Allen Swift, who received the car new as a honeymoon present in 1928 and who was the only owner of the PMC until he passed away at 102).



Never to be outdone, Newport put on one heck of an awards show that evening at the Rosecliff mansion. Anyone recognize that PMC rolling up to the black tie affair?





PMC's Lining up for Judging at the 1989 Newport Meet,



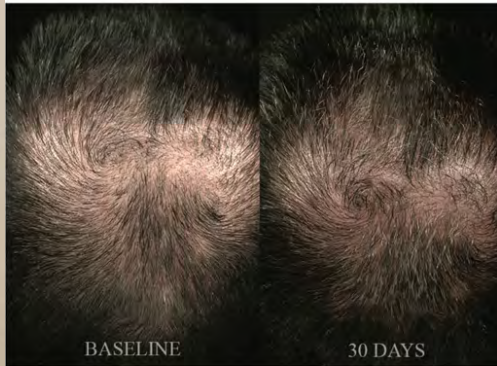
1989 Newport Rosecliff Awards Night. Is that Water or Champagne?

For nostalgic photos & stories watch for more Memories in our next issue.





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