

December 2007



The Atlantic Lady

The Newsletter of The Atlantic Region



Photo by Bill Wolf

On The Way to Lambertville New Jersey

Exclusive Atlantic Lady Interview with Klaus-Josef Roßfeldt - see page 24.

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If your business has anything to do with Rolls-Royce or Bentley motor cars, or items or services that you believe would appeal to the owners of such cars, there simply is no better bang for your buck than this publication!

The Atlantic Lady

Bi-monthly Publication of the Atlantic Region - Rolls-Royce Owners' Club
The Atlantic Region is under the control of the Rolls-Royce Owners' Club, Inc.

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THE ATLANTIC LADY is published bi-monthly by the Atlantic Region of the Rolls-Royce Owners' Club. Articles reflect the opinion of the author and do not necessarily reflect club or region policy. The Atlantic Region and it's editor seek to publish accurate material, but neither assumes responsibility in the event of claim of loss or damage resulting from publication.

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

Atlantic Lady Deadlines:

<u>Issue Date</u>	<u>Submission Deadline</u>
June	May 10
August	July 10
October	September 10
December	November 10
March	February 10

Chairman's Message

by Howard Krimko

I suspect the many of our members will be surprised to see this issue of *The Atlantic Lady* so soon after the last one. This would not be possible without the dedication and hard work of our new editor, Bill Wolf. I know than many of you rely on this magazine to keep you informed of region activities. It is nice to know that we will once again have a timely publication. I hope that you will be encouraged to submit articles and photographs to Bill, and become more involved with regional activities.



Our Chairman

Our activities for 2007 will conclude with our Holiday Party which will be held on Saturday, December 8 at The Westchester Country Club. This is an elegant setting to meet, celebrate the Holidays, and enjoy our motorcars. The Atlantic Region is subsidizing the event and I hope that you will all attend. Concours winners will be announced and trophies will be presented. Our Annual Business Meeting will be held after lunch. Please RSVP to Ed Goldman.

As I look forward to next year, I hope to see many more Atlantic Region Members becoming involved and helping to organize regional events and activities. We really need your help to make this club a success. If you are traveling on Long Island, please stop by and chat about the region.

Editor's Message

By Bill Wolf

It's nearly midnight and I have been at the Apple for a few hours now—scanning, copying, writing captions and trying to get myself and *The Atlantic Lady* organized. These hours flew by because I am doing something that I truly enjoy—working with words and images of Rolls-Royce and Bentley motorcars. I am a schoolteacher now, but this had been a midlife change in career; several years back I was in the motor trade, writing warranty for the now defunct Whitehouse Imported Cars. My job had become much more interesting and pleasurable when the dealership began carrying Rolls-Royce and Bentley. This was back in the late 1980s—when the Silver Spurs and the Bentley Turbo-Rs were brand new. It was an exciting time for Crewe—and how could I not help falling in love with these magnificent machines? I recall the first time I took the Turbo-R for a spin up Route 22; I believe I may have slightly exceeded the speed limit for a mile or so.



Bill Wolf and Sabu Advani,
the editor of *The Flying Lady*/
Greenwich Connecticut

When Whitehouse closed its doors and I started back to college to get my teaching certification, I happened to stop down at Cruizin' Night at The Galloping Hill Inn in my hometown of Union, New Jersey. Among the '57 Chevies, the lead-sled Mercurys, the '32 Ford hot rods and the rest, sat a Bentley Continental—an SII if my memory serves me well. There was a touch of incongruity in this—to say the least. I chatted up the owner, who, frankly, seemed surprised that I knew what a Continental was all about. The owner was a fellow named Mark Corigliano, and he talked to me about RROC. I found that one need not own a Rolls-Royce or Bentley to join, and that is how my affiliation began. Since then I have attended some meets, wrote a few articles for this publication and for *The Flying Lady*, and, more important, I have met some really wonderful people. So here I am.

In this issue, check out the *Photo Scrapbook*. I would like to continue this feature in subsequent issues, so, please, send some photos and captions along. And if you would like to contact me for an article on *your* cherished PMC, email me. It was a genuine pleasure meeting many of you down in Lambertville on that beautiful October Sunday, and thank you all for your cooperation. Let us all work together to continue to make *The Atlantic Lady* a proud symbol of motoring elegance and warm friendship.

Corrections: In the November Issue, the six-door Rolls-Rolls in the UK article began life as a Silver Spirit, not a Silver Spur. For his photo credit, Howard Krimko's name was misspelled. And in the correspondence article, there was a reference to *The Flying Lady* rather than *The Atlantic Lady*. The Atlantic Lady regrets her mistakes.

Photo Scrapbook

Editor's Note: In shoeboxes, in the attic, in secretary drawers, in photo albums and iPhoto files, we all have our collection of Rolls-Royce and Bentley favorites. We have shots of favorite cars and of Atlantic Region gatherings. Joanne Goldman and Howard Krimko were kind enough to share some of their photographs with The Atlantic Lady. If you would like your favorites featured in future issues, please send them along—and for all you technophiles out there, the images should be at least 300 dpi. Enjoy.

Joanne's Scrapbook:



5LBX88. The current owner is Peter Regna. According to Andre Blaize, this PV, bodied by James Young, design No. PV15, was delivered to a certain Raymond Smith in November of 1961.



At Limerock Connecticut

Photos by Joanne Goldman



Rudy Rosenberg's Tailgating Party



Westbury Outing



Silver Cloud Drophead at Limerock Connecticut



Limerock Connecticut

Howard's Scrapbook:



Phantom II Outside of the Hotel at the Washington National Meet

Photo by Howard Krimko



4 1/2 Litre Blower Bentley belonging to the late Ann Klein. It sold for 4.5 million.



Ladies at The National Meet

**ATLANTIC REGION ROLLS-ROYCE OWNERS' CLUB
2007 HOLIDAY PARTY AND ANNUAL MEETING
WESTCHESTER COUNTRY CLUB
98 Biltmore Avenue, Rye, NY
(914) 967-6000
SATURDAY, DECEMBER 8, 2007**

Hosted by John Tembeck

Join us for a gala celebration of the Holiday Season. Plan to arrive at 11:30, and park your PMC in the coned-off area that will be reserved for our cars. The Westchester Country Club is preparing a sumptuous luncheon menu that features a welcome reception until 12:15 when lunch is served. We'll start with a mixed green salad and for an entrée; your choice of a Petit Filet with olive oil mashed potatoes, seasonal vegetables and a Merlot sauce or Sea Bass Roasted in Olive Oil, Parisienne Potato and vegetable fricassee. For dessert, it's Creamy New York Cheesecake with seasonal fruits and their jus, Coffee & Tea. Beverages Included. The Annual Meeting will be after Lunch.

This year, our Region is able to defray much of the cost of this event. Therefore, the cost for members &/or spouses only, will be \$30.00 per person. Guest attendance will be at the full price of \$60.00 per person.

For Additional Information, call Ed Goldman (516) 626-1118; goldwadd@optonline.net; Day of Event Only (631) 748-4478.

Please RSVP by November 30, 2007 to: Ed Goldman, 52 Fairlawn Drive, Central Islip, NY 11722.

No. of Members @ \$30.00 per member _____ = \$ _____

No. of Guests @ \$60.00 per guest _____ = \$ _____

TOTAL = \$ _____

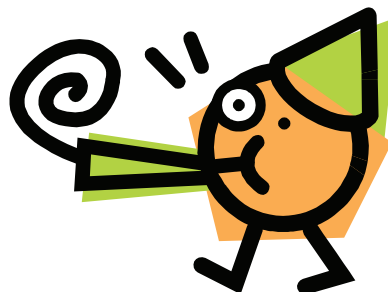




Photo by Roßfeldt

Katharina-Sophia Roßfeldt

Happy Holidays to All

Lambertville Outing

By Ed and Joanne Goldman

Elegant design, inspired beauty, lasting presence. Although this could be a reference for Rolls-Royces and Bentleys, these words are meant to describe the Club's day in Lambertville, NJ on October 21st.

The day commenced at Sollo Rago Modern Auctions, one of the country's "big three" auction houses, with Sotheby's in New York and Wright's in Chicago. Club members received a guided tour by Elizabeth Essner with commentary by John Sallo. John is a premier authority in 20th Century Modern decorative art and furnishings. He is the author of several books on Modern design and a principal auctioneer at the Rago Arts and Auction Center.

Notable pieces on display for an upcoming auction included works by George Nakashima, Paul Evans, Wendell Castle, Vladimir Kagan and other eminent designers of the mid-20th century. Several members brought photographs of furnishings from the time period that were as equally impressive as the auction items!

After the tour, spectators in Lambertville were surprised and delighted to see our caravan drive through town en route to The Lambertville Station. The Lambertville Station is a restored 19th century train station on the banks of the Delaware River where we enjoyed brunch in a private room.



Our Host, Ed Goldman with his Silver Cloud II SCD477



The Atlantic Region seated on a \$40,000
Irving Harper/George Nelson & Associates/Herman Miller Marshmellow Sofa



1976 Mulliner Fixed Head Coupe CRE 26154



Nancy Baldwin Seated in a \$12,000 Hans Wegner Chair



Howard Krimko and Bob Gluckin



Dinjer Sheski's Silver Spur II



Let the meeting of the Atlantic Region Begin



Bill and Amelia Imre, Guests of Doris and Bill Wolf

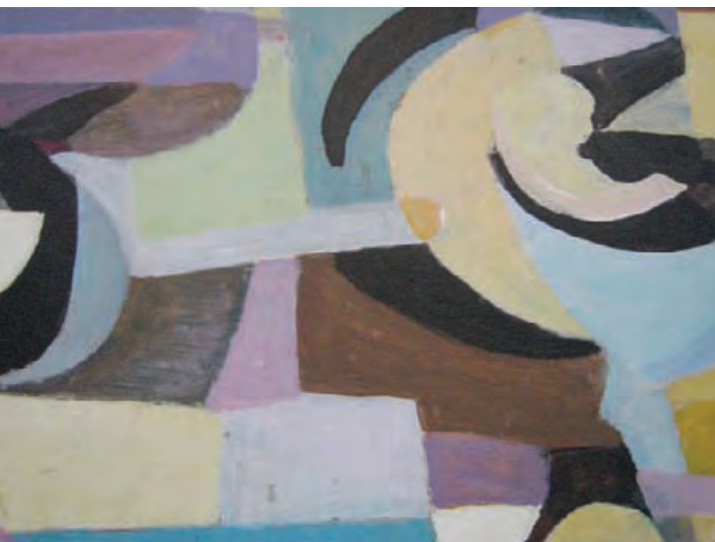


Picasso mugs

All photos by Bill Wolf



New Hope Hot Rod



Peter Ostuni Untitled (Detail)



The rebuild costs how much?

All photos by Bill Wolf



Our Genial and Informative Guide, Ms Elizabeth Essner



Club Members Enjoy the Gallery Talk



Looking for Something Different in a
Bedroom Suite?



1961 Chrysler Fireplace Mantle



Andrew Blackman in the Arne Jacobsen/Fritz
Hansen Egg Chair



Dinner at the Inn at Lambertville Station



Across the river: New Hope Architecture



Michael Graves Dressing Table
(Estimated to fetch \$40,000)



John Matsen 100 SCII James Young Coachwork



At Dinner with Our Hosts

The Bentley in Wolfsburg

By Bill Wolf

Think theme park for automobile enthusiasts and their families. Open to the public in 2001, Autostadt sits on the grounds of the Volkswagen Werks in Wolfsburg, Germany, a well-designed and smartly landscaped area of sparkling blue ponds, softly rolling green lawns, walkways and modern buildings—with the redbrick and tall smokestacks of the Volkswagen factory as a backdrop. I visited there in 2003.

Autostadt comprises a large, open, glass reception building housing restaurants, stores, a fine collection of automobiles, a spacious park and pavilions for each of the marques currently under the Volkswagen umbrella. In the reception building, one can examine the lovingly detailed replica of the very first car, Karl Benz' three-wheeler. Also housed here are Ferdinand Porsche's 1934 Beetle prototype, a spate of fine old Beetles and a very long classic Cadillac Sixteen. The Bugatti EB 2118-19 (EB 218-99 6255-550 111-650) and a Bugatti Atlantic (57733), with its art deco, riveted body, offer an attractive automotive contrast. A silver Bentley 3.5 liter (3-145-DK) and a Rolls-Royce Silver Ghost (14 RG) very nicely compliment the collection. Attractive and informative exhibits are also found throughout the several floors, overall, a well-conceived and attractive display.

Leaving the main building, one finds laughing children driving miniature New Beetles around a slotted track and crowds queuing up for the bus tour of the factory, a tour that should not be missed. And, dotted throughout the park, each building designed to capture the essence of each marque—the Spanish Seat, the Czech Sköda, Audi, Volkswagen, Lamborghini, and, now, of course, Bentley—are the pavilions.

The Lamborghini pavilion, for example, is a black, ultra-modern cube squatting bunker-like in the green sward. Inside, after one's eyes adjust to the semi-darkness, one sees a gleaming Lamborghini -yellow Murcielago impaled on the wall like a gargantuan, exotic insect—one looks straight on at the gleaming bonnet and roof. After a long, dramatic pause, after all the enthusiasts have jammed into a fenced ring around the car, smoke and lasers begin bouncing over and around the Lamborghini. Accompanying the lightshow is a very loud soundtrack of the V-12 engine revving-up and going through the gears. For the finale, the wall with the car attached turns 180 degrees—the big exotic can actually be seen by those outside in the park. But as exciting as this may be, those of you now reading *The Atlantic Lady* will obviously be curious about Wolfsburg's Bentley Pavilion.

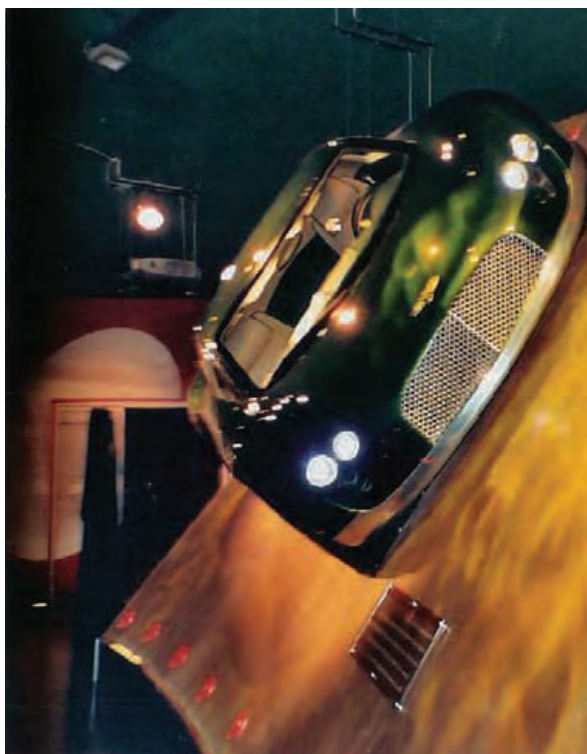
Only the roof is visible as the remainder of the building is cut into the long slope of a grassy hill. The familiar Bentley logo carved into the granite wall graces the entranceway. After following a slowly curving ramp, I found the top of a giant crankshaft reaching down to the floors below. Looking downward to my right, I was greeted with a truly beautiful sight, a bird's eye view of a

Bentley Continental R-type with the Mulliner fastback body (BC 14C). As can be expected, many car folk were clustered around admiring its sleek and classic lines. Soon I was winding downward to join the crowd, passing photos of both old and new Bentleys in various stages of construction. Below sat a Red Label Arnage (SCBC-C32FOYCX0411) and an Arnage T (SCBLF34F82CX08691). I paused at the attractive, sensuous display of the wood and leather we have come to associate with the marque, and, in a multi-mirrored display, was the Bentley GT Coupe.



Photo by Klaus Bewilogua

Your editor visits the Bentley Pavilion at The Autostadt,
Wolfsburg, Germany



Hunaudieres Prototype

This had been my first time seeing one in the flesh, and, yes, this very desirable motorcar impressed me. But I learned later, when researching the chassis numbers of the various cars mentioned throughout this article, that what I was looking at (and afterwards causing at least a twinge of dissatisfaction) was a rolling chassis, strictly a display vehicle. This is why I have no chassis number to offer, and this is why any Bentley must be much more than just a beautiful shell. For me to really have appreciated the GT Coupe, someone should have tossed me the key, to a real and functioning car, of course, and reminded me that there still remained long lengths of The Autobahn with unrestricted speed limits. Then I could but dream.

Upon leaving the display, my last impression was that of a second rolling chassis, a coppery lime green prototype, the Hunaudieres, mounted on the wall as the Murcielago had been. This Bentley of the future (a V-16 had then been proposed) looked great—fast, streamlined, handsome—and I felt privileged to have had a look at the upcoming generation. Then back into the sunlight, amidst the carefree, strolling crowds, I also felt very pleased to have visited Autostadt. My visit, by the way, was a surprise gift from my friends Bärbel and Klaus

Bewilogua of Braunschweig; I wanted to take this quick opportunity to acknowledge and to thank them.

So if you happen to be cruising the Autobahn in these parts, not far from the Danish border, cutting through the deep forests, the postcard villages and the far-spreading farmland of northern Germany—turn off at the Wolfsburg asfahrt, speed down the long curving ramp, drive a few more kilometers, then pull into the accommodating parking lot and enjoy a leisurely afternoon at Wolfsburg's Autostadt. You will not be disappointed.



So Where are the Bentley GTs ?



Rolling Chassis



The Bentley Engine / A True Work of Art



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A week-long adventure in Northern Michigan during
the most colorful season of the year.

RROC National Tour
September 21-27, 2008

Info: Rick Barrett, 248-647-4403, 08-fall-tour-rroc@comcast.net

39AG

by Mark Corigliano

Editor's Note: There are Ghosts among us. For Rolls-Royce enthusiasts, such a reminder brings a smile rather than a shudder. Mark Corigliano has been an active member in The Rolls-Royce Owners' Club for several years now, an active member in our Altantic Region. The following is a reply to my enquiry. Mark and Carolynne are warm and friendly people—so all the very best to them and their fabulous Silver Ghost.

As requested, attached are a few photos of our car, both in top up and top down views. The third photo was taken during the rebuilding of the engine at Vintage and Auto Rebuilds in Chardon, Ohio. This photo shows the lifting off of the engine block (Ghosts do not have heads) by Steve Littin, the owner (on the left) and Mark "Kiwi", the shop manager. I participated in the engine teardown with them. Note the typical carbon accumulation on the pistons, but despite its age, the blocks and crankcase were in excellent condition and original to the car.

Some facts about the car:

Chassis no.: 39AG

Model: Rolls Royce 40/50 (Silver Ghost), Springfield

Year: 1921

Place of Assembly (chassis): Rolls-Royce of America, Springfield, MA

Place of Assembly (body): Brunn and Company, Buffalo, NY

Original Owner: J.C. McKinney, Buffalo, NY (associated with the Standard Oil Companies and a buyer of a number of Springfield 40/50s)

Engine: In-line L-head 6 cylinder, 7.2 liters

Ignition: dual, American Bosch ZR6-ED19 magneto and American Bosch coil and distributor

Body Type: 5 passenger Phaeton (Open Tourer)

Other Significant Notes:

- Second oldest Springfield automobile extant
- Pictured in deCampi's Rolls-Royce in America, page 68
- Was returned to the Springfield factory, circa 1926 and updated with the following: Switch from right hand drive to left hand drive, three point centralized lubrication, later series faired-in tool and battery boxes, vertical shutters fitted to radiator, tail lamps and tubular bumpers.

The car was purchased by Mark and Carolynne Corigliano in 2004 from RROC and SGA member Whitman Ball. More recently, the car was sent to Vintage and Auto Rebuilds for mechanical work including rebuilding the engine, restoration of the fuel tank and fuel system and fitting of an overdrive, oil filter and air filter. Air filters were not originally fitted to this series of RR cars, however one prototype had been made and fitted by the Springfield factory to one Silver Ghost. This car, which still exists, was the model for the reproduction air filter developed and manufactured by Steve Littin of Vintage and Auto Rebuilds and is sold as a kit for fitment to nearly all Silver Ghosts.



Mark with Julie Cohen, former TAL Editor

Driving Impressions: The car is a pleasure to drive. Once started and the 600 weight steam cylinder oil, which is used in the transmission and other drive train locations, is sufficiently warm, the car runs strong and well. Like all Ghosts, the car has mixture, ignition and governor settings on the steering wheel, all of which must be adjusted to maximize the proper running of the car. This takes a bit of experience and you get better with this over time as you hear and feel the engine and (dare I say!) become one with the car. In addition, the transmission has straight gears so double clutching is mandatory when cold; however when hot, you can single clutch or even shift without clutching. Steering is effortless over 5 MPH, but below that, one must be prepared to move a little if you want to turn the wheel. This is a very heavy car and, obviously, there is no power steering. Braking leaves a little to be desired as the car has only two wheel rear brakes. Planning and awareness are critical to safe driving, especially at higher speeds. However, at lower speeds, careful driving results in minimal use of the brakes as Royce originally intended for the engine braking to help slow the car.

We have fitted the car with a Gear Vendors overdrive unit, which makes high speed cruising more enjoyable as the engine runs at nearly 25% less speed when engaged. We've had the car up to 65 MPH on the highway with no effort, but again, braking is the issue, not running fast. Carolynne and I feel very privileged to be the steward of this unique example of what is perhaps Royce's greatest contribution to the world of motoring.



Steve, Kiwi and the Heart of 39AG



39AG



With the Hood Down

The Atlantic Lady Interview

Klaus-Josef Roßfeldt

Editor's Note: I have been corresponding with Mr. Roßfeldt for some time now. He is a delightful man—and a fine and knowledgeable Rolls-Royce and Bentley Scholar. We are privileged that he agreed to this on-line interview.

There are 21 questions.

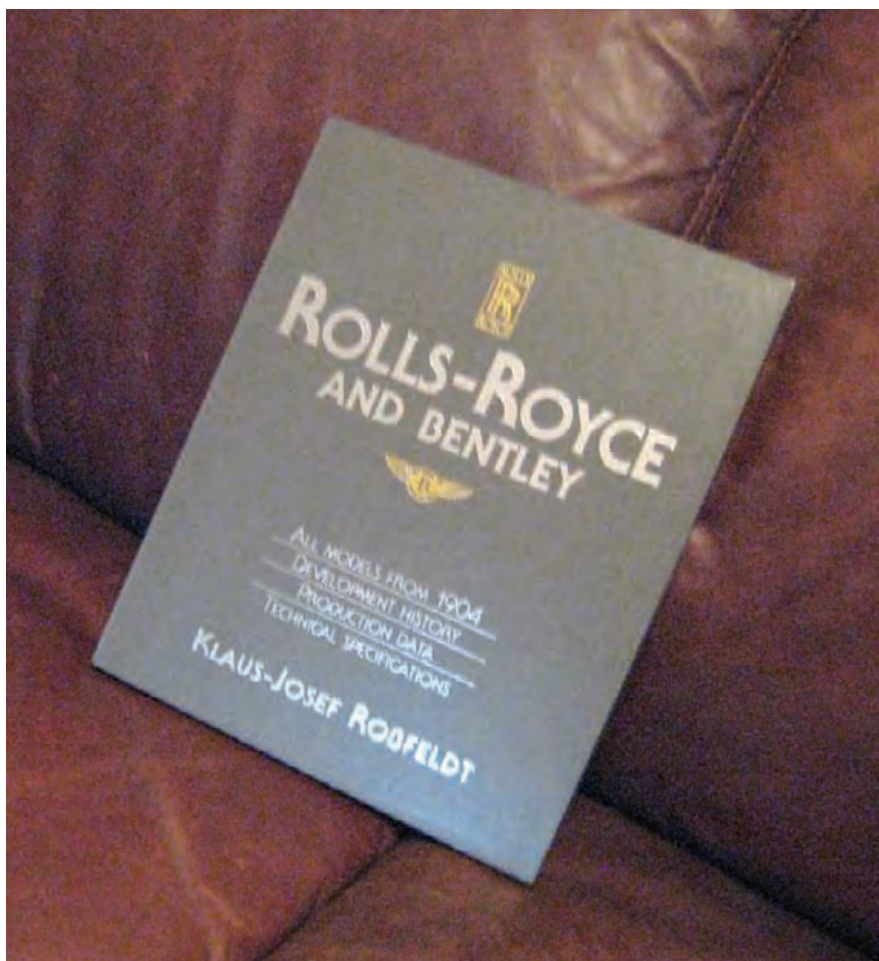
1. To begin, please tell us about your recent trip to Tuscany. Your photographs of the Silver Dawn in such elegant and beautiful surroundings are magnificent.

To be honest, that was a “reconvalescence-tour”. On Christmas-Eve 2006 a very severe heart attack resulted in emergency surgery with several by-passes set. To recover fully from that nasty incident my wife and I went to Tuscany. We were lucky in staying at a fine hotel (a magnificent villa located in a quiet valley from where on almost traffic-free roads we could easily go to visit Florence, Pisa and other destinations). The fact that I did indulge in taking several fine photos of my wife's R-R Silver Dawn perhaps is an indication that this was exactly the right sort of reconvalescence. The only blur had been that on our way to the South there was heavy snow on the Alpine 'Passo di Brennero' and for many miles. Katharina, who was at the steering wheel, had to follow an Italian snow-plug.

2. Talk about your daily driver. Please comment on the history, restoration, comfort, maintenance. Have ever received any citations for exceeding any local speed restrictions?

Over a period of more than 30 years (since I finished university and started to work) employed as my everyday-transport have been Bentley and Rolls-Royce motor cars for the simple reason that I wanted a “Zero-Defect-Motor-Car”. I am glad to report that indeed during all these years with hundreds of thousands of miles on tours all over Europe there has never been trouble of that sort which forced me to leave the car at a garage and decide upon a different mode of transport to proceed. I like the idea that the first Bentley I ever did acquire (a 1954 Bentley R, #B77WG) is still here in our garage. Despite its mileage exceeding 500,000, she is a fine car; she has been given to our daughter Katharina-Sophia when she got her driving license, so that Bentley R will remain to be driven for many years to come.

My everyday transport over the last years has been a 1957 R-R Silver Cloud I, #SFE395. Yeah, I got speeding tickets, the last one informing exactly the car's top speed (more than 110 mph). Maybe I should blame the engine? The original one had developed a crack in the cylinder block and it was substituted with an engine from a car that originally had been delivered to the US. 'Unlashed' to German highways (where there usually is no speed limit) the engine did not decelerate immediately when a traffic sign asked for limited speed.



3. Discuss other cars that you own or have owned.

Spirit of Ecstasy or Winged B are the mascots of the other cars in our custody, too, though it would not be correct to boast we have a collection. Would I like to share an anecdote? Many years ago when our marriage had “passed the 7-year-itch” I gave a 1934 R-R 20/25 Park Ward Continental Touring Saloon as a present to my wife. That car was rarely ever driven and after about 5 years I learned from my wife (I confess that I am a sort of “slow coach”) she considered fiddling with gear levers to adjust ignition and throttle as complicated. Well then, on the spot I suggested to pass a note to our friend André Blaize in France, who repeatedly had expressed that he wanted to be the first to be informed should we ever consider to part with that particular car; immediately André came to Germany and returned home on board that old Rolls-Royce. It is only fair to add here that this was no difficult decision because just then I had learned about a low-mileage, left-hand drive 1954 R-R Silver Dawn, #LSMF26, being available and that car was obtained for Katharina to “fill the gap”.

4. Do you have any comments about the Rolls-Royce/Bentley split-and the marque leaving England?

From my point of view the basic fact is that thus the survival of both marques was guaranteed. The tremendous investment to develop and to design a completely new model couldn't have been dealt with by the company in its old form. There is no argument about that. Just remember that the R-R Silver Seraph and the Bentley Arnage - which by quite a few were labelled as “the last models” made to that pattern which previously had been followed - indeed were not just that. There had neither been sufficient money nor that complete engineering staff at the old company to arrange for a new engine; the drive trains for both models were delivered by outside suppliers.

5. What is your opinion concerning the current series of Rolls-Royce?

The peculiar circumstances for the parent company BMW to start their project Rolls-Royce meant they had to start with a blank sheet of paper. As a motor car manufacturer, they already were positioned firmly in several market segments, among those certainly the one which is looked upon by many as that of “Upper Crust” motor cars. The current series is a statement where the Bavarian company wanted to position their newly acquired brand, Rolls-Royce Motor Cars.



B77WGA at the Villa d'Este

6. And what do you think of the current line of Bentleys?

I do not think there is a risk in saying that for Volkswagen it has been much more of a challenge to succeed in positioning the Bentley brand at new heights; by comparison, BMW had to manage with the 'household-word' Rolls-Royce. The name Bentley simply was not known as well as that of what for many decades had been the sister model. Volkswagen have tackled the Herculean task with enormous energy from the first moment onward. They had a clear strategy and were willing to invest considerably. They are to be applauded on having done their job perfectly well. That is testified not merely by the impressive sales figures. The fact that Bentley gained an enviable reputation over recent years, indeed now has a 'global image' and the fact that Volkswagen's engineering input and the outstanding capabilities of the workforce at Crewe were amalgamated to result in producing exceptional cars needs to be mentioned too.

7. Do you have interests in other marques?

Fine design and special technical features of motor cars are igniting my never-ending admiration. That this isn't restricted to luxury cars only is reflected by the photos of motor cars that I have taken over the years. Several thousand photos are filed here showing a wide variety of cars. Among these are, for example, photos of a "Ford Vairors" (prior to WWII such cars had been delivered from the US in kit-form to Latvia, then - and now again - an independent state by the shores of the Baltic Sea, and were assembled there) or a Fiat-based drophead coupé made by a coachbuilder in Venice (Have you ever considered they did not only build Gondolas there?).



8. Please discuss your website.

The start was pure business. I had compiled a book about Rolls-Royce and Bentley and that had been published as a private edition - hence the website was installed as a marketing instrument. Ok, that book almost is “no longer available” with but a handful of copies remaining. But the website will survive, because in the meantime several other books by other authors have been added. The explanation is that I do believe more in co-operation than in rivalry and I enjoy good relations with several other authors who have done books about Rolls-Royce and Bentley. Quite often I could rely upon their help and assistance when I had to check for proper information - and from time to time I have been able to supply to the illustrated part of their books or to provide results from my research. Hence the website will remain my “pet” and there is the added bonus that the webmaster is a friend who happens to own an impeccable R-R Camargue.

9. Talk about your relationships with people from Crewe-both past and present. Do you know people at Goodwood?

In hindsight it is surprising what a tremendous amount of goodwill I met by the staff at Crewe (and from certain dealers from the company’s dealer-network) because I was a “youngster” in my early 20s when I started to compile material for a book about Rolls-Royce and Bentley, my first book was published before I had been 30 years of age. I do cherish it as a most valuable gift that I am still on good speaking terms with personalities at Crewe and at Goodwood. This is the more remarkable as the situation is an entirely different one nowadays and, of course, there were new managers and engineers promoted to senior positions over the years.



B77WGA 1999 France Mont St Michel Klaus-Josef & Katharina Roßfeldt

10. Please discuss your relationship with The Flying Lady. Sabu Advani has told me that you are “friend of TFL.”

Sabu Advani is too kind with such a compliment. It is just the other way round because the staff at the RROC Headquarters have been very friendly when I spent a visit and I cannot remember other than most friendly reactions from both Sabu Advani as present editor of The Flying Lady and the late Ken Karger, who previously occupied that position, whenever we had been in contact. Filed here are more than 150,000 photos of Rolls-Royce and Bentley motor cars plus all the material I have collected over the years. What better platform to share what might be of special interest to fellow enthusiasts than The Flying Lady?

11. What are your automotive affiliations-clubs, professional associations, journals and the like?

By profession I am working for a company that is specializing in electronic technology; my position is in a team that concentrates on remanufacturing of automotive electronics. I am a member of the RREC and of the RROC of America but I do not attend club-meetings regularly. Neither do I compile reports for journals or magazines on a regular basis - that had been only a hobby and indeed has been re-adjusted more recently due to my fragile health condition.

12. Please give us information concerning your publishing history.

More than a quarter of century ago the very first book about Rolls-Royce and Bentley in the German language was published. "Die Geschichte der Marken Rolls-Royce und Bentley" (The history of Rolls-Royce and Bentley) emerged from the project of having done a press-map for the German Section of the Rolls-Royce Enthusiasts' Club. Much material that was new to me had been collected, many photos had been provided by other collectors. There was full support from a fellow-enthusiast who owned a printing company and so it needed only one step more to finish that first book. There was such demand (Ok, the initial print-run was low) that after a short period a second edition followed, although I'll be the first to admit it wasn't too impressive with but mono-photos and merely the essential details as regards these marques' history.

A later attempt backed by a leading publisher from Southern Germany was on grand scale and was a fine success. Even the English version of that book "Rolls-Royce and Bentley, All Models from 1904, Development History, Technical Specifications" sold so well that the publisher arranged for a second print-run, too. - This is no undercover promotion, because the book is out of print and no longer available. Most presumably that could be said as regards my latest book within the foreseeable future, as all copies from the German edition have been sold and from the English and the French editions only tiny rests remain.

It had been my intention to do two new books "Die Geschichte der Marke Rolls-Royce" and "Die Geschichte der Marke Bentley". Work on both has come almost to a halt after a few months ago when I had that close encounter with the other world.



SC1 #SFE395 in Snow

13. Tell us about the work involved in getting a book published- getting your specifications, production figures, archival and current photographs, and interviews.

As per Rolls-Royce tradition we'll leave out No. 13 - ok? Some facts are included in what was replied to the other questions anyway.

14. How long does it take from the conception of a book to its publication?

Here I can only speak for myself and certainly I am no "typical author". A fair estimate is that several years of research are followed by several years of work on compiling text and illustrations and such, all-in-all easily a period of more than a decade might be invested (And at the very moment the book has been published, proof-reading will show that some vital information was left out and/or an error had crept in!).

15. What is your favorite prewar Bentley and/or Rolls-Royce? Please tell us why.

On the spot I would say that is the Rolls-Royce Silver Ghost, not least because I still cherish the memory from having covered many thousand miles on board a car from that model series when taking part in "Alpine '93". But on second thought I would come to the conclusion that the R-R Phantom II will gain the laurel of being my favourite because that car incorporates all that is epitome in what Frederic Henry Royce had achieved during his lifetime. The Rolls-Royce Phantom II combined all the progress in engineering, all the advanced knowledge from development in metallurgy, etc., etc. The cars were built during a period when coachbuilding was at a climax and they were far less complicated and easier to maintain than the R-R Phantom III.

All this could be said, of course, as regards the model series R-R 20/25 H.P. too. And anyone who'll prefer the R-R 20/25 H.P. if only because of its easier handling due to less weight on the front axle and 'down-sized' proportions will do right. But then - my personal opinion - if the major interest is on agility and handling the appropriate car is the Bentley 3 1/2 Litre. Indeed from the Bentley motor cars of the pre-war period the 3 1/2 Litre is my favorite.

16. Favorite postwar Bentley and/or Rolls-Royce?

Bentley R and Rolls-Royce Silver Dawn are my favourites. The impression of outward appearance that clearly rooted in the design from the pre-war period and exceptional fine engine and gearbox (I do prefer the automatic gearbox) did make a tremendous impact when I first considered what model would be the right one for me. Whenever I gained experience with other models from the post-war period there were impressive features. Nonetheless Bentley R and R-R Silver Dawn held their position at the peak of my admiration.

17. Do you have any favorite coachbuilders? Please elaborate.

Hooper and Co (Coachbuilders) Ltd are my favorite. I am biased though because I had been in contact with the late Osmond Rivers who had been Hooper's chief designer. All those details he explained and the material I got from him (coachbuilder's files, drawings, etc.) did provide me with more knowledge as regards Hooper and their creations than as regards other coachbuilders.

18. Do you do any mechanical, body or restoration work yourself?

As I never had any training as a mechanic what I can do myself on motor cars is strictly limited. Certainly I wouldn't dare to touch "safety-related parts", e.g. adjust a brake-servo. As mentioned previously what I like on Rolls-Royce and Bentley is that a well-maintained example is a true "Zero-Defect-Motor-Car". If there might occur a problem like a blocked petrol-filter to be cleaned or a sticking petrol-pump to be dealt with by cleaning contacts I do not consider that as "roadside repair" but simply as inevitable when a car that is 50 years old or older is used for any long-distance tour

19. Can you share any amusing or interesting anecdotes about your long association with Rolls-Royce and Bentley motorcars and the people associated with them?

The "Collector's number plate" that we can transfer from one car to the other reads UN 0702 (red letters on white). On a recent tour to Paris we had to stop in a long line for a traffic control. Suddenly one of the policemen came speedily up to the car in front of us and insisted on that one to move so that we could leave the queue. The 'Flic' friendly waved us off with one hand, saluting with the other one. We complied with the request not to be controlled - and my wife and I feel convinced the French policemen thought of the unfamiliar UN registration that he might have stopped the huge black Rolls-Royce of a UN diplomat? Yes, there is more with a Rolls-Royce than that it is a reliable and comfortable motor car.

20. Would you care to comment on the premise that a fine motorcar is a work of art-like a painting, opera or sculpture?

I'll sign that immediately because it is the truth. I had to do so anyway because among mine is that Rolls-Royce Silver Wraith II which had been converted by a famous French artist by painting onto it "Visionen des Weibes, Von der Heiligen zur Hure". That left-hand drive Silver Wraith II had been kept as an "Object d'Art" for some two decades, never used in traffic, never publicly exhibited, viewed but by a selected few. Only recently the car was given into a garage for a full service; even "a rolling canvas" has to be a perfect roadworthy fault-free Rolls-Royce.

21. Please tell us a little about yourself.

There isn't anything extraordinary to be told. I am a chap who does work to add to the family income and I had the good luck to be married to a wife who is so tolerant to accept my hobby. And that hobby isn't too extravagant as it is shared by a considerable number of like-minded enthusiasts in North-America and in the rest of the world.



Mr. Roßfeldt



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